



**City Council
Electronic Meeting**

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

**Monday, November 14, 2022
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-11 (1) *adopt the minutes of the Regular Council meeting held on October 24, 2022;*
- CNCL-16 (2) *adopt the minutes of the Inaugural Council meeting held on November 7, 2022; and*
- CNCL-34 (3) *receive for information the Metro Vancouver 'Board in Brief' dated October 28, 2022.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 17.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

RECOMMENDATIONS FROM COMMITTEE WILL APPEAR ON THE REVISED COUNCIL AGENDA, EITHER ON THE CONSENT AGENDA OR NON-CONSENT AGENDA DEPENDING ON THE OUTCOME AT COMMITTEE.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Community Energy & Emissions Plan 2050: Local Government Climate Action Program Funding Allocation
- 2023 Council and Committee Meeting Schedule
- Establishment of New Utility Reserve Funds
- 2023 District Energy Utility Rates
- Land use applications for first reading (to be further considered at the Public Hearing on December 19, 2022):
 - 20411 & 20451 Westminster Highway – Rezone from the "Agriculture (AG1)" and "Assembly (ASY)" Zones to the "Agriculture and Education (ZA5) - Westminster Highway (East Richmond)" Zone (Choice School for Gifted Children Society – applicant)

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- 3360, 3380 and a Portion of 3440 Sexsmith Road – Rezone from Assembly (ASY)", "Single Detached (RS1/F)", and "School & Institutional Use (SI)" to "Residential / Limited Commercial and Religious Assembly (ZMU51) - Capstan Village (City Centre)" (IBI Group – applicant)
- 6851 and 6871 Elmbridge Way – Rezone from Industrial Business Park (181) to High Density Mixed Use (ZMU52) - Oval Village (City Centre) (Landa Oval Development Ltd. – applicant)

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



Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-50 (1) *the Finance Committee meeting held on November 8, 2022;*
- CNCL-53 (2) *the General Purposes Committee meeting held on November 8, 2022;*
and
- (3) *the Planning Committee meeting held on November 9, 2022.*
(distributed separately)
- be received for information.*



Consent
Agenda
Item

7. **COMMUNITY ENERGY & EMISSIONS PLAN 2050: LOCAL GOVERNMENT CLIMATE ACTION PROGRAM FUNDING ALLOCATION**

(File Ref. No. 10-6125-07-02) (REDMS No. 6947388)

CNCL-56

See Page CNCL-56 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That, as described in the report titled “Community Energy & Emissions Plan 2050: Local Government Climate Action Program Funding Allocation”, from the Director, Sustainability & District Energy, dated October 24, 2022, two new Temporary Full Time staff positions and related annual program budget totaling \$566,000 funded by Provincial revenue, be considered for endorsement in the 2023 operating budget.



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Consent
Agenda
Item

8. **2023 COUNCIL AND COMMITTEE MEETING SCHEDULE**
(File Ref. No. 01-0105-01/2022-Vol 01) (REDMS No. 7015682)

CNCL-83

[See Page CNCL-83 for full report](#)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report dated October 21, 2022, from the Director, City Clerk's Office, be approved; and*
- (2) *That the following revisions as detailed in the staff report titled "2023 Council and Committee Meeting Schedule" dated October 21, 2022, from the Director, City Clerk's Office, be approved:*
- (a) *That the Regular Council meetings (open and closed) of August 8 and August 21, 2023 be cancelled; and*
- (b) *That the August 14, 2023 Public Hearing be rescheduled to September 5, 2023 at 7:00pm in the Council Chambers at Richmond City Hall.*



Consent
Agenda
Item

9. **ESTABLISHMENT OF NEW UTILITY RESERVE FUNDS**
(File Ref. No. 99-LAW) (REDMS No. 6886157)

CNCL-87

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

FINANCE COMMITTEE RECOMMENDATION

That the Flood Protection Reserve Fund Establishment Bylaw 10403, the Sanitary Sewer Reserve Fund Establishment Bylaw 10401, the Water Supply Reserve Fund Establishment Bylaw 10402 and the Solid Waste and Recycling Reserve Fund Establishment Bylaw 10417 be introduced and given first, second and third readings.



Consent
Agenda
Item

10. **2023 DISTRICT ENERGY UTILITY RATES**
(File Ref. No. 01-0060-20-LIEC1) (REDMS No. 6952141)

CNCL-98

[See Page CNCL-98 for full report](#)

FINANCE COMMITTEE RECOMMENDATION

- (1) *That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10410 be introduced and given first, second and third readings;*

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- (2) *That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10411 be introduced and given first, second and third readings; and*
- (3) *That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412 be introduced and given first, second and third readings.*



Consent
Agenda
Item

- 11. **APPLICATION BY CHOICE SCHOOL FOR GIFTED CHILDREN SOCIETY FOR REZONING AT 20411 & 20451 WESTMINSTER HIGHWAY FROM THE “AGRICULTURE (AG1)” AND “ASSEMBLY (ASY)” ZONES TO THE “AGRICULTURE AND EDUCATION (ZA5) – WESTMINSTER HIGHWAY (EAST RICHMOND)” ZONE**
(File Ref. No. RZ 21-944801) (REDMS No. 6971270)

CNCL-122

[See Page CNCL-122 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10418, to create the “Agriculture and Education (ZA5) – Westminster Highway (East Richmond)” zone, and to rezone 20411 & 20451 Westminster Highway from “Agriculture (AG1)” and “Assembly (ASY)” to “Agriculture and Education (ZA5) – Westminster Highway (East Richmond)”, be introduced and given first reading.



Consent
Agenda
Item

- 12. **APPLICATION BY IBI GROUP FOR REZONING AT 3360, 3380 AND A PORTION OF 3440 SEXSMITH ROAD FROM “ASSEMBLY (ASY)”, “SINGLE DETACHED (RS1/F)”, AND “SCHOOL & INSTITUTIONAL USE (SI)” TO “RESIDENTIAL / LIMITED COMMERCIAL AND RELIGIOUS ASSEMBLY (ZMU51) – CAPSTAN VILLAGE (CITY CENTRE)”**
(File Ref. No. RZ 18-836107) (REDMS No. 6970290)

CNCL-156

[See Page CNCL-156 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 10390, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), to repeal the existing “Institution” land use designation at 3360 Sexsmith Road, be introduced and given first reading;*

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- (2) *That Bylaw 10390, having been considered in conjunction with:*
 - *the City’s Financial Plan and Capital Program; and*
 - *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Bylaw 10390, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10389 to create the “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)” zone, and to rezone 3360, 3380 and a portion of 3440 Sexsmith Road from “Assembly (ASY)”, “Single Detached (RS1/F)”, and “School & Institutional Use (SI)” to “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)”, be introduced and given first reading.*



Consent
Agenda
Item

- 13. **APPLICATION BY LANDA OVAL DEVELOPMENT LTD. FOR REZONING AT 6851 AND 6871 ELMBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO HIGH DENSITY MIXED USE (ZMU52) - OVAL VILLAGE (CITY CENTRE)**
(File Ref. No. RZ 17-782750) (REDMS No. 7011932)

CNCL-244

See Page CNCL-244 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbidge Way from “Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, be introduced and given first reading.



**CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA**

NON-CONSENT AGENDA ITEMS

LAW AND LEGISLATIVE SERVICES DIVISION

14. **2022 GENERAL LOCAL AND SCHOOL ELECTION RESULTS**
(File Ref. No.) (REDMS No. 7020953)

CNCL-299

See Page CNCL-299 for full report

STAFF RECOMMENDATION

That the Declaration of Official Results for the 2022 General Local and School Election, attached to the staff report dated October 19, 2022 from the Chief Election Officer, be received for information by Richmond City Council in accordance with the requirement of Section 15 8 of the Local Government Act.



FINANCE COMMITTEE

Mayor Malcolm D. Brodie, Chair

15. **2023 UTILITY BUDGETS AND RATES**
(File Ref. No. 03-0970-01) (REDMS No. 6969692)

CNCL-308

See Page CNCL-308 for full report

FINANCE COMMITTEE RECOMMENDATION

Opposed: Cllr. Au

- (1) *That the 2023 utility budgets, as presented in Option 3 for Water (page 9), Option 3 for Sewer (page 16), Option 3 for Drainage and Diking (page 28), and Option 3 for Solid Waste and Recycling (page 30), as outlined in the staff report titled, “2023 Utility Budgets and Rates”, dated October 18, 2022, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2023 utility rates and included in the Consolidated 5 Year Financial Plan (2023-2027) Bylaw; and*

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- (2) *That the Drainage and Diking Utility be renamed the Flood Protection Utility, and that the necessary bylaws be brought forward to effect this renaming.*



FINANCE AND CORPORATE SERVICES DIVISION

- 16. **2023 UTILITY RATE BYLAWS AND AMENDMENT BYLAWS**
(File Ref. No 10-6060-01) (REDMS No. 7000047)

CNCL-355

See Page CNCL-355 for full report

STAFF RECOMMENDATION

That each of the following bylaws be introduced and given first, second, and third readings:

- (a) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10419;*
- (b) *Flood Protection Bylaw No. 10426;*
- (c) *Sanitary Sewer Bylaw No. 10427;*
- (d) *Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10421;*
- (e) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10358; and*
- (f) *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 81282, Amendment Bylaw No. 10431.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

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CNCL-408	Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10398 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-461	Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-462	Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Development Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-463	Board of Variance Bylaw No. 9259, Amendment Bylaw No. 10080 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-464	Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10083 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-466	Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10236 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-468	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10173 (8231 and 8251 Williams Road, RZ 18-824503) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

CNCL-470
CNCL-499

- (1) *That the **minutes** of the Development Permit Panel meeting held on October 20, 2022 and October 26, 2022 and the **Chair's report** for the Development Permit Panel meetings held on March 16, 2022, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *Development Permit (DP 19-858783) for the properties at 8231 and 8251 Williams Road, be endorsed, and the Permits so issued.*

ADJOURNMENT



Regular Council

Monday, October 24, 2022

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R22/18-1 1. It was moved and seconded

That:

- (1) *the minutes of the Regular Council meeting held on October 11, 2022, be adopted as circulated;*
- (2) *the minutes of the Special Council meeting held on October 17, 2022, be adopted as circulated; and*
- (3) *the minutes of the Regular Council meeting for Public Hearings held on October 17, 2022, be adopted as circulated.*

CARRIED



Regular Council
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COMMITTEE OF THE WHOLE

- R22/18-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:00 p.m.).

CARRIED

- R22/18-3 3. It was moved and seconded
That Committee rise and report (7:02 p.m.).

CARRIED

CONSENT AGENDA

- R22/18-4 4. It was moved and seconded
That Items No. 6 through No. 9 be adopted by general consent.

CARRIED

5. COMMITTEE MINUTES

That the minutes of:

- (1) *the Community Safety Committee meeting held on October 12, 2022;*
- (2) *the General Purposes Committee meeting held on October 17, 2022;*
- (3) *the Parks, Recreation and Cultural Services Committee meeting held on October 19, 2022 and;*
- (4) *the Public Works and Transportation Committee meeting held on October 19, 2022;*

be received for information.

ADOPTED ON CONSENT



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**6. 2022 ICIP ADAPTATION, RESILIENCE & DISASTER MITIGATION
- GREEN INFRASTRUCTURE GRANT APPLICATION - NO. 3 ROAD
SOUTH DRAINAGE PUMP STATION AND DIKE UPGRADE**

(File Ref. No. 03-1087-19-02) (REDMS No. 6976339)

- (1) *That the No. 3 Road South Drainage Pump Station and Dike Upgrade submission to the Investing in Canada Infrastructure Program for the Adaptation, Resilience & Disaster Mitigation program sub-stream, as outlined in the staff report titled “2022 ICIP Adaptation, Resilience & Disaster Mitigation - Green Infrastructure Grant Application - No. 3 Road South Drainage Pump Station and Dike Upgrade” dated September 15, 2022 from the Director, Engineering be endorsed;*
- (2) *That should the grant application be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized on behalf of the City to enter into an agreement with the Province for the above mentioned project; and*
- (3) *That should the grant application be successful, a capital submission of \$13,000,000 for the No. 3 Road South Drainage Pump Station and Dike Upgrade be approved with funding from the above mentioned grant, the Drainage Improvement Reserve and Drainage DCC Program, as outlined in the staff report titled “2022 ICIP Adaptation, Resilience & Disaster Mitigation- Green Infrastructure Grant Application - No. 3 Road South Drainage Pump Station and Dike Upgrade” dated September 15, 2022 from the Director, Engineering, and that the Consolidated 5-Year Financial Plan (2023-2027) be amended accordingly.*

ADOPTED ON CONSENT



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Monday, October 24, 2022**

7. NAMING THE STEVESTON COMMUNITY CENTRE AND BRANCH LIBRARY REPLACEMENT FACILITY

(File Ref. No. 06-2052-25-SCCR1) (REDMS No. 5361660, 6989910)

That the Steveston Community Centre and Branch Library replacement facility be named Steveston Community Centre and Library as presented in the report titled, "Naming the Steveston Community Centre and Branch Library Replacement Facility," dated September 21, 2022, from the General Manager, Community Services.

ADOPTED ON CONSENT

8. CONTRACT 6511Q – ON-CALL PLUMBING CONTRACTOR

(File Ref. 03-1000-20-6511Q) (REDMS No. 6962838)

- (1) That staff be authorized to increase the value of the current contract "6511Q – On-Call Plumbing Contractor" with PJB Mechanical Plumbing and Heating, Entity Mechanical Ltd. and Ashton Service Group, as detailed in the report titled "Contract for 6511Q – On-Call Plumbing Contractor" dated September 16, 2022 from the Director, Facilities and Project Development for the maximum total amount of \$2,182,000 over the maximum available term of five years; and*
- (2) That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the contract amendment and all related documentation with PJB Mechanical Plumbing and Heating, Entity Mechanical Ltd. and Ashton Service Group, to reflect the increase in predicted usage of services over the five-year term.*

ADOPTED ON CONSENT

RETIRING COUNCILLORS

Mayor Brodie congratulated and thanked Cllr. McPhail and Cllr. Steves for their many years of dedicated service to the City and spoke about the legacy each of the Councillors are leaving and the community leadership both Councillors have shown.



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Council collectively thanked Cllr. McPhail for her many years of dedication to the community, highlighting her leadership, hardwork, integrity and well researched perspective.

Council also acknowledged and thanked Cllr. Steves for his 50 years of service to Richmond highlighting his tremendous contributions to the City, his extensive knowledge and vision, and the legacy he leaves behind.

BYLAWS FOR ADOPTION

R22/18-5

It was moved and seconded

That Permissive Property Tax Exemption (2023), Bylaw No. 10384 be adopted

CARRIED

ADJOURNMENT

R22/18-6

It was moved and seconded

That the meeting adjourn (7:34 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, October 24, 2022.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



Inaugural Council

Monday, November 7, 2022

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: The City Clerk called the meeting to order at 7:00 p.m., and introduced and called forward the Honourable Madam Justice Mary Newbury of the Court of Appeal for British Columbia to administer the Oath of Office and Oath of Allegiance, on Mayor-Elect Brodie.

After swearing the Oath of Office and Oath of Allegiance, Mayor Brodie assumed the Chair.

Madam Justice Newbury then administered the Oaths of Office and the Oaths of Allegiance on the Councillors-Elect.

On behalf of Council, Mayor Brodie expressed his gratitude to Madam Justice Newbury for officiating at this evening's proceedings, and presented her with a gift of appreciation.

6. INAUGURAL ADDRESS BY MAYOR BRODIE



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Monday, November 7, 2022

Mayor Brodie gave his Inaugural Address, a copy of which is attached as Schedule 1 and forms part of these minutes.

7. APPOINTMENTS TO THE BOARD OF METRO VANCOUVER

IN22/1-1

It was moved and seconded

- (a) *That Mayor Malcolm Brodie be appointed as the first Director on the Metro Vancouver Board with an allocation of four (4) votes;*
- (b) *That Councillor Bill McNulty be appointed as the second Director on the Metro Vancouver Board with an allocation of four (4) votes; and*
- (c) *That Councillor Chak Au be appointed as the alternate to the third Director on Metro Vancouver Board; with an allocation of three (3) votes.*

CARRIED

IN22/1-2

It was moved and seconded

- (d) *That Councillor Alexa Loo be appointed as the alternate to the first Director on the Metro Vancouver Board;*
- (e) *That Councillor Michael Wolfe be appointed as the alternate to the second Director on the Metro Vancouver Board; and*
- (f) *That Councillor Carol Day be appointed as the alternate to the third Director on the Metro Vancouver Board.*

CARRIED

IN22/1-3

It was moved and seconded

- (g) *That Councillor Andy Hobbs be appointed as the second alternate to the first Director on the Metro Vancouver Board;*
- (h) *That Councillor Laura Gillanders be appointed as the second alternate to the second Director on the Metro Vancouver Board; and*
- (i) *That Councillor Kash Heed be appointed as the second alternate to the third Director on the Metro Vancouver Board.*

CARRIED

2.



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8. NOMINATION TO THE BOARD OF THE EMERGENCY COMMUNICATIONS FOR SOUTHWEST BRITISH COLUMBIA (E-COMM)

IN22/1-4

It was moved and seconded

That Councillor Kash Heed be appointed to the Board of the Emergency Communications for Southwest British Columbia (E-COMM) from January 1, 2023 until the Annual General Meeting of E-COMM in June, 2023.

CARRIED

9. APPOINTMENT OF COUNCIL MEMBERS TO EXTERNAL REGIONAL ORGANIZATIONS

IN22/1-5

It was moved and seconded

(a) *That Councillor Kash Heed be appointed as the Council alternate to the Translink – Mayors’ Council until November 14, 2023.*

CARRIED

IN22/1-6

It was moved and seconded

(b) *That Councillor Alexa Loo be appointed as the Council representative to the Richmond Olympic Oval Corporation until November 14, 2023.*

CARRIED

IN22/1-7

It was moved and seconded

(c) *That Councillor Carol Day be appointed as the Council representative to the Steveston Harbour Authority Board and that Councillor Andy Hobbs be appointed as the alternate Council representative to the Steveston Harbour Authority Board until the Annual General Meeting of the Board in 2023.*

CARRIED



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10. NAMING OF STANDING COMMITTEES AND THEIR COMPOSITION BY THE MAYOR

Mayor Brodie announced the following Standing Committees and their membership:

COMMUNITY SAFETY COMMITTEE

Cllr. Alexa Loo (*Chair*)
Cllr. Andy Hobbs (*Vice Chair*)
Cllr. Laura Gillanders
Cllr. Kash Heed
Cllr. Bill McNulty

FINANCE COMMITTEE

Mayor Malcolm Brodie (*Chair*)
All members of Council

GENERAL PURPOSES COMMITTEE

Mayor Malcolm Brodie (*Chair*)
All members of Council

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE

Cllr. Chak Au (*Chair*)
Cllr. Michael Wolfe (*Vice-Chair*)
Cllr. Laura Gillanders
Cllr. Andy Hobbs
Cllr. Bill McNulty



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PLANNING COMMITTEE

Cllr. Bill McNulty (*Chair*)
Cllr. Alexa Loo (*Vice-Chair*)
Cllr. Chak Au
Cllr. Carol Day
Cllr. Andy Hobbs

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

Cllr. Carol Day (*Chair*)
Cllr. Michael Wolfe (*Vice-Chair*)
Cllr. Chak Au
Cllr. Kash Heed
Cllr. Alexa Loo

11. APPOINTMENT OF MEMBERS OF COUNCIL (AND THEIR ALTERNATES) AS THE LIAISONS TO CITY ADVISORY COMMITTEES AND ORGANIZATIONS

IN22/1-8

It was moved and seconded

That the following Council liaisons (and where applicable, their alternates) be appointed until November 14, 2023:

- (a) *Advisory Committee on the Environment – Councillor Michael Wolfe;*
- (b) *Child Care Development Advisory Committee – Councillor Carol Day;*
- (c) *Council/School Board Liaison Committee – Councillor Andy Hobbs and Councillor Alexa Loo;*



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- (d) *Economic Advisory Committee – Councillor Chak Au and Councillor Laura Gillanders;*
- (e) *Food Security and Agricultural Advisory Committee – Councillor Laura Gillanders;*
- (f) *Heritage Commission - Councillor Kash Heed;*
- (g) *Minoru Centre for Active Living Program Committee - Councillor Chak Au;*
- (h) *Richmond Centre for Disability – Councillor Andy Hobbs;*
- (i) *Richmond Chamber of Commerce – Councillor Alexa Loo;*
- (j) *Richmond Community Services Advisory Committee – Councillor Bill McNulty;*
- (k) *Richmond Intercultural Advisory Committee-Councillor Bill McNulty;*
- (l) *Richmond Public Art Advisory Committee - Councillor Kash Heed;*
- (m) *Richmond Sister City Advisory Committee - Councillor Andy Hobbs;*
- (n) *Richmond Sports Council - Councillor Bill McNulty;*
- (o) *Richmond Sports Wall of Fame Nominating Committee - Councillor Andy Hobbs;*
- (p) *Seniors Advisory Committee - Councillor Carol Day;*
- (q) *Steveston Historic Sites Building Committee - Councillor Bill McNulty and Councillor Alexa Loo(alternate); and*
- (r) *Vancouver Coastal Health/Richmond Health Services Local Governance Liaison Group - Councillor Chak Au.*

CARRIED
Opposed: Cllr. Day



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12. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO
COMMUNITY ASSOCIATIONS

IN22/1-9

It was moved and seconded

That the following Council liaisons (and where applicable, their alternates) be appointed until November 14, 2023:

- (a) City Centre Community Association - *Councillor Andy Hobbs;*
- (b) East Richmond Community Association - *Councillor Kash Heed;*
- (c) Hamilton Community Association - *Councillor Michael Wolfe;*
- (d) Richmond Arenas Community Association - *Councillor Kash Heed;*
- (e) Richmond Art Gallery Association - *Councillor Carol Day;*
- (f) Richmond Fitness and Wellness Association - *Councillor Carol Day;*
- (g) Sea Island Community Association - *Councillor Laura Gillanders;*
- (h) South Arm Community Association - *Councillor Bill McNulty;*
- (i) Thompson Community Association - *Councillor Chak Au; and*
- (j) West Richmond Community Association - *Councillor Carol Day.*

CARRIED

13. APPOINTMENT OF MEMBERS OF COUNCIL AS THE
LIAISONS TO VARIOUS CITY BOARDS

IN22/1-10

It was moved and seconded

That the following Council liaisons (and where applicable, their alternates) be appointed until November 14, 2023:



**Regular Council
Monday, November 7, 2022**

- (a) *Aquatic Services Board – Councillor Alexa Loo;*
- (b) *Museum Society Board – Councillor Michael Wolfe;*
- (c) *Richmond Gateway Theatre Society Board – Councillor Laura Gillanders; and*
- (d) *Richmond Public Library Board – Councillor Chak Au and Councillor Michael Wolfe (alternate).*

CARRIED

14. **APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO VARIOUS SOCIETIES**

IN22/1-11

It was moved and seconded

That the following Council liaisons (and where applicable, their alternates) be appointed until November 14, 2023:

- (a) *Britannia Heritage Shipyard Society – Councillor Andy Hobbs;*
- (b) *Gulf of Georgia Cannery Society – Councillor Chak Au;*
- (c) *London Heritage Farm Society – Councillor Andy Hobbs;*
- (d) *Minoru Seniors Society – Councillor Kash Heed;*
- (e) *Richmond Nature Park Society – Councillor Michael Wolfe;*
- (f) *Steveston Community Society – Councillor Alexa Loo; and*
- (g) *Steveston Historical Society – Councillor Alexa Loo.*

CARRIED



Regular Council
Monday, November 7, 2022

15. APPOINTMENT OF PARCEL TAX ROLL REVIEW PANEL FOR LOCAL AREA SERVICES

IN22/1-12

It was moved and seconded

That the members of the Public Works & Transportation Committee be appointed as the Parcel Tax Roll Review Panel for Local Area Services until November 14, 2023.

CARRIED

16. APPOINTMENT OF ACTING MAYORS FROM NOVEMBER 8, 2022 TO NOVEMBER 14, 2023

IN22/1-13

It was moved and seconded

That the following Acting Mayors be appointed until November 14, 2023:

November 8 – December 15, 2022 Cllr. Michael Wolfe

December 16, 2022 – January 31, 2023 Cllr. Chak Au

February 1 – March 15, 2023 Cllr. Carol Day

March 16 – April 30, 2023 Cllr. Alexa Loo

May 1 – June 15, 2023 Cllr. Andy Hobbs

June 16 – July 31, 2023 Cllr. Laura Gillanders

August 1 – September 15, 2023 Cllr. Bill McNulty

September 16 – November 14, 2023 Cllr. Kash Heed

CARRIED

ADJOURNMENT

IN22/1-14

It was moved and seconded

That the meeting adjourn (7:44 p.m.).

CARRIED



**Regular Council
Monday, November 7, 2022**

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, November 7, 2022.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

2022 Inaugural Address
Monday, November 7, 2022 at 7:00pm

Introduction

As Richmond City Council enters a new four-year term, I would like to thank the people of Richmond for your confidence and trust in me as your Mayor and in our new Council. Once again, our Council consists of a mixture of newcomers and veterans. None of us under-estimates the importance of the position. Each of us will ensure that Richmond remains a wonderful community in which to live, work, play and invest.

I want to take a moment to once again acknowledge the longstanding service of retiring Councillors Linda McPhail and Harold Steves. During their tenure, their insight into civic issues contributed greatly to the quality of our decisions. Our community owes them a large debt of gratitude for their integrity and long service.

A special welcome goes to our two new City Councillors, Laura Gillanders and Kash Heed. Their energy, diverse backgrounds and knowledge will be great assets as we work together to provide strong, thoughtful and caring leadership for the City.

Looking ahead, in the coming weeks, our new Council will work together to develop a roadmap for the coming term and set the future direction. Among others, our reflections tonight will include a focus on several key areas:

1. Housing Affordability;
2. Community Safety;
3. Infrastructure;
4. Bringing our Community Together; and
5. Official Community Plan.

1. Housing affordability

Few issues have attracted more attention over the past term than housing affordability.

Every City in the Province is facing this challenge. During the past term, Council implemented a variety of actions to support more housing options and enable more residents, including their families, to continue to call Richmond home.

For instance, Council increased the minimum number and type of Low End Market Rental Units in City Centre developments as well as the requirement for provision of market rentals.

Assisting those who have no home has become a growing challenge and a top priority, not just here in Richmond but throughout the Lower

Mainland. The previous Council oversaw the opening of over 100 modular housing units for residents experiencing or at risk of losing their homes. In addition, a shelter at Horseshoe Way, an Emergency Response Shelter at Minoru, and a warming centre were all aspects of the City's Homelessness Strategy.

The provision of housing requires action by all levels of government in addition to other partners. Council will continue our push to bring even more affordable housing options to our city.

2. Community Safety

Richmond remains one of B.C.'s safest communities with a relatively low crime rate along with outstanding public safety services and facilities.

During the past term, Council hired additional RCMP officers and firefighters. The City Centre Community Police Office opened while the Fox 80 mental health vehicle partnership program between the City, RCMP and Vancouver Coastal Health continued to actively respond to those in need.

An additional aspect of safety, the City's ongoing commitment to flood protection, proved invaluable in 2021 as the region endured a devastating Atmospheric River. Our community, despite being situated

on an island just above sea level, was relatively unaffected due to our extensive dyke and pump station network.

3. Infrastructure

As one of Canada's most desirable cities, Richmond's rich cultural diversity, proximity to the Asia-Pacific market and a wealth of accessible, well-managed parks, trails and dykes provided an attractive location for more than 230,000 residents and over 14,000 businesses. With our residents already leading the country in longevity, Richmond was recently named BC's most active community.

Council's long-term commitments to well-managed growth and investments in infrastructure have created a vibrant, dynamic community in addition to support for the construction of world class, award-winning facilities.

Completion of the Minoru Centre for Active Living, expansion of the Lulu Island District Energy program, enhancements to our 49 kilometres of dykes, and the creation of new community parks are further examples of Council's recent commitment to building a strong, active and engaged community.

In the coming term, we expect to see numerous infrastructure projects come to completion, such as:

1. The new Steveston Community Centre and Library;
2. Capstan Canada Line Station;
3. Capstan Community Centre; and
4. The new Minoru Cultural Centre Annex for the arts.

Progress is expected on projects such as:

1. Construction of the replacement Massey Crossing along with the upgraded Steveston Highway / Highway 99 interchange; and
2. Further investment in environmentally-friendly transportation options such as cycling and EV technology.

4. Bringing our community together

Richmond's rich cultural diversity and heritage are added elements that make our unique community desirable. Unfortunately, with that multicultural mix comes challenges.

The pandemic fostered increased amounts of negativity aimed especially towards those of various cultural backgrounds. When anti-Asian hate was particularly frequent, Council took a stand through a

formal declaration against racism. We also supported various anti-racism initiatives such as the RCMP's "Hate Has No Place" campaign.

During its past term, Council supported inclusive Pride Week activities including the creation of the City's first Rainbow Crosswalk on Minoru Blvd. near City Hall. We also introduced a comprehensive Cultural Harmony Strategy, the first of its kind in Canada.

Going forward, this new Council will work together to identify further policies and initiatives that serve to bring our community together while we build an environment of safety and inclusiveness. Our Cultural Harmony Plan will form a large part of that strategy.

5. Official Community Plan

As Richmond grows, Council needs to refresh the vision and goals to ensure that effective change takes place. One way to do that is through our Official Community Plan ("OCP").

The OCP enables Council to plan, co-ordinate and manage the City's sustainability, social, economic and land use interests over the next two decades. It provides the road map to identify areas of future growth along with the appropriate land use, density, and architectural character. Residents, community groups, developers and investors

will then envision appropriate development proposals and make applications involving zoning, development and servicing.

The City will commence an update to the current OCP in the coming months involving a process of analysis, engagement and consultation. We want to ensure it reflects the current and future needs of the community. Everyone will be encouraged to participate in the process.

Conclusion

To conclude I would like to thank everyone who participated in the democratic election process, whether as a candidate, staff, volunteer or voter. The new City Council looks forward to the next four years as we work together to diligently fulfill our commitments.

Much of the expected success in this term will be due to the support of our engaged community and partners as well as the many generous volunteers who become involved in every City initiative.

At the City, we are also fortunate to have an experienced team of professionals who are dedicated to preserving our high quality of life. They help to implement needed programs, services and infrastructure for the benefit of our residents and businesses.

We look forward to facing the challenges and opportunities in the coming term as we build a strong, sustainable future for our City.

For Metro Vancouver meetings on Friday, October 28 2022

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: media@metrovancouver.org.

Metro Vancouver Regional District

E1.1 Foreign Direct Investment in BC

RECEIVED

To better understand foreign direct investment (FDI) in British Columbia, Invest Vancouver, in collaboration with the UBC Sauder School of Business, has obtained FDI data on the activities of foreign multinational enterprises in BC and Canada. This is the first time this provincial-level data is being reported.

FDI contributes to local economic activity, employment generation, and the tax base of host countries by attracting new businesses with connections in different markets. The report presents the activities of multinational enterprises, which contributed \$33.1 billion to GDP and supported 285,142 direct jobs in BC in 2019, and added \$6.9 billion to gross fixed capital formation in 2018, the most recent years for which data is available. The substantial impact of the activities of foreign multinationals on GDP, employment, and capital formation in the province of BC underscore the importance of Invest Vancouver’s strategic investment function. The findings of this initiative will be used to guide the work of Invest Vancouver.

The Board received the report for information.

E1.2 Investment Attraction and Lead Generation Report

RECEIVED

This report provides details on the engagement and outreach undertaken by the Invest Vancouver strategic investment team since the last update (April 20, 2022). The report also outlines trends relating the prominence of high tech as a key sector of activity during this most recent period of reporting. The growth of the tech talent pool and international recognition of the region’s quality of talent and quality of life provide core strengths and opportunity for the Metro Vancouver region. The strengths of the region are resonating strongly with tech companies and tech talent globally. It is essential to continue to promote these strengths globally to companies in a way that aligns with expansion and investment decision-making.

The Board received the report for information.

E1.3 Promotion and Marketing Update

RECEIVED

Brand recognition continues to be a priority for Invest Vancouver in 2022. From January 1, 2022 through August 31, 2022, Invest Vancouver’s posts were seen more than 104,000 times on social media. In particular, Invest Vancouver achieved major growth in the four-month period between May and August, with major social media initiatives including the launch of two industry gap analyses reports, the Motivate Vancouver event, Clean Transportation Month, and the “Discover our Region” member jurisdiction promotion campaign.

Invest Vancouver is currently developing further regional marketing assets, including videos and digital marketing assets, supported with funding from the CanExport Community Investment program. Invest Vancouver will continue to identify opportunities to promote the Metro Vancouver region using the Invest Vancouver brand and also promote the broader economic development opportunities in the region. It will collaborate with and seek advice from member jurisdictions and other key partners to refine the brand — in particular the Invest Vancouver website — as needed.

The Board received the report for information.

E2.1 Electoral Area A Geotechnical Study (Phase 2) – UBCM Grant Application**APPROVED**

Metro Vancouver is the building inspection authority for the areas of Electoral Area A outside of UBC and UEL. As part of the 2021 budget, the Board approved Phase 1 work on an Electoral Area A geotechnical study to address the need to have local-scale geohazard maps and to help provide a better understanding of potential risk, including from the effects of climate change.

With Phase 1 work completed, the proposed 2023 budget for Electoral Area A includes an action item to undertake Phase 2 work on the geotechnical study. Phase 2 entails modelling that incorporates climate change that would enable Metro Vancouver to better predict areas of future risk. It would also integrate mapping data and identified hazard risk into the development approvals process for building permits. The proposed 2023 Electoral Area A budget includes \$50,000 from Electoral Area A general reserve for Phase 2 of the geotechnical study.

The Union of BC Municipalities' Community Emergency Preparedness Fund has grant funding available to enhance local community resilience that includes a category for foundational activities such as risk mapping, risk assessments, and planning.

The Board endorsed the grant application totaling \$50,000 for Phase 2 of the Electoral Area A geotechnical study from the Union of BC Municipalities Community Emergency Preparedness Fund.

E2.2 Fraser River Freshet Response 2022**APPROVED**

At its October 5, 2022 meeting, the Electoral Area Committee received a verbal update regarding the response to the Fraser River freshet. The committee discussed a 2022 Union of BC Municipalities (UBCM) resolution regarding the provincial responsibility for flood protection and past correspondence regarding the Board's opposition to the transfer of the Barnston Island Diking District, and request to the Province to assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as possible given the increasing risks and impacts of climate change.

The Board directed staff to follow-up on the status of the UBCM resolution regarding provincial responsibility for flood protection, as well as previous correspondence on the BC Provincial Government's role in planning and funding flood management infrastructure on Barnston Island.

E3.1 Agricultural Ecosystem Services in Metro Vancouver – Status Update**RECEIVED**

In October 2021, Metro Vancouver retained Upland Agriculture Consultants Ltd. to complete a two-phase agricultural ecosystem services benefits study. Ecosystem services are the natural assets that benefit people and wildlife, including clean air and water and healthy soils and river systems. Phase 1 of the study supported exploratory work, including a targeted literature review, field work and mapping, while Phase 2 focused on analyzing the information collected in Phase 1 and researching the mechanisms that would support the long-term and consistent use of ecosystem services on agricultural land within the region.

Phase 1 is foundational work that identified the types and locations of ecosystems on agricultural land in the region, the overall services they provide and the benefits they offer to the farming community and the region as a whole. Understanding these values helps to support Phase 2, which will identify and prioritize policies, regulations, and financial mechanisms that could be used to expand the long-term viability of using agricultural lands for ecosystem services. Agricultural land in the region supports a wide range of uses such as greenhouses, open field crop production, and ecosystem services that all work together to support a vibrant and cohesive agricultural sector.

The Board received the report for information.

E3.2 Federally Owned Farmland in Surrey

APPROVED

At its October 7, 2022 meeting, the Regional Planning Committee considered a report regarding federally owned farmland in Surrey. Discussion ensued regarding Metro Vancouver’s ability to re-designate the property from Mixed Employment in the regional growth strategy to Agricultural in advance of any municipal process. Staff advised that the City of Surrey is able to apply for an amendment to the regional land use designation as part of their OCP re-designation process. This application would be submitted to Metro Vancouver after the municipal public hearing and subsequent bylaw readings.

The Board resolved to coordinate with the City of Surrey in supporting a re-designation for the federally owned land leased by the Heppell property as part of the OCP amendment process to preserve it for agricultural uses.

E4.1 Colony Farm Regional Park - Colony Farm Park Association Contribution Agreement

APPROVED

The 2022-2026 Metro Vancouver five-year financial plan for regional parks includes annual allocations in 2022 for six park associations active in regional parks. Funding is used to support opportunities for citizens to help preserve, protect, and enhance regional parks, while advocating for greater public connection to nature.

The Colony Farm Park Association has elected to continue with a one-year contribution agreement given uncertainties that include volunteer capacity and increasing limitations on stewardship work at the park, such as archaeology and nesting surveys. The proposed funding supports the association’s capacity to provide community benefit to Metro Vancouver’s regional parks through their volunteer programs and services.

The Board approved a contribution agreement with the Colony Farm Park Association for a one-year term in the amount of \$10,000 commencing January 1, 2023 and ending December 31, 2023.

E5.1 TransLink Application for Federal Gas Tax Funding for 2023 Fleet Replacement**APPROVED**

At its October 13, 2022 meeting, the Finance Committee considered TransLink's request for the MVRD Board to approve \$475.84 million in funding for a) 188 conventional trolley bus replacements and b) 84 conventional renewable natural gas bus replacements.

Subsection a) of the motion was carried and the Board approved \$400.6 million in funding from the Greater Vancouver Regional Fund for the transit projects proposed by TransLink in its application for Federal Gas Tax Funding, for 188 conventional trolley bus replacements

Subsection b) of the motion was referred back to staff for additional information. The Board also carried that the MVRD Board advocate with TransLink for a more rapid conversion to a zero emission fleet.

E6.1 Metro Vancouver External Agency Activities Status Report – October 2022**RECEIVED**

The Board received for information reports from Metro Vancouver representatives to the following external organizations:

- Board of Trustees of the Sasamat Volunteer Fire Department
- Fraser Basin Council
- Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee
- Municipal Finance Authority of BC
- Western Transportation Advisory Council

E6.2 2022 Electoral Area A Director Election Results**RECEIVED**

The Board received for information a report regarding the results of the 2022 election for Electoral Area A director.

Metro Vancouver conducted the election meeting all legislative requirements while working collaboratively with election teams at the City of Vancouver and District of West Vancouver. Mail ballot opportunities were promoted as part of the election communications efforts. An election was held by voting and on October 15, 2022, Jen McCutcheon was officially declared the successful candidate for this position.

G1.1 MVRD Regional Parks Regulation Amending Bylaw No. 1358, 2022 – Amends Bylaw 1177, 2012 **APPROVED**

This report summarizes proposed amendments to the *Regional Parks Regulation Bylaw* to strengthen its regulatory aspects. The following amendments are included:

- A new definition for “commercial photography” as a new category for commercial use permits
- A new definition for “non-profit organization” to better define groups that utilize rentable facilities
- Expanding the definition for “private group” to provide increased clarity
- Revising the criteria for special event and special use permits to better reflect current practice
- A provision for fee exemptions for special event fees for primary, middle, and secondary schools
- The cancellation policy has been relaxed to make it more favourable for those booking facilities and to provide better customer service

The Board gave first, second, and third readings to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1358, 2022*; then passed and finally adopted said bylaw.

G2.1 MVRD Temporary Borrowing Bylaw No. 1356, 2022 **APPROVED**

An opportunity exists to improve cash management by using temporary borrowing, which will reduce the amount of cash on hand and maximize cash invested in the long-term investment portfolio. Temporary borrowing will allow for enhanced investment decisions and optimize investment returns by approximately \$1.8 million per year, across the organization as whole.

Metro Vancouver’s current infrastructure financing strategy revolves around Municipal Finance Authority’s (MFA) bi-annual long-term borrowing process and does not include temporary borrowing. Through the *Municipal Enabling and Validating Act*, MVRD can access temporary borrowing from MFA on behalf of the GVS&DD.

Approval of the *Temporary Borrowing Bylaw* provides the necessary authority to borrow up to \$1.42 billion, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw*. This will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

The MVRD Board passed and finally adopted *Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1356, 2022*.

G2.2 MVRD Temporary Borrowing Bylaw No. 1357, 2022 **APPROVED**

An opportunity exists to improve cash management by using temporary borrowing, which will reduce the amount of cash on hand and maximize cash invested in the long-term investment portfolio. Temporary borrowing will allow for enhanced investment decisions and optimize investment returns by approximately \$1.8 million per year, across the organization as whole.

Metro Vancouver’s current infrastructure financing strategy revolves around Municipal Finance Authority (MFA)’s bi-annual long-term borrowing process and does not include temporary borrowing. Through the *Municipal Enabling and Validating Act*, MVRD can access temporary borrowing from MFA on behalf of the GVWD. Approval of the *Temporary Borrowing Bylaw* would provide the authority for temporary borrowing in up to \$268 million, which is the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw*. This will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

The Board passed and finally adopted *Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1357, 2022*.

G3.1 MVRD 2023 Budget and 2023 - 2027 Financial Plan and Five Year Bylaw 1359 **APPROVED**

Following the planning process outlined at the April 14 Board Budget Workshop, the MVRD 2023 Annual Budget and 2023 – 2027 Financial Plan was presented for Board consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures, and debt servicing costs over the next five years.

Also brought forward was a request to authorize the application of 2023 reserve funds which requires the approval of the MVRD Board pursuant to the Board’s *Operating, Discretionary, and Statutory Reserves Policy*.

The Board approved the 2023 Annual Budget and endorsed the 2023 – 2027 Financial Plan, as presented in the following schedules:

- Revenue and Expenditure Summary
- Air Quality
- E911 Emergency Telephone Service
- Electoral Area Service
- General Government Administration
- General Government Zero Waste Collaboration Initiatives
- Housing Planning and Policy
- Invest Vancouver
- Regional Emergency Management
- Regional Employer Services
- Regional Global Positioning System
- Regional Parks
- Capital Portfolio – Regional Parks
- Regional Planning

Next, the Board approved the 2023 Annual Budget and endorse the 2023 – 2027 Financial Plan as presented for the Sasamat Fire Protection Service, and shown in the following schedules:

- Revenue and Expenditure Summary
- Sasamat Fire Protection Service

Then, the Board approved the 2023 Reserve Applications as presented.

Finally, the Board gave first, second, and third readings to the *2023 to 2027 Financial Plan Bylaw*, then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

Indigenous Relations Committee – October 7, 2022

Information Items:

5.3 Quarterly Update Report on Reconciliation Activities

This update report provides a summary of reconciliation events and activities undertaken by Metro Vancouver over the past several months as well as information on upcoming events and activities over the next few months. The average number of activities per quarter has been trending upwards over the course of 2022, with 20 activities per quarter. Twenty-two activities have taken place in this reporting period, including five training sessions, and 17 meetings or events intended to strengthen relationships with local First Nations. The report also highlights that over the next quarter, there is one activity planned that relates to raising staff awareness of Indian Residential Schools (i.e. September 30, National Day for Truth and Reconciliation and Orange Shirt Day), nine additional staff training sessions, and 11 other meetings or events identified to date for strengthening relationships with First Nations. Over the course of 2022, Metro Vancouver has, to the date of this report, undertaken 82 reconciliation-related activities.

Regional Parks Committee – October 12, 2022

Delegation Summaries:

3.1 Austin Chhor, Vancouver Climbers Association

Rock Climbing in Metro Vancouver Regional Parks

Climate Action Committee – October 14, 2022

Information Items:

5.3 Air Quality Advisories During the Summer of 2022

Metro Vancouver issued two air quality advisories during the summer of 2022, resulting in advisories being in effect for a total of 11 days. From July 26 to August 1, the first air quality advisory of the year was issued due to elevated levels of ground-level ozone, coinciding with a heatwave with maximum daytime temperatures exceeding 35 degrees Celsius in parts of the region. Metro Vancouver has put in place actions and policies to mitigate ground-level ozone impacts, through the regional ground-level ozone strategy, but this strategy is now being updated in light of more extreme temperatures due to climate change, and emerging sources of emissions that contribute to ozone formation. During a second advisory from September 10 to 15, high levels of fine particulate matter were primarily due to smoke from wildfires burning in BC and the US.

Significant wildfire smoke impacts in six of the last eight summers demonstrate that Metro Vancouver’s air quality program must continue to adapt to a changing climate that is expected to increase the frequency and severity of both wildfires and heatwaves.

Greater Vancouver Water District

E1.1 Award of Phase B, Construction and Commissioning Engineering Services for Coquitlam Main No. 4 – South Section APPROVED

The Board approved award of Phase B, Construction and Commissioning Services, in the amount of up to \$6,950,902 (exclusive of taxes) to the Phase A consultant, CH2M Hill Canada Limited, for the Coquitlam Main No. 4 - South Section, subject to final review by the Commissioner.

E1.2 Compensation Practices Related to Metro Vancouver’s Delivery of Projects RECEIVED

Metro Vancouver currently mitigates and compensates member jurisdictions for the impact of projects taking place within their jurisdiction through various means, which are generally negotiated on an ad-hoc basis. Mitigation and compensation for member jurisdictions may take the form of changes to a design resulting in higher project costs, addition of community amenities, upgrades to member’s infrastructure, provision of resources to our members to handle increased workload resulting from our projects, as well as payment of fees for various permits, lost revenue, letters of credit, and other charges.

Metro Vancouver is currently reviewing practices underway with a goal to create a predictable, consistent, and equitable approach to mitigating and compensating member jurisdictions for the impacts to their community during construction of region-serving infrastructure. Staff intend to bring back future reports that will recommend guiding principles and approaches to different forms of compensation.

The Board received the report for information.

G1.1 Development Cost Charge Review Process and Rate Bylaw APPROVED

Engagement on a proposed development cost charge (DCC) for the Greater Vancouver Water District took place in spring and summer 2022 with the development industry, member jurisdictions, First Nations, and the public, in which feedback and comments were received and addressed. One hundred and five people from industry and member jurisdictions participated in engagement sessions. Key feedback received throughout the engagement activities was the need for a phased approach, early and often engagement, as well as some member jurisdictions requested the inclusion of interest costs in the determination of the DCC rates. In response, Metro Vancouver is proposing to maintain the 50-per-cent assist factor and the inclusion of interest costs associated with the financing of growth capital in the DCC rates. In addition, Metro Vancouver is committed to a proactive engagement process for any future DCC updates.

Once the bylaw is approved by the Inspector of Municipalities, staff will bring back the bylaw for final adoption by the GVWD Board.

The Board approved the implementation of DCC rates and a DCC waiver or reduction for not-for-profit rental housing, as presented, and endorsed the inclusion of interest costs directly related to those activities that are approved by the Inspector of Municipalities in the development cost charge program.

Furthermore the Board gave first, second, and third readings to the *GVWD Development Cost Charge Bylaw No. 257, 2022*, *GVWD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 256, 2022* and directed staff to forward *DCC Bylaw* to the Inspector of Municipalities for approval.

G2.1 GVWD Temporary Borrowing Bylaw No. 258, 2022, Adoption

APPROVED

At its July 29, 2022 meeting, the Board resolved to give three readings to *GVWD Temporary Borrowing Bylaw No. 258, 2022* and to forward it to the Inspector of Municipalities for statutory approval. The bylaw will provide authority for GVWD for temporary borrowing through the MVRD and the Municipal Finance Authority, for an amount, or amounts in aggregate, not exceeding \$268 million dollars, the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized.

Temporary borrowing provides an opportunity to improve cash management and provides Metro Vancouver with borrowing methods equivalent to what is used in municipalities. Statutory approval of the bylaw was given on October 17, 2022. Final adoption by the Board is the last approval step in the bylaw process.

The Board passed and adopted the *GVWD Temporary Borrowing Bylaw No. 258, 2022*.

G3.1 GVWD 2023 Budget and 2023 – 2027 Financial Plan

APPROVED

Following the planning process outlined at the April 14 Board Budget Planning Workshop and per the direction received at the October 19 Board Budget Workshop, the *GVWD 2023 Annual Budget and 2023 – 2027 Financial Plan* was brought forward to the Board for consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures, and debt servicing costs over the next five years.

The water rate increase to the peak season is expected to pay dividends over the next few years by supporting the transition to a stronger culture of water conservation regionally (especially during summer months).

The Board approved the 2023 Annual Budget and endorsed the 2023–2027 Financial Plan as presented, in the following schedules:

- Revenue and Expenditure Summary
- Water Services
- Capital Portfolio – Water Services

The Board also approved the 2023 reserve applications and set the water rate for 2023 at \$1.0927 per cubic metre for June through September, and \$0.7119 per cubic metre for January through May and October through December.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

Water Committee – October 6, 2022

Information Items:

5.4 2022 Update on Water Sustainability Innovation Fund Projects

This report provides an update on 10 projects that were approved for funding in 2018 through to 2021 under the Water Sustainability Innovation Fund. Descriptions of the 10 projects are included in the attachment. The projects range from assessment of emerging contaminants of concern, microplastics, and disinfection by-products; to monitoring and information management; to greywater reuse; to earthquake early warning systems.

5.5 Summer 2022 Water Supply Performance

The water supply system performed well during the high-demand period of 2022. The spring and the early part of the summer were cooler and wetter than normal, allowing for the snowpack to last later into the summer. This set the stage for the availability of sufficient source water storage to meet regional demands through to the end of the summer, despite a warm and dry August.

The updated *Drinking Water Conservation Plan*, which was approved by the GVWD Board in October 2021 and published in November for implementation in 2022, started on May 1 for Stage 1. Metro Vancouver and member jurisdictions must continue to focus on conservation initiatives, as any sustained decrease in per-capita consumption will positively impact both system planning and operation.

5.6 2022 Lawn Watering Communications, We Love Water Campaign, and Water Wagon Results

Metro Vancouver undertakes several communications initiatives annually to ensure water resources are used efficiently throughout the region. Key initiatives in 2022 included:

- Communication of the updated region-wide lawn watering regulations per the updated Drinking Water Conservation Plan
- Promotion of water conservation through our annual regional We Love Water communications campaign
- Relaunch of the Water Wagon program post-COVID-19

The promotional strategy for these initiatives included broad reach through a mix of television, radio, print, and outdoor advertising, as well as targeted and weather-triggered digital tactics, direct mail to residents and stakeholders, and social media posts. In total, broadcast and digital promotions delivered over 46.5 million impressions, with an additional 69 million impressions from earned media, with an ad equivalent value of \$610,540. The Water Wagon program resulted in 55,525 water bottle refills and 3,830 engagements with residents about water conservation and quality.

5.8 GVWD Capital Program Expenditure Update to August 31, 2022

The capital expenditure reporting process as approved by the Board provides for status reports on capital expenditures three times per year. This report includes both the overall capital program for the water utility with a multi-year view of capital projects and the actual capital spending for the 2022 fiscal year to August 31, 2022 in comparison to the prorated annual capital cash flow. In 2022, the annual capital expenditures for GVWD are \$200.3 million to date compared to a prorated annual capital cash flow of \$314.2 million. Forecasted expenditures for the current water utility capital program remain within the approved budgets through to completion.

Greater Vancouver Sewage and Drainage District

E1.1 Award of a Contract Resulting from RFP No. 21-425: Ground Improvements and Preload Engineering Services for the Iona Island Wastewater Treatment Plant Upgrades Program **APPROVED**

The Board approved award of a contract in the amount of up to \$9,285,048 (exclusive of taxes) to Golder Associates Ltd., resulting from Request for Proposal No. 21-425: Ground Improvements and Preload Engineering Services for the Iona Island Wastewater Treatment Plant Upgrades Program, subject to final review by the Commissioner.

E1.2 Award of Phase 1 Resulting from RFP No. 22-103: Program Management and Technical Services for Northwest Langley Wastewater Treatment Plant Expansion Program **APPROVED**

The Board approved the award of a contract for an amount of up to \$16,886,338 (exclusive of taxes) to Carollo Engineers Inc. for Phase 1, resulting from Request for Proposal No. 22-103 Northwest Langley Wastewater Treatment Plant Expansion Program – Program Management and Technical Services, subject to final review by the Commissioner.

E1.3 Amendment to Contract No. PC18-1232 – Archaeological Services for Northwest Langley Wastewater Treatment Plant Phase 2 Ground Improvements **APPROVED**

The Board approved a contract amendment in the amount of up to \$5,900,996.82 (exclusive of taxes) to Katzie Development Limited Partnership to procure archaeological services to support the heritage

inspection and investigation work on the Phase 2 portion of the Northwest Langley Wastewater Treatment Plant Expansion Project site, subject to final review by the Commissioner.

E1.4 Amendment to Contract No. PC19-1709: Northwest Langley Wastewater Treatment Plant Ground Improvements and Preload Project **APPROVED**

The Board approved a contract amendment in the amount of up to \$10,238,205.25 (exclusive of taxes) for Phase A to Pomerleau Inc., to continue excavation work required under the heritage inspection permit, subject to final review by the Commissioner.

E1.5 Award of a Contract Resulting from Request for Proposal No. 21-405: Construction of South Surrey Interceptor No. 2, Johnston Road Section Phase 3 – Open Cut Segments **APPROVED**

The Board approved award of a contract in the amount of \$9,452,661 (exclusive of taxes) to NorLand Limited, resulting from Request for Proposal No. 21-405: Construction of South Surrey Interceptor No. 2, Johnston Road Section Phase 3 – Open Cut Segments, subject to final review by the Commissioner.

E1.6 Award of a Contract Resulting from Request for Proposal No. 22-007: Construction of Gilbert Trunk Sewer No.2 Gilbert Road Central Section **APPROVED**

The Board approved award of a contract in the amount of \$44,333,000 (exclusive of taxes) to BD Hall Constructors Corporation, resulting from *Request for Proposal No. 22-007: Construction of Gilbert Trunk Sewer No.2 Gilbert Road Central Section*, subject to final review by the Commissioner.

E1.7 Award of a Contract Resulting from Invitation to Tender No. 22-256: Construction Services - Upgrades of Two Gleneagles Pump Stations - Gallagher and Kensington **APPROVED**

The Board approved award of a contract in the amount of up to \$13,967,754.75 (exclusive of taxes) to Industra Construction Corp., resulting from Invitation to Tender No. 22-256: Construction Services – Upgrades of Two Gleneagles Pump Stations – Gallagher and Kensington, subject to final review by the Commissioner.

E1.8 Compensation Practices Related to Metro Vancouver’s Delivery of Projects **RECEIVED**

Metro Vancouver currently mitigates and compensates member jurisdictions for the impact of projects taking place within their jurisdiction through various means, which are generally negotiated on an ad-hoc basis. Mitigation and compensation for member jurisdictions may take the form of changes to a design resulting in higher project costs, addition of community amenities, upgrades to member’s infrastructure, provision of resources to our members to handle increased workload resulting from our projects, as well as payment of fees for various permits, lost revenue, letters of credit, and other charges.

Metro Vancouver is currently reviewing practices underway with a goal to create a predictable, consistent, and equitable approach to mitigating and compensating member jurisdictions for the impacts to their community during construction of region-serving infrastructure. Staff intend to bring back future reports that will recommend guiding principles and approaches to different forms of compensation.

The Board received the report for information.

E2.1 Award of a Contract Resulting from Request for Proposal (RFP) No. 22-066: Professional Engineering Services for the Waste-to-Energy Facility District Energy System Project **APPROVED**

The Board approved award of a contract in the amount of up to \$4,999,500 (exclusive of taxes) to Kerr Wood Leidal Associates Ltd., resulting from Request for Proposal No. 22-066: Professional Engineering Services for the Waste-to-Energy Facility District Energy System Project, subject to final review by the Commissioner.

G1.1 Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amending Bylaw No. 360, 2022 **APPROVED**

The *GVS&DD District Trucked Liquid Waste Amending Bylaw No. 360, 2022* contains amendments to streamline processes for evaluating requests to discharge out-of-region trucked liquid waste by delegating authority to Metro Vancouver staff on behalf of the GVS&DD Board. This includes new fees for out-of-region trucked liquid waste to recover additional costs incurred and to diminish financial incentives for out-of-region trucked liquid waste to be brought to Metro Vancouver facilities.

The Board gave first, second, and third readings to *GVS&DD Trucked Liquid Waste Amending Bylaw No. 360, 2022*; then passed and finally adopted said bylaw.

G1.2 Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amending Bylaw No. 359, 2022 – Fraser Sewerage Area – City of Delta **APPROVED**

Metro Vancouver received an application from the City of Delta requesting to amend the Fraser Sewerage Area (FSA) to include the footprint of a proposed new clubhouse at the Sunshine Woods Golf Centre located at 10556 64 Avenue, Delta. The golf centre’s existing clubhouse is already within the FSA, but the larger footprint of the new clubhouse requires an amendment. At its September 23, 2022 meeting, the MVRD Board resolved the extension of GVS&DD sewerage services to the new clubhouse is consistent with the provisions of *Metro 2040*. A Liquid Waste Services technical review indicated no material financial impact on the FSA and negligible additional impact to the regional sewerage system.

The Board gave first, second, and third readings to the *GVS&DD Sewerage and Drainage Areas Boundaries Amending Bylaw No. 359, 2022*, then passed, and finally adopted said bylaw.

E2.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 361, 2022 **APPROVED**

The Board approved the following amendments to the Tipping Fee Bylaw effective January 1, 2023:

- I. Increase garbage tipping fees by \$6 per tonne to:
 - a) Municipal garbage \$127
 - b) Up to 0.99 tonne \$161
 - c) One to 7.99 tonnes \$139
 - d) Eight tonnes and over \$113

- II. Increase construction and demolition processing residual waste by \$20 per tonne to \$150 per tonne

- III. Increase the generator levy by \$5 per tonne to \$59 per tonne

- IV. Increase the following rates by approximately five per cent:
 - i. special handle waste to \$268 per tonne
 - ii. source-separated organic waste, green waste, and clean wood to \$107 per tonne
 - iii. surcharge for loads containing banned materials to \$69 per load

- V. Increase municipal organics by \$2 per tonne to \$110 per tonne

- VI. Discontinue the surcharge of \$4 per tonne for garbage loads originating from Maple Ridge

- VII. Definition changes to municipal garbage, municipal organics, recyclable paper, and source-separated organic waste

The Board then gave first, second, and third readings to *GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 361, 2022*, and passed and finally adopted said bylaw.

G3.1 GVS&DD Temporary Borrowing Bylaw No. 358, 2022, Adoption **APPROVED**

At its July 29, 2022 meeting, the Board resolved to give three readings to *GVS&DD Temporary Borrowing Bylaw No. 358, 2022* and to forward the bylaw to the Inspector of Municipalities for statutory approval. The bylaw will provide authority for GVS&DD for temporary borrowing through the MVRD and the Municipal Finance Authority, for an amount, or amounts in aggregate, not exceeding \$1.42 billion dollars, the remaining amount of the *GVS&DD Borrowing Bylaw No. 321, 2018*.

Temporary borrowing provides an opportunity to improve cash management and provides Metro Vancouver with borrowing methods equivalent to what is used in municipalities. Statutory approval of the Bylaw was given on October 17, 2022.

That Board passed and adopted the *GVS&DD Temporary Borrowing Bylaw No. 358, 2022*.

G4.1 GVS&DD 2023 Budget and 2023 – 2027 Financial Plan

APPROVED

Following the planning process outlined at the April 14 Board Budget Planning Workshop and per the direction received at the October 19 Board Budget Workshop, the GVS&DD 2023 Annual Budget and 2023 – 2027 Financial Plan was brought forward to the Board for consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures, and debt servicing costs over the next five years.

The Board approved the 2023 Annual Budget and endorse the 2023 – 2027 Financial Plan as presented, in the following schedules:

- Revenue and Expenditure Summary
- Liquid Waste Services
- Capital Portfolio – Liquid Waste Services
- Solid Waste Services
- Capital Portfolio – Solid Waste Services

Furthermore, the Board approved the 2023 reserve applications as presented.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

Zero Waste Committee – October 14, 2022

Information Items:

5.5 Solid Waste Services Capital Program Expenditure Update to August 31, 2022

The capital expenditure reporting process as approved by the Board provides for regular status reports on capital expenditures. This is the first report for 2022 which includes both the overall capital program for Solid Waste Services with a multi-year view of capital projects and the actual capital spending for the 2022 fiscal year to August 31, 2022 in comparison to the prorated annual capital cash flow. In 2022, the annual capital expenditures for Solid Waste Services are \$9.1 million to date compared to a prorated annual capital cash flow of \$33.9 million. Year-end expenditures are expected to be closer to budget because a property purchase for a recycling depot at the North Surrey Recycling and Waste Centre is expected to occur in late 2022.

5.6 2022 Single-Use Item Reduction "What's Your Superhabit?" Campaign Results

The 2022 "What's Your Superhabit?" campaign ran from May 23 to August 7. The objective was to reduce the use and disposal of single-use items among Metro Vancouver residents, particularly those aged 18 to 44 who are more likely to have received a single-use item in the past day. The campaign aimed to create genuine moments of celebration through an outreach and social media strategy. The campaign performed strongly with nearly 34 million total impressions, over two million reach, over 12,000 webpage visits, and over 24,000 likes, comments, and shares on social media.

A post-campaign survey indicated that 31 per cent of residents reported having seen or heard the campaign and 69 per cent of that group agree that they have reduced their use of single-use items as a result of the ads. The campaign will run again in mid-2023.

Metro Vancouver Housing Corporation

E1.1 CMHC Contribution Agreement – Kelly Court Rehabilitation Project

APPROVED

The Board authorized the execution and delivery of the contribution agreement as required by the Canada Mortgage and Housing Corporation for the purposes of receiving funding contribution of up to \$1,321,824 to support the Kelly Court Rehabilitation Project located at 2929 Nootka Street in Vancouver.

G1.1 MVHC 2023 Budget and 2023 – 2027 Financial Plan

APPROVED

Following the planning process outlined at the April 14 Board Budget Planning Workshop and per the direction received at the October 19th Board Budget Workshop, the MVHC 2023 Annual Budget and 2023 – 2027 Financial Plan was brought forward to the Board for consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years.

The Board approved the *2023 Annual Budget* and endorsed the 2023 – 2027 Financial Plan, as presented in the following schedules:

- Revenue and Expenditure Summary
- Housing
- Capital Portfolio – Housing

The Board also approved the 2023 reserve applications as presented.



Finance Committee

Date: Tuesday, November 8, 2022
Place: Council Chambers
Richmond City Hall
Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe
Call to Order: The Chair called the meeting to order at 4:08 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Finance Committee held on October 3, 2022, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

- 1. ESTABLISHMENT OF NEW UTILITY RESERVE FUNDS
(File Ref. No. 99-LAW) (REDMS No. 6886157)

It was moved and seconded
That the Flood Protection Reserve Fund Establishment Bylaw 10403, the Sanitary Sewer Reserve Fund Establishment Bylaw 10401, the Water Supply Reserve Fund Establishment Bylaw 10402 and the Solid Waste and Recycling Reserve Fund Establishment Bylaw 10417 be introduced and given first, second and third readings.

CARRIED

1.

Finance Committee
Tuesday, November 8, 2022

2. **2023 DISTRICT ENERGY UTILITY RATES**

(File Ref. No. 01-0060-20-LIEC1) (REDMS No. 6952141)

It was moved and seconded

- (1) *That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10410 be introduced and given first, second and third readings;*
- (2) *That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10411 be introduced and given first, second and third readings; and*
- (3) *That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412 be introduced and given first, second and third readings.*

CARRIED

3. **2023 UTILITY BUDGETS AND RATES**

(File Ref. No. 03-0970-01) (REDMS No. 6969692)

A brief overview of the proposed funding/rate stabilization options for utility delivery, operation, maintenance and upgrades for Water, Sewer, Drainage and Diking, and Solid Waste and Recycling, was provided, noting that Metro Vancouver's 2023 rate increases, as presented in their proposed 2023-2027 Financial Plan, are the primary drivers for the City's 2023 utility rates for the majority of these services.

The City's water metering program was briefly discussed noting it is the City's primary strategy for controlling the rising Metro Vancouver costs for the utility over the years, substantially controlling the costs overall by managing to maintain water consumption with increased community growth.

With respect to increased personnel, it was noted that unless otherwise stated (e.g. acceleration of flood protection program), the various full time staffing positions outlined in the report reflect current temporary staff positions already accounted for within the budget to be formalized to full time positions, and not an increase in personnel.

It was requested that staff provide a memo to update the Committee on communication with YVR regarding their long term planning and timelines for flood protection (dike upgrades, etc.) over the next few years and how that aligns with the City's drainage and infrastructure planning.

With respect to taxpayer communication, it was requested that a note be included in the utility bill to inform the City, together with the support of other levels of government, is actively addressing flood protection for Richmond.

2.

Finance Committee
Tuesday, November 8, 2022

It was moved and seconded

- (1) *That the 2023 utility budgets, as presented in Option 3 for Water (page 9), Option 3 for Sewer (page 16), Option 3 for Drainage and Diking (page 28), and Option 2 for Solid Waste and Recycling (page 30), as outlined in the staff report titled, “2023 Utility Budgets and Rates”, dated October 18, 2022, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2023 utility rates and included in the Consolidated 5 Year Financial Plan (2023-2027) Bylaw; and*
- (2) *That the Drainage and Diking Utility be renamed the Flood Protection Utility, and that the necessary bylaws be brought forward to effect this renaming.*

The question on the motion was not called as discussion ensued. As a result of the discussion the following amendment motion was introduced:

It was moved and seconded

That Part (1) be amended to replace “Option 2” with “Option 3” for Solid Waste and Recycling.

The question on the amendment motion was called and it was **CARRIED** with Cllrs. Au and Loo opposed.

The question on the main motion, as amended, was then called and it was **CARRIED** with Cllr. Au opposed.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:20 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Tuesday, November 8, 2022.

Mayor Malcolm D. Brodie
Chair

Lorraine Anderson
Legislative Services Associate

3.



General Purposes Committee

Date: Tuesday, November 8, 2022

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

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 17, 2022, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **COMMUNITY ENERGY & EMISSIONS PLAN 2050: LOCAL GOVERNMENT CLIMATE ACTION PROGRAM FUNDING ALLOCATION**

(File Ref. No. 10-6125-07-02) (REDMS No. 6947388)

A brief discussion ensued with respect to additional EV and e-bike charging opportunities.

1.

General Purposes Committee
Tuesday, November 8, 2022

It was moved and seconded

That, as described in the report titled “Community Energy & Emissions Plan 2050: Local Government Climate Action Program Funding Allocation”, from the Director, Sustainability & District Energy, dated October 24, 2022, two new Temporary Full Time staff positions and related annual program budget totaling \$566,000 funded by Provincial revenue, be considered for endorsement in the 2023 operating budget.

CARRIED

LAW AND LEGISLATIVE SERVICES DIVISION

2. **2023 COUNCIL AND COMMITTEE MEETING SCHEDULE**

(File Ref. No. 01-0105-01) (REDMS No. 7015682)

It was moved and seconded

- (1) *That the 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report dated October 21, 2022, from the Director, City Clerk's Office, be approved; and*
- (2) *That the following revisions as detailed in the staff report titled “2023 Council and Committee Meeting Schedule” dated October 21, 2022, from the Director, City Clerk's Office, be approved:*
 - (a) *That the Regular Council meetings (open and closed) of August 8 and August 21, 2023 be cancelled; and*
 - (b) *That the August 14, 2023 Public Hearing be rescheduled to September 5, 2023 at 7:00pm in the Council Chambers at Richmond City Hall.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:07 p.m.).

CARRIED

General Purposes Committee
Tuesday, November 8, 2022

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 Tuesday, November 8, 2022.

Mayor Malcolm D. Brodie
Chair

Anderson, Lorraine
Legislative Services Associate



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** October 24, 2022
From: Peter Russell **File:** 10-6125-07-02/2022-
 Director, Sustainability and District Energy Vol 01
Re: **Community Energy & Emissions Plan 2050: Local Government Climate
 Action Program Funding Allocation**

Staff Recommendation

That, as described in the report titled ‘Community Energy & Emissions Plan 2050: Local Government Climate Action Program Funding Allocation’ from the Director, Sustainability & District Energy dated October 24, 2022, two new Temporary Full Time staff positions and related annual program budget totaling \$566,000 funded by Provincial revenue, be considered for endorsement in the 2023 operating budget.

Peter Russell
 Director, Sustainability and District Energy
 (604-276-4130)

Attachments 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Building Approvals	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation Planning	<input checked="" type="checkbox"/>	
Parks Department	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Government of British Columbia (the Province) announced the Local Government Climate Action Program (LGCAP) in May 2022 as a replacement to the previous Climate Action Revenue Incentive Program (CARIP) program, which was discontinued in 2021. Council received a report in June 2021 highlighting the many benefits of the CARIP program over the ten years it was in place. Council endorsed that a Union of BC Municipalities Conference (UBCM) resolution asking the Province to reinstate an updated grant program at this meeting. Members of Council also met with the Minister of Municipal Affairs to convey the City's concerns at the 2021 UBCM Conference. In May 2022, the Province announced \$76 million in funding over three years for LGCAP, with annual funding to be distributed to municipalities and Modern Treaty Nations based upon each community's population. The new LGCAP uses a revised model for allocating funding to local governments that will see the City receive \$566,000 annually from 2022 through to fiscal 2025, approximately 2.5 times the previous CARIP amount.

This report proposes that LGCAP funding be strategically used over the next three budget years to accelerate progress in reducing emissions from existing buildings and vehicle transportation, noted as *Major Moves for 2030* in the Community Energy & Emissions Plan (CEEP) 2050. This funding would support two, temporary full-time staff to implement actions from CEEP 2050, including program development, demonstration projects, outreach and engagement activities.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.2 Policies and practices support Richmond's sustainability goals.

This report supports the implementation of the City's CEEP 2050 and OCP emission reduction policies through:

Strategic Retrofit Existing Buildings

Direction 1:

- Actions:
- Create a multi-year plan to accelerate the retrofit of existing buildings
 - Set enhanced energy and emission standards for existing buildings
 - Create incentives and remove barriers to low-carbon energy retrofits
 - Advance building energy and emissions performance reporting

Strategic Transition to Zero Emissions Vehicles

Direction 2:

- Actions:
- Expand public electric vehicle charging opportunities
 - Expand electric vehicle charging opportunities on private property
 - Encourage zero emission vehicle adoption

Analysis

LGCAP Funding to Support Local Climate Action

LGCAP will provide \$566,000 in dedicated annual funding to the City starting in September 2022, for a three-year period, for a total of \$1,698,000 to support local climate initiatives aligned with the CleanBC Roadmap to 2030 and the draft Climate Preparedness and Adaptation Strategy. In receiving the funding, two conditions have been placed on local governments: (a) a commitment to expend all LGCAP funds by March 31, 2025; and, (b) the City show that matching investment of a minimum of 20% of LGCAP funding will be used for climate change mitigation and/or adaptation (totalling \$339,600 over three years).

With respect to the City's matching contribution, staff in-kind salaries and operational funding allocated to climate mitigation and adaptation in Richmond already exceeds the 20% criteria. The overall intention of provincial LGCAP funding is to initiate and accelerate impactful climate action by municipalities and Modern Treaty First Nations during the next three years.

Council Policy Direction on Reducing Community GHG Emissions

On February 14, 2022, Council adopted the CEEP 2050, which includes 77 primary actions and 199 related implementation steps that set a roadmap to achieve a 50% reduction in community GHG emissions from 2007 levels by 2030, and reach net zero emissions by 2050. These actions are organized within eight Strategic Directions that will enable the City to achieve the deep emission reduction targets consistent with the International Panel on Climate Change (IPCC) 1.5° Celsius global warming limit.

CEEP 2050 identifies three, *Major Move* strategies (Carbon Neutral New Buildings, Retrofit Existing Buildings and Transition to Zero Emission Vehicles) that will require significant progress in the current decade to achieve a 50% reduction in community emissions by 2030. The plan also recognizes that the burdens, or negative impacts of climate change are not evenly distributed, with some groups more vulnerable and feeling the effects sooner, or to a greater degree than others do. This plan responds to this challenge with a framework of intentions and objectives to centre equity as actions are being implemented.

Strategic Allocation of LGCAP Funding

Staff undertook a detailed assessment of objectives and opportunities to utilize LGCAP funding to advance actions defined in the CEEP 2050. This analysis reviewed the actions for all eight Strategic Directions, identifying critical policy, program and regulatory actions already underway, or to be launched within the next three fiscal years, with strategic allocation of LGCAP funding during this time period. **Attachment 1** summarizes the results of this review.

Based on this analysis, staff propose that LGCAP funds be utilized to support two, temporary full-time positions for a three-year period that would advance significant action in two *Major Move* directions: Retrofit Existing Buildings and Transition to Zero Emission Vehicles. At this time, these two Directions are not resourced. Proposed allocation of LGCAP funds for the next three budget years is summarized in **Table 1**, including rationale and summarized work program for these new positions.

Table 1: Proposed Utilization of LGCAP Funding to Support CEEP 2050 Implementation

DIRECTION 1 – RETROFIT EXISTING BUILDINGS	
Staff Resource: One new staff position	
Term: Temporary Full Time for three years; extension after 2025 contingent upon LGCAP continuation	
Funding: \$160,400 per year covered by LGCAP for three years (fiscal 2023 to 2025)	
<p>Rationale: GHG emissions from Richmond’s 34,000 existing buildings represents 40% of total annual community emissions. To achieve Richmond’s 50% by 2030 emission reduction target, significant progress must be achieved in retrofitting and decarbonising existing residential, commercial and industrial buildings at a scale and pace that greatly exceeds current conditions. A number of related initiatives are also in play that support building retrofits, including potential regional air quality regulation, development of the BC Alteration Code, as well as energy and emission reporting (benchmarking) and disclosure requirements. The City will need to be engaged in these initiatives to ensure that Richmond’s specific priorities are addressed.</p>	
<p>Work Program: This staff position will develop a detailed Retrofit Plan that facilitates near zero emission space heating and hot water equipment, introduces energy benchmarking and associated greenhouse gas reduction targets, assesses financing options, engages building renovators and mechanical system installers, creates demonstration projects with partners, and integrates with Provincial and regional programs. This position will also develop a robust citywide spatial database with visualization capability to support progress reporting on retrofit initiatives and achievement of equity objectives with respect to enhanced occupant health and comfort, resiliency to climate change and improved affordability.</p>	
DIRECTION 2 – TRANSITION TO ZERO EMISSION VEHICLES	
Staff Resource: One new staff position	
Term: Temporary Full Time for three years; extension after 2025 contingent upon LGCAP continuation	
Funding: \$160,400 per year covered by LGCAP for three years (fiscal 2023 to 2025)	
<p>Rationale: GHG emissions from cars, light and heavy-duty trucks accounted for 57% of the city’s total annual emissions. Building upon Richmond’s leadership in creating a Bylaw requirement that all new residential parking spaces feature Level 2 electric vehicle (EV) charging, there is a significant need to support similar onsite EV charging capacity into existing residential, commercial and industrial buildings.</p>	
<p>Work Program: This staff position will expand EV charging opportunities for local residents, workers and visitors, and encourage car share providers to electrify their fleets. Emphasis will be given to facilitating installation of EV charging infrastructure within existing multi-unit rental and strata apartment buildings, and partnering with other local governments on cost-shared regional programs and technical guidance. This position will also work with local agencies, senior level governments and other partners to accelerate transition of medium and heavy duty vehicles to zero emission fuels or battery electric power, and co-create a citywide public EV charging plan with a cross-departmental staff team.</p>	
LGCAP annual funding for two new staff positions:	\$325,000
LGCAP annual funding to support program / plan activation:	\$241,000
Total:	\$566,000

LGCAP would also provide three years of operating funding for data analysis / visualization and annual reporting, pilot demonstration initiatives and case studies, training and capacity-building, as well as outreach and engagement materials and processes that would support implementation within these two Strategic Directions.

Financial Impact

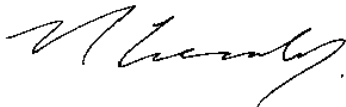
Two new temporary full time staff positions are proposed for the 2023, 2024 and 2025 operating budget years, fully funded by proceeds from the Provincial Local Government Climate Action Program, for a total of \$325,000 per year for that period.

These two positions would be brought forward in the forthcoming 2023 Operating budget as an additional level request with no tax impact, since these positions would be fully funded by LGCAP revenue for budget years 2023 to 2025. Staff will assess and report back in 2024 should the Province decide to not extend the LGCAP program beyond 2025.

Remaining LGCAP annual funding in the amount of \$241,000 for 2023, 2024 and 2025 operating budget years is proposed to be utilized for conducting stakeholder engagement, research and technical assessments, as well as identifying financing and/or technology solutions to support policy and program development for implementation of CEEP 2050 actions.

Conclusion

The proposed allocation of LGCAP funding over the next three years is focused on reducing citywide GHG emissions by retrofitting and decarbonising existing buildings, and facilitating the transition toward zero emissions vehicles, with emphasis on introducing EV charging infrastructure in buildings currently lacking 'at home' or 'at work' EV charging capacity. The proposed approach utilizes new revenue from the Province's Local Government Climate Action Program to support two staff positions for the next three budget years to undertake actions and facilitate market transformation within two CEEP 2050 Strategic Directions that are presently under-resourced with respect to the anticipated level of activity necessary to reach Richmond's 50% community GHG emission reduction target by 2030.



Norm Connolly, MCIP RPP
Manager, Sustainability
(604-247-4676)

Att. 1: CEEP 2050 Priority Actions and Deliverables 2023 to 2025

CEEP 2050 Priority Actions and Deliverables 2023 to 2025

OVERVIEW

Attachment 1 provides a summary of Community Energy and Emissions Plan 2050 actions identified for implementation in the 2023 to 2025 period. Organized sequentially by CEEP Strategic Direction, a summary is provided on why citywide action is important, as well as existing and proposed resourcing for implementation in fiscal 2023. Allocation of LGCAP funding for two proposed staff positions is specifically noted for Retrofit Existing Buildings and Transition to Zero Emissions Vehicles.

Within each Direction, the current status of priority CEEP 2050 actions is shown in a table summary, as well as studies, information resources and/or data that would inform implementation. Also noted are external initiatives and partner organizations that could assist and be synergistic for local implementation of each action. CEEP actions where there is an opportunity to advance climate equity in Richmond are also indicated.

DIRECTION 1 RETROFIT EXISTING BUILDINGS



STRATEGIC DIRECTION MAJOR MOVE FOR 2030

Accelerate deep energy retrofits to existing residential, institutional, commercial and industrial buildings, and shift to low-carbon heating and cooling using in-building systems or district energy.

WHY ACTION IS IMPORTANT

Retrofitting and decarbonizing a significant proportion of existing buildings over the next ten years is essential to achieve our 2030 GHG emission reduction targets, and build momentum for continued action to 2050. While this represents a challenge in terms of scale of effort, it also offers a clear opportunity to bring benefits to local residents and businesses, with improved health and comfort, reduced energy costs, and a boost to the local economy.

REQUIRED RESOURCES

As there is no funding allocated for this service level, it is recommended to use LGCAP funding for one new staff position, starting in 2023, and related operating funding for engagement, technical analysis and pilot programs.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[1.1] CREATE A RICHMOND BUILDING RETROFIT PLAN			
Create Richmond Building Retrofit Plan (5-year plan) <i>EQUITY OPPORTUNITY</i>	Identify sector partners and synergies for each action step	Not yet activated	Targeted outreach and engagement with building owners and representatives (BOMA, CHOA BC, Landlord BC), equity-seeking organizations and housing providers, other local governments and Province of BC to inform the Retrofit Plan
Integrate building, energy and spatial data to identify priority buildings types and optimal strategies to incent or require low-carbon energy improvements <i>EQUITY OPPORTUNITY</i>	Create citywide inventory of parcel-level building information, including mechanical system and energy benchmarking data, and CEEP 2050 geospatial emission forecasting data	Partially activated	Integrate key findings from Metro Vancouver’s Social Equity and Regional Growth Study (2021)
[1.2] SET ENHANCED ENERGY AND EMISSION STANDARDS			
Support BC Building Alteration Code development to 2024 (per Intention Papers)	Review Building Benchmark BC data to help inform Alteration Code targets	Not yet activated	Work with Province of BC staff and Local Government Retrofit Peer Network on Code energy efficiency requirements

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[1.2] SET ENHANCED ENERGY AND EMISSION STANDARDS (continued)			
Advocate for opt-in GHG emissions performance requirements in the BC Alteration Code (2024)	Align with GHGI limits already set or being contemplated by other local governments	Partially activated	Work with Province of BC staff and Local Government Retrofit Peer Network on provincial GHG emission intensity (GHGI) limits for existing buildings
[1.3] PARTICIPATE IN REGIONAL BUILDING RETROFIT INITIATIVES			
Design and deliver a retrofit program for existing strata and rental apartment buildings incenting low carbon heating systems and energy improvements focused on occupant health, comfort and affordability	Tied to development of a service establishment bylaw for Metro Vancouver Regional District (MVRD) allowing long-term delivery of a regional initiative	Not yet activated	Partner with utilities and interested Metro Vancouver municipalities to develop a program for long term delivery Work regionally to engage landlords, property managers Strata Councils and affordable housing providers
<i>EQUITY OPPORTUNITY</i>			
ENABLE REGION-WIDE DELIVERY OF CLIMATE ACTION PROGRAMS			
Extend the mandate of Metro Vancouver Regional District (MVRD) to enable cost-effective, regional delivery of climate action programs, in cooperation with member municipalities	Engage other municipalities in region to build support for proposed MVRD mandate	Not yet activated	Work with MVRD staff to create a service establishment bylaw empowering regional delivery of climate action programs on behalf of member municipalities [CEEP 2050 enabling action]
<i>EQUITY OPPORTUNITY</i>			
[1.4] CREATE INCENTIVES AND REMOVE BARIERS TO LOW CARBON ENERGY RETROFITS			
Explore policy, program and regulatory options to encourage installation of low carbon mechanical systems during retrofits	Tied to above actions re: creating comprehensive citywide existing building data reporting platform	Not yet activated	Support Development Applications and Building Approvals staff in creating new tools for regulatory review of mechanical systems
Develop a heat pump incentive program targeting residential buildings that currently lack mechanical cooling	Integrate findings from Richmond Energy Poverty Reduction Strategy (2023), and create an inventory of residential buildings that lack mechanical cooling	Not yet activated	Integrate findings from Metro Vancouver's Regional Social Equity & Regional Growth Study (2021) into existing buildings reporting platform
<i>EQUITY OPPORTUNITY</i>			

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[1.4] CREATE INCENTIVES AND REMOVE BARIERS TO LOW CARBON ENERGY RETROFITS (continued)			
Create a decarbonisation strategy for affordable housing in partnership with stakeholders <i>EQUITY OPPORTUNITY</i>	Integrate findings from Richmond Energy Poverty Reduction Strategy and include with citywide building reporting platform	Not yet activated	Engage with Province of BC, utilities and housing providers to ensure that all stakeholders and targeted sectors can benefit from building electrification and decarbonisation
Partner with other interested municipalities, Metro Vancouver and the Province to implement a low-interest financing program for building energy retrofits	Conduct a study to review program options and develop a recommended approach	Not yet activated	Work with other interested municipalities and/or Metro Vancouver to secure needed funding for a building retrofit financing program
[1.5] BUILD INDUSTRY SUPPORT / COMPETENCY WITH LOW CARBON MECHANICAL SYSTEMS			
Improve building electrification awareness, coordination and advocacy among key stakeholders	Promote implementation of heat pump systems by developing technical guides for building owners and manager Support City Building Approvals staff in creating new tools for regulatory review of mechanical systems, within the scope of the BC Building Code	Not yet activated	Partner with municipalities, Province of BC and Thermal Comfort Association of BC to increase industry knowledge and capacity Feature case studies of deep energy retrofits of ground-oriented housing at Richmond's Builder Breakfast learning events
[1.6] ADVANCE BUILDING ENERGY AND EMISSIONS PERFORMANCE REPORTING / DISCLOSURE			
Advance building energy benchmarking and disclosure for larger buildings	Update Richmond's covered building data for buildings 25,000 ft ² and larger in floor area Integrate benchmarking results with citywide existing building data reporting platform	In progress	Continue support of Building Benchmark BC (BBBC) for voluntary benchmarking, and work towards a mandatory requirement by 2025 Integrate with new or proposed policies implemented by City of Vancouver and MVRD
Require homeowners to disclose at time of sale energy performance for prospective buyers	Real estate industry listings and disclosure statements (home energy score)	Not yet activated	Work with Province of BC (CleanBC Roadmap to 2030), OPEN Technologies, and home Realtor representatives to implement pilot program

DIRECTION 2 TRANSITION TO ZERO EMISSION VEHICLES



STRATEGIC DIRECTION MAJOR MOVE FOR 2030

Facilitate electrical mobility for all residents and businesses in Richmond, with expanded options for charging at home, at work, and on-the-go for personal electric vehicles, electric car-share, e-bicycles and e-scooters.

WHY ACTION IS IMPORTANT

Transitioning to zero emission vehicles, and reducing overall vehicle use through active modes (walking, rolling, cycling) and public transit are key strategies to dramatically reduce transportation emissions to near zero by 2050. Since most of BC’s electricity comes from clean energy sources, zero emission vehicles are a highly effective strategy at reducing community emissions, emitting approximately 97% less GHGs than equivalent internal combustion vehicles.

REQUIRED RESOURCES

As there is no funding allocated for this service level, it is recommended to use LGCAP funding for one new staff position, starting in 2023, and related operating funding for engagement, technical analysis and pilot programs.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[2.1] EXPAND PUBLIC ELECTRIC VEHICLE CHARGING OPPORTUNITIES			
Build out network of public EV charging stations at City facilities to accelerate rate of EV adoption	Annually update inventory and map of public Level 2 and Level 3 EV charging points throughout Richmond	In progress	Further expansion of public EV charging opportunities would pursue available Federal, CleanBC and BC Hydro grant funding when available
<i>EQUITY OPPORTUNITY</i>			
Create mobility hubs with EV charging stations near transit stations, within neighbourhood service and community centres	Develop guidelines for provision of mobility hubs as part of a Transportation Demand Management (TDM) approach for new developments	Not yet activated	Develop Mobility Hub activation plan and pursue potential external funding as demonstration project Note: Lansdowne Mall and Richmond Centre have been identified as future locations
<i>EQUITY OPPORTUNITY</i>			
Support curbside EV charging stations in areas where residents are less likely to be able to charge at home, and encourage car share providers to electrify their fleets	Assess projected demand in neighbourhoods that would benefit from public EV charging, and develop spatial inventory of potential locations	Not yet activated	Work with Province of BC (CleanBC Roadmap to 2030) and home Realtor representatives
<i>EQUITY OPPORTUNITY</i>			

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[2.2] EXPAND ELECTRIC VEHICLE CHARGING OPPORTUNITIES ON PRIVATE PROPERTY			
Extend current residential EV charging requirements to include visitor and car share parking stalls	Create a 'how to' guide for retrofitting existing visitor and car-share parking stalls with Level 2 EV charging capability	Not yet activated	Review bylaws from other local governments that have implemented this requirement
Establish light-duty EV charging requirements for parking stalls in new commercial and industrial development	Develop Zoning Bylaw requirements for Level 2 EV charging capacity for visitor and workforce parking stalls	In progress	Engage NAIOP (Commercial Real Estate Development Association) and UDI (Urban Development Institute) members on proposed Zoning Bylaw requirements
<i>EQUITY OPPORTUNITY</i>			
Support an EV Charging Retrofit Advisor program for existing multi-unit residential buildings	Review policy, regulatory and program options to incentivize retrofit of existing parking spaces with EV charging	Not yet activated	Partner with other municipalities to develop project scope and implementation plan for a regional EV Charging Advisor program for strata and rental apartment buildings
<i>EQUITY OPPORTUNITY</i>			
	Explore City's ability to reduce the per-unit cost of electrical transformer upgrades by aggregating EV retrofit upgrades in adjacent buildings		Work in partnership to identify incentives and secure funding for a regional-scale program, launch and promote the new program
Support homeowners wanting to implement Level 2 EV charging at home	Create how-to guides and bulletins on installing Level 2 EV charging in existing single-family, semi-detached homes, and townhouses	Not yet activated	Partner with BC Hydro to update
[2.3] ENCOURAGE ZERO EMISSION VEHICLE ADOPTION			
Advocate for low-GHG requirements in ride-hailing services	Review regulatory options for local governments to require low-emission ride-hailing services within Richmond	Not yet activated	Work with other local governments to advocate for changes to Provincial regulations on ride-hailing services
Increase public awareness of, and support for, car-sharing and electric mobility	Promote and distribute information on electric vehicles, e-bicycles and e-scooters	In progress	Partner with organizations advocating use of low-carbon mobility (e.g. Emotive BC, TransLink, car-share providers, Fraser Basin Council)

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[2.3] ENCOURAGE ZERO EMISSION VEHICLE ADOPTION (continued)			
Support implementation of Provincial Zero Emission Vehicle (ZEV) sales requirements, and advocate for further improvements		In progress	Work with Metro Vancouver and other local governments to support ZEV Act implementation and continued improvements to its sales mandate
Work with partners to accelerate transition of heavy duty vehicles to zero emission fuels and/or battery electric power	Conduct technical review of electric and other low-carbon fuel options (i.e., hydrogen, renewable natural gas, and biofuels)	Not yet activated	Work with Metro Vancouver TransLink and other agencies to advance low-carbon fuel and EV charging infrastructure, as well as regulatory measures on land use to support this transition
[2.4] ENCOURAGE LOWER EMISSIONS FROM INTERNAL COMBUSTION ENGINE VEHICLES			
Support continued implementation and further improvements to Federal vehicle fuel-efficiency regulations		Not yet activated	Work with Metro Vancouver and other local governments to support implementation and further improvements to Federal Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations, as well as Federal Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations

DIRECTION 3 CARBON NEUTRAL NEW BUILDINGS



STRATEGIC DIRECTION MAJOR MOVE FOR 2030

All new buildings will be serviced by low carbon energy systems and built to the top performance level of the BC Energy Step Code by 2027.

WHY ACTION IS IMPORTANT

As a growing City, Richmond is expecting to add more than 28,000 new housing units during the next 20 years. Provincial and National building codes for new construction are moving toward ‘near zero’ energy performance standards for new buildings (like Net Zero Energy Ready and the Passive House standard) by 2030 and 2032 respectively. The City of Richmond has signaled in our OCP that it intends to achieve the top level of the BC Energy Step Code by 2027 for all new buildings, as well as near zero emissions by 2027 using the new Carbon Pollution Standard to be added to the BC Building Code in 2023.

REQUIRED RESOURCES

Existing operating budget funding for analysis of embodied carbon targets and development of incentive framework and guidance materials on building electrification in 2023.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[3.1] ACCELERATE TRANSITION TO THE TOP LEVEL OF BUILDING PERFORMANCE			
Support the construction of flagship high-performance, low-carbon buildings in Richmond <i>EQUITY OPPORTUNITY</i>	Identify incentives for specific building types to drive construction of low energy and zero emission buildings (i.e., Passive House, Net Zero Energy Ready)	In progress	Partner with local governments and organizations to develop a regional high-performance incentive program, with targeted incentives and support for new affordable housing Partner with Zero Emissions Innovation Centre and Passive House Canada on education
Support training on designing, constructing and commissioning of high performance buildings	Offer subsidized training for builders, designers and trades, to increase competency with advanced envelope and mechanical systems Continue Richmond’s successful Builder Breakfasts for builders, designers and trades	In progress	Promote technical bulletins, webinars, training sessions and accreditation opportunities offered by BC Institute of Technology, BC Housing, Small Planet Supply, Passive House Canada, Zero Emissions Innovation Centre (ZEIC), Zero Emission Building Exchange (ZEBx) and Building to Electrification (B2E) Coalition

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[3.1] ACCELERATE TRANSITION TO THE TOP LEVEL OF BUILDING PERFORMANCE (continued)			
Accelerate use of low-embedded carbon content materials in new construction	Assess policy and incentive options to help drive use of construction materials with low embodied carbon	Partially activated	Review embodied carbon reporting requirements and limits (rezoning and bylaw requirements) in place or contemplated in BC
[3.2] SUPPORT CONTINUOUS IMPROVEMENT TO THE BC ENERGY STEP CODE			
Support ongoing improvements to Energy Step Code regulation and performance standards	Advocate for extending the Energy Step Code to other building types not currently covered in regulation	In progress	Work with Province of BC and other local governments Advocate for improvements (as needed) to existing Provincial Step Code regulations
Advocate for adoption of emission intensity (GHGI) targets that local governments can reference in tandem with the Energy Step Code		In progress	Participate in a Province-led process to develop carbon pollution (GHGI) targets for the BC Energy Step Code that local governments can adopt into bylaw
Ensure good practices in mechanical equipment design, installation and commissioning		Not yet activated	Work with Technical Safety BC and industry associations to establish mechanical system permitting guidelines and requirements, and enable City building inspectors to review records of equipment installations by contractors
[3.3] ADVANCE LOW CARBON ENERGY SYSTEMS IN NEW CONSTRUCTION			
Raise awareness of the benefits of building electrification <i>EQUITY OPPORTUNITY</i>	Develop a workshop and engagement series beginning in fall 2022 for builders, developers, architects and designers	Partially activated	Support implementation of recommendations from the Building Electrification Roadmap (BERM) and outreach and awareness through the Building to Electrification (B2E) Coalition
Maximize low carbon energy in new construction	Develop Energy Step Code and greenhouse gas intensity (GHGI) Bylaw requirements in consultation with local development community Adopt Provincial Carbon Pollution Standard into City Bylaw regulation when available (2023)	In progress	Continue to participate in Local Government Step Code Peer Network, the Energy Step Code Council, Community Energy Association and technical subcommittees convened by Building & Safety Standards Branch at the Province of BC

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[3.3] ADVANCE LOW CARBON ENERGY SYSTEMS IN NEW CONSTRUCTION (continued)			
Encourage local availability of low carbon domestic hot water and space heating systems with a high coefficient of performance		Partially activated	Partner with other local governments, MVRD and/or Province of BC to provide training on heat pump systems Engage Vancouver Economic Commission, Province of BC (Ministry of Energy, Mines & Low Carbon Innovation) and heat pump suppliers to advocate for increased availability of high coefficient of performance equipment
[3.5] IMPLEMENT BUILDING ENERGY AND EMISSIONS REPORTING AND DISCLOSURE			
Build capacity and momentum for a mandatory energy and emissions reporting requirement for new buildings	Continue participation and support of energy and emissions reporting initiatives such as Building Benchmark BC	In progress	Advocate for a Provincial requirement that owners of larger (Part 3) commercial, institutional and multi-unit residential buildings annually measure, report and/or disclose their properties' energy usage and greenhouse gas emissions Report as-built energy performance information for smaller (Part 9) residential buildings built to Energy Step Code requirements, once data on a sufficient number of buildings is available
[3.6] ENCOURAGE ONSITE RENEWABLE ENERGY			
Encourage cost-effective on-site renewable energy generation in new construction <i>EQUITY OPPORTUNITY</i>	Develop a policy and incentive approach to encourage on-site renewable energy, such as solar photovoltaic systems, electric heat pumps, and waste heat recovery with a net positive internal rate of return	In progress	Promote and distribute information on new building-scale renewable energy systems (from analysis completed in June 2022), and engage design and construction community to inform development of an incentive framework (per City Council direction July 2022)

DIRECTION 4 COMPLETE COMMUNITIES



STRATEGIC DIRECTION

Implement Official Community Plan (OCP) and Local Area Plan objectives for compact, complete neighbourhoods throughout Richmond, with a range of services, amenities and housing choices, and sustainable mobility options within a five-minute walk of homes.

WHY ACTION IS IMPORTANT

Compact development policies within our OCP and area plans are critical to achieving the types of land uses that support low- or zero-emission travel modes and energy efficient buildings. Having a wider range of services and amenities closer to home is strongly influenced by land use policies set in these plans, facilitating easy access by transit or active travel modes.

REQUIRED RESOURCES

Existing operating budget funding for spatial data modelling and digital visualization to determine energy, GHG emission and equity impact of OCP land use and transportation options in 2023.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[4.1] APPLY A CLIMATE LENS AS RICHMOND'S OCP AND LOCAL AREA PLANS ARE IMPLEMENTED			
Assess impacts on energy use and greenhouse gas (GHG) emissions as new local area plans are introduced, and when there are amendments or updates to the Official Community Plan (OCP)	Review leading approaches to use data visualization and GHG emissions modelling to inform decision-making on land use and transportation	Partially activated via OCP process	Integrate greenhouse gas intensity metrics for new and existing buildings, as they finalized by Province of BC Identify target metrics (limits) for embodied carbon in construction materials in tandem with regional partners
Work to achieve a net reduction of community GHG emissions as new development occurs and transportation infrastructure is replaced or extended	Create indicators to assess progress toward climate equity objectives for development and transportation scenarios Assemble data on building energy use, embodied and operational emissions, travel mode scenarios and emissions avoided	Not Yet Activated	Work with partner organizations to increase awareness and use of transit services, and engage on active mobility infrastructure and travel options
EQUITY OPPORTUNITY			

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[4.2] ENHANCE CHOICES FOR HOUSING AND SERVICES WITHN NEIGHBOURHOODS			
Encourage development of compact and complete communities with a wide range of housing options throughout Richmond, as per OCP direction	Understand the role of innovative building design and construction (prefabrication), low-carbon energy systems and incentives in supporting improved housing affordability	In progress	Liaise with Passive House Canada, BC Housing, Zero Emissions Innovation Centre (ZEIC), Zero Emission Building Exchange (ZEBx), and Building to Electrification (B2E) Coalition on innovative projects and design approaches

DIRECTION 5 ACTIVE MOBILITY FOR ALL



STRATEGIC DIRECTION

Prioritize active transportation with investments in walking, rolling and cycling infrastructure that is safe, connected, easy to navigate, and accessible.

WHY ACTION IS IMPORTANT

Active mobility is zero or near zero emission by definition, as no fossil fuels are required to walk, cycle or roll, and electric scooters and e-bikes use BC’s low-GHG electric grid to recharge batteries. Active modes are also simple, cheap and highly effective for shorter-distance trips. They can make up the majority of trips in compact, complete communities, where most destinations are close by.

REQUIRED RESOURCES

Maintain the City’s priority on active transportation; utilize TransLink grants and development cost charges to support active mobility; continue e-bike and e-scooter share programs; continued expansion of protected bike lane network.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[5.1] ACCELERATE CITYWIDE USE OF ACTIVE TRANSPORTATION			
Prioritize walking, rolling and cycling as a preferred way to travel in Richmond <i>EQUITY OPPORTUNITY</i>	Identify opportunities as they arise where traffic lanes could be closed to traffic and reallocated to pedestrians and cyclists	In progress	Leverage senior government funding opportunities as they arise to accelerate build-out of active mobility infrastructure
	Complete update to the Cycling Network Plan, and implement All Ages and Abilities bike lanes protected from vehicle traffic along major streets	Adopted	
	Review current inventory of public bicycle parking in Richmond, and recommend new bike parking infrastructure where needed	Adopted	

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[5.1] ACCELERATE CITYWIDE USE OF ACTIVE TRANSPORTATION (continued)			
Allocate annual capital funding for active transportation infrastructure sufficient to achieve OCP 2041 mode share goal by 2030 <i>EQUITY OPPORTUNITY</i>	Coordinate active infrastructure investment with new development, prioritizing connectivity and expansion of active travel routes Develop a plan to provide e-bicycle and e-scooter charging at City facilities and mobility hubs	In progress	Leverage senior government funding opportunities as they arise to accelerate build-out of active mobility infrastructure Consider opportunities as they arise to prioritize active travel infrastructure that connects with regional and provincial-controlled roads and bridges, improving inter-municipal links
[5.2] REDUCE BARRIERS TO TRANSPORTATION WITHIN NEIGHBOURHOODS			
Expand existing walking and rolling connectivity within and between neighbourhoods <i>EQUITY OPPORTUNITY</i>	Review development requirements and urban design guidelines to ensure streets, lanes, and walk / roll infrastructure are accessible, and easy to navigate Identify gaps and implement upgrades to existing zero-emission mobility prioritizing areas within City Centre and Neighbourhood Centres	In progress	Leverage senior government funding opportunities as they arise to accelerate build-out of active mobility infrastructure
[5.3] ENGAGE RESIDENTS ON ACTIVE TRANSPORTATION			
Expand active transportation programs and services (e.g. e-bike and e-scooter services) in Richmond <i>EQUITY OPPORTUNITY</i>	Continue funding of cycling education classes for the community and Richmond elementary school students Engage residents and business owners to encourage e-mobility and active travel modes	In progress	Partner with organizers to co-sponsor community events (e.g., Car Free Day, Go by Bike Week, Emotive EV test drive, e-bicycle test drive)

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[5.4] MAKE ACTIVE TRANSPORTATION THE CONVENIENT CHOICE FOR SHORTER TRIPS			
Ensure supportive land use along frequent transit routes so that active transportation is a convenient choice for shorter trips		In progress	Review current land use and zoning along frequent transit routes for alignment with 'Goal One' in TransLink's Transport 2050 plan, as part of the Official Community Plan review
<i>EQUITY OPPORTUNITY</i>			
[5.5] SET PARKING STANDARDS TO SUPPORT SUSTAINABLE TRAVEL OPTIONS			
Establish further reductions for parking space requirements in new development, where appropriate	Review existing policy allowing for deeper reductions in parking stall requirements in exchange for provision of additional low-carbon transportation measures	In progress	
Explore options to enable the conversion of parking spaces within existing buildings to support active transportation	Investigate conversion of parking stalls in existing residential and commercial buildings to dedicated space for bicycles and e-scooters, including secure storage	Not Yet Activated	Potential for policy, program and incentive synergy between Retrofit Existing Buildings and Active Mobility for All
<i>EQUITY OPPORTUNITY</i>			

DIRECTION 6 SUPPORT FREQUENT TRANSIT



STRATEGIC DIRECTION

Work with TransLink to increase transit service frequency and foster wider use of transit by implementing and upgrading transit stops that are well integrated with active transportation (walking/rolling, cycling) and car-sharing networks.

WHY ACTION IS IMPORTANT

For medium to longer distance trips, public transit is an essential strategy to reduce GHG emissions from transportation. Travel by bus is much more energy efficient (on a per-person basis) than a private automobile. Traveling on a diesel bus, rather than driving a conventional internal combustion vehicle, reduces emissions per kilometre by 50%, while taking rapid transit (Canada Line or SkyTrain) or a battery electric-powered bus can reduce emissions by up to 99%.

REQUIRED RESOURCES

Maintain current City contribution to bus shelter expansion as proposed in the 2023 Capital Budget; continued work with TransLink on bus speed and reliability program, and route planning on future Richmond to Metrotown R7 rapid bus.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[6.1] ENSURE TRANSIT-SUPPORTIVE LAND USE			
Ensure supportive land use along high frequency transit routes so that transit is a convenient choice for most trips <i>EQUITY OPPORTUNITY</i>		In progress	Review current land use and zoning along Frequent Transit Network (FTN) for alignment with 'Goal One' in TransLink's Transport 2050 plan, as part of OCP review
Increase the range of housing types, supply and tenure close to frequent transit <i>EQUITY OPPORTUNITY</i>		In progress	Ensure mix of land uses, diversity of housing types, tenures and incomes along frequent transit routes (per 'Goal Three' in TransLink's Transport 2050 plan)
[6.2] INCREASE TRANSIT PROVISION AND SERVICE IMPROVEMENTS			
Facilitate expansion of high frequency local and regional transit service <i>EQUITY OPPORTUNITY</i>		In progress	Work with the Mayors' Council on Regional Transportation and TransLink to secure senior level government funding for transit improvements, and TransLink on rapid bus service on frequent transit routes identified in the Southwest Area Transport Plan

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[6.3] ENCOURAGE HIGHER TRANSIT RIDERSHIP			
Reduce barriers to transit by investing in supportive, accessible, people-friendly infrastructure <i>EQUITY OPPORTUNITY</i>	Work towards 100% of bus stops and connecting pedestrian facilities being wheelchair accessible Define sustainable travel services and infrastructure that would be available to transit riders at Mobility Hubs, and combine funding of Mobility Hub and transit service improvements	In progress	Leverage senior government and transit agency funding opportunities as they arise to accelerate build-out transit infrastructure
[6.4] SUPPORT TRANSITION TO 100% ZERO EMISSION TRANSIT			
Expand battery electric bus service and implement e-bus charging facilities within Richmond		Not Yet Activated	Work with TransLink on to implement the 2050 Low Carbon Fleet Strategy to advance battery electric bus service in Richmond
[6.5] ENGAGE RESIDENTS ON TRANSIT SERVICE AND MOBILITY HUB IMPROVEMENTS			
Engage residents on transit service and mobility hub improvements and benefits	Build local awareness of Mobility Hub benefits for public EV charging, access to car sharing, cycling and walk / roll infrastructure, and seamlessly integrated with transit Promote the benefits and necessity of the transit system in meeting social, economic and environmental objectives, and re-establish confidence in safety in Transit as the COVID pandemic recedes	Not Yet Activated	Encourage TransLink's TravelSmart outreach team's continued participation in local community events In advance of future Mobility Hubs in Lansdowne Mall and Richmond Centre, consider external partner funding for a pilot Hub in City Centre, to create public awareness and promote benefits of well-located, quick and easy way to change travel modes

DIRECTION 7

ENHANCE GREEN INFRASTRUCTURE



STRATEGIC DIRECTION

Maximize the climate benefits of Richmond’s green infrastructure by protecting and expanding existing carbon stores in trees, vegetation and soils.

WHY ACTION IS IMPORTANT

Green infrastructure refers to natural and built biological environments that provide functions similar to traditional civic infrastructure. Green infrastructure can enhance Richmond’s resiliency and adaptability to climate change by managing and filtering stormwater, reducing ‘urban heat island’ effects, improving local air quality, and supporting biodiversity. Carbon-smart land management has potential to sequester additional CO₂, thereby helping reduce the City’s net emissions. Keeping Richmond’s natural, below-grade ‘carbon bank’ intact is an important way to limit unwanted release of GHG emissions.

REQUIRED RESOURCES

Existing operating budget for undertaking detailed analysis and review of above grade and below grade carbon sequestration options and enhancement pathways for Richmond in 2023.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[7.1] EXPAND RICHMOND’S URBAN TREE CANOPY			
Achieve a robust, long-term urban forest on public and private land <i>EQUITY OPPORTUNITY</i>	Implement the Public Tree Management Strategy 2045 (adopted by Council, November 2019) Develop a city-wide urban forest strategy for private land, as part of the City’s Ecological Network Management Strategy Consider an incentive framework to encourage tree planting and retention on private urban lands	In progress	Potential for policy, program and incentive synergy between Retrofit Existing Buildings and Enhance Green Infrastructure

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[7.2] PROTECT EXISTING STOCKS OF SEQUESTERED CARBON			
Implement citywide strategy and actions to preserve Richmond's natural carbon stores	<p>Identify policy and regulatory options to protect carbon already stored within Richmond soils, peatlands and urban tree canopy, and investigate additional opportunities</p> <p>Promote the value of central wetlands, Sturgeon Bank, and Richmond's urban tree canopy as long-term carbon storage using natural systems</p>	Partially activated	<p>Evaluate innovative approaches that could be utilized in Richmond from a review of regional, national and international best practices on natural carbon sequestration</p> <p>Maintain and enhance water table levels on City-owned central wetlands to preserve carbon stored in peat soils, partnering with the Federal Government and Province of BC</p> <p>Implement an outreach and education campaign to protect carbon in soils, increasing resiliency for agricultural landowners, in partnership with other organizations</p>
[7.3] PROMOTE SUSTAINABLE REUSE OF SOIL AND WASTE BIOMASS			
Promote sustainable reuse of soil and waste biomass	Assess potential to preserve Richmond soils for use in future agriculture, in partnership with developers and landowners	In progress	
[7.4] PLAN NOW TO SCALE UP CARBON SEQUESTRATION AND OFFSETS IN RICHMOND			
Develop a strategy to achieve up to 200,000 tonnes of CO ₂ equivalent sequestration annually by 2050	<p>Assess sequestration capacity of Richmond's Ecological Network as contributions toward the 2050 annual carbon sequestration target</p> <p>Review options to sequester carbon using enhanced land management and identifying areas where Richmond could generate additional carbon offsets</p>	Not Yet Activated	

DIRECTION 8 TRANSITION TO A CIRCULAR ECONOMY



STRATEGIC DIRECTION

Create a Circular Economy in Richmond that maximizes the value of resources by design, responsible consumption, minimized waste and re-imagining how resources flow in a sustainable, equitable, low-carbon economy.

WHY ACTION IS IMPORTANT

Globally, 45% of carbon emissions originate from the production of vehicles, consumer goods and food, as well as construction materials used in buildings. Traditional product development uses a linear ‘take-make-waste’ approach. By contrast, the Circular Economy maximizes value, and reduces or eliminates waste by transforming how products and services are designed, manufactured and used. Innovation is used to extend the lifespan of products and materials, reduce or eliminate emissions, and conserve natural resources.

REQUIRED RESOURCES

As approved by Council, a citywide material flow analysis and carbon scan identifying actions that yield significant GHG reduction opportunities for products and materials in 2023.

IMPLEMENTATION ROADMAP ACTIONS FOR 2023-2025

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[8.1] ADVANCE IMPLEMENTATION OF CIRCULAR ECONOMY INITIATIVES BY CITY OF RICHMOND			
Integrate Circular Economy principles into the City’s corporate plans, processes and standards to lead by example	<p>Incorporate circular economic thinking into City project development and operations, with the goal to ‘design out’ waste and pollution</p> <p>Analyze material flows to improve utilization and longevity, minimizing embodied carbon in products and materials that the City uses</p> <p>Increase proportion of recycled and reclaimed materials used by the City, to help drive the market toward a circular economy</p>	In Progress	<p>Transition the City’s product and service suppliers to utilize a circular approach in their business model</p> <p>Stimulate regional innovation through pilot demonstration projects, incubators, and showcasing leading solutions by businesses and organizations</p>

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[8.2] SUPPORT IMPLEMENTATION BY RESIDENTS			
Inspire residents to participate in the Circular Economy and accelerate demand for products derived from circular processes	Support take-back programs that enable residents to return products or materials at end-of-life	Not yet activated	Engage and educate the community on the need to transition toward a circular economy
<i>EQUITY OPPORTUNITY</i>	Encourage use of products derived from renewable materials, contributing to efficient use of sustainable natural capital		Create a City of Richmond Ideas Forum to stimulate innovation by exchanging knowledge across sectors and between organizations
	Improve public awareness of best practices to prevent food waste, and support transition away from single-use plastic		
[8.3] SUPPORT IMPLEMENTATION BY BUSINESSES			
Accelerate adoption of Circular Economy by the private sector in the design, manufacture and retooling of products and services	Create a 'model guide' for reducing food waste to be included with local business licenses and permits	Not yet activated	Implement a promotion and engagement program to drive circular innovation and create new business opportunities within the Richmond market
	Encourage local businesses to adopt circular approaches, such as [refuse, reduce, re-use], [repair or re-manufacture] and [re-purpose or recycle]		
	Enable sharing of products and assets to maximize use and longevity, enhance productivity and create value		

Priority Actions & Deliverables	Information & Resource Needs	Current Status	External Initiatives & Synergies
[8.4] TRANSITION TO LOW EMBODIED CARBON CONSTRUCTION MATERIALS			
Accelerate the use of construction materials with low embodied carbon content	Implement a requirement to report embodied carbon content of materials used in new buildings (reported at Building Permit)	Not yet activated	Participate in regional efforts to develop embodied carbon targets for all new building archetypes, and disclosing the level of embodied energy and carbon at project completion
	Develop a technical guide showing embodied energy and carbon in typical construction materials used in buildings		
	Lead by example and showcase a low embodied carbon approach in the design and construction of a new City of Richmond building / facility		



City of Richmond

Report to Committee

To: General Purposes Committee

Date: October 21, 2022

From: Claudia Jesson
Director, City Clerk's Office


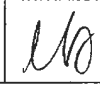
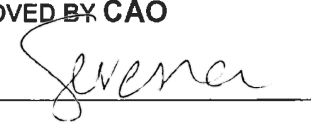
File: 01-0105-01/2022-Vol
01

Re: 2023 Council and Committee Meeting Schedule

Staff Recommendation

1. That the 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report dated October 21, 2022, from the Director, City Clerk's Office, be approved; and,
2. That the following revisions as detailed in the staff report titled "2023 Council and Committee Meeting Schedule" dated October 21, 2022, from the Director, City Clerk's Office, be approved:
 - a) That the Regular Council meetings (open and closed) of August 8 and August 21, 2023 be cancelled; and
 - b) That the August 14, 2023 Public Hearing be rescheduled to September 5, 2023 at 7:00pm in the Council Chambers at Richmond City Hall.

Claudia Jesson
Director, City Clerk's Office
(604-276-4006)
Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
SENIOR STAFF REPORT REVIEW	INITIALS:
	
APPROVED BY CAO	
	

Staff Report

Origin

Under the *Community Charter* and the Council Procedure Bylaw No. 7560, Council must provide for advance public notice of Council and Committee meetings and, at least once per year, advertise the availability of the Council meeting schedule. Accordingly, the 2023 Council meeting schedule is being presented at this time to provide advance notice of Council's regular meeting schedule. It should be noted that a Special Council meeting can be called with 24 hours' notice should any unusual or urgent circumstances arise outside of the usual schedule. Likewise, Council and Committee may make adjustments to the meeting schedule through the year as circumstances may necessitate.

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

Analysis

August Meeting Break and December Holiday Season

It has been the City's usual practice to observe a meeting break in August and to close City Hall during the December holiday season. In 2023, City Hall will be closed from Wednesday, December 27, 2023 and will re-open on Tuesday, January 2, 2024. In accordance with the Council Procedure Bylaw No. 7560, Council resolutions are required for any changes to the prescribed Council meeting schedule. Therefore, in order to accommodate an August meeting break and December Holiday Season, it is recommended that the Regular Council meetings (open and closed) of August 8 and 21, 2023 be cancelled.

Changes to the Committee meeting dates may also be altered at the discretion of the Chair as circumstances arise closer to the dates of the meetings and do not require a Council resolution. Following the 2022 December City Hall closure, City Hall will re-open on Tuesday, January 3, 2023 and the General Purposes and Finance Committees will commence on Monday, January 9, 2023.

A further change that staff propose to the Committee schedule is a change to the Parks, Recreation and Cultural Services Committee (PRCS) meeting that would normally fall on July 25, 2023, the day after the last Council meeting before the August meeting break. In order for Council to consider any recommendations from this meeting at the Regular Council meeting of July 24, 2023, it is proposed that the PRCS meeting be moved to the previous week, following the Public Works and Transportation Committee (PWT) on Wednesday, July 19, 2023.

With regard to the August Public Hearing, in keeping with past practice, staff propose that it be rescheduled from August 14, 2023 to September 5, 2023. This change to the Public Hearing schedule minimizes the delay, due to the August meeting break, for consideration of land use

applications that have been given first reading. There would be no need for a second scheduled Public Hearing during the third week of September.

In addition to the above noted adjustments, the proposed Council meeting schedule includes changes to accommodate Council members wishing to attend the UBCM Conference. The 2023 UBCM convention is scheduled for September 18 to 22, 2023 in Vancouver. Accordingly, the Planning Committee (PC) that would normally be scheduled for September 19, 2023 and the Public Works and Transportation (PWT) Committee that would be scheduled on September 20, 2023, are both rescheduled to take place on Wednesday, September 13, 2023. It should be noted that no schedule adjustments are required for the FCM Convention that has proposed dates of May 25 to 28, 2023

Accordingly, adjustments to the meeting schedule are proposed to:

- cancel the open and closed Regular Council meetings of August 8 and 21, 2023 and the Committee meetings associated to those Council meeting cycles;
- reschedule the August 14, 2023 Public Hearing to September 5, 2023;
- reschedule the July PRCS meeting for Wednesday, July 19, 2023, following the PWT meeting so that Council may consider any recommendations from the PRCS meeting at the last Regular Council meeting before the August break on July 24, 2023;
- schedule the December PRCS and the PWT meetings in tandem for December 12, 2023; and
- reschedule the September 19th PC and September 20th PWT committees to September 13, 2023 to accommodate Council members wishing to attend the UBCM Conference.

Council is requested to approve the proposed meeting schedule as presented in Attachment 1.

Financial Impact

None.

Conclusion

It is recommended that the 2023 Council and Committee meeting schedule be approved as shown in Attachment 1. The approval of the meeting schedule at this time provides Council and the public with advance notice of the meeting schedule.



Claudia Jesson
Director, City Clerk's Office

Att. 1: Proposed 2023 Council and Committee Meeting Schedule

2023 MEETING SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
1	STAT 2	3	4	5	6	7				DP 1	2	3	4				DP 1	2	3	4
8	GP FC 9	PC 10	11	12	13	14	5	GP FC 6	PC 7	8	9	10	11	5	GP FC 6	PC 7	8	9	10	11
15	CO 16	CS 17	DP 18	19	20	21	12	CO 13	CS 14	DP 15	16	17	18	12	CO 13	CS 14	DP 15	16	17	18
22	GP PH 23	PC 24	PWT 25	26	27	28	19	STAT 20	GP PH 21	PC 22	PWT 23	24	25	19	GP PH 20	PC 21	PWT 22	23	24	25
29	CO 30	PRC 31					26	CO 27	PRC 28					26	CO 27	PRC 28	DP 29	30	31	
APRIL							MAY							JUNE						
						1		GP FC 1	PC 2	3	4	5	6					1	2	3
2	GP FC 3	PC 4	5	6	STAT 7	8	7	CO 8	CS 9	DP 10	11	12	13	4	GP FC 5	PC 6	7	8	9	10
9	STAT 10	CO 11	CS 12	DP 13	14	15	14	GP PH 15	PC 16	PWT 17	18	19	20	11	CO 12	CS 13	DP 14	15	16	17
16	GP PH 17	PC 18	PWT 19	20	21	22	21	STAT 22	CO 23	PRC 24	DP FCM 25	FCM 26	FCM 27	18	GP PH 19	PC 20	PWT 21	22	23	24
23	CO 24	PRC 25	DP 26	27	28	29	FCM 28	29	30	31				25	CO 26	PRC 27	DP 28	29	30	
30																				
JULY							AUGUST							SEPTEMBER						
						1			1	2	3	4	5					1	2	
2	STAT 3	GP FC 4	PC 5	6	7	8	6	STAT 7	8	DP 9	10	11	12	3	STAT 4	GP FC PH 5	PC 6	7	8	9
9	CO 10	CS 11	DP 12	13	14	15	13	14	15	16	17	18	19	10	CO 11	CS 12	PC PWT 13	DP 14	15	16
16	GP PH 17	PC 18	PWT PRC 19	20	21	22	20	21	22	DP 23	24	25	26	17	GP UBCM 18	UBCM 19	UBCM 20	UBCM 21	22	23
23	CO 24	25	DP 26	27	28	29	27	28	29	30	31			24	CO 25	PRC 26	DP 27	28	29	30
30	31																			
OCTOBER							NOVEMBER							DECEMBER						
1	GP FC 2	PC 3	4	5	6	7				1	2	3	4					1	2	
8	STAT 9	CO 10	CS 11	DP 12	13	14	5	GP FC 6	PC 7	8	9	10	11	3	GP FC 4	PC 5	6	7	8	9
15	GP PH 16	PC 17	PWT 18	19	20	21	12	STAT 13	CO 14	CS 15	DP 16	17	18	10	CO 11	CS 12	DP 13	14	15	16
22	CO 23	PRC 24	DP 25	26	27	28	19	GP PH 20	PC 21	PWT 22	23	24	25	17	GP PH 18	PC 19	PWT PRC CO 20*	21	22	23
29	30	31					26	CO 27	PRC 28	DP 29	30			24	STAT 25	STAT 26	27	28	29	30
														31	STAT 1 JAN	2 JAN	* Special Council Meeting			

- CO Regular Council Mtg., 7:00pm
Regular (Closed) Council Mtg., 4:00pm
- CS Community Safety, 4:00pm
- DP Development Permit Panel, 3:30pm
- FC Finance, following 1st General Purposes Meeting of each month
- GP General Purposes, 4:00pm

- PC Planning, 4:00pm
- PH Public Hearing, 7:00pm
- PRC Parks, Recreation & Cultural Services, 4:00pm
- PWT Public Works & Transportation, 4:00pm
- FCM FCM
- UBCM UBCM

Note: All meeting dates are subject to change.



City of Richmond

Report to Committee

To: Finance Committee

Date: September 29, 2022

From: Ivy Wong
Acting Director, Finance



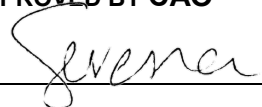
File: 99-LAW/2022-Vol 01

Re: Establishment of New Utility Reserve Funds

Staff Recommendation

That the Flood Protection Reserve Fund Establishment Bylaw 10403, the Sanitary Sewer Reserve Fund Establishment Bylaw 10401, the Water Supply Reserve Fund Establishment Bylaw 10402 and the Solid Waste and Recycling Reserve Fund Establishment Bylaw 10417 be introduced and given first, second and third readings.

Ivy Wong, CPA, CMA
Acting Director, Finance
(604-276-4046)

REPORT CONCURRENCE		
ROUTED TO: Engineering Public Works Law	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER  <hr/>
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO  <hr/>

Origin

Section 188 of the *Community Charter* states that, a council may, by bylaw, establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund.

This report recommends establishment of new utility statutory reserve funds for sanitary sewer works, water supply works and flood protection works.

This report supports Council's Strategic Plan 2018-2022 Strategic Focus Area #5 Sound Financial Management and #8 An Engaged and Informed Community:

5.1 Maintain a strong and robust financial position.

Analysis

In 2002, Bylaw 7361 reorganized the current utility statutory reserve funds to their current structure. Bylaw 7361 was subsequently replaced in 2004 by Bylaw 7812 with no changes to utility reserve funds at that time.

There are currently three utility reserves included in Bylaw 7812. The existing utility reserves and their purposes are:

- Drainage Improvement Reserve Fund (originally adopted 2000) – to accept contributions from the City for drainage infrastructure maintenance work and capital drainage projects.
- Sanitary Sewer Reserve Fund (originally adopted 1995) - to accept the transfer of funds from the Sewer Utility Operating Budget for the replacement/renewal of major sewer lateral works and for major sewer trunk/pump works.
- Watermain Replacement Reserve Fund (originally adopted 1995) - to accept the transfer of monies from the Water Utility Operating Budget for watermain replacement.

Section 189 of the *Community Charter* restricts the use of money in the reserve funds to only the purpose for which the fund was established, and only allows a transfer from a reserve fund if the amount in the reserve fund is greater than required for the purpose of the reserve fund.

Staff are not recommending altering the existing utility reserve funds as the current purpose for each are still applicable. The balances in each of these reserves will be drawn down through future annual capital programs as approved by Council.

For administrative purposes, staff recommend three new utility reserve funds that will ultimately replace the current utility reserves once the balances in the existing reserves are fully utilized. Staff are additionally recommending the creation of a new utility reserve fund relating to solid waste and recycling as there has never previously been a reserve fund established for this purpose.

The new utility reserve names more clearly reflect the current Council approved utility programs and strategies. The new reserve purposes are better defined to include all associated infrastructure and property including, but not limited to supporting land acquisitions and

improvements and maintenance, vehicles and equipment, information technology, buildings and facilities, and any other property and capital costs that support the utility.

The recommended new utility reserve funds which allow for long-term planning and continued incorporation into the annual utility rates set by Council are:

- Flood Protection Reserve Fund,
- Sanitary Sewer Reserve Fund,
- Water Supply Reserve Fund, and
- Solid Waste and Recycling Reserve Fund.

Financial Impact

None.

Conclusion

The recommended reserve establishment bylaws for the Flood Protection Reserve Fund, Sanitary Sewer Reserve Fund, Water Supply Reserve Fund and Solid Waste and Recycling Reserve Fund reflect the current utility programs and their purposes.



Cindy Gilfillan, CPA, CMA
Manager, Financial Reporting
(604) 276-4077



**Flood Protection Reserve
Fund Establishment Bylaw No. 10403**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes described in this bylaw;

The Council of the City of Richmond enacts as follows:

1. The Flood Protection Reserve Fund is hereby established.
2. Any and all amounts in the Flood Protection Reserve Fund, including any interest earned and accrued, may be used and expended solely for the purposes of flood protection works and associated infrastructure and property, including, but not limited to supporting land acquisitions and interests, capital improvements and maintenance, vehicles and equipment, information technology, buildings and facilities, and any other property and capital costs that support the utility.
3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. This Bylaw is cited as **“Flood Protection Reserve Fund Establishment Bylaw No. 10403”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER





**Sanitary Sewer Reserve
Fund Establishment Bylaw No. 10401**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes described in this bylaw;

The Council of the City of Richmond enacts as follows:

1. The Sanitary Sewer Reserve Fund is hereby established.
2. Any and all amounts in the Sanitary Sewer Reserve Fund, including any interest earned and accrued, may be used and expended solely for the purposes of sanitary sewer works and associated infrastructure and property, including, but not limited to supporting land acquisitions and interests, capital improvements and maintenance, vehicles and equipment, information technology, buildings and facilities, and any other property and capital costs that support the utility.
3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. This Bylaw is cited as “Sanitary Sewer Reserve Fund Establishment Bylaw No. 10401”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept

APPROVED for legality by Solicitor
ACI



**Water Supply Reserve
Fund Establishment Bylaw No. 10402**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes described in this bylaw;

The Council of the City of Richmond enacts as follows:

1. The Water Supply Reserve Fund is hereby established.
2. Any and all amounts in the Water Supply Reserve Fund, including any interest earned and accrued, may be used and expended solely for the purposes of water supply works associated infrastructure and property, including, but not limited to supporting land acquisitions and interests, capital improvements and maintenance, vehicles and equipment, information technology, buildings and facilities, and any other property and capital costs that support the utility.
3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. This Bylaw is cited as **“Water Supply Reserve Fund Establishment Bylaw No. 10402”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept

APPROVED for legality by Solicitor
ACI



**Solid Waste and Recycling Reserve
Fund Establishment Bylaw No. 10417**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes described in this bylaw;

The Council of the City of Richmond enacts as follows:

1. The Solid Waste and Recycling Reserve Fund is hereby established.
2. Any and all amounts in the Solid Waste and Recycling Reserve Fund, including any interest earned and accrued, may be used and expended solely for the purposes of solid waste and recycling works and associated infrastructure and property, including, but not limited to supporting land acquisitions and interests, capital improvements and maintenance, vehicles and equipment, information technology, buildings and facilities, and any other property and capital costs that support the utility.
3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. This Bylaw is cited as “Solid Waste and Recycling Reserve Fund Establishment Bylaw No. 10417”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor
ACI

MAYOR

CORPORATE OFFICER



To: Finance Committee
From: Peter Russell, MCIP RPP
Director, Sustainability and District Energy

Date: September 20, 2022
File: 01-0060-20-
LIEC1/2022-Vol 01

Re: **2023 District Energy Utility Rates**

Staff Recommendation

1. That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10410 be introduced and given first, second and third readings;
2. That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10411 be introduced and given first, second and third readings; and
3. That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412 be introduced and given first, second and third readings.

Peter Russell, MCIP RPP
Director, Sustainability and District Energy
(604-276-4130)

Att. 7

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

Staff Report

Origin

The purpose of this report is to recommend the 2023 Alexandra District Energy Utility (ADEU), Oval Village District Energy Utility (OVDEU), and City Centre District Energy Utility (CCDEU) district energy utility rates. This report supports Council's Strategic Plan 2018-2022 Strategy #2: A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices that support Richmond's sustainability goals.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

Background

Richmond's 2041 Official Community Plan (OCP) establishes a target to reduce greenhouse gas (GHG) emissions 50 per cent below 2007 levels by 2020 and 100 per cent by 2050. The City identified district energy utilities (DEUs) as a leading strategy to achieve the City's GHG reduction goals and incorporated Lulu Island Energy Company Ltd. (LIEC) in 2013 for the purposes of carrying out the City's district energy initiatives on the basis of the following guiding principles:

1. The DEU will provide end users with energy costs that are competitive with conventional energy costs, based on the same level of service; and
2. Council will retain the authority of setting customer rates, fees and charges for DEU services.

The City established three DEU service areas: ADEU, OVDEU, and CCDEU. Table 1 below provides a summary of the developments connected under the DEU service areas to-date.

Table 1 – DEU Service Areas - Current and Projected Connected Space

	Buildings To-Date	Residential Units To-Date	Floor Area	
			To-Date	Build-out
Alexandra District Energy Utility	13	2,200	2.4M ft ²	4.4M ft ²
Oval Village District Energy Utility	12	2,541	2.9M ft ²	6.4M ft ²
City Centre District Energy Utility	2	727	1.2M ft ²	48.0M ft ²
Total	27	5,468	6.5M ft²	58.8M ft²

The ADEU provides heating and cooling services to ten residential buildings, the large commercial development at “Central at Garden City”, the Richmond Jamatkhana temple and Fire Hall No. 3, comprising over 2,200 residential units and over 2.4 million square feet of floor area. While some electricity is consumed for pumping and equipment operations, most of this energy is currently produced locally from the geo-exchange fields in the greenway corridor and West Cambie Park, and highly efficient air source heat pumps.

The OVDEU services 12 buildings, containing 2,541 residential units. Energy is currently supplied from the two interim energy centres with natural gas boilers which provide 11 MW of heating capacity. LIEC received a \$6.2 million grant from the CleanBC Communities Fund for the design and construction of the sewer heat recovery technology and a permanent energy centre for the area. Once completed (estimated 2025/26), the system will be able to produce up to 80% of low-carbon energy from the Gilbert Trunk sanitary force main sewer.

LIEC executed agreements with Corix Utilities Inc. and Canada Infrastructure Bank to design, build, finance, operate and maintain CCDEU infrastructure providing heating and cooling services to over 170 new residential and mixed-use commercial developments by 2050. The first development in the CCDEU service area comprising of approximately 630,000 square feet and over 550 residential units was connected in January 2022. The project is expected to reduce GHG emissions by one million tonnes by 2050.

LIEC owns and operates DEU infrastructure within the service areas. All capital and operating costs are recovered through revenues from user fees, ensuring that the business is financially sustainable. City Council is the regulator and thus sets customer rates as noted in the principles above.

Analysis

LIEC staff have assessed the following factors when developing the 2023 rate recommendation:

- Financially self-sustainable:** All LIEC service areas were established on the basis that all capital and operating costs would be recovered through revenues from user fees. Expenditures required to provide utility service include capital, operations, utilities, financing and administration costs. These costs are susceptible to non-discretionary increases due to material and equipment cost increases, rises in electricity and natural gas rates and general inflation. These costs were significantly impacted in 2022 due to economic events, policy decisions, unprecedented inflation and natural gas costs escalation and are projected to increase an additional 6.5% in 2023.
- Competitive Rate:** Council's objective is to provide end users with annual energy costs that are competitive to conventional system energy costs, based on the same level of service. For a residential customer, BC Hydro's rates are expected to increase by 2.0% in 2023. While current projections show that natural gas commodity prices will remain stable in 2023, Fortis BC customers will see a 6.3% increase in their rates due to an increase in delivery charges and the escalation of the Provincial carbon tax. It is estimated that customers using energy from a conventional utility system in a business as usual (BAU) scenario would see a blended Fortis BC and BC Hydro rate increase of at least 4.0% in 2023, while the eight-year average blended BAU rate increase is estimated to be at 4.6% (see Table 2). When compared to CCDEU, the four-year average blended BAU rate increase is estimated to be at 4.9%.

Table 2: Annual Percent Increase and Comparison of Blended Fortis BC and BC Hydro (BAU) Rates

	2016	2017	2018	2019	2020	2021	2022	2023 Proposed	8 Year Avg.
ADEU Rate (Residential)	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	1.0%	1.0%	2.7%
ADEU Rate (Commercial)	4.0%	4.0%	4.0%	4.0%	4.0%	2.5%	4.0%	6.5%	4.1%
OVDEU Rate	4.0%	4.0%	4.0%	4.0%	4.0%	2.5%	4.0%	6.5%	4.1%
CCDEU Rate	-	-	-	-	4.0%	2.5%	4.0%	6.5%	4.3%
Blended BAU Rate	4.5%	7.1%	2.4%	3.3%	2.5%	5.0%	8.0%	4.0%	4.6%

2023 Recommended Customer Rates

LIEC's three district energy utilities are at different stages of their operational life; as such, each of their capital and operating costs affect rates differently. ADEU is a more mature system with most of the capital required to produce low carbon energy already been invested. Due to the

efficient operation of the system and higher than originally projected energy efficiency of the residential buildings, more customers can be serviced by the two existing geo-exchange fields. This makes the system less sensitive to changes in electricity and natural gas price, and allows for postponed capital investments for new low carbon energy sources. Taking into account these factors, ADEU's residential rate could increase by 1.0% in 2023 without significantly impacting its overall financial performance.

ADEU's commercial area (Area A) is serviced by a system which is more sensitive to changes in electricity and natural gas prices, while the OVDEU and CCDEU systems are earlier in their operational life and still require significant capital investments in low carbon energy sources to connect more customers and ensure low carbon objectives are achieved. Additionally, due to the nature of their current energy sources, the costs to run these utilities are more sensitive to changes in electricity and natural gas prices as well. Once all costs are considered, the costs for these utilities are projected to increase 6.5% in 2023. Due to these reasons, a 6.5% rate increase would ensure all capital and operating costs are sufficiently recovered while still ensuring rates remain competitive with customers using energy from a conventional utility system.

Other Amendments to ADEU, OVDEU and CCDEU Bylaws

In addition to the rates, additional amendments are being proposed for ADEU, OVDEU and CCDEU. The proposed rate structure amendment included in Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10410 is intended to increase the energy use portion of the rate while decreasing the fixed portion to incentivize energy conservation while ensuring the change remains cost neutral to customers.

The proposed housekeeping amendments included in Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412 and Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10411, as well as the service area expansion included in Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412 align the bylaws with the current Energy Services Agreements used with customers, and align the service area with the expansion of the utility system endorsed by Council and to be developed in partnership with Corix Utilities and the Canada Infrastructure Bank.

Financial Impact

None.

Conclusion

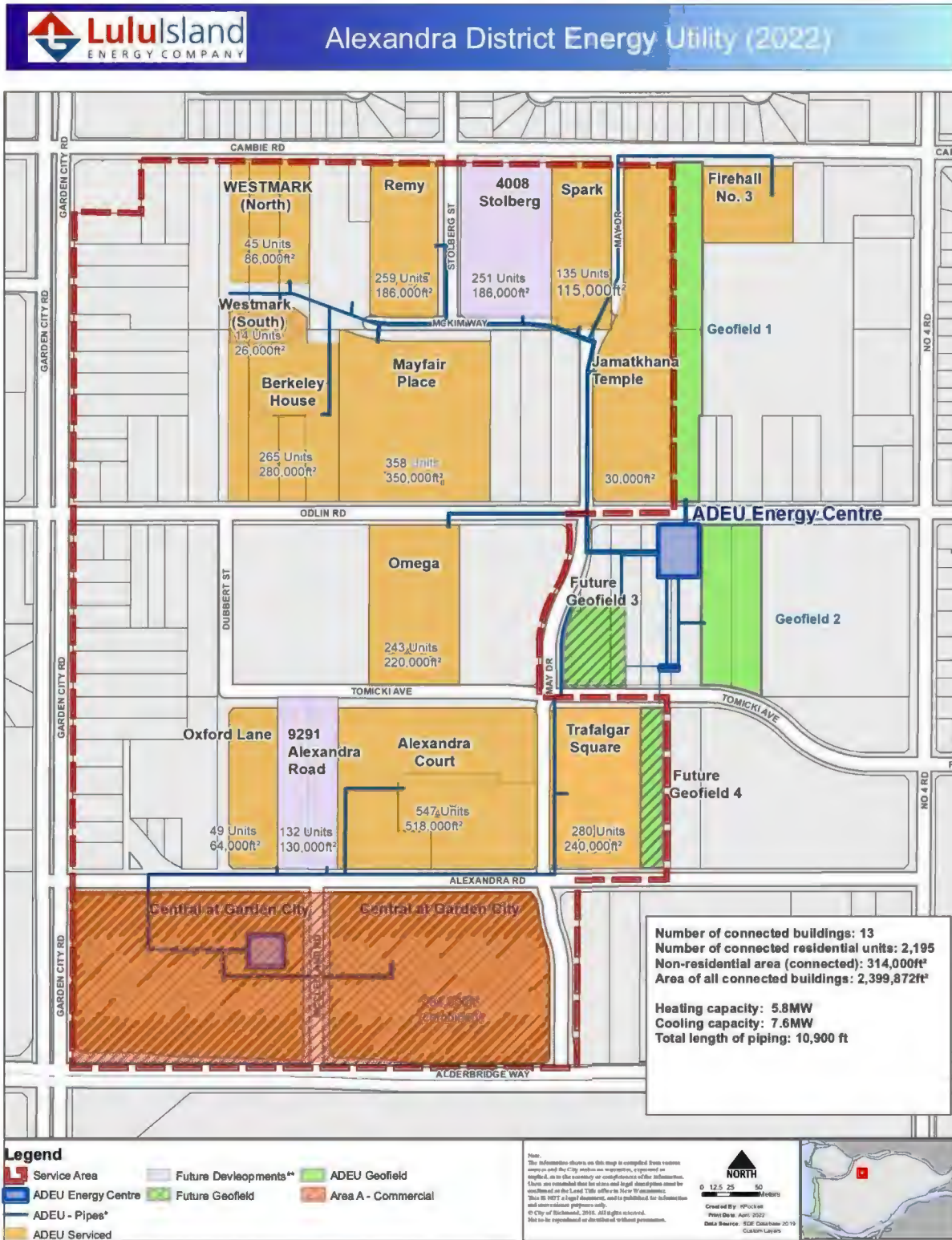
The recommended 6.5% increase for ADEU's commercial area (Area A), OVDEU and CCDEU 2023 service rates, and 1.0% for ADEU 2023 residential service rates supports Council's objective to keep the annual energy costs for LIEC customers competitive with conventional energy costs, based on the same level of service. This rate increase also ensures sufficient revenues to offset the capital investment and operating costs. Staff will continuously monitor energy costs and review the rate to ensure fairness for consumers and cost recovery for LIEC.



Peter Russell, BAsC MSc MCIP RPP
Director, Sustainability & District Energy
(604-276-4130)

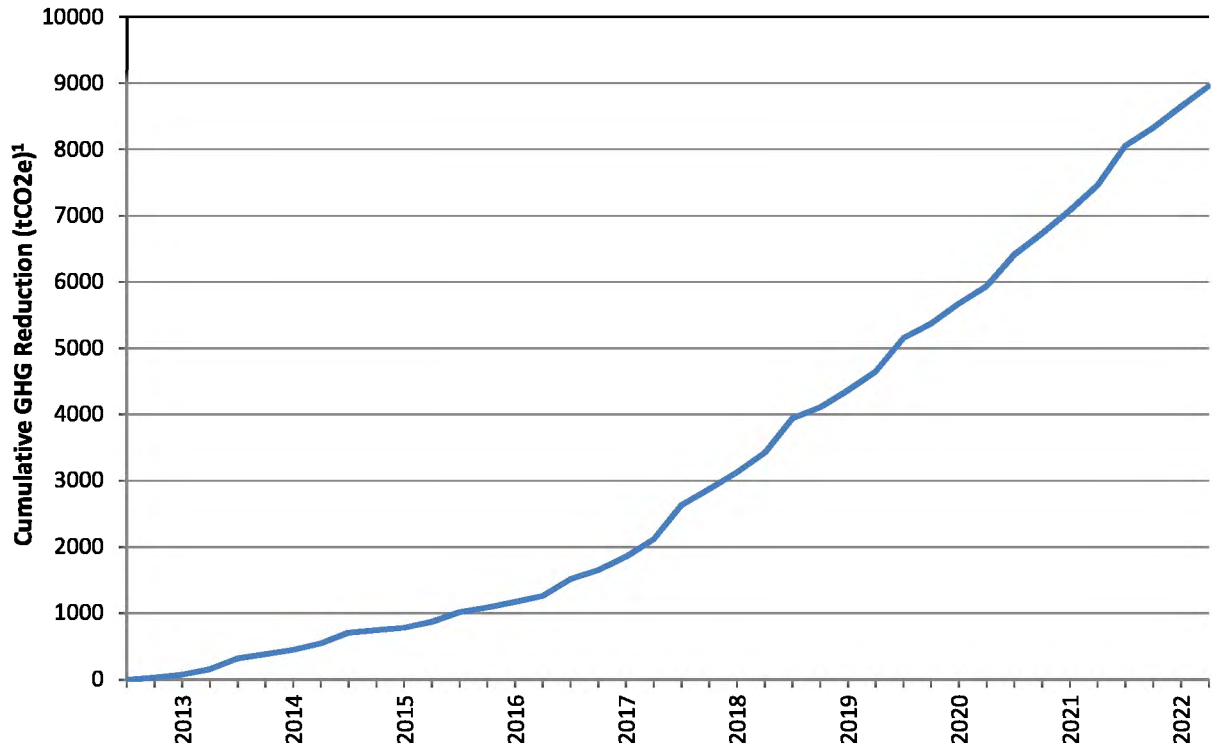
- Att.1: Alexandra Neighbourhood and ADEU Service Area
- Att.2: ADEU Green House Gas (GHG) Emissions Reduction Graph
- Att.3: Oval Village Neighbourhood and OVDEU Service Area
- Att.4: City Centre and Proposed CCDEU Service Area
- Att.5: ADEU Proposed 2023 Rates for Services
- Att.6: OVDEU Proposed 2023 Rates for Services
- Att.7: CCDEU Proposed 2023 Rates for Services

Attachment 1 – Alexandra Neighbourhood and ADEU Service Area



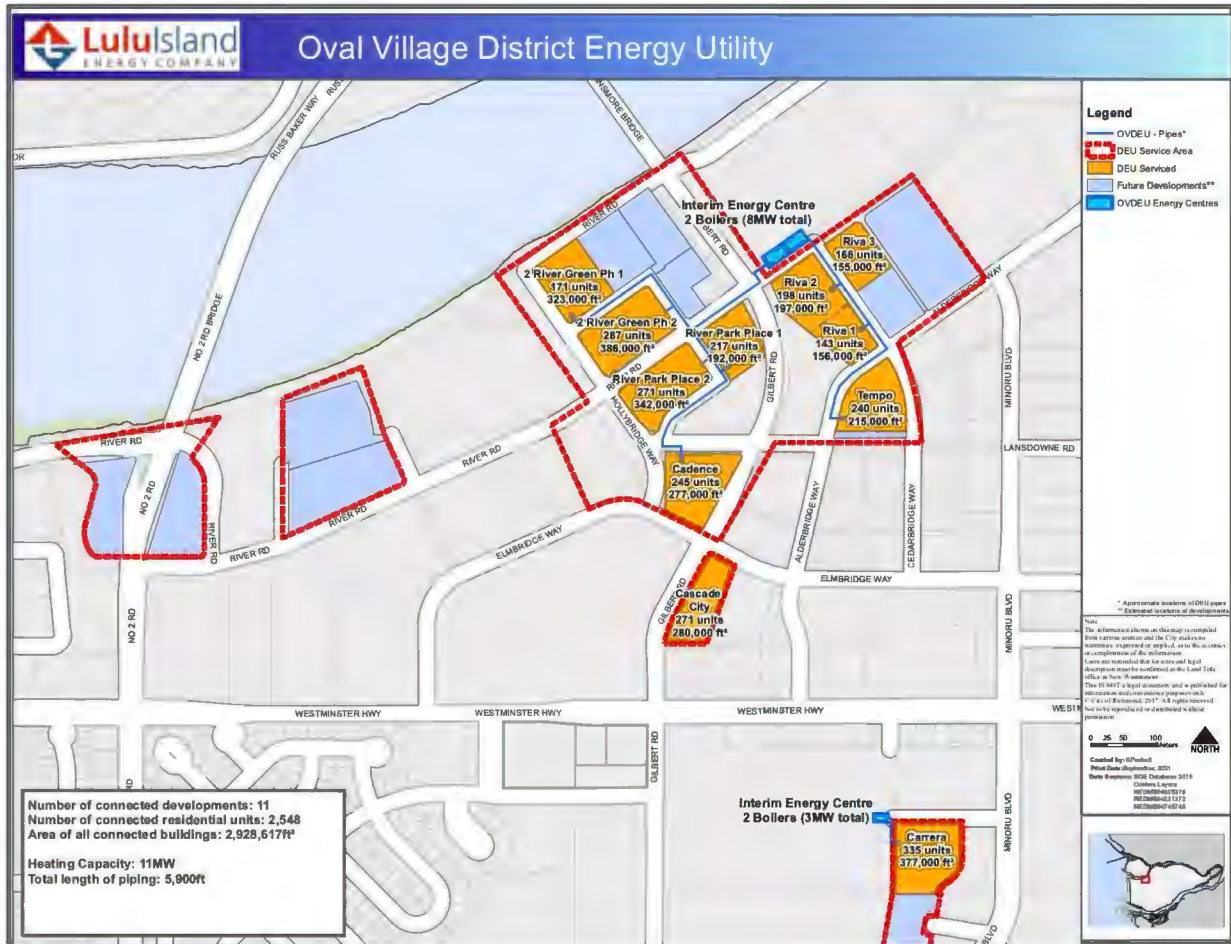
Attachment 2 – ADEU Green House Gas (GHG) Emission Reduction Graph

ADEU Cumulative GHG Emissions Reductions

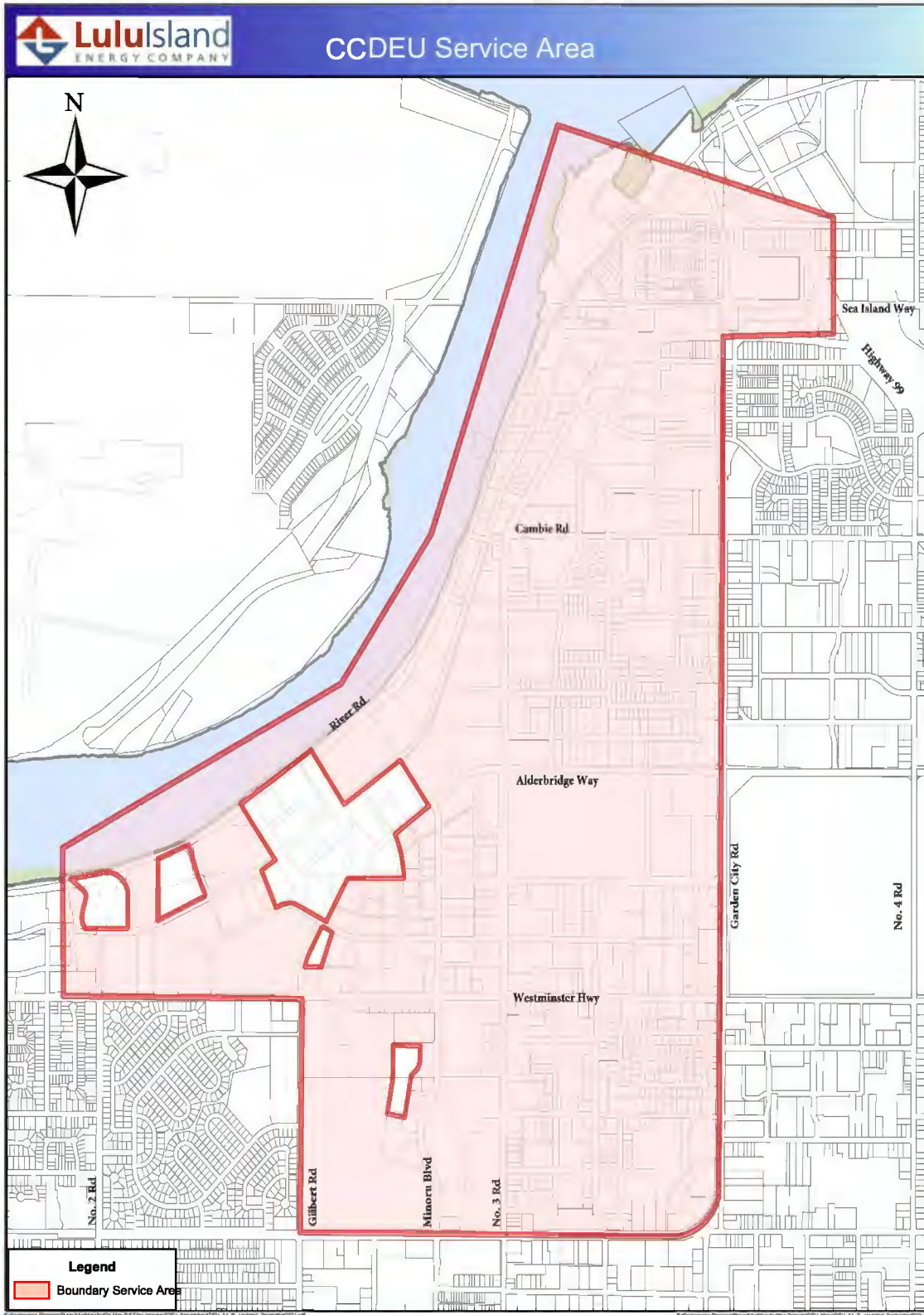


¹ Assumed that all energy was provided for heating. The business-as-usual (BAU) assumed that 40% of the building heating load would be provided from electricity and the remaining 60% would be from gas make-up air units.

Attachment 3 – Oval Village Neighbourhood and OVDEU Service Area



Attachment 4 – City Centre and Proposed CCDEU Service Area



Attachment 5 – ADEU Proposed 2023 Rates for Services

Table 1: Proposed Rates for Services, excluding commercial area (Area A)

ADEU	2022	2023
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.1002	\$0.0956
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$15.967	\$24.190
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft ²	\$0.173	\$0.184

Table 2: Proposed Rates for Services, commercial area (Area A)

Area A	2022	2023
Volumetric Charge: Charge per megawatt hour of energy consumed	\$83.46	\$88.88

Attachment 6 – OVDEU Proposed 2023 Rates for Services

OVDEU		
	2022	2023
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.0594	\$0.0633
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$36.575	\$38.952
Excess Demand Fee - for each watt per square foot of the aggregate of the estimated peak heat energy demand that exceeds 6 W/ft ²	\$0.173	\$0.184

Attachment 7 – CCDEU Proposed 2023 Rates for Services

	CCDEU	
	2022	2023
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.0693	\$0.0738
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$42.573	\$45.340
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft ²	\$0.173	\$0.184



**Alexandra District Energy Utility Bylaw No. 8641
Amendment Bylaw No. 10410**

The Council of the City of Richmond enacts as follows:

1. The **Alexandra District Energy Utility Bylaw No. 8641**, as amended, is further amended by deleting Schedule C (Rates and Charges) in its entirety and replacing it with a new Schedule C attached as Schedule A to this Amendment Bylaw.
2. This Bylaw is cited as “**Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10410**”

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

Schedule A to Amendment Bylaw No. 10410***SCHEDULE C to BYLAW NO. 8641******Rates and Charges*****PART 1 - RATES FOR SERVICES**

The following charges, as amended from time to time, 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 \$0.0956 per square foot of Gross Floor Area; and*
- (b) Volumetric charge – a charge of \$24.190 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.*

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.184 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 21.1(e)(i), 21.1(e)(ii), and 21.1(e)(iii) that exceeds 6 watts per square foot.

PART 3 - 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) Volumetric charge – a charge of \$88.88 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property calculated on each of (i) an energy use of 2644 MWh per annum (“Basic Supply Amount”), and (ii) any energy use in excess of the Basic Supply Amount.*



**Oval Village District Energy Utility Bylaw No. 9134
Amendment Bylaw No. 10411**

The Council of the City of Richmond enacts as follows:

1. The **Oval Village District Energy Utility Bylaw No. 9134**, as amended, is further amended 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 A to this Amendment Bylaw.
2. The **Oval Village District Energy Utility Bylaw No. 9134**, as amended, is further amended by deleting the first sentence of section 4.4 of Schedule B and replacing it with the following:

“The Owner or Customer will, upon request of the Service Provider or City and at no cost to the Service Provider or City, at any time and from time to time, execute, acknowledge and deliver, or will cause to be done, executed, acknowledged and delivered, all such further acts, bills of sale, assignments, transfers, conveyances, powers of attorney and assurances as may be required by the Service Provider or City to evidence the transfer of legal and beneficial ownership of any Service Connections, Energy Transfer Stations, or any components thereof, procured, supplied or installed by the Customer, to the Service Provider or the City, in such form as requested by the Service Provider or the City.”
3. The **Oval Village District Energy Utility Bylaw No. 9134**, as amended, is further amended at section 15.1(h) of Schedule B by deleting the words “British Columbia Ministry of Water, Land and Air Protection” and replacing them with the words “British Columbia Ministry of Environment and Climate Change Strategy”.
4. The **Oval Village District Energy Utility Bylaw No. 9134**, as amended, is further amended by deleting sections 17.4(a) and 17.4(b) of Schedule B and replacing them with the following:

“(a) directly attributable to the negligence of the Service Provider, its employees, contractors or agents, provided the Customer proves such negligence;

(b) caused by or resulting from a defect in the equipment, provided the Customer proves the existence of such defect and the Customer did not provide, supply or install such equipment.”

5. This Bylaw is cited as **“Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10411”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

Schedule A to Amendment Bylaw No. 10411

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 \$0.0633 per square foot of gross floor area;
and
- (b) volumetric charge – a monthly charge of \$38.952 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.184 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.



**City Centre District Energy Utility Bylaw No. 9895
Amendment Bylaw No. 10412**

The Council of the City of Richmond enacts as follows:

1. The **City Centre District Energy Utility Bylaw No. 9895** is amended 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 A to this Amendment Bylaw.
2. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Section 5 and replacing it with the following:

“ 5. Mandatory Use of DEU. Subject to the Service Provider providing Services pursuant to this Bylaw, each Owner of

 - (a) a building within the Service Area that is on a property that has a covenant registered on title requiring buildings constructed on the property to have the mechanical capability to connect to and receive annual space heating, domestic water, and space cooling through the DEU will, when available, connect to and utilise the DEU for internal space heating, domestic hot water, and space cooling in accordance with the terms and conditions of this Bylaw; or
 - (b) a new building proposed for construction or under construction within the Service Area after the date of enactment of this Bylaw, that is 10,000 ft² or larger in size, for which the City's Building Regulation Bylaw requires submission of a building permit application or issuance of final inspection notice permitting occupancy, to any one of which the Owner, as at the date of enactment of this Bylaw, is not yet entitled, will:
 - a. construct such building to have the mechanical capability to connect to and receive annual space heating, domestic water, and space cooling through the DEU; and
 - b. when available, connect to and utilise the DEU for internal space heating, domestic hot water, and space cooling, in accordance with the terms and conditions of this Bylaw.”
3. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Section 7 and replacing it with the following:

“7. Permissive Use of DEU. An Owner of a new or existing building either located inside the Service Area that is not required to connect to and utilize the DEU pursuant to Section 5, or located outside the Service Area but within the City of Richmond, may apply to the City Engineer to utilize the DEU, and if:

- (a) the City Engineer is of the opinion that the DEU is capable of servicing the building that is the subject of the application;
 - (b) the City Engineer is of the opinion that servicing the building is necessary or desirable; and
 - (c) the Owner enters into an agreement with the City, in form and substance satisfactory to the City Engineer and City Solicitor, undertaking, among other matters, to wholly or partially, in the City's sole discretion, fund the capital cost of extending the DEU to the Owner's building in an amount and at a time determined by the City Engineer;
- then the City Engineer may approve the application, in which case the Owner must utilize the DEU in accordance with the terms and conditions of this Bylaw.”
4. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Section 12 and replacing it with the following:
- “12. **Security.** The City authorizes its officers and employees and the officers and employees of the Service Provider to:
- (a) require persons applying for, connecting or connected to or using the Services to provide security with respect to the Services in an amount determined by the City or the Service Provider, in accordance with the General Terms and Conditions; and
 - (b) require Owners responsible for the installation of Energy Transfer Stations, Service Connections, or Energy Generation Plants to provide security with respect to the such Energy Transfer Station, Service Connection, or Energy Generation Plant in an amount determined by the Service Provider, in accordance with the General Terms and Conditions.”
5. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Schedule A – Boundaries of Service Area and replacing it with Schedule B attached to and forming part of this bylaw as a new Schedule A – Boundaries of Service Area of Bylaw No. 9895.
6. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended at section 1.1 of Schedule B by:
- a) deleting the definition of “Energy Generation Plant” in subsection (q) and replacing it with the following:

“(q) **Energy Generation Plant**” means a discrete energy generation plant that generates energy from a low carbon energy source as acceptable to the City Engineer, that is capable of connecting to the Distribution System as soon as the Distribution System is extended to reach the building(s) serviced by the Energy Generation Plant, that provides space heating, space cooling and domestic hot water heating (or any portion thereof required by the City Engineer) to one or more building(s), and that is located On Site of one or more of the buildings it provides energy to;”
 - b) deleting the definition of “Service Area” in subsection (gg) and replacing it with the following:

“(gg) **“Service Area”** means the area in the City of Richmond as delineated in red in the boundaries map attached as Schedule A hereto or such portions thereof as may be designated by the Council and such other areas as may be added from time to time by Council;”

7. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting section 2.5 of Schedule B and replacing it with the following:

“2.5 Refusal of Application

The Service Provider may refuse to accept an application:

- (a) for any of the reasons listed in Part 15 below (Discontinuance of Services and Refusal of Services); or
- (b) if the DEU does not extend to the applicants property at the time their application is made.

8. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting the first sentence in section 4.6 of Schedule B and replacing it with the following:

“The Owner or Customer will, upon request of the Service Provider or the City and at no cost to the Service Provider or the City, at any time and from time to time, execute, acknowledge and deliver, or will cause to be done, executed, acknowledged and delivered, all such further acts, bills of sale, assignments, transfers, conveyances, powers of attorney and assurances as may be required by the Service Provider or the City to evidence the transfer of legal and beneficial ownership of any Service Connections, Energy Transfer Stations, Energy Generation Plant Works, or any components thereof, procured, supplied or installed by the Customer, to the Service Provider or the City, in such form as requested by the Service Provider or the City.”

9. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended at section 4.4 of Schedule B by deleting subsections (c) and (d) and replacing them with the following:

- “c) approve such application subject to the Service Provider being satisfied with the design, materials, equipment, location and installation of the Service Connection and Energy Transfer Station, and each component thereof;
- d) waive or reduce payment of the applicable ETS and Service Connection Installation Fee set out in Schedule C (Fees) to this Bylaw; and
- e) require the Owner or Customer to provide security in such form and amount acceptable to the Service Provider.”

10. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended at section 15.1(h) of Schedule B by deleting the words “British Columbia Ministry of Water,

Land and Air Protection” and replacing them with the words “British Columbia Ministry of Environment and Climate Change Strategy”.

11. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting sections 17.4(a) and 17.4(b) of Schedule B and replacing them with the following:

“(a) directly attributable to the negligence of the Service Provider, its employees, contractors or agents, provided the Customer proves such negligence;

(b) caused by or resulting from a defect in the equipment, provided the Customer proves the existence of such defect and the Customer did not provide, supply or install such equipment.”

12. This Bylaw is cited as “City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10412”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

Schedule A to Amendment Bylaw No. 10412

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 \$0.0738 per square foot of gross floor area;
and
- (b) volumetric charge – a monthly charge of \$45.340 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

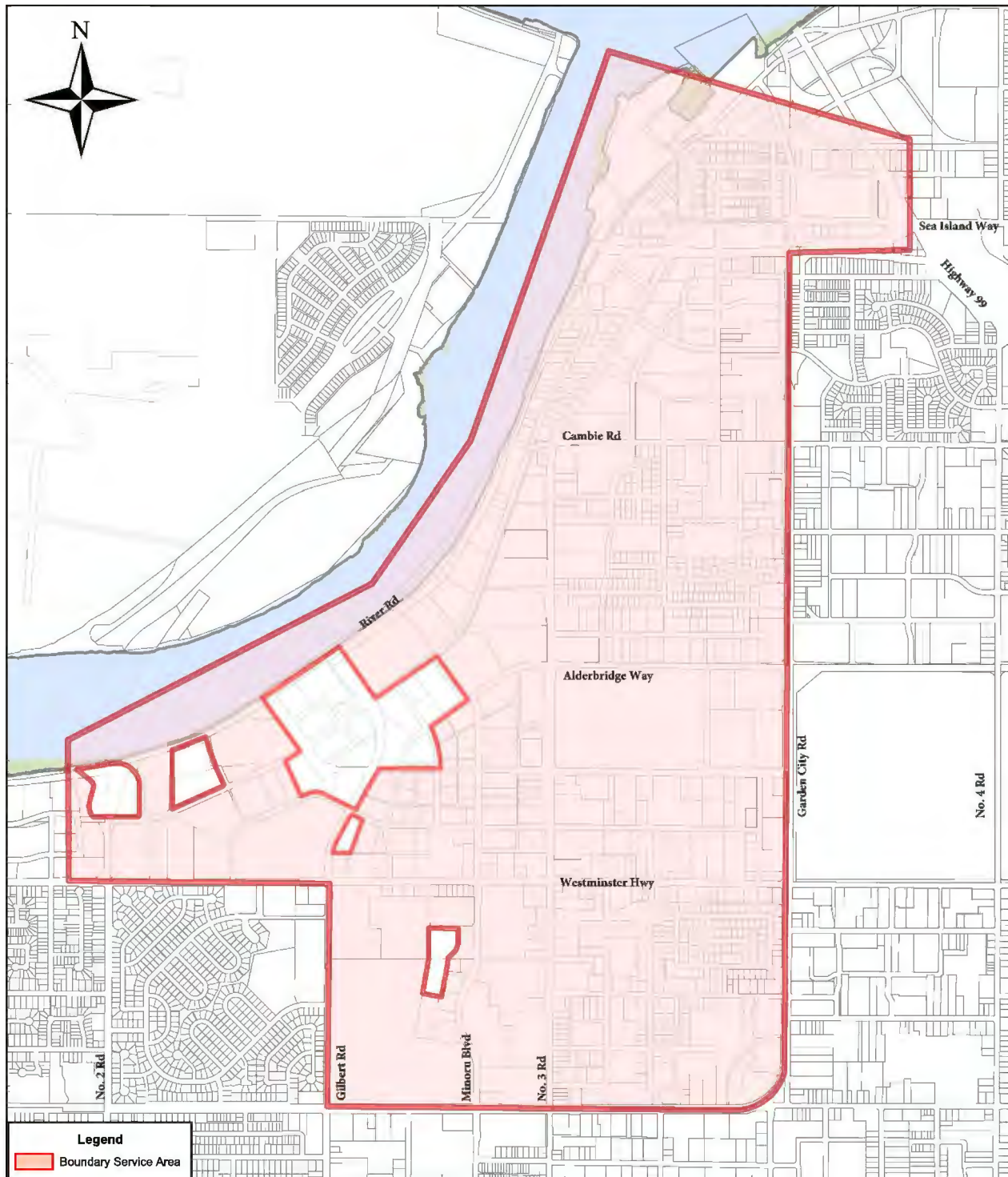
PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.184 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 19.1(f) (i), 19.1(f) (ii) and 19.1(f) (iii) that exceeds 6 watts per square foot.

Schedule B to Amendment Bylaw No. 10412

SCHEDULE A to BYLAW NO. 9895

Boundaries of Service Area





To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 24, 2022
File: RZ 21-944801

Re: Application by Choice School for Gifted Children Society for Rezoning at 20411 & 20451 Westminster Highway from the "Agriculture (AG1)" and "Assembly (ASY)" Zones to the "Agriculture and Education (ZA5) – Westminster Highway (East Richmond)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10418, to create the "Agriculture and Education (ZA5) – Westminster Highway (East Richmond)" zone, and to rezone 20411 & 20451 Westminster Highway from "Agriculture (AG1)" and "Assembly (ASY)" to "Agriculture and Education (ZA5) – Westminster Highway (East Richmond)", be introduced and given first reading.

Wayne Craig
Director, Development

WC:sds
Att. 9

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Choice School for Gifted Children Society has applied to the City of Richmond for permission to rezone 20411 and 20451 Westminster Highway from the “Agriculture (AG1)” and “Assembly (ASY)” zones to a new site-specific zone, “Agriculture and Education (ZA5) – Westminster Highway (East Richmond)”, in order to allow the existing education uses, a proposed new classroom building and implementation of the farm plan, consistent with the approved Agricultural Land Reserve (ALR) non-farm use application (AG 19-881146) approved by Council and the Agricultural Land Commission (ALC). A location map and aerial photograph are provided in Attachment 1.

Background

In 2019, during the pre-application stage for the proposal to construct a new classroom building, staff advised the applicant to confirm with the Agricultural Land Commission (ALC) if ALC approval is required, as the property is located in the ALR. ALC staff confirmed the property at 20451 Westminster Highway is subject to the *Agricultural Land Commission Act (ALCA)* and that an ALR non-farm use application was required to allow the existing education uses to continue and to construct a new classroom building. Also during the pre-application stage, ALC staff confirmed the adjacent property at 20411 Westminster Highway is not subject to the ALCA, due to the exception section in the ALCA (less than 2 acres and on separate title prior to December 21, 1972).

The applicant subsequently submitted an ALR non-farm use application (AG 19-881146) to allow the existing education uses to continue and to construct a new classroom building at 20451 Westminster Highway. The applicant also provided a farm plan to incorporate into the school’s curriculum at 20411 Westminster Highway, as the two properties are owned by the applicant and function together. On January 11, 2021, Council forwarded the associated ALR non-farm use application to the ALC. As per the ALC’s decision letter dated April 16, 2021 (Attachment 2), the ALC approved the continued use of the school and a new 261 m² (2,809 ft²) classroom building. The subject rezoning application is consistent with the Council and ALC approval.

The purpose of the subject rezoning application is to allow the existing uses on the site, including the recreational fields, playgrounds and surface parking, and to secure the implementation of the proposed farm plan and consolidation of the two properties (20411 and 20451 Westminster Highway), as identified in the associated ALR non-farm use application. Staff have produced a map to illustrate the components of proposal in Attachment 3. More information is also provided in the “Analysis” section of this report.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Surrounding Development

To the North: A cranberry processing facility and associated surface parking and loading on a lot zoned “Agriculture (AG4)” and located in the ALR, fronting Dhillon Way.

To the South: Across Westminster Highway and Highway 91, active agricultural operations on large lots zoned "Agriculture (AG1)" located in the ALR.

To the East: Light industrial uses with associated surface parking and loading on a lot zoned "Industrial Business Park (IB1)", fronting Westminster Highway.

To the West: Single-family dwellings on properties zoned "Agriculture (AG1)", fronting Westminster Highway and located in the ALR.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Agriculture (AGR)", which comprises of those areas of the City where the principal use is agriculture and food production, but may include other land uses as permitted under the *Agricultural Land Commission Act (ALCA)*, including non-farm uses approved by Council and the ALC. The proposal is consistent with the associated Council and ALC approval (AG 19-881146).

Food Security and Agricultural Advisory Committee

The Food Security and Agricultural Advisory Committee (FSAAC) reviewed and supported the associated ALR non-farm use application at its meeting held on September 17, 2020. An excerpt from the September 17, 2020 FSAAC meeting minutes is provided in Attachment 5.

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. The proposed new classroom building is required to be constructed at the required flood construction level of 3.5 m GSC as per the Bylaw. The proposed design includes a level below the flood construction level that will be used for farm equipment storage and bicycle parking, consistent with the Bylaw.

Richmond School District No. 38

As per Council Policy "Referrals to the Board of Education of School District No. 38 (Richmond) for Development Applications Involving Independent Schools", the proposal was referred to School District staff for information purposes during the associated ALR non-farm use application process and again during the subject rezoning application process. As per the Policy, School District staff may provide comments if desired. No comments were provided by School District staff regarding the proposal.

Public Consultation

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

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

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

Analysis

Historical Uses

The existing school building at 20451 Westminster Highway was originally constructed as a church, which received Building Permit approval in 1981. The subject site was previously zoned “Agriculture (AG1)” and religious assembly was a permitted use in the AG1 zone at the time. Religious assembly was removed as a permitted use in the AG1 zone in 1983 and the property was rezoned to “Assembly (ASY)” in order to accommodate the existing use. Choice School for Gifted Children Society purchased the property in 1992 and subsequently received Building Permit approval to convert the church building into an education use, which was consistent with the ASY zone at the time. The existing gymnasium building on the subject site received approval in 1996, along with a Development Variance Permit (DV 96-000137) to vary the side yard setback.

In 2019, the applicant submitted an ALR non-farm use application to allow the existing education uses to continue and to construct a new classroom building, which was approved by Council on January 11, 2021 and the ALC on April 16, 2021. On September 7, 2021, Council also approved a Zoning Bylaw amendment (Bylaw 10279) to the “Assembly (ASY)” zone to prohibit education as a permitted use for any site located in the Agricultural Land Reserve (ALR). The amendments included an exemption for 20451 Westminster Highway (existing school site), subject to the applicable approval granted by the Agricultural Land Commission (ALC). The proposed Bylaw 10418 includes removing this site-specific exemption from the “Assembly (ASY)” zone, as the site is proposed to be rezoned.

Existing and Proposed Uses

Choice School for Gifted Children Society own both 20411 & 20451 Westminster Highway and the two properties function together. A summary of the two properties is provided below:

Property	Existing Zoning	Existing Uses	Proposed Uses	Subject to ALCA
20411 Westminster Hwy	Agriculture (AG1)	Recreational fields, playgrounds, and surface parking associated with the education use	Agriculture as per submitted farm plan (Attachment 7), playgrounds, and surface parking associated with the education use	No
20451 Westminster Hwy	Assembly (ASY)	Education use (school and gymnasium)	New classroom building (existing school and gymnasium to remain)	Yes (Council and ALC approval granted)

The existing school building at 20451 Westminster Highway is approximately 1,069.1 m² (11,508 ft²) in floor area and the existing gymnasium is approximately 346.9 m² (3,734 ft²) in

floor area. The proposed new classroom building is approximately 261.0 m² (2,809 ft²) in floor area and includes two classrooms, washroom facilities, bicycle room for staff, and farm storage area. The proposed new classroom building is expected to increase the school's capacity by 30 students, for a total of 110 students. A site plan and proposed floor plans are provided in Attachment 6.

The existing uses at 20411 Westminster Highway (recreational fields, playgrounds, and surface parking associated with the education use) are not consistent with the "Agriculture (AG1)" zone. In addition, the parking and septic system associated with the school are currently shared between the two properties. In order to address this, the following is proposed through the subject rezoning application:

- Consolidate the two properties (20411 & 20451 Westminster Highway) into one parcel; and
- Rezone the consolidated site to a new site specific zone that will allow the continued use of the existing school and associated uses and construction of the proposed new classroom building.

In addition, through the associated non-farm use application, the applicant submitted a farm plan at 20411 Westminster Highway to implement agricultural activities as part of the curriculum of the existing education use. The farm plan includes vegetable planting boxes, fruit trees and shrubs, soil-based greenhouse and an agricultural education component. In addition, the proposed classroom building will also provide storage for farm tools, equipment and materials in support of the farm. The farm plan submitted by the applicant is provided in Attachment 7. In order to secure the implementation of the farm plan, a security based on 100% of the cost estimate is required prior to final adoption of the rezoning bylaw.

The new site-specific zone is based on a combination of the existing site conditions and "Agriculture (AG1)" and "Assembly (ASY)" zones, including permitted uses, density, lot coverage, setbacks and height, except it allows for ancillary uses to education (limited to the existing playground equipment area) at 20411 Westminster Highway.

Existing Legal Encumbrances

None.

Transportation and Site Access

The subject site is currently accessed by two driveways along Westminster Highway. No change to site access is proposed. Required off-street vehicle parking and bicycle parking is accommodated on-site consistent with Zoning Bylaw 8500, which includes the proposed increase in enrollment.

Site Servicing and Frontage Improvements

Due to the relatively small scale of the proposed classroom building and limited building area, site servicing requirements are minor and will be addressed at the time of the Building Permit application. No frontage improvements are required.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight bylaw-sized trees on the subject property (tag# 816-818, 820-824), 16 trees on neighbouring properties (tag# 825-840), and one hedge located on the subject property (tag# 819).

The City’s Tree Preservation Coordinator has reviewed the Arborist’s Report and Tree Management Plan (Attachment 8), conducted an on-site visual tree assessment and supports the Arborist’s findings, with the following comments:

- Six trees (tag# 818, 820-824) located on-site to be protected as per Arborist recommendations.
- 16 trees (tag# 825-840) located on adjacent neighbouring properties are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- One hedge (tag# 819) to be protected as per Arborist recommendations.
- Two trees (tag# 816 & 817) in fair condition to be removed and replaced due to conflict with the proposed development.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove two on-site trees (tag# 816 & 817). The 2:1 replacement ratio would require a total of four replacement trees to be planted and maintained on-site. The applicant has agreed to plant four trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

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

To ensure the replacement trees are planted and maintained on-site, the applicant has submitted a Landscape Plan (Attachment 5). A Landscape Security based on the cost estimate provided by the Landscape Architect, is required prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

Six trees (tag# 818, 820-824) on-site and 16 trees (tag# 825-840) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 8). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Submission of a Tree Survival Security in the amount of \$40,000 based on the size of the trees to be retained.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Financial Impact

None.

Conclusion

The purpose of this rezoning application is to rezone 20411 and 20451 Westminster Highway from the "Agriculture (AG1)" and "Assembly (ASY)" zones to a new site-specific zone, "Agriculture and Education (ZA5) – Westminster Highway (East Richmond)", in order to allow the existing education and associated uses, and the proposed new classroom building.

The rezoning application is consistent with the Agricultural Land Reserve (ALR) non-farm use application (AG 19-881146) approved by Council and the Agricultural Land Commission (ALC).

The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10418 be introduced and given first reading.



Steven De Sousa
Planner 2

SDS:cas

Attachment 1: Location Map & Aerial Photo

Attachment 2: ALC's Decision Letter Dated April 16, 2021

Attachment 3: Map of the Proposal

Attachment 4: Development Application Data Sheet

Attachment 5: Excerpt from the FSAAC September 17, 2020 Meeting Minutes

Attachment 6: Conceptual Development Plans

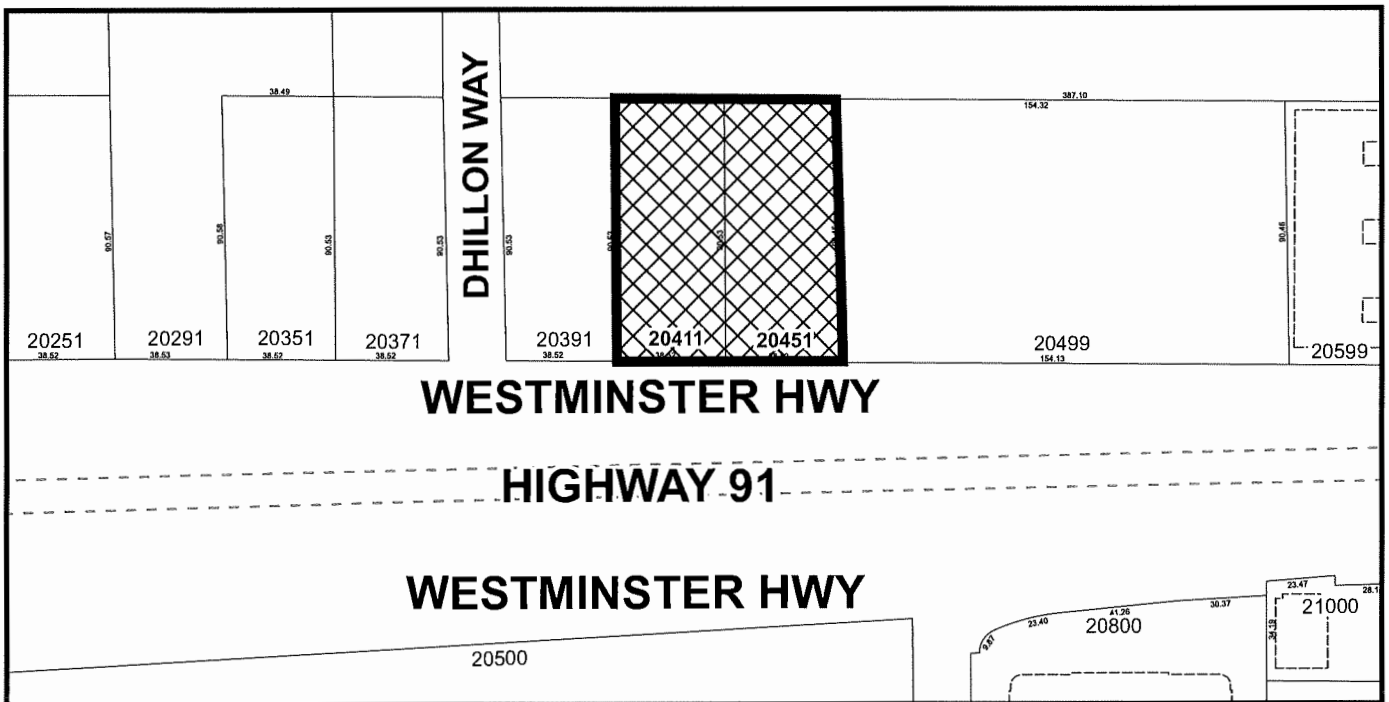
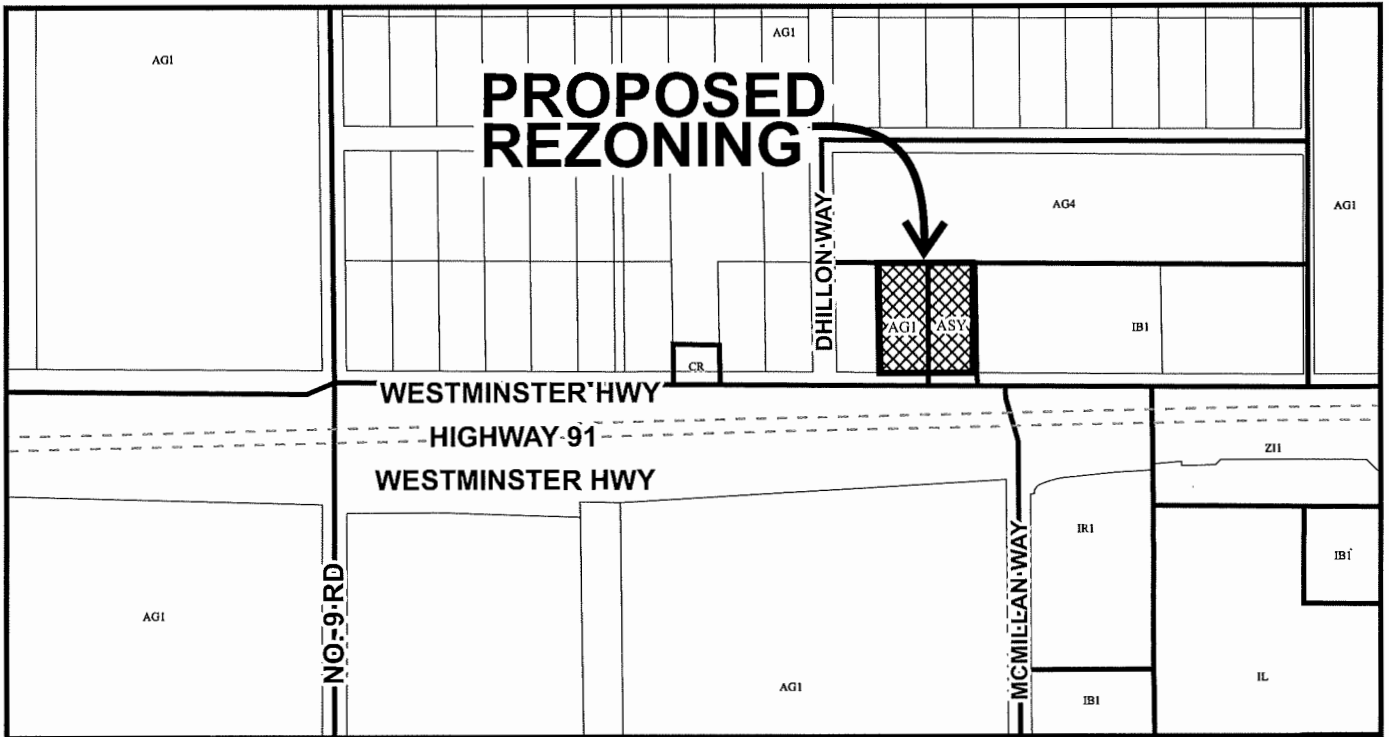
Attachment 7: Farm Plan

Attachment 8: Tree Management Plan

Attachment 9: Rezoning Considerations



City of Richmond



	<h2>RZ 21-944801</h2>	<p>Original Date: 12/09/21 Revision Date: Note: Dimensions are in METRES</p>
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City of
Richmond



RZ 21-944801

Original Date: 12/09/21

Revision Date:

Note: Dimensions are in METRES

CNCL - 130



Agricultural Land Commission
 201 – 4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604 660-7000
 Fax: 604 660-7033
 www.alc.gov.bc.ca

April 16, 2021

ALC File: 59968

Philip Gray
Choice School for Gifted Children Society
DELIVERED ELECTRONICALLY

Dear Philip Gray,

Re: Reasons for Decision - ALC Application 59968

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution ##166/2021). As agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a \$150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with s. 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the ALCA, the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60 day review period prior to acting upon this decision.

Under section 33 of the *Agricultural Land Commission Act* (ALCA), a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. Please be advised however that on March 12th, 2020 the ALC Amendment Act ([Bill 15 – 2019](#)) was brought into force and effect, changing the reconsideration process.

A request to reconsider must now meet the following criteria:

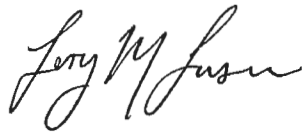
- No previous request by an affected person has been made, and
- The request provides evidence not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
- The request provides evidence that all or part of the original decision was based on evidence that was in error or was false.

The amendments also propose a change to limit the time period for requesting a reconsideration to 90 days from the date of this decision – this change has not been brought into force and effect yet. As a result, a person affected by this decision will have one year from the date of this decision's release as per [ALC Policy P-08: Request for Reconsideration](#) to request reconsideration of the decision or 90 days from the date the legislative change takes effect (date unknown at this time), whichever comes sooner.

Please refer to the ALC's [Information Bulletin 08 – Request for Reconsideration](#) for more information.

Please direct further correspondence with respect to this application to
ALC.SouthCoast@gov.bc.ca

Yours truly,

A handwritten signature in black ink, appearing to read "Tory Lawson". The signature is written in a cursive, flowing style.

Tory Lawson, Land Use Planner

Enclosures: Reasons for Decision (Resolution #166/2021)
 Schedule A: Decision Map

cc: City of Richmond (File: AG 19-881146). Attention: Steven De Sousa

59968d1



**AGRICULTURAL LAND COMMISSION FILE 59968
REASONS FOR DECISION OF THE SOUTH COAST PANEL**

Non-Farm Use Application Submitted Under s.20(2) of the Agricultural Land Commission Act

Applicant: Choice School for Gifted Children Society, INC.NO.
20178S

Agent: Philip Gray, Choice School for Gifted Children
Society

Property Parcel Identifier: 003-934-268
Legal Description: Lot 78, Section 4, Block 4 North,
Range 4 West, New Westminster District, Plan 1593
Civic: 20451 Westminster Highway, Richmond, BC
Area: 0.4 ha (entirely within the ALR)

Panel: Ione Smith, South Coast Panel Chair
Susan Gimse

OVERVIEW

- [1] The Property is located within the Agricultural Land Reserve (“ALR”) as defined in s. 1 of the *Agricultural Land Commission Act* (“ALCA”).
- [2] Choice School for Gifted Children Society (“Choice School”) has occupied the Property, as well as the adjacent parcel (PID: 003-937-160, “Adjacent School Parcel”) since 1992; however, the Applicant did not obtain the necessary approval from the Agricultural Land Commission (the “Commission” or “ALC”) to operate a school on the Property. The Property contains a 1,069.1 m² main school structure (formerly a church which was converted to school use in 1992), a 346.9 m² school gymnasium, and a portion of a gravel parking lot. The Adjacent School Parcel currently contains a grass play field, playground, septic field, and the remainder of the gravel parking lot associated with Choice School.
- [3] In 2019, the Applicant submitted an inquiry to determine whether the 0.4 ha Property and the 0.83 ha Adjacent School parcel were consistent with s. 23(1) of the ALCA which stipulates that the restrictions on the use of ALR land do not apply to parcels surveyed at under 2 acres, which were on a separate certificate of title on December 21, 1972. ALC staff reviewed documentation provided by the Applicant and determined that the Property was not consistent with s. 23(1) of the ALCA and was therefore subject to the restrictions under the ALCA and ALR regulations. However, ALC staff determined that the Adjacent School Parcel was consistent with s. 23(1) of the ALCA and is, therefore, an exception to the restrictions of use under the ALCA and ALR regulations. This exception allows Choice School to continue to operate and expand on the Adjacent School Parcel without the Commission’s approval.
- [4] Pursuant to s. 20(2) of the ALCA, the Applicant is applying to the Commission to continue to use the 0.4 ha Property for school use and add a 261 m² modular building for additional classroom space (the “Proposal”).
- [5] The issue the Panel considered is whether the Proposal would impact the integrity of the ALR.

[6] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

6 (1) The following are the purposes of the commission:

- (a) to preserve the agricultural land reserve;
- (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
- (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

- (a) the size, integrity and continuity of the land base of the agricultural land reserve;
- (b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[7] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

BACKGROUND

[8] The Application submits that Choice School is one of 15 schools within British Columbia designated by the Ministry of Education as an independent Special Education School, and offers classes for gifted children, as well as children living with physical or mental disabilities, from Kindergarten to Grade 9.

- [9] The City of Richmond Staff Report submits that the Property was rezoned from “Agriculture (AG1)” to its current “Assembly (ASY)” zoning designation in 1983 to accommodate the previous church use, as religious assembly was no longer a permitted use identified in the “Agriculture (AG1)” zone. The City of Richmond Staff Report further submits that the Applicant received all necessary building permits related to the construction of school infrastructure on the Property, including the original conversion of the church to the main school structure. However, in 2019, when the Applicant applied for the required building permits to place the Proposed 261 m² modular building on the Property, the City of Richmond concluded that the Property was subject to the ALCA and ALR Regulations, which was later confirmed by ALC Staff, and that the modular building required Commission approval.

EVIDENCE AND FINDINGS

- [10] The Application was submitted on December 11, 2019 and was forwarded to the Commission by the City of Richmond on January 28, 2021. On March 12, 2020, the ALCA was amended and changes were made to its regulations. The Applicant was given an opportunity to make written submissions relating to the amendment of the ALCA and changes to its regulations as it relates to this application. While the Application was submitted in the context of the former s. 6 of the ALCA, the Panel has considered it under s. 6(1) and s. 6(2) of the ALCA as amended by Bill 15.

Issue: Whether the Proposal would impact the integrity of the ALR.

- [11] The Property is located at the edge of the ALR boundary. The parcels to the north and west of the Property are located within the ALR; however the parcel to the north contains a large commercial cranberry processing facility, and the parcel to the west is the Adjacent School Parcel which is exempt from the ALC Act and regulations. The parcel to the east of the Property is located outside the ALR and contains a commercial/industrial business. Finally, the Property is bordered by Highway 91 to the south.

- [12] The Application submits that Choice School has had increased enrolment in recent years and existing infrastructure is at capacity, and that the Proposed 261 m² modular building would provide the necessary classroom space for 30 new students.
- [13] The Panel considered the historic and current use of the Property, and that the Applicant obtained all necessary permits from the City of Richmond to construct the school. The Panel then considered that the Property is only 0.4 ha in size, its location on the edge of the ALR, and the fact that the Property is separated from active farming operations by exempt ALR land and a large commercial cranberry processing facility. Based on these factors, the Panel finds that Proposal would have little to no impact to the integrity of the ALR, any adjacent and nearby farm activity, or the continuity of the surrounding ALR land.

DECISION

- [14] For the reasons given above, the Panel approves the Proposal to continue to use the 0.4 ha Property for school use and place a 261 m² modular building subject to the following conditions:
- (a) Siting of the non-farm use in accordance with Schedule A of this decision; and
 - (b) Approval for non-farm use is granted for the sole benefit of the Applicant and is non-transferable.
- [15] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.
- [16] These are the unanimous reasons of the Panel.
- [17] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.



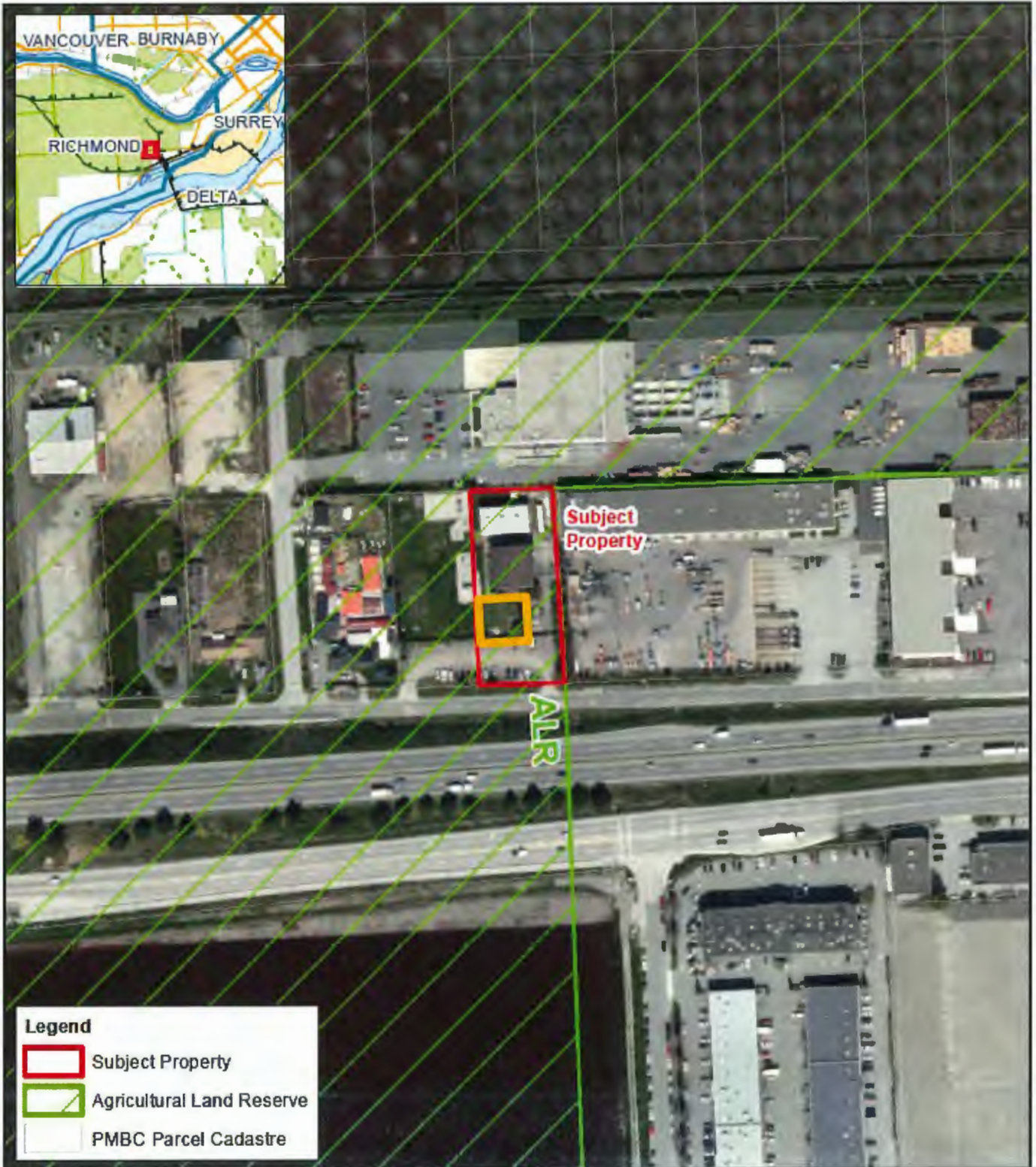
[18] Resolution #166/2021
Released on April 16, 2021


A handwritten signature in black ink, appearing to read 'Ione Smith', written in a cursive style.

Ione Smith, Panel Chair
On behalf of the South Coast Panel



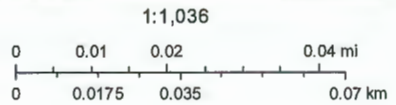
Schedule A: Agricultural Land Commission Decision Sketch Plan
ALC File 59968 (Choice School for Gifted Children Society)
Conditionally Approved Non-Farm Use
ALC Resolution #166/2021



 Location of Conditionally Approved 261 m² Modular Building
CNCL - 139



Notes:
 - Associated Agricultural Land Reserve (ALR) non-farm use application (AG 19-881146) approved by Council and the ALC in 2021
 - Properties proposed to be consolidated and rezoned to a new-site specific zone





RZ 21-944801

Attachment 4

Address: 20411 & 20451 Westminster Highway

Applicant: Choice School for Gifted Children Society

Planning Area(s): East Richmond

	Existing	Proposed
Owner:	Choice School for Gifted Children Society	No change
Site Size:	20411 Westminster Highway: 3,486.0 m ² (0.86 ac / 0.35 ha) 20451 Westminster Highway: 3,486.2 m ² (0.86 ac / 0.35 ha)	6,972.2 m ² (1.72 ac / 0.70 ha)
Land Uses:	Education	Education and agriculture
OCP Designation:	Agriculture (AGR)	No change
Zoning:	"Assembly (ASY)"	Agriculture and Education (ZA5) – Westminster Highway (East Richmond)
Other Designations:	Agricultural Land Reserve (ALR)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	Existing: 0.4 Proposed building: 0.08 Total: 0.48	None permitted
Lot Coverage – Buildings:	Max. 35%	Existing: 19% Proposed building: 4% Total: 23%	None
Lot Size:	N/A	Area A: 3,486.0 m ² Area B: 3,486.2 Total: 6,972.2 m ²	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 7.5 m Side: Min. 7.5 m	Front: 16.8 m Rear: 7.5 Side: 7.5 m	None
Height:	12.0 m	6.0 m	None
Off-street Parking Spaces – Total):	Min. 31	36	None
Off-street Parking Spaces – Accessible:	Min. 1	2	None
Loading:	Min. 1 medium	1	None
Bicycle Parking – Class 1:	Min. 9	9	None
Bicycle Parking – Class 2:	Min. 24	24	None

**Excerpt from the Meeting Minutes of the
Food Security and Agricultural Advisory Committee (FSAAC)**

**Thursday, September 17, 2020 – 7:00 p.m.
Rm. M.2.002 (Webex)
Richmond City Hall**

ALR Non-Farm Use Application – 20451 Westminster Highway

Steven De Sousa, Planner 1, introduced the non-farm use application, and provided the following comments:

- The subject property is zoned “Assembly (ASY)”, designated Agriculture in the OCP and located in the ALR. The ALC has confirmed the property is subject to the Provincial ALR Regulations;
- The associated adjacent property is zoned “Agriculture (AG1)”, designated Agriculture in the OCP and located in the ALR. The ALC has confirmed the property is not subject to the Provincial ALR Regulations because it was less than 2 acres prior to December 21, 1972 and on separate title;
- The proposed non-farm use application is required for the proposed expansion of the school;
- The proposal is consistent with the City’s ASY Zone; and
- Should the application be approved by Council and the ALC, a subsequent development application will be required for the adjacent property to legitimize the existing uses.

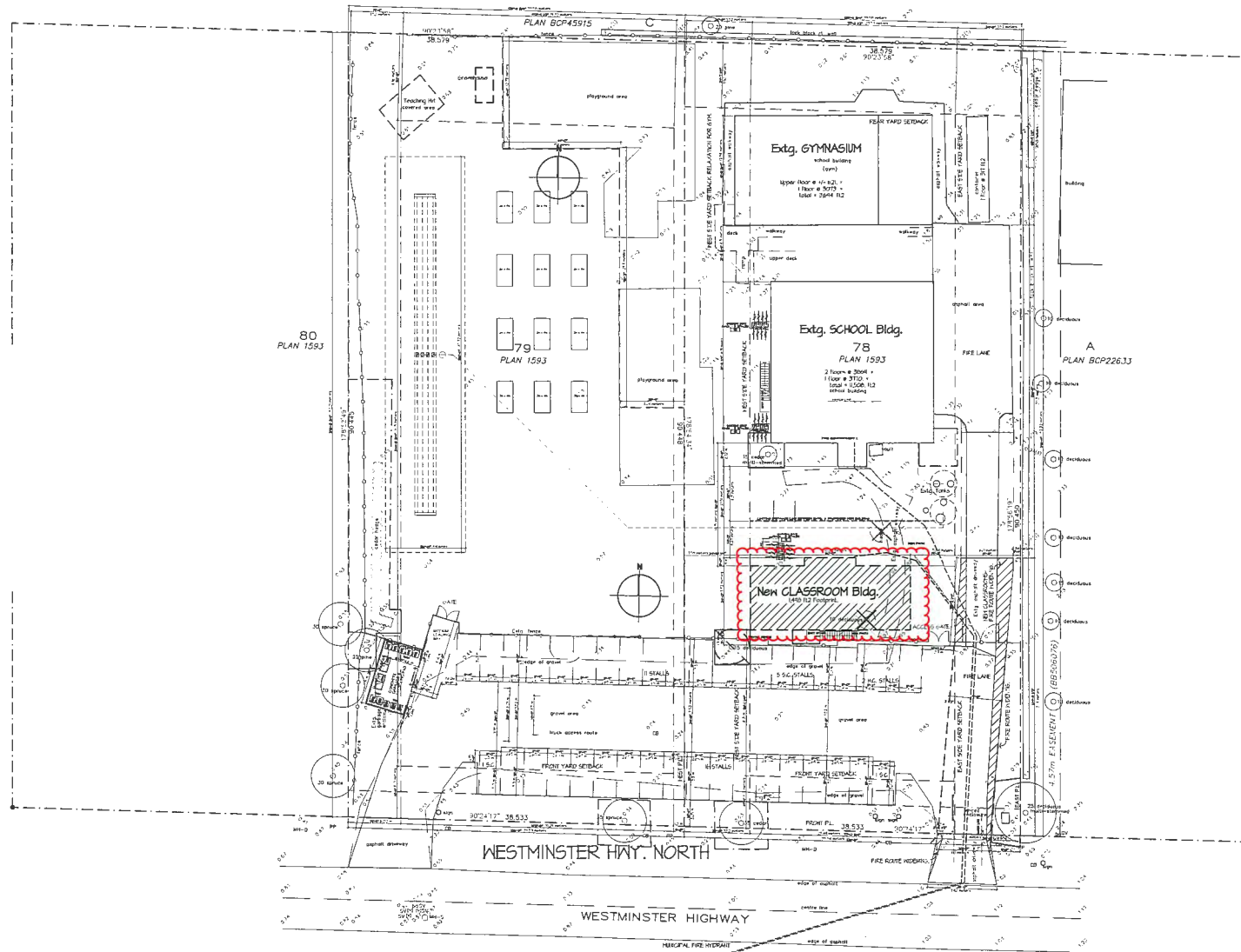
The applicant provided additional details regarding the school operation, proposed new classroom building and impacts of the ongoing COVID-19 pandemic.

Discussion ensued regarding the proposed building type, implementation of agriculture in the curriculum and finding a balance between the farm plan and recreational facilities.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the ALR Non-Farm Use Application at 20451 Westminster Highway (AG 19-881146).

Carried Unanimously



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No.	Date/Event	Description
8	APR 21 2020	ISSUED FOR COR FIRE DEPT. COMMENTS.
12	APR 22 2020	ISSUED FOR ARCHITECT FEE PROPOSAL.
13	MAY 18 2020	ISSUED FOR CLIENT REVIEW.
14	MAY 14 2020	ISSUED FOR CONTRACTOR COMMENTS & REVIEW.
15	MAY 18 2020	REVIEWED FOR CLIENT REVIEW.
20	JUNE 30 2020	ISSUED FOR CLIENT APPROVAL.
21	JULY 17 2020	ISSUED FOR C. of R. NON-FARM USE APPLICATION.
22	OCT 20 2020	REVISED FOR C. of R. PARC / FIRE DEPT. CALLS.
23	OCT 21 2021	ISSUED FOR COR PLANNING DEPARTMENT.
24	JAN 18 2022	ISSUED FOR FIRE LANE GEOTECHNICAL COMMENT.
25	MAR 21 2022	ISSUED FOR FIRE LANE PARCELMAP/ WASTE MANAGEMENT.
26	MAY 2 2022	ISSUED FOR FIRE LANE PARCELMAP/ WASTE MANAGEMENT.
27	JUNE 6 2022	REVISED FOR FIRE LANE PARCELMAP/ WASTE MANAGEMENT.
28	JULY 5 2022	ISSUED FOR LANDSCAPE STREET FRONT DESIGN.
29	AUG 15 2022	ISSUED FOR C. of R. NON-FARM USE ZONING RESPONSE.

No./Date/Revision

FARPOINT
Architectural Inc.

140 West 78th Avenue
Vancouver, Canada
V6P 6C7
Tel: 604-734-3624

Scale

Consultant

Project Title

**20451 WESTMINSTER,
20411 WESTMINSTER,
RICHMOND, BC
PROPOSED NEW
PORTABLES.**

Drawing Title

**PRELIMINARY
SITE PLAN,
LIMITING DISTANCE
CALCULATIONS.**

Date: JULY 10/19
Scale: 1/8" = 1'-0"
Drawn: JAC
Approved: JAC
Project Number: R1473-05
Drawing Number: A-100

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Revised for C. of R. Non-Farm Use Application
 DEC. 20 2019
 MAR. 11 2020

Revised for Client Approval
 JULY 11 2020
 Revised for C. of R. Non-Farm Use Application
 OCT. 20 2020
 Revised for C. of R. Farm / Bike Paths, Calcs. Planning Department.
 OCT. 21 2021

Revised for Landscape Order Point Design
 AUG. 8 2022

FARPOINT
 Architectural Inc.

145 West 7th Avenue
 Vancouver, Canada
 V6P 4Z2
 Tel: 604 784 3628

Consultant

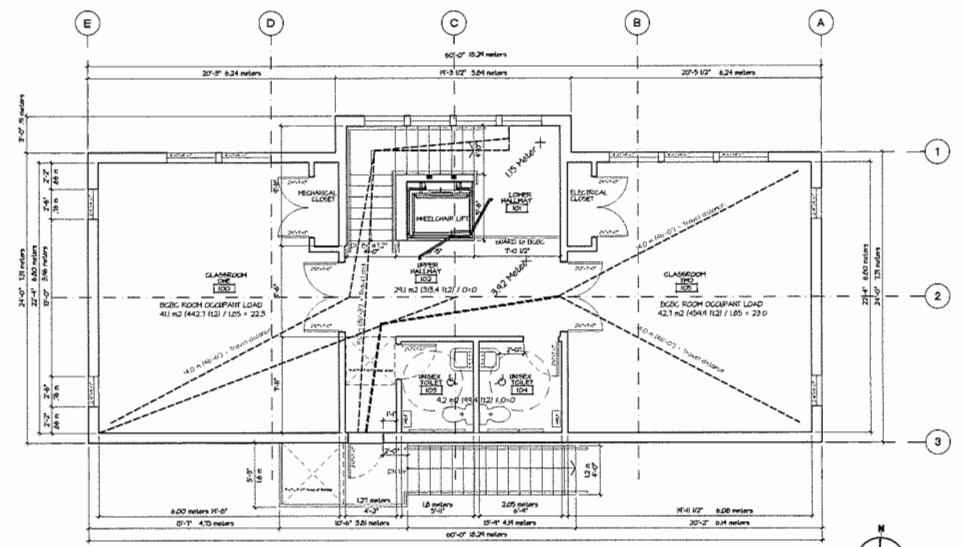
Project Title
**20451 WESTMINSTER,
 20411 WESTMINSTER,
 RICHMOND, BC
 PROPOSED NEW
 CLASSROOMS.**

Drawing Title
**PROPOSED
 NEW BUILDING.**

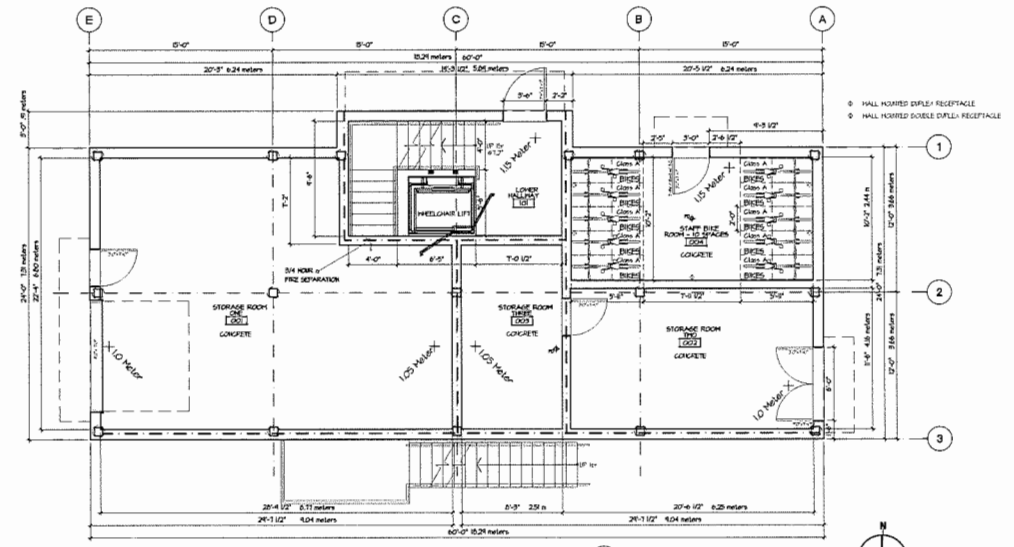
**MAIN FLOOR PLAN,
 GROUND FLOOR PLAN.**

Date: JUNE 30/2020
 Scale: 1/4" = 1'-0"
 Drawn: JK
 Approved: JK
 Project Number: 19147-C5

Drawing Number: **A-103**



20451 WESTMINSTER HWY. - ASSEMBLY ASY ZONING. **2 MAIN FLOOR PLAN: 1/4" = 1'-0"**
A-103 20451 WESTMINSTER HWY. NEW BUILDING.



1 GROUND FLOOR PLAN: 1/4" = 1'-0"
A-103 20451 WESTMINSTER HWY. NEW BUILDING.

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Builder dimensions shall have precedence over typical dimensions. Conflicts shall note and be responsible for all dimensions and conditions on this plan and the ARCHITECT SHALL BE ADVISED BY THE CONTRACTOR FROM THE DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWING. THIS DRAWING SHALL BE SUBMITTED TO THE AUTHORITY FOR REVIEW BEFORE PROCEEDING WITH FABRICATION.

No./Plan/Revised

20	JUNE 30 2020	ISSUED FOR CLIENT APPROVAL.
21	JULY 11 2020	ISSUED FOR C. of R. NON-FARM USE APPLICATION.
22	OCT. 30 2020	REVISED FOR C. of R. FLOOR / FIRE ROOMS CALC.
23	OCT. 21 2021	ISSUED FOR C. of R. PLANNING DEPARTMENT.

No./Date/Revision

FARPOINT
Architectural Inc.

162 West Third Avenue
Virginia Beach, VA 23462
Tel: 757-734-3021

Scale

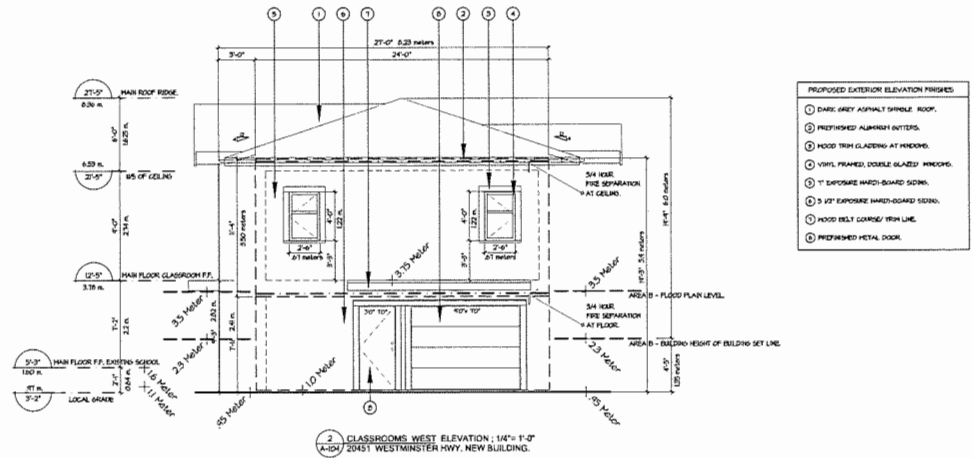
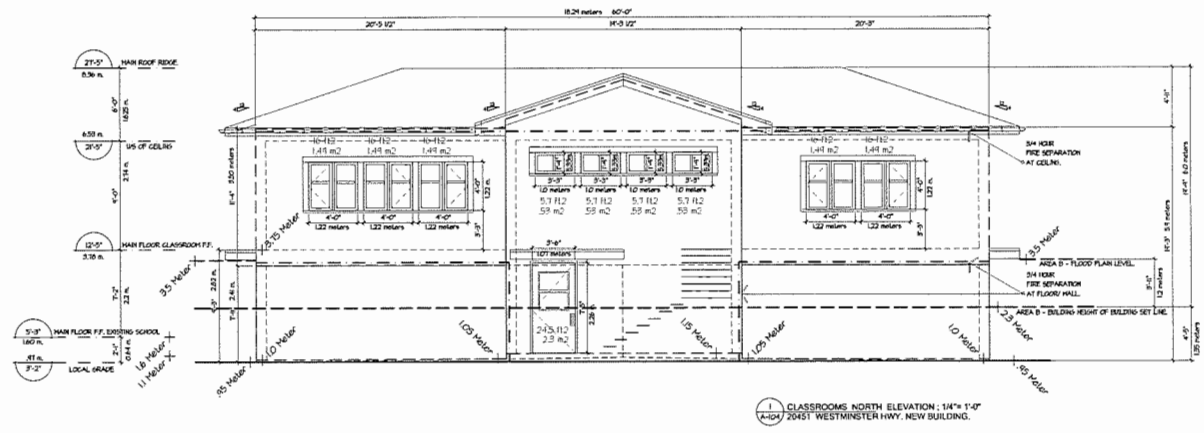


Consultant

Project Title
**20451 WESTMINSTER,
20411 WESTMINSTER,
RICHMOND, BC
PROPOSED NEW
CLASSROOMS.**

Drawing Title
**PROPOSED
NEW BUILDING.
NORTH ELEVATION.**

Date: JUNE 30/20
Scale: 1/4" = 1'-0"
Drawn: J.C.
Approved: J.C.
Project Number: V1641-C5
Drawing Number: A-104



- PROPOSED EXTERIOR ELEVATION FINISHES
- 1 DARK GREY ASPHALT SHINGLE ROOF.
 - 2 PREFINISHED ALUMINUM EXTERIORS.
 - 3 HOOD TRIM CLADDING AT FINISHS.
 - 4 VINYL FRAMED DOUBLE GLAZED WINDOW.
 - 5 1" EXPOSURE HARD BOARD SIDING.
 - 6 HOOD TRIM CLADDING FINISH LINE.
 - 7 PREFINISHED METAL DOOR.

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Building dimensions shall have precedence over stated dimensions. Contractors shall verify and be responsible for all dimensions and locations on the job and the accuracy shall be required of any measure from the drawings and conditions shown on the drawings. Check drawings well in advance to the contractor for errors before proceeding with fabrication.

Rev./Date/Reason

20	JUNE 30 2020	ISSUED FOR CLIENT APPROVAL
21	JULY 17 2020	ISSUED FOR C. of R. NON-FARM USE APPLICATION
22	OCT. 20 2020	REVIEWED FOR C. of R. PARK / FIRE ROOMS CALLES
23	OCT. 21 2021	ISSUED FOR CUR PLANNING DEPARTMENT

Rev./Date/Reason

FARPOINT
Architectural Inc.

1902 West 75th Avenue
Vancouver, Canada
V6P 6Z2
Tel: 604 734 3028

Scale



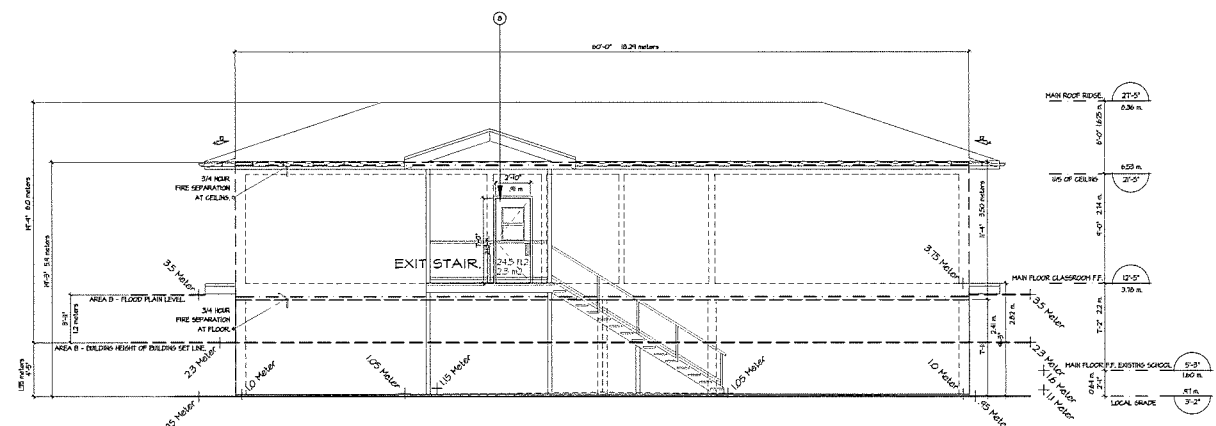
Consultant

Project Title
**20451 WESTMINSTER,
20411 WESTMINSTER,
RICHMOND, BC
PROPOSED NEW
CLASSROOMS.**

Drawing Title
**PROPOSED
NEW BUILDING.**

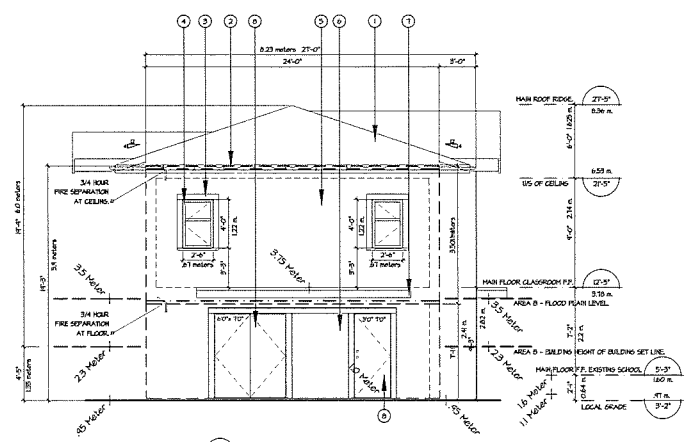
**SOUTH ELEVATION.
EAST ELEVATION.**

Date: JUNE 30/2020
Scale: 1/4" = 1'-0"
Drawn: JIC
Approved: JIC
Project Number: 19147-C5
Drawing Number: A-105



1 CLASSROOMS SOUTH ELEVATION : 1/4" = 1'-0"
A/C/S/ 20451 WESTMINSTER HWY. NEW BUILDING.

- PROPOSED EXTERIOR ELEVATION FINISHES
- 1 PAVEL GREY ASPHALT SHINGLE ROOF.
 - 2 FINISHED ALUMINUM GUTTERS.
 - 3 HOOD TRIM GLAZERS AT PERGOLS.
 - 4 VINYL FRAMES, DOUBLE GLAZED WINDOWS.
 - 5 7" EXPOSURE WOOD-BOARDED SIDING.
 - 6 5 1/2" EXPOSURE WOOD-BOARDED SIDING.
 - 7 HOOD BELT GARAGE/ TRIM LINE.
 - 8 FINISHED METAL ROOF.



2 CLASSROOMS EAST ELEVATION : 1/4" = 1'-0"
A/C/S/ 20451 WESTMINSTER HWY. NEW BUILDING.

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Not to scale

No.	LINE NO.	ISSUED FOR CLIENT APPROVAL
20	2020	ISSUED FOR CLIENT APPROVAL
21	JULY 17 2020	ISSUED FOR C. of R. NON-FARM USE APPLICATION
22	OCT. 20 2020	REVISED FOR C. of R. PARK / BICYCLE ROUTE CALLS
23	OCT. 21 2021	ISSUED FOR CAR PLANNING DEPARTMENT
24	JUNE 18 2022	ISSUED FOR FIRE LANE, GEOTECHNICAL COMMENT.
25	MAR. 21 2022	ISSUED FOR FIRE LANE, PARKING/WASTE MANAGEMENT
26	MAY. 2 2022	ISSUED FOR FIRE LANE, PARKING/WASTE MANAGEMENT
27	JUNE. 9 2022	RE-ISSUED FOR FIRE LANE, PARKING/WASTE MANAGEMENT
28	JULY 5 2022	ISSUED FOR LANDSCAPE STREET FRONT DESIGN
29	AUG. 15 2022	ISSUED FOR C. of R. NON-RE-ZONING RESPONSE.
30		

Not to scale

FARPOINT
Architectural Inc.

162 West 7th Avenue
Vancouver, BC
V6C 2E7
Tel: 604 274 2025

Self

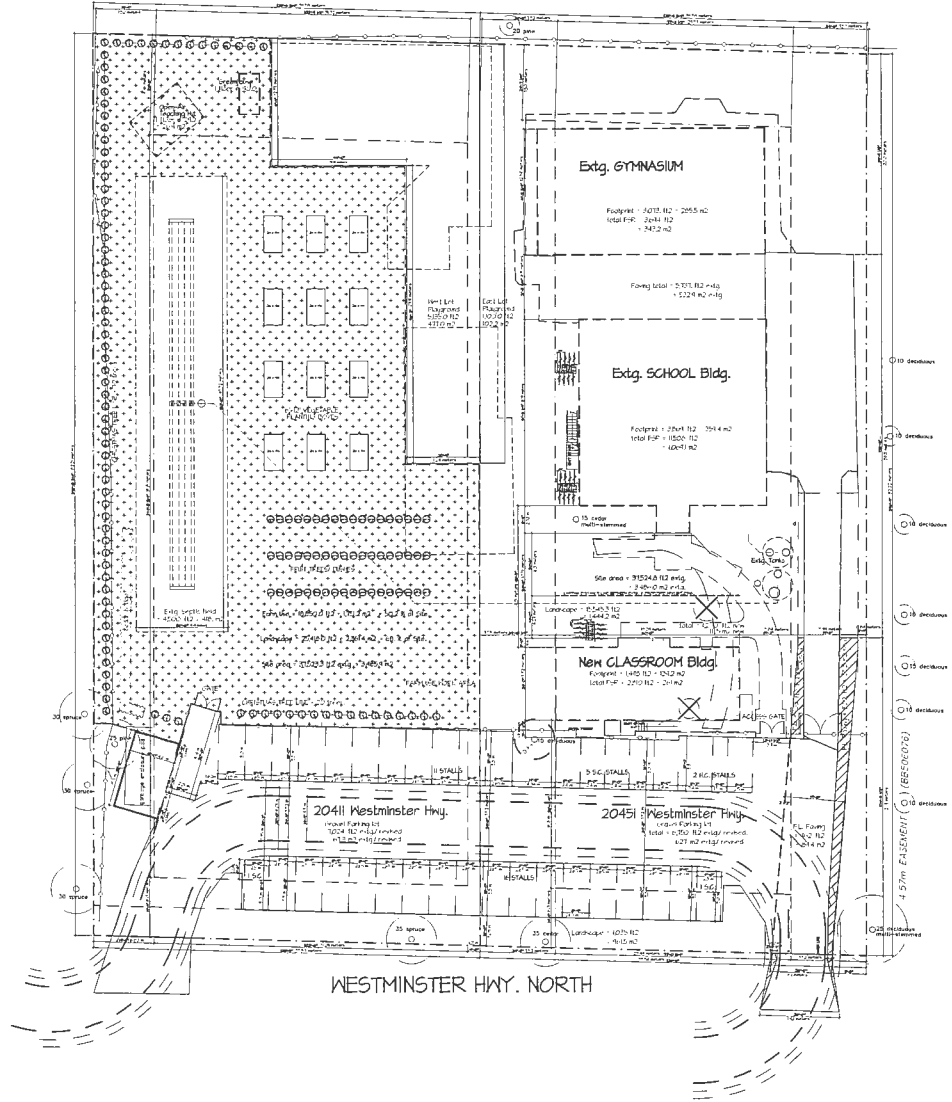
Consultant

Project Title
**20451 WESTMINSTER,
20411 WESTMINSTER,
RICHMOND, BC
PROPOSED NEW
PORTABLES.**

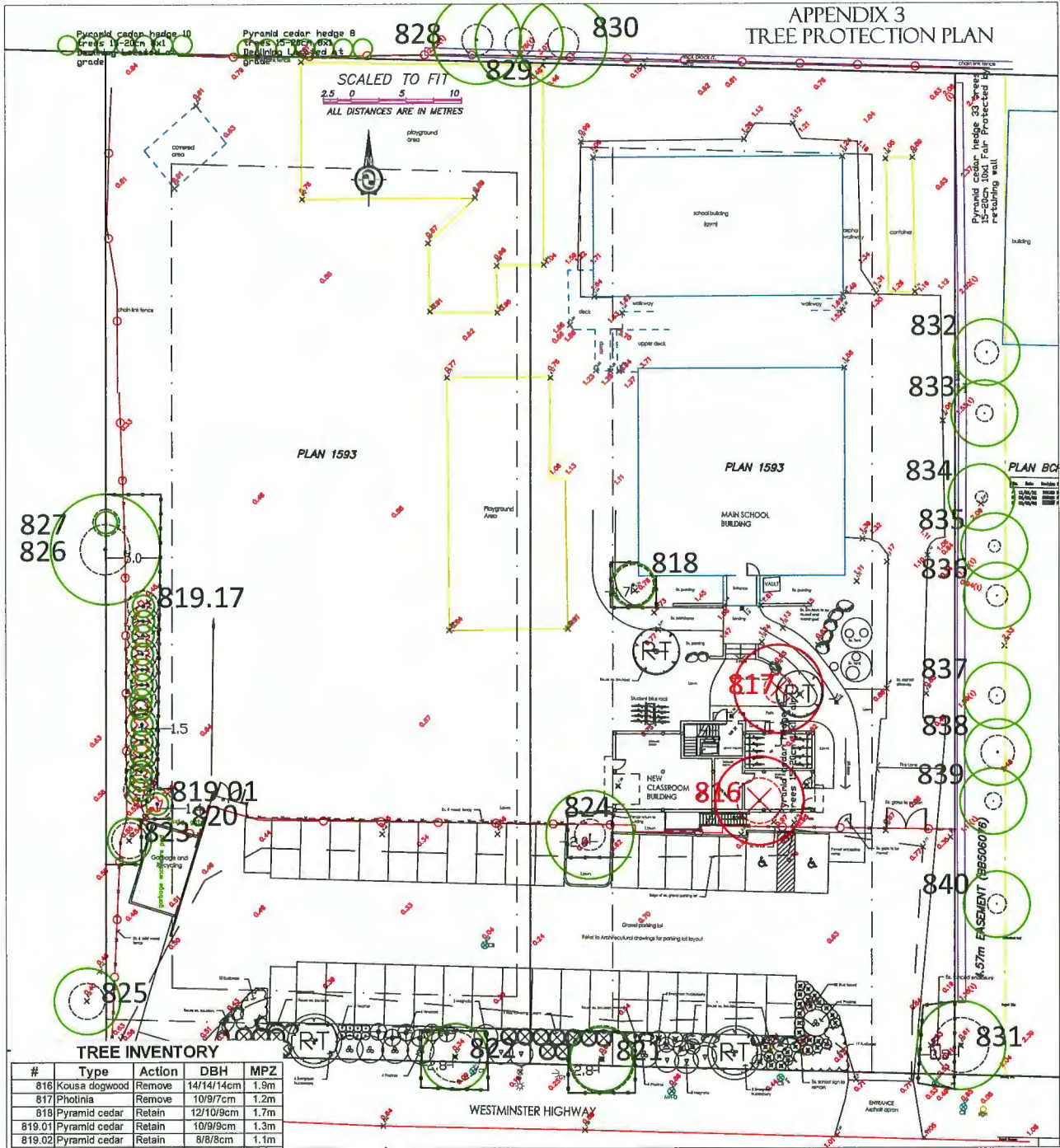
Drawing Title
**PROPOSED
FARM PLAN.**

**PARKING PLAN
CALCULATIONS.**

Date: JUNE 30/20
Scale: 1/8" = 1'-0"
Drawn: J.C.
Approved: J.C.
Project Number: 19147-25
Drawing Number: A-110



APPENDIX 3
TREE PROTECTION PLAN



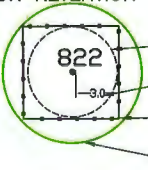
TREE INVENTORY

#	Type	Action	DBH	MPZ
816	Kousa dogwood	Remove	14/14/14cm	1.9m
817	Photinia	Remove	10/9/7cm	1.2m
818	Pyramid cedar	Retain	12/10/9cm	1.7m
819.01	Pyramid cedar	Retain	10/9/9cm	1.3m
819.02	Pyramid cedar	Retain	8/8/8cm	1.1m
819.03	Pyramid cedar	Retain	8/8/8cm	1.1m
819.04	Pyramid cedar	Retain	10/9/8cm	1.2m
819.05	Pyramid cedar	Retain	9/6cm	0.7m
819.06	Pyramid cedar	Retain	10/9/9cm	1.3m
819.07	Pyramid cedar	Retain	9/9/9cm	1.2m
819.08	Pyramid cedar	Retain	10/9/8cm	1.2m
819.09	Pyramid cedar	Retain	10/9/9cm	1.3m
819.1	Pyramid cedar	Retain	8/8cm	0.7m
819.11	Pyramid cedar	Retain	10/9/9cm	1.3m
819.12	Pyramid cedar	Retain	10/9/9cm	1.3m
819.13	Pyramid cedar	Retain	10/9/9cm	1.3m
819.14	Pyramid cedar	Retain	10/9/9cm	1.3m
819.15	Pyramid cedar	Retain	10/9/9cm	1.3m
819.16	Pyramid cedar	Retain	9/9/9cm	1.3m
819.17	Pyramid cedar	Retain	9/9/9cm	1.2m
820	Pyramid cedar	Retain	15/15/14cm	2.0m
821	Western Redced	Retain	42/20cm	2.8m
822	Norway Spruce	Retain	35cm	2.1m
823	Scots Pine	Retain	25cm	1.5m
824	Crab Apple	Retain	21cm	1.3m
825	Douglas fir	Retain	25cm	1.5m
826	Western Redced	Retain	28/18cm	2.1m
827	Pyramid cedar	Retain	12/10cm	1.2m
828	Austrain pine	Retain	22cm	1.3m
829	Austrain pine	Retain	20cm	1.2m
830	Austrain pine	Retain	22cm	1.3m
831	Cottonwood	Retain	27/25cm	2.3m
832	Red maple	Retain	16cm	1.0m
833	Red maple	Retain	12cm	0.7m
834	Red maple	Retain	8cm	0.5m
835	Red maple	Retain	8cm	0.5m
836	Red maple	Retain	15cm	0.9m
837	Red maple	Retain	12cm	0.7m
838	Elm	Retain	15/15cm	1.4m
839	Red maple	Retain	12cm	0.7m
840	Red maple	Retain	13cm	0.8m

DBH=diameter, MPZ: protection zone

LEGEND

TREE PROPOSED FOR RETENTION



PROTECTION ZONE (MPZ)
FENCING DIMENSIONS IN METRES
PROTECTION FENCING
CANOPY

TREE PROPOSED FOR REMOVAL



CNCL - 148



TREE PROTECTION FENCING

Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
818	Pyramid cedar	12/10/9cm	1.7m	5.6ft
819.01-819.17	Pyramid cedar	10/9/9cm	1.3m	4.1ft
820	Pyramid cedar	15/15/14cm	2.0m	6.5ft
821	Western Redcedar	42/20cm	2.8m	9.2ft
822	Norway Spruce	35cm	2.8m	9.2ft
823	Scots Pine	25cm	1.5m	4.9ft
824	Crab Apple	21cm	2.0m	6.5ft
825	Douglas fir	25cm	1.5m	4.9ft
826	Western Redcedar	28/18cm	5.0m	16.4ft
827	Pyramid cedar	12/10cm	1.2m	3.9ft
831	Cottonwood	27/25cm	3.5m	11.5ft

- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
 3. ALL MEASUREMENTS ARE METRIC

Froggers Creek
Tree Consultants Ltd

7783 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-8002 Fax: 604-437-0970

20451 Westminster Hwy, Richmond, BC

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

August 22, 2022



Address: 20411 & 20451 Westminster Highway

File No.: RZ 21-944801

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10418, the applicant is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. 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 installation costs. The Landscape Plan includes the four required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	8 cm		4 m

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the six trees (tag# 818, 820-824) on-site to be retained.
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
7. Submission of a Farm Plan Security to the City based on 100% of the cost estimate provided to ensure the implementation of the farm plan.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.

Note:

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

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

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

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

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

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

[Signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10418 (RZ 21-944801)
20411 & 20451 Westminster Highway**

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 inserting the following into Section 25 (Site Specific Agriculture Zones), in numerical order:

“25.5 Agriculture and Education (ZA5) – Westminster Highway (East Richmond)

25.5.1 Purpose

The **zone** provides for agriculture and **education uses** as approved by the Agricultural Land Commission in accordance with the *Agricultural Land Commission Act* (as may be amended or replaced).

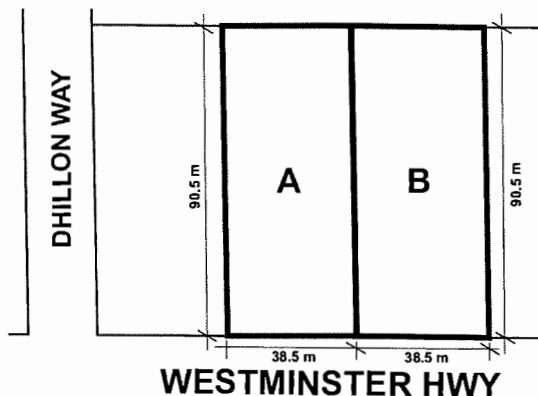
25.5.2 Permitted Uses

- education
- farm business

25.5.3 Secondary Uses

- roadside stand

Diagram 1



25.5.4 Permitted Density

1. For the area identified as “A” in Diagram 1, Section 25.5.2:
 - a) The maximum **floor area ratio** for all **buildings** and **structures** is 0.60, except where greenhouses are located on the **lot**, in which case the maximum **floor area ratio** is 0.75, of which at least 0.70 **floor area ratio** must be used for greenhouses.

- b) **Agricultural buildings and structures** and greenhouses solely for supporting a **farm business** or for growing, producing, raising or keeping animals and plants are not permitted to have concrete construction, **hardsurfacing** or other impermeable **structure** or construction sunk into, at or below the natural grade of the site except:
 - i) where **Agricultural buildings and structures**, excluding greenhouses, are supported by a system of columns or posts, where each supporting column or post has a minimum radius of 3 m to the next adjacent column or post and that the maximum footprint area for each concrete footing associated with each column or post is 0.5 m² ; and
 - ii) concrete grade beams connecting concrete pad foundations are not permitted.
 - c) **Agricultural buildings and structures**, excluding greenhouses, are permitted a maximum of 10% coverage of the **gross floor area** at the ground level of the **building** to be covered by impermeable surfaces.
 - d) The provisions of Section 25.5.4.1 b) and 25.5.4.1 c) do not apply for:
 - i) **Agricultural buildings and structures** on a **lot**, excluding greenhouses, with a cumulative **lot coverage** equal to or less than 750 m² in total area for all existing and proposed **agricultural buildings and structures**.
2. For the area identified as "B" in Diagram 1, Section 25.5.2:
- a) The maximum **floor area ratio** is 0.50.
 - b) For **farm business**, the provisions of Section 25.5.4.1 a), 25.5.4.1 b), 25.5.4.1 c) and 25.5.4.1 d) apply.

25.5.5 Permitted Lot Coverage

1. For the area identified as "A" in Diagram 1, Section 25.5.2:
- a) The maximum **lot coverage** for **agricultural buildings and structures** is:
 - i) 75% for greenhouses;
 - ii) 35% for all other **agricultural buildings and structures**.
2. For the area identified as "B" in Diagram 1, Section 25.5.2:
- a) The maximum **lot coverage** is 35% for **buildings**.
 - b) For **farm business**, the provisions of Section 25.5.5.1 a) apply.

25.5.6 Yards & Setbacks

1. For the area identified as "A" in Diagram 1, Section 25.5.2:

- a) The minimum **front yard** and **exterior side yard** for all **agricultural buildings and structures** is:
 - i) 15.0 m for mushroom barns, livestock barns, poultry brooder houses, confined livestock areas, fur farming sheds, livestock shelters, milking facilities, stables and hatcheries; and
 - ii) 7.5 m for all other **agricultural buildings and structures**.
 - b) The minimum **interior side yard** and **rear yard** is:
 - i) 15.0 m for livestock barns, poultry brooder houses, confined livestock areas, fur farming shelters, livestock sheds, milking facilities, stables and hatcheries;
 - ii) 7.5 m for mushroom barns, apiculture hives, honey houses and shelters; and
 - iii) 4.5 m for all other **agricultural buildings and structures**.
2. For the area identified as "B" in Diagram 1, Section 25.5.2:
 - a) The minimum **front yard** and **exterior side yard** is 6.0 m.
 - b) The minimum **interior side yard** is 7.5 m.
 - c) The minimum **rear yard** is 7.5 m.
 - d) For **farm business**, the provisions of Section 25.5.6.1 a) and 25.5.6.1 b) apply.
 3. Notwithstanding the **lot** being one **development site**, the minimum **setback** for **buildings** and **structures** from the boundary between the areas identified as "A" and "B" in Diagram 1, Section 25.5.2, is 4.5 m.

25.5.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 12.0 m.

25.5.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

25.5.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.
2. The location of landscape elements shall provide sight lines from windows and doors to **walkways** and parking areas on the property.
3. **Screening** for loading, storage, refuse and recycling shall avoid creating areas on the **site** with no natural surveillance.

25.5.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

25.5.11 Other Regulations

- 1. Within the area identified as "A" in Diagram 1, Section 25.5.2:
 - a) **farm business** shall be the only permitted **principal use**;
 - b) **ancillary uses to education** are permitted as a **secondary use**, limited to playground equipment up to a maximum 480.0 m² in area; and
- 2. Within the area identified as "B" in Diagram 1, Section 25.5.2:
 - a) any change in the **principal use** or **secondary use** on the **site**; or
 - b) increase in the scale, extent or degree of a permitted **principal use** or **secondary use** of land on the **site**;

must be approved by the Agricultural Land Commission in accordance with the *Agricultural Land Commission Act* (as may be amended or replaced).

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**AGRICULTURE AND EDUCATION (ZA5) – WESTMINSTER HIGHWAY (EAST RICHMOND)**".

PID 003-937-160
LOT 79 SECTION 4 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT PLAN 1593

PID 003-934-268
LOT 78 SECTION 4 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT PLAN 1593

- 3. Richmond Zoning Bylaw 8500, as amended, is further amended by removing Section 13.3.11.7 (site-specific exemption for 20451 Westminster Highway in the "Assembly (ASY)" zone) in its entirety.
- 4. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10418**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING



OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** October 24, 2022
From: Wayne Craig **File:** RZ 18-836107
Director, Development
Re: **Application by IBI Group for Rezoning at 3360, 3380 and a Portion of 3440 Sexsmith Road from “Assembly (ASY)”, “Single Detached (RS1/F)”, and “School & Institutional Use (SI)” to “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)”**

Staff Recommendation

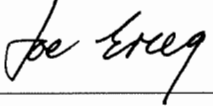
1. That Official Community Plan Bylaw 7100, Amendment Bylaw 10390, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), to repeal the existing “Institution” land use designation at 3360 Sexsmith Road, be introduced and given first reading.
2. That Bylaw 10390, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw 10390, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10389 to create the “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)” zone, and to rezone 3360, 3380 and a portion of 3440 Sexsmith Road from “Assembly (ASY)”, “Single Detached (RS1/F)”, and “School & Institutional Use (SI)” to “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)”, be introduced and given first reading.

Wayne Craig
Director, Development

WC:sch
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

IBI Group, on behalf of Dava Developments Inc., in cooperation with the Richmond Capstan Alliance Church (Christian and Missionary Alliance, Canadian Pacific District Inc. No. 15034S), has applied to the City of Richmond for permission to rezone lands at 3360, 3380 and a portion of 3440 Sexsmith Road from “Assembly (ASY)”, “Single Detached (RS1/F)”, and “School & Institutional Use (SI)” to “Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)”, to construct a mixed use development in the northeast quadrant of the City Centre’s Capstan Village (Attachments 1, 2 and 3), including:

1. The creation of a two-lot development site, bisected by a dedicated extension of Ketcheson Road, with a mixed use lot on the east (Lot A) and a residential lot on the west side (Lot B);
2. Total floor area of 35,823 m² (385,599 ft²), including:
 - a) Church and child care: 2,853 m² (30,709 ft²) on Lot A;
 - b) Ground floor restaurant/retail fronting Capstan Way: 463 m² (4,988 ft²) on Lot A;
 - c) Residential: 32,507 m² (349,902 ft²) comprising a total of 392 apartment units, including:
 - i) An 8-storey mixed income rental housing building (proposed to be managed by S.U.C.C.E.S.S., a non-profit housing operator) containing 69 units on Lot A, secured in perpetuity with residential rental tenure zoning and housing agreements registered on title, including:
 - 3,097 m² (33,330 ft²) as 49 affordable Low End Market Rental (LEMR) units;
 - 1,542 m² (16,600 ft²) as 20 market rental units and circulation; and
 - Additional floor area for common space within the building;
 - ii) Three market (strata) residential buildings comprising 323 units, including:
 - An 11-storey tower containing 132 units on Lot A; and
 - Two towers (12 and 14 storeys) containing 191 units on Lot B;
3. A linear public open space along the site’s north side (secured with a statutory right-of-way), comprising a 6 m (20 ft.) wide multi-use path and expanded landscaped areas for seating and play (developer owned/maintained), will complement an existing 9 m (30 ft.) wide linear public open space (secured with a statutory right-of-way) on the abutting property;
4. Public art and heritage interpretation for the Herrling Residence (as discussed in the Findings of Fact section of the report); and
5. Off-site works, including utility upgrades, street widening, frontage improvements, and construction of Ketcheson Road, will be subject to a City Servicing Agreement, secured with a Letter of Credit. In addition, the linear public open space along the site’s north side will be subject to a Servicing Agreement to ensure the works optimize public safety.

A minor amendment is proposed to the City Centre Area Plan (CCAP) “Specific Land Use Map: Capstan Village (2031)” (Schedule 2.10 of Official Community Plan Bylaw 7100) for the purpose of accurately reflecting the development’s proposed consolidation of “Institution” uses in a single location at the northwest corner of Capstan Way and Garden City Road (Lot A).

The part of 3440 Sexsmith Road located west of Ketcheson Road is not subject to this rezoning application. Prior to rezoning adoption, that portion of 3440 Sexsmith Road will be subdivided from the development site and a legal agreement will be registered on title to restrict development of the area unless it is consolidated with adjacent properties at 3420 and 3426 Sexsmith Road. A future rezoning application will be required for the consolidated site.

Findings of Fact

A Development Application Data Sheet with details of the development is attached (Attachment 4).

Subject Site Existing Housing Profile

There are no existing residential dwellings on the subject site.

Subject Site Existing Uses

The subject development comprises three lots, two of which are vacant, including 3380 Sexsmith Road (single-family lot) and 3440 Sexsmith Road (former TransLink park-and-ride). The third lot, 3360 Sexsmith Road, is owned and occupied by the Christian and Missionary Alliance, Canadian Pacific District Inc. No. 15034S, which is participating in the subject rezoning for purpose of relocating its existing church and child care to the proposed new expanded facilities at the northwest corner of Capstan Way and Garden City Road (Lot A).

Herrling Residence

The Church-owned property at 3360 Sexsmith Road includes a small house used for church and child care purposes (i.e. no residential use). The house, known as the Herrling Residence, was built in 1932 and has heritage value through its association with interwar development in the City Centre. The house is not a protected heritage resource and is not included on the City's Heritage Inventory. Due to the complexity of the subject development (including the proposed church and child care expansion), the developer has concluded it is not feasible to retain or repurpose the house on-site as part of the redevelopment proposal. Prior to rezoning bylaw adoption, a legal agreement will be registered on title to restrict demolition of the house until, as determined to the City's satisfaction, the developer has:

1. Submitted a heritage interpretation plan, together with documentation of the house (e.g., photographs), prepared by a qualified heritage consultant and reviewed by the Richmond Heritage Commission;
2. Made efforts, to the City's satisfaction, to relocate the house off-site (e.g., by posting the house on the City's House Moving and Salvage List) and, if the building is unable to be relocated, the developer has salvaged artefacts on behalf of the City and transferred the artefacts to the City, all at the developer's cost; and
3. Based on the approved heritage interpretation plan, provided for the installation of heritage interpretation within and/or fronting the proposed linear public open space along the site's north side (i.e. signage, public art, and/or other features), at the developer's cost, in coordination with the Development Permit and Servicing Agreement.

Remnant Lot

The portion of 3440 Sexsmith Road located west of the proposed alignment of Ketcheson Road is not part of this rezoning application (Attachments 1 and 2). Despite best efforts, the developer was unable to acquire the existing single-family lot at 3420 Sexsmith Road and, rather than leave it as an orphan lot (i.e. based on the lot's 28 m/92.ft. width, which is narrower than the CCAP's recommended minimum 40 m/131 ft. width), the applicant agreed to omit the west part of 3440 Sexsmith Road so that the two properties, together with a small City-owned lot at 3426 Sexsmith Road (i.e. residual land from the establishment of Capstan Way), might be the subject of future consolidation and rezoning (by others). Prior to adoption of the subject rezoning bylaw, 3440 Sexsmith Road will be subdivided to create two lots and a legal agreement will be registered on the remnant (west) part to restrict its development unless it is consolidated with 3420 and 3426 Sexsmith Road and vehicle access to the consolidated site is provided via a shared driveway installed along the Ketcheson Road frontage of the subject development's proposed Lot B.

Surrounding Development

To the North: Concord Pacific's seven-tower "Concord Gardens" residential development (complete), including park and part of Ketcheson Road, both of which features are built over a parking structure and secured with statutory rights-of-ways (RZ 06-349722, DP 12-611486, DP 13-642725, DP 14-670686, DP 15-700800, and ZT 15-700276).

To the South: Capstan Way, beyond which is Polygon's "Talisman" development, comprising a mix of high- and mid-rise residential buildings, ground floor retail along a portion of Capstan Way, City-owned park, and a new south leg of Ketcheson Road. The development's rezoning bylaw received third reading of Council on January 17, 2022 and Development Permit applications have been submitted for two of the project's four phases (RZ 18-836123, DP 22-015851 and DP 22-017484).

To the East: Garden City Road, beyond which is a portion of the West Cambie planning area comprising townhouses and single-family homes, a small commercial plaza, and Talmey Elementary School.

To the West: Sexsmith Road, beyond which is a cluster of mixed use, high density, high-rise developments in various stages of construction or completion (including projects by Pinnacle International, Concord Pacific, Yuanheng Developments, and Minglian Holdings), centred around the Capstan Canada Line Station (opening fall 2023), Capstan Neighbourhood Park (partly complete), City-owned Sprouts Early Childhood Development Centre (complete), and Capstan Community Centre (under construction).

Related Policies & Studies

Development of the subject site is subject to the OCP, CCAP, and other policies (e.g., affordable housing) and studies. Relevant information is provided below and in the report's Analysis section.

1. OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within ANSD "Area 3", which permits all aircraft noise sensitive uses if the building design includes required noise mitigation measures and purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a covenant will be registered on title requiring that the developer satisfies all City requirements.

2. Airport Zoning Regulations (AZR): Transport Canada regulates maximum permitted building heights in City Centre locations that may affect airport operations. The developer has submitted a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements.
3. Floodplain Management Implementation Strategy: City Centre buildings are required to comply with Richmond Flood Plain Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

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

Staff have reviewed the proposed Official Community Plan (OCP) and zoning bylaw amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders. An OCP consultation summary clarifying this recommendation is attached (Attachment 5).

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10390, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

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

Analysis

IBI Group has applied to rezone the subject site to permit the construction of a two-lot, medium to high-density, mixed use development comprising 392 apartment units in four towers (including 49 affordable LEMR housing units and 20 market rental housing units), pedestrian-oriented retail at grade along a portion of Capstan Way, and new church and child care facilities for the Richmond Capstan Alliance Church (currently located at 3360 Sexsmith Road), together with a public greenway, an extension of Ketcheson Road, and various road and utility upgrades.

This proposal is consistent with current OCP and CCAP policies applicable to the subject site, which encourage, among other things, the retention and enhancement of existing community-serving institution uses, together with medium to high density residential development (including affordable housing and market rental housing), public walkways and open space (including a mid-block "pedestrian linkage" along the site's entire north boundary), street and bike network improvements, and funding contributions towards Capstan Station-related mobility improvements.

Proposed CCAP Amendment

The CCAP currently designates two of the development's properties as "Institution", including the existing Richmond Capstan Alliance Church at 3360 Sexsmith Road and the former TransLink park-and-ride at 3440 Sexsmith Road. The CCAP "Institution" land use designation is applied to sites containing institution, community, government, and similar facilities with the aim of permitting site-specific bonus density (i.e. over and above the density generally permitted on adjacent lands) as a means to encourage the delivery of enhanced community-serving institutional uses through private development.

TransLink has relocated its park-and-ride to Bridgeport Village and sold its property to the subject developer. The rezoning proposes to replace the existing church and child care at 3360 Sexsmith Road with expanded facilities on the former park-and-ride lands. The proposal more than triples the existing combined floor area of the church and child care, from approximately 830 m² (8,900 ft²) to 2,853 m² (30,709 ft²), and the proposed location will make them a prominent Capstan Village feature. To facilitate the relocation and expansion of the church and child care, the developer proposes that:

1. A 0.185 floor area ratio (FAR) is granted to the development for exclusive church and child care uses (i.e. over and above the density that the CCAP would otherwise permit on the site); and
2. The CCAP "Specific Land Use Map: Capstan Village (2031)" is amended by removing the existing "Institution" designation at 3360 Sexsmith Road (i.e. the existing church/child care site) for the purpose of accurately reflecting the proposed consolidation of "Institution" uses (i.e. church and child care) in a single location at the northwest corner of Capstan Way and Garden City Road (Lot A).

Staff are supportive of the proposed CCAP amendment because it is consistent with the Plan's objectives for retaining and enhancing community-serving institution uses through private development and the minor density increase (0.185 FAR) will be used exclusively for the expanded church and licensed child care facility.

Proposed Site-Specific Zone (ZMU51)

A site-specific zone has been prepared to facilitate the subject development, "Residential/Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)" (Zoning Amendment Bylaw 10389). This site-specific zone is recommended on the basis that the proposed:

1. Density includes:
 - a) Base densities of 1.2 FAR on the subject site's east lot (Lot A) and 2.0 FAR on its west lot (Lot B), which are consistent with the CCAP for developments that comply with the City's affordable LEMR housing policy, as per the "Specific Land Use Map: Capstan Village (2031)" (Attachment 3);
 - b) The Capstan Station Bonus (i.e. 0.5 FAR residential density applied to both lots, over and above the base densities of 1.2 FAR and 2.0 FAR), which is applicable under CCAP policy where developers make voluntary contributions in the form of:
 - i) Cash contributions to the Capstan Station Reserve prior to Building Permit issuance (at standard City rates, as set out in the Zoning Bylaw) for station-related transportation improvements; and

- ii) Public open space contributions secured with a statutory rights-of-way (developer owned/maintained) based on 5 m² (54 ft²) per dwelling unit, which in the case of the subject development shall comprise at least 1,960 m² (0.5 acres) in the form of a public multi-use path and landscaped seating/play areas, as per CCAP policy for pedestrian linkages and related public open space features in Capstan Village;
 - c) A market rental housing bonus (0.1 FAR), which is consistent with OCP policy for mixed-tenure City Centre developments;
 - d) “Institution” density (0.185 FAR), which is consistent with CCAP policy (as described in the Proposed CCAP Amendment section of the report), and will generate 2,853 m² (30,709 ft²) for exclusive use for new expanded facilities for the Richmond Capstan Alliance Church, including new child care facilities; and
 - e) Provisions for calculating density on road dedications secured for Ketcheson Road and off-street bike paths along Sexsmith Road and Capstan Way (including the frontage of the remnant portion of 3440 Sexsmith Road), as per CCAP policy regarding the dedication of “minor streets” and other public realm features that are not eligible for Development Cost Charge credits;
2. Residential rental tenure provisions will secure 69 dwelling units on Lot A, including at least 49 LEMR units and 20 market rental units (which units will also be subject to a Housing Agreement, Market Rental Agreement, and related covenants, as applicable);
 3. Pedestrian-oriented commercial and church uses will be located at grade along the Capstan Way frontage of Lot A, where they will complement local commercial uses proposed as part of Polygon’s “Talisman” development (on the south side of Capstan Way) and contribute towards the creation of an animated neighbourhood node;
 4. Maximum building heights, ranging from 28 m (92 ft.) near Garden City Road to a maximum of 47 m (154 ft.) geodetic on the west part of the site, are consistent with the maximum heights permitted on the adjacent “Concord Gardens” site; and
 5. Site specific parking requirements include two car-share parking spaces on Lot A, a 50% increase in Class 1 (secured) bicycle parking spaces for residents (i.e. 1.875/unit instead of 1.25/unit), and a minimum of 10 Class 1 bicycle parking spaces for non-residential uses (which non-residential bike parking will be co-located with end-of-trip and bike maintenance facilities on Lot A, as per legal agreements registered on title prior to rezoning).

Proposed Church and Child Care

The Richmond Capstan Alliance Church owns and operates facilities at 3360 Sexsmith Road and a small satellite facility in Bridgeport Village. The Church currently leases a portion of its Sexsmith property to a commercial child care operator, Mustard Seed Children’s Centre. In anticipation of continued growth in Richmond and the City Centre, the Richmond Capstan Alliance Church has partnered with the subject developer with the aim of replacing its existing Sexsmith Road buildings with new expanded facilities designed to meet the needs of a growing and diverse population and provide a vibrant community hub.

Existing Facilities: The combined floor area of the Church's existing Sexsmith Road facilities is approximately 830 m² (8,900 ft²). This includes the church hall, 620 m² (6,700 ft²), and a secondary building housing the child care, 210 m² (2,200 ft²).

The church serves a community of approximately 350 people, most of whom live in Richmond. In addition to being a place of worship, the church runs a variety of social, recreational, and educational programs for its members.

Mustard Seed Children's Centre is licensed commercial child care with capacity for 37 children, including 25 full-day spaces for 3-5 year-olds and 12 full-day toddler/preschool spaces. The Centre currently has a wait list of 20 children.

Development Concept: The church and child care are envisioned as a community hub offering programs and services for all ages and abilities and contributing towards the development of a vibrant and inclusive urban community. The facility is proposed as a four-storey, "stand-alone" building comprising 2,853 m² (30,709 ft²) at the corner of Capstan Way and Garden City Road, at the southeast corner of the development's east lot (Lot A). The proposed location will make it a prominent feature along Garden City Road and the Capstan Way greenway/bike path, at a key gateway between Capstan Village and the Capstan Canada Line Station on the west and "The Oaks" residential neighbourhood and Talmey Elementary School on the east. Key features of the proposed development concept include:

1. On the ground floor, a 392-seat church sanctuary, main lobby, "community hang-out" space, and administration and support spaces (e.g., kitchen and washrooms), with access provided via a broad weather-protected porch for socializing along the building's Capstan Way frontage and direct indoor access to the Lot A shared parking structure;
2. On the second floor, an upper lobby with direct access to the Lot A central plaza (auto-court) and additional church/child care parking, various support spaces, and the proposed child care, which includes a full-day child care for 35 – 40 children, comprising 345 m² (3,715 ft²), a half-day toddler/preschool program space for 10 – 12 children, comprising 126 m² (1,358 ft²), and 262 m² (2,830 ft²) of outdoor play space including a covered area (the design of which will take into consideration the City's child care design guidelines and meet all applicable child care licensing requirements);
3. On the third floor, classrooms, meeting rooms, and support spaces;
4. On the fourth floor, a large gymnasium with support spaces (i.e. kitchen, change rooms and storage) suitable for a broad range of sports, recreation, and social activities and events;
5. 71 parking spaces for exclusive church and child care use (located at the building's two entry levels and connected with a parking ramp), together with a large landscaped plaza (auto-court) at the centre of Lot A designed to accommodate passenger drop-off/pick-up and minimize potential traffic congestion on surrounding streets during peak use periods; and
6. Subdivision in the form of an Air Space Parcel, together with easements and statutory rights-of-ways to secure necessary access to and use of parking, loading, and related exclusive and shared features within the Lot A mixed use development.

Relocation Strategy: The Richmond Capstan Alliance Church's existing Sexsmith Road property is not suitable to its needs. While the site is large, its shape is narrow and deep, which compromises its ability to expand to accommodate key program objectives (e.g., a large gymnasium and ground-

oriented child care and community spaces) and provide adequate parking. Relocation of the church and child care from their existing mid-block 3360 Sexsmith Road location to the corner of Capstan Way and Garden City Road will enhance the prominence of the new facility and provide necessary design flexibility. Moreover, as the CCAP encourages higher density high-rise buildings on the subject development's west side and lower density, lower-rise buildings on its east side, locating the proposed four-storey church and child care on the site's east side will make it a better fit with the CCAP's built form objectives and surrounding development.

It is anticipated that the existing Sexsmith Road church and child care facilities may need to be vacated before the new facilities on Lot A are complete. The Richmond Capstan Alliance Church has made the commercial child care tenant aware of its plans to redevelop and will be working with the developer to extend its use of 3360 Sexsmith Road for as long as possible in order to minimize disruptions to the delivery of church and child care services. In addition, prior to rezoning bylaw adoption, a legal agreement will be registered on title restricting demolition of the existing Sexsmith Road church and child care facilities until:

1. A Development Permit is issued for the comprehensive development of the entire subject site, including the new church and child care facilities on Lot A;
2. All Richmond Capstan Alliance Church operations have been satisfactorily relocated off-site (i.e. to the proposed Lot A facilities or a temporary location, as applicable);
3. The commercial child care tenant has been kept apprised of the progress of the proposed redevelopment and provided with at least six months notice (as per the terms of its existing lease agreement with the Church); and
4. The owner has provided the commercial child care tenant with the services of a professional realtor, at the owner's sole cost, to assist the child care tenant in finding similar appropriately zoned space to lease within Richmond.

The existing commercial child care operator has submitted a letter indicating that it supports the Church's proposed redevelopment and is satisfied with the measures provided with regard to its relocation (Attachment 6).

Housing

The proposed development includes 32,507 m² (349,902 ft²) of residential floor area and a total of 392 apartment units, comprising 323 market (strata) units, including an 11-storey tower containing 132 units on Lot A and two towers (12 and 14 storeys) containing 191 units on Lot B, and 69 rental units (including 49 affordable housing units and 20 market rental housing units) in a Mixed Income Rental Housing Building on Lot A.

1. Affordable Housing & Market Rental Housing Policy Compliance: Council approved amendments to the Low End Market Rental (LEMR) Program on November 15, 2021 and introduced a new Market Rental Housing Policy on June 20, 2022. Rezoning applications received prior to the adoption of these changes are to be processed in keeping with the LEMR and Market Rental Policies that pre-dated the changes, provided that such applications are brought forward to Council for consideration by November 15, 2022. (Note that earlier presentation of the subject application to Council was not possible due to delays incurred through the attempted acquisition of 3420 Sexsmith Road, which entailed several redesigns, and the complexity of coordinating the objectives of the Church and child care

with the overall development concept.) The proposed rezoning application was submitted to the City in 2018 and, as such, the development provides for:

- a) Affordable LEMR housing based on 10% of total residential floor area (excluding market rental housing floor area); and
- b) Market rental housing based on the OCP's density bonus provisions for the voluntary contribution of market rental housing.

In compliance with the City's policies, the subject development and proposed site-specific ZMU51 zone (which includes residential rental tenure zoning) provide for the following features:

- a) For affordable LEMR housing: 49 LEMR units, constructed on-site to a turnkey level of finish (at the developer's sole cost) and secured in perpetuity with a Housing Agreement registered on title, comprising at least 3,097 m² (33,330 ft²) of habitable space, based on 10% of the development's total maximum residential floor area (excluding market rental housing floor area); and
- b) For market rental housing: The developer's voluntary contribution of at least 20 market rental housing units, constructed on-site to a turnkey level of finish (at the developer's sole cost) and secured in perpetuity with a Market Rental Agreement registered on title, comprising at least 1,542 m² (16,600 ft²) in the form of habitable dwelling unit floor area and a proportional share of ancillary space (e.g., corridors), as per the OCP's market rental housing density bonus provisions (i.e. 0.1 floor area ratio for market rental housing and ancillary spaces in City Centre mixed tenure buildings).

To ensure rezoning applications proceeding in accordance with the LEMR policy in place prior to November 15, 2021, move forward to adoption in a timely manner, the proposed rezoning is to be adopted no later than November 15, 2023. If the subject rezoning is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the rezoning and recommending whether the rezoning should be revised to comply with current City policy.

2. Non-Profit Housing Operator: The developer proposes to cluster the development's affordable housing and market rental housing contributions in a stand-alone building. As required under the City's Affordable Housing Strategy, a developer has the flexibility to cluster LEMR units in a stand-alone building if a partnership with a non-profit housing operator has been established. As evidence of such a partnership, the developer has entered into a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator (S.U.C.C.E.S.S.) interested in operating the LEMR and market rental units. The developer has submitted a copy of the preliminary MOU, together with a letter of intent from the proposed operator (Attachment 7), for the City's consideration.

S.U.C.C.E.S.S. currently owns and operates two affordable housing buildings in Richmond (134 units) and is seeking additional opportunities in Richmond to deliver affordable housing. Based on experience, S.U.C.C.E.S.S. prefers a clustered arrangement of units within a building because it enhances operational control and strengthens relationships between tenants. S.U.C.C.E.S.S. has stated that it is interested in operating the proposed mix of affordable and market rental units because the combination of tenants contributes to a positive social outcome and the market units' higher rents will improve the financial sustainability of operating the LEMR units.

3. Lot A Mixed Income Rental Housing Building: The developer proposes to construct the entirety of the development’s affordable LEMR housing and market rental housing contribution in a stand-alone, 8-storey Mixed Income Rental Housing Building located at the corner of Capstan Way and Ketcheson Road (Lot A). The rental building will be constructed to a turnkey level of finish (at the developer’s sole cost) and completed, to the City’s satisfaction, prior to occupancy of any market strata units on either lot (Lot A or Lot B).

The proposed Lot A Mixed Income Rental Housing Building will include at least:

- a) 49 LEMR units, comprising 3,097 m² (33,330 ft²) of habitable unit floor area;
- b) 20 market rental units and ancillary space, comprising 1,542 m² (16,600 ft²); and
- c) Additional floor area for common lobbies, hallways, elevators, stairs, mechanical, electrical, and other uses and spaces intended for the exclusive use of the Mixed Income Rental Housing Building occupants and/or necessary for the building’s intended operation, to the satisfaction of the City, as determined through an approved Development Permit.

Legal agreements will be registered on title prior to rezoning bylaw adoption to secure parking, bike storage, electric vehicle (EV) charging infrastructure, indoor and outdoor amenity space, waste management and loading facilities, and related uses and spaces for the use and enjoyment of the Mixed Income Rental Housing Building occupants, in compliance with OCP and Zoning Bylaw requirements, to the City’s satisfaction.

In addition, as per the City’s Low End Market Rental (LEMUR) Program, a Housing Agreement will be registered on title to secure full access of the applicable Lot A amenities (as described in the Amenity Space for Residents section of the Analysis) and restricting the Lot A owner(s), housing operator, or others from charging the affordable LEMUR housing occupants any additional fees (i.e. over and above the Council-approved LEMUR rental rates) for use of any indoor/outdoor amenity spaces, parking, bike storage, or similar features.

4. Overall Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond’s population including, but not limited to, households with children. Staff support the developer’s proposal, which provides for a combined total of 240 one-bedroom units (61%) and 152 family-friendly, two- and three-bedroom units (39%), as indicated in the table below.

Housing Tenure	Studio	1-BR	2-BR & 3-BR
• Market Strata (323)	Nil	60% (194)	40% (129)
• Affordable (49)	Nil	70% (34)	30% (15)
• Market Rental (20)	Nil	60% (12)	40% (8)
Total (392 units)	Nil	61% (240 units)	39% (152 units)

5. Affordable Housing Unit Mix: The developer proposes to deliver the development’s 49 affordable LEMUR housing units in a combination of 34 one-bedroom units (70%) and 15 two-bedroom units (30%), all of which shall comply with the Zoning Bylaw’s Basic Universal Housing (BUH) standards (making them adaptable for occupants with disabilities). Through the Development Permit process, staff will work with the developer and housing operator to secure at least 5% three-bedroom units, as per the City policy.

Affordable Housing	Min LEMR Unit Area	Max Unit Rent per Month(1)	Max Household Income (1)	LEMUR Project Unit Targets Unit Mix(2)	BUH(3)
Studio	37 m ² (400 ft ²)	\$811	\$34,650	70% (34 units)	100%
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250		100%
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800	30% (15 units)	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050		100%
TOTAL	Varies	Varies	Varies	100% (49 units min)	100%

(1) Rates shall be adjusted periodically, as provided for under adopted City policy.

(2) The unit mix will be confirmed to the satisfaction of the City through the Development Permit* process. The recommended LEMR unit mix is indicated in the table; however, based on approved design, which may take into account non-profit housing operator input, the LEMR unit mix may be varied provided that at least 15% of units have 2 bedrooms and at least 5% have 3 bedrooms.

(3) BUH units mean those units that comply with the Zoning Bylaw's Basic Universal Housing standards.

6. Market Rental Housing Unit Mix: The developer proposes to deliver the development's 20 market rental housing units in a combination of 40% family-friendly two- and three-bedroom units and 60% one-bedroom units, all of which shall comply with the Zoning Bylaw's Basic Universal Housing (BUH) standards (making them adaptable for occupants with disabilities).
7. Rental of Strata Dwellings: The OCP encourages measures aimed at reducing barriers to accessing rental housing in multi-family residential developments. Prior to rezoning bylaw adoption, the developer will register a restrictive covenant on title prohibiting the imposition of strata bylaws prohibiting market (strata) dwelling units from being rented or imposing age-based restrictions on occupants.

Amenity Space for Residents

The CCAP and OCP require that large multi-family developments provide shared indoor and outdoor amenity space for socializing, recreation, and children's play. To satisfy these requirements, the development includes the following shared amenity spaces.

Shared Indoor Amenity Space: On Lot A, at least 402 m² (4,327 ft²) in the form of a "stand-alone" indoor amenity building fronting the lot's central plaza (auto-court) for the shared use of all Lot A residents (i.e. affordable housing, market rental, and market strata) and, on Lot B, at least 382 m² (4,112 ft²) within the lot's podium for the shared use of all Lot B residents (i.e. market strata).

Shared Outdoor Amenity Space: On Lot A, at least 1,206 m² (12,981 ft²) of rooftop space, distributed proportionally between the rooftops of the Mixed Income Rental Housing Building and market (strata) building for the exclusive use of each building's occupants, and on Lot B, at least 1,146 m² (12,335 ft²) of podium rooftop space for the shared use of all Lot B residents.

In addition, prior to rezoning adoption, legal agreements will be registered on title to the lots to:

1. Secure unrestricted shared use of the Lot A "stand-alone" indoor amenity building by the lot's affordable housing, market rental housing, and market (strata) occupants;
2. Restrict the ability of the Lot A owner(s), housing operator, or others from charging the affordable housing occupants for use of any indoor/outdoor amenity spaces or other necessary features of the building (e.g., parking and bike storage);

3. Require that the Lot A Mixed Income Rental Housing Building includes an additional 19 m² (200 ft²) of indoor amenity space for use by the building's non-profit housing operator for program and administration purposes; and
4. Ensure that prior to residential occupancy, the applicable amenity spaces are completed, on a building-by-building basis, to the City's satisfaction.

Accessibility

Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities.

Staff support the developer's proposal, which is consistent with City policy and will include barrier-free lobbies, common areas, and amenity spaces, aging-in-place features in all units (e.g., blocking for grab bars and lever handles), and at least 30% Basic Universal Housing (BUH) units (i.e. 118 of 392 units), including 15% of market strata units (i.e. 49 of 323 units) and 100% of affordable housing and market rental housing units (i.e. 49 units and 20 units respectively).

Transportation

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site and encourages the implementation of transportation demand management measures aimed at reducing automobile dependence and encouraging walking, cycling, and increased use of transit. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through the proposed site-specific ZMU51 zone, legal agreements registered on title prior to rezoning, and the City's standard Servicing Agreement processes (secured with Letters of Credit). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

Staff support the developer's proposal, which is consistent with City policy and includes:

1. Off-site network enhancements including:
 - a) Dedication and construction of an extension of Ketcheson Road (to City standards), connecting the road's existing north leg (at "Concord Gardens") to Capstan Way and the road's recently approved south leg (at Polygon's "Talisman");
 - b) Extension of off-street bike paths and related landscape improvements along Capstan Way, Sexsmith Road, and Garden City Road; and
 - c) Construction of a landscaped 6 m (20 ft.) wide greenway along the site's entire north edge (secured with a statutory rights-of-way) for use as a multi-use path for pedestrians and cyclists (i.e. 5% maximum slope) and designed to facilitate a potential future crossing of Garden City Road (by others), if warranted, as determined to the City's satisfaction (i.e. to improve safety and convenience for people travelling between Capstan Station, the Capstan Community Centre, and other uses on the west and Talmey Elementary School and West Cambie's residential neighbourhoods on the east);

2. Road widening and frontage improvements including:
 - a) Road, sidewalk, and related improvements along Capstan Way, Garden City Road, and Sexsmith Road, including dedication and full upgrades along the Capstan Way frontage of the remnant (west) portion of 3440 Sexsmith Road; and
 - b) Minimizing potential pedestrian and cycling conflicts by limiting vehicle access to Ketcheson Road, including two driveways serving the development's east lot and one driveway serving the west lot (the latter of which will be secured with a legal agreement for shared use with future adjacent development);
3. Parking measures including:
 - a) On Lot A, an auto-court in the form of a central landscaped plaza, screened by non-parking uses and designed to mitigate potential traffic impact on surrounding streets by providing for on-site drop-off/pick-up (for the church, child care and other uses) and direct on-site parkade connections;
 - b) 71 parking spaces secured for the exclusive use of the development's church and child care facility, including approximately 50% adjacent to the auto-court, at the level of the child care and church's second floor entrance, and 50% in the parkade, at the church's main floor;
 - c) Resident parking in compliance with the Zoning Bylaw, including on Lot A, 40 spaces secured for the 49 affordable LEMR units and 16 for the 20 market rental housing units; and
 - d) Residential visitor parking including 39 spaces on Lot B (residential lot) and 23 spaces on Lot A (mixed use lot), together with shared use of Lot A's 18 commercial parking spaces;
4. Car-share measures, including two dedicated car-share parking spaces with electric vehicle charging infrastructure within Lot A's auto-court (secured with a legal agreement for 24/7 public access), together with two car-share vehicles and a 3-year contract with a car-share operator; and
5. On-site cycling measures including:
 - a) End-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with Class 1 (secure) bicycle storage spaces and bike maintenance/wash facilities for the shared use of commercial, church, and child care uses on Lot A;
 - b) Bike maintenance/wash facilities for residents, including one for each of the two market (strata) buildings and one for the Mixed Income Rental Housing Building; and
 - c) 50% increase in Class 1 bike storage for all residents (i.e. 1.875 bikes per unit instead of 1.25 bikes per unit).

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer's proposal, which is consistent with City policy and includes:

1. District Energy Utility (DEU): A City Centre DEU service area bylaw, including the subject site, will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to design and construct a low carbon energy plant, at the developer's sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development's connection to a City District Energy Utility.
2. BC Energy Step Code: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code requirements. High-rise residential and mixed use buildings that include a low carbon energy plant (as discussed above) must comply with "Step 2" or better. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.
3. Electric Vehicle (EV) Measures: In compliance with Zoning Bylaw requirements, the developer proposes to install EV charging equipment for all resident parking spaces (240V), which may include loading sharing provisions (i.e. at least 25% of spaces equipped with operational charging stations and the remainder equipped with capped energized wires), 5% of non-residential parking (240V), and 10% of Class 1 bike storage spaces (120V). In addition, the developer proposes to equip two dedicated car-share parking spaces with EV charging (240V) infrastructure.

Public Art

The CCAP encourages voluntary developer contributions towards public art and identifies Capstan Village as an "art district". The developer proposes to install public art generally within and/or fronting the proposed linear public open space along the site's north side (which artwork may be coordinated with the developer's heritage interpretation plan). Based on applicable City-approved developer contribution rates and the maximum buildable floor area permitted under the development's site-specific ZMU51 zone (excluding affordable housing, market rental housing, church, and child care uses), the value of the developer's voluntary public art contribution shall be at least \$281,418. Prior to rezoning bylaw adoption, a legal agreement will be registered on title securing the developer's commitment and requiring submission of a public art plan, including a terms of reference, for consideration by the Richmond Public Art Committee and approval by Council (i.e. as applicable to terms of reference for public art on private property with budgets over \$250,000).

Tree Retention and Replacement

The applicant has submitted a report, prepared by a certified arborist, identifying tree species and condition, and providing recommendations on retention and removal, taking into account the proposed form of development (e.g., underground parking), required road improvements (e.g., Ketcheson Road and off-street bike paths along Capstan Way and Sexsmith Road), and necessary grade changes (i.e. to match "Concord Gardens"). The arborist's report identifies 18 off-site (City) trees, including 17 in good condition (i.e. 11 Capstan Way street trees, five Garden City Road median trees, and one hedge in the Sexsmith Road dedication) and one dead tree, and 36 on-site bylaw-size trees, all of which are located at 3380 Sexsmith Road and, for the most part, are in declining health or hazard condition. The City's Tree Preservation Coordinator and Parks Arborist support the findings of the arborist's report and recommend:

1. Replacement of 36 on-site trees at the City bylaw rate of 2:1, at the developer's cost, through the Development Permit (i.e. 72 replacement trees must be planted on-site as part of the proposed development, including 12 large calliper trees);
2. Relocation of 11 Capstan Way (City) street trees to facilitate road, sidewalk, and off-street bike path improvements, at the developer's cost, through the Servicing Agreement;
3. Retention of five Garden City Road (City) median trees; and
4. Cash-in-lieu for the removal of one hedge (City) from the Sexsmith Road dedication to facilitate road, sidewalk, and off-street bike path improvements (i.e. \$1,500 for the City's planting of trees elsewhere in Richmond).

In compliance with City bylaw requirements, prior to the start of any construction activities (including demolition), the developer must install tree protection fencing, to the City's satisfaction, to protect the five Garden City Road median trees and ten bylaw-size trees on neighbouring lots (i.e. nine at 3420 Sexsmith Road and one at 3426 Sexsmith Road). In addition, prior to rezoning adoption, the developer must submit proof of a contract with an arborist for supervision of work conducted in proximity to the required tree protection zones.

Development Phasing

Details of the development's construction phasing will be determined, to the City's satisfaction, though the Development Permit and secured with a legal agreement registered on title. In general, the development will be completed in four sequential stages as follows:

1. Lot A Mixed Income Rental Housing Building, including all affordable LEMR housing and market rental housing units, required amenity spaces, ground floor commercial units along Capstan Way, and ancillary spaces (e.g., parking and bike storage), together with the completion of related Servicing Agreement requirements including all City utilities, Ketcheson Road, and upgrades to Capstan Way (e.g., off-street bike path);
2. Initial market (strata) housing construction, which shall include all the market (strata) units on one lot (i.e. either Lot A or Lot B, but not both), required amenity space and ancillary spaces (e.g., parking and bike storage), together with the completion of all Servicing Agreement requirements with respect to the lot;
3. Lot A church and child care building and all required ancillary spaces, together with any Lot A Servicing Agreement requirements not previously completed; and
4. Final market (strata) housing construction (i.e. either Lot A or Lot B, as applicable), required amenity space and ancillary spaces (e.g., parking and bike storage), together with the completion of any Servicing Agreement requirements not previously completed.

Built Form, Public Open Space and Architectural Character

The developer proposes to construct a medium to high density, mixed use development within a five-minute walk, 400 m (1,312 ft.) of the Capstan Canada Line Station (under construction) and existing/future park space and amenities. The proposed development accommodates all City requirements with respect to transportation and public open space improvements and the built form conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

1. A strong urban concept contributing towards a high-amenity, mixed-use, transit-oriented environment, comprising pedestrian-oriented commercial and church uses fronting the Capstan Way greenway and off-street bike path, a stand-alone mixed income rental housing building (managed by a non-profit housing operator), and a variety of dwelling types (including 39% family-friendly, 2- and 3-bedroom units and 30% Basic Universal Housing units);
2. Variations in massing, in combination with landscaped mid-block pedestrian connections, courtyards, and greenways, that contribute towards streetscape interest, solar access to public and private ground-level and rooftop spaces, and upper- and mid-level views across the site for residents and neighbours;
3. An articulated building typology with a distinct identity and features contributing to a sense of human scale and pedestrian interest;
4. A well-connected network of public realm features (e.g., walkways, bike paths, open spaces, and streets), provided for in part by sloping the site upwards (at a maximum grade of 5% to ensure universal accessibility) from south to north, to meet the existing grade of Ketcheson Road and the “Concord Gardens” development, and from west to east (along the length of the public linear open space proposed along the site’s north boundary), to facilitate a potential future aerial pedestrian/bike crossing of Garden City Road (by others), if the City determines one is warranted; and
5. Sensitivity to existing and future residential neighbours, including tower spacing of at least 24 m (79 ft.), measured to existing buildings to the site’s north and west and future towers to the south (e.g., to reduce overlook and increase sunlight), shared driveway access (via Ketcheson Road) serving future development south of Lot B (e.g., to avoid bike path crossings and minimize pedestrian conflicts), and an on-site auto-court on Lot A for church/child care drop-off/pick-up and parking access (e.g., to minimize traffic congestion on public streets).

Prior to rezoning adoption, the developer will register a legal agreement on title to the subject site requiring that the proposed development is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with commercial and non-residential activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval for the entirety of the proposed development, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, among other things, additional design development is encouraged with respect to the following items:

1. Stand-Alone Mixed Income Rental Housing Building: Design development is required to take into account input from the project’s non-profit housing operator.
2. Church and Child Care: Design development is required to ensure the proposed building provides for an attractive gateway feature at the prominent Capstan Way/Garden City Road intersection, contributes towards the establishment of an animated, pedestrian-oriented neighbourhood hub, and takes into account applicable child care licensing requirements and design guidelines. In addition, among other things, consideration should be given to the architectural expression of the building’s Garden City Road façade (to avoid competing with

the Capstan Way entrance) and the treatment of the plaza/auto-court area (to provide for attractive, universal, weather protected access and mitigate potential nuisance for fronting residents).

3. Common Amenity Spaces: All indoor and outdoor common amenity spaces must meet or exceed OCP and CCAP DP Guidelines rates. More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives.
4. Accessibility: Through the DP process, the design and distribution of accessible units and common spaces and uses must be refined.
5. Tower Form: Design development is encouraged to refine the form and character of the project's towers taking into account skyline interest, shadowing, and adjacencies.
6. Mid-Rise Interface: Design development is encouraged to ensure complementary relationships with existing residential neighbours and existing/proposed public open space amenities along the site's north side (e.g., to maximize sunlight and privacy) and future development south of Lot B (e.g., minimum 9 m/30 ft. setback from building face to lot line).
7. Capstan Station Bonus Greenway: In coordination with the development's Servicing Agreement processes, opportunities must be explored to ensure that the greenway's design contributes towards a distinctive, high amenity public realm, paying particular attention to the greenway's interface with fronting residential uses and community gardens, its role in Capstan Village's "arts district" (e.g. public art), and opportunities for satisfying City objectives for heritage interpretation, enhanced mobility, and public safety.
8. Sustainability: The developer must undertake energy modelling to confirm that the proposed design can meet applicable BC Energy Step Code requirements (i.e. Step 2 with an on-site low carbon energy plant) and undertake design development to ensure that enhanced building performance is coordinated with a high standard of architectural quality and expression.
9. Emergency Services: Preliminary Fire Department requirements identified at the rezoning stage must be addressed (e.g., Fire Department response points and addressing).
10. Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating surveillance, defensible space, and related measures must be finalized through the DP process.
11. Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. The design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces must be finalized through the DP process.
12. Electric Vehicle (EV) Measures: Through the DP process, the design and distribution of EV infrastructure and related spaces and uses must be identified for car-share use, residential and non-residential parking, and Class 1 bicycle storage.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$94,537 towards future City community planning studies, as required for City Centre rezoning applications, based on the applicable City-approved developer contribution rate and the maximum buildable floor area permitted under the site-specific ZMU51 zone (excluding affordable housing, market rental housing, church, and child care uses).

Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreements, secured with a Letter of Credit, for the design and construction of required off-site works, as set out in the attached Rezoning Considerations (Attachment 9). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

Through the proposed development, the City will take ownership of developer-contributed assets including waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$7,295.

Conclusion

IBI Group, on behalf of Dava Developments Inc., in cooperation with the Richmond Capstan Alliance Church, has applied to the City of Richmond for permission to rezone lands at 3360, 3380 and a portion of 3440 Sexsmith Road from "Assembly (ASY)", "Single Detached (RS1/F)", and "School & Institutional Use (SI)" to "Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)", to construct a mixed use development in the City Centre's Capstan Village comprising a 2,853 m² (30,709 ft²) church and child care facility, 392 apartment units (including 49 affordable housing units and 20 market rental housing units, subject to residential rental tenure zoning and secured in perpetuity with a Housing Agreement and Market Rental Agreement), and ground floor commercial space along Capstan Way, together with a publicly-accessible landscaped greenway along the site's north boundary incorporating heritage interpretation and public art.

An amendment is requested to the City Centre Area Plan "Specific Land Use Map: Capstan Village (2031)" for the purpose of reflecting the proposed consolidation of "Institution" uses (i.e. church and child care) at the northwest corner of Capstan Way and Garden City Road.

Off-site works, including utility upgrades, street widening and frontages improvements along three sides of the site, together with the proposed public greenway, will be the subject of the City's standard Servicing Agreement processes (secured with Letters of Credit).

The west part of 3440 Sexsmith Road (i.e. west of Ketcheson Road) is not subject to RZ 18-836107. Prior to rezoning, 3440 Sexsmith Road will be subdivided and a legal agreement will be registered on title to restrict development of the lot's remnant (west) portion unless it is consolidated with adjacent lands at 3420 and 3426 Sexsmith Road.

An analysis of the developer's proposal shows it to be consistent with the CCAP's development, livability, sustainability, and urban design objectives. On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10390 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10389 be introduced and given first reading



Suzanne Carter-Huffman
Senior Planner/Urban Design

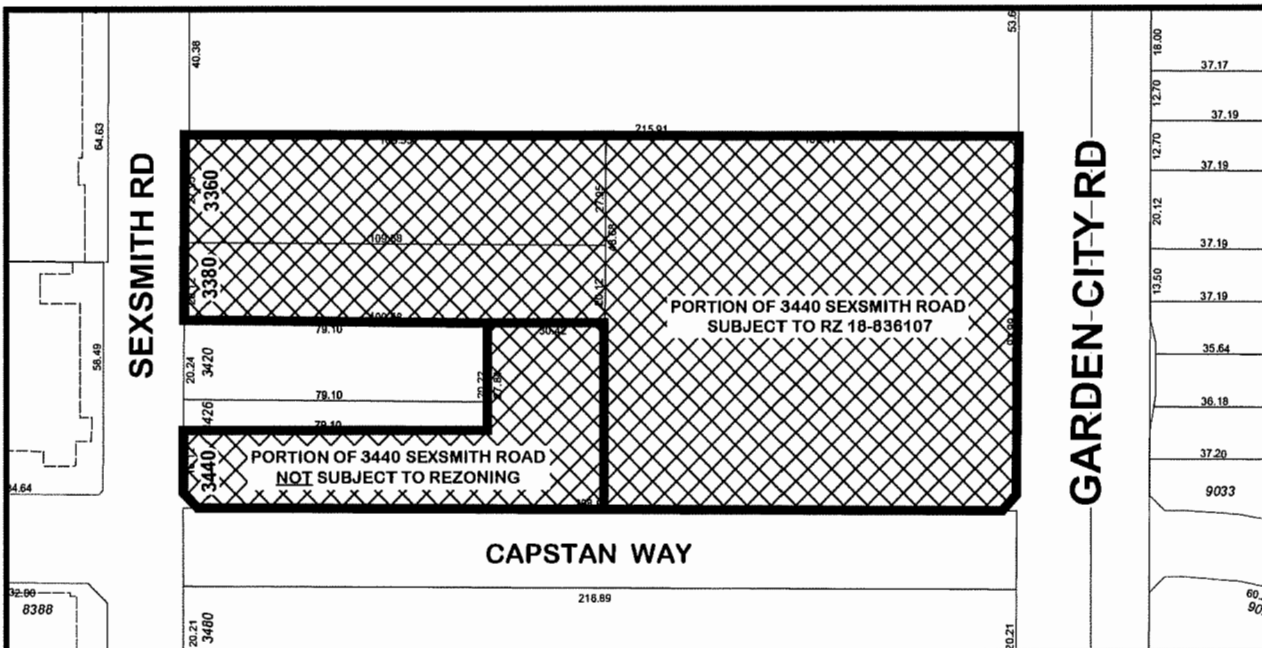
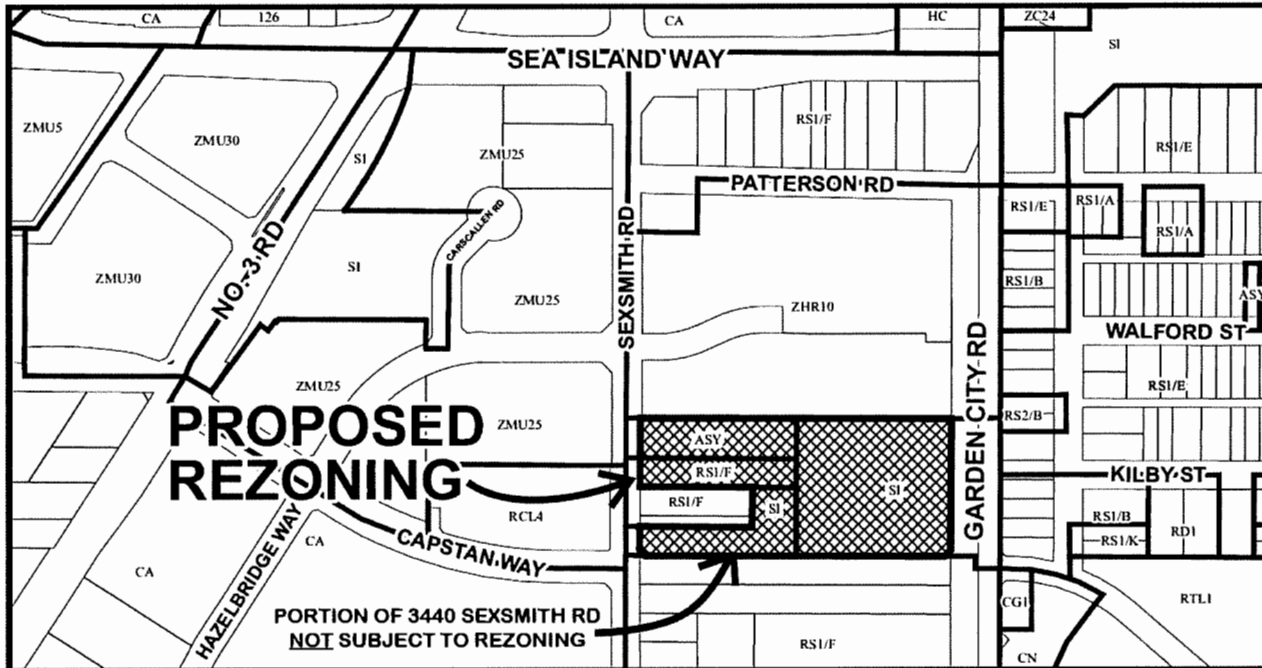
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Attachments:

1. Location Map
2. Aerial Photograph
3. CCAP "Specific Land Use Map: Capstan Village (2031)"
4. Development Application Data Sheet
5. OCP Consultation Summary
6. Existing Commercial Child Care Operator (Letter)
7. Proposed Non-Profit Housing Operator (Letter)
8. Conceptual Development Plans
9. Rezoning Considerations



City of
Richmond



	<h1>RZ 18-836107</h1>	<p>Original Date: 10/18/18 Revision Date: 06/09/22 Note: Dimensions are in METRES</p>
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City of
Richmond



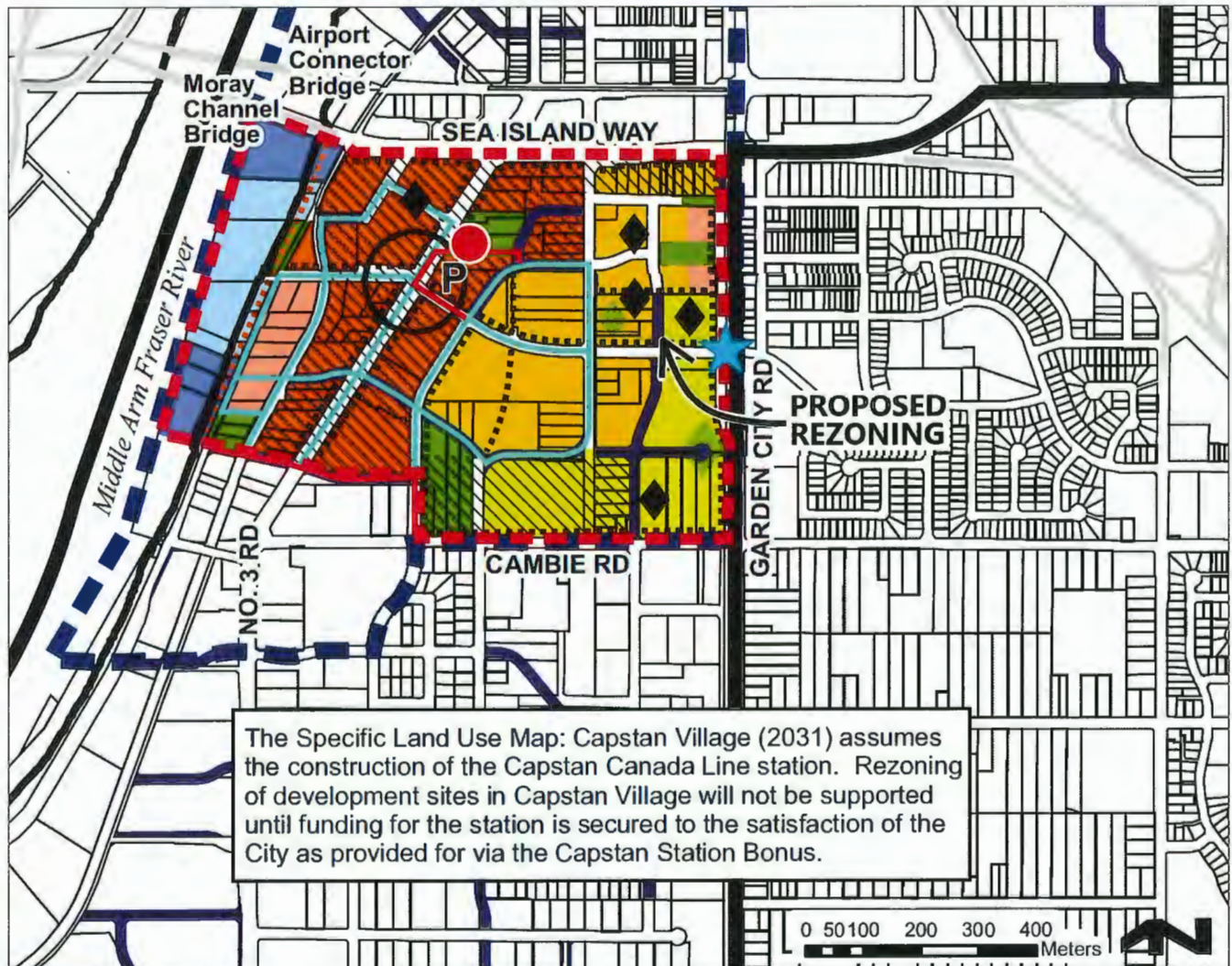
RZ 18-836107

Original Date: 10/18/18

Revision Date: 09/27/22

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031) Bylaw 9593
2017/05/08



The Specific Land Use Map: Capstan Village (2031) assumes the construction of the Capstan Canada Line station. Rezoning of development sites in Capstan Village will not be supported until funding for the station is secured to the satisfaction of the City as provided for via the Capstan Station Bonus.



Maximum building height may be subject to established Airport Zoning Regulations in certain areas.



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 18-836107

Address: 3360, 3380 and a portion of 3440 Sexsmith Road (i.e. east of the proposed Ketcheson Road alignment)

Applicant: IBI Group

Planning Area: City Centre (Capstan Village)

	Existing	Proposed															
Owner	<ul style="list-style-type: none"> Richmond Capstan Alliance Church 	<ul style="list-style-type: none"> Dava Developments Inc. (1092295 BC Ltd) Christian & Missionary Alliance – Canadian Pacific District Inc. No. 15034S 															
Site Size	<ul style="list-style-type: none"> Subject site (3360, 3380 & part of 3440 Sexsmith Road): 16,242.6 m² (4.01 ac) Remnant portion of 3440 Sexsmith Road (i.e. NOT to be rezoned through the subject rezoning application): 2,301.9 m² (0.57 ac) 	<p>Net site area (after road dedication): 12,382.8 m² (3.06 ac), comprising:</p> <ul style="list-style-type: none"> Lot A (east): 7,361.2 m² (1.82 ac) Lot B (west): 5,021.6 m² (1.24 ac) <p>ZMU51 site area for density purposes: 15,421.4 m² (3.81 ac), comprising:</p> <ul style="list-style-type: none"> Lot A: 8,906.6 m² (2.20 ac) Lot B: 6,514.8 m² (1.61 ac) 															
Land Uses	<ul style="list-style-type: none"> Church & child care Parking lot (former park & ride) 	<ul style="list-style-type: none"> Church & child care Apartment housing Limited pedestrian-oriented commercial 															
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change 															
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> General Urban T4 (25 m) Urban Centre T5 (35 m) Institution (2 locations) Park – Configuration & location to be determined Pedestrian linkage 	<ul style="list-style-type: none"> No change, EXCEPT that one of the subject site's two existing "Institution" designations (i.e. at 3360 Sexsmith Road) is removed because the development's proposed "Institution" use is consolidated in one location on Lot A 															
Zoning	<ul style="list-style-type: none"> Assembly (ASY) Single Detached (RS1/F) School & Institutional Use (SI) 	<ul style="list-style-type: none"> Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre) 															
# Units & Basic Universal Housing (BUH) (Targets)	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Lot A (east): 201 units, including: <ul style="list-style-type: none"> - 132 Market Strata units (including Min. 15% BUH units) - 49 Affordable Housing units (100% BUH units) - 20 Market Rental units (100% BUH units) Lot B (west): 191 Market Strata units (including Min. 15% BUH units) Total: 392 (including Min. 30% BUH units, based on total units) 															
Unit Mix (Targets)	<ul style="list-style-type: none"> None 	<table border="1"> <thead> <tr> <th>Housing Tenure</th> <th>Studio + 1-BR</th> <th>2-BR + 3-BR</th> </tr> </thead> <tbody> <tr> <td>Market Strata (323)</td> <td>Max 60% (194)</td> <td>Min 40% (129)</td> </tr> <tr> <td>Affordable (49)</td> <td>Max 70% (34 @ 1-BR)</td> <td>Min 30% (15 @ 2-BR)</td> </tr> <tr> <td>Market Rental (20)</td> <td>Max 60% (12)</td> <td>Min 40% (8)</td> </tr> <tr> <td>Total (392 units)</td> <td>Max 61% (240 units)</td> <td>Min 39% (152 units)</td> </tr> </tbody> </table>	Housing Tenure	Studio + 1-BR	2-BR + 3-BR	Market Strata (323)	Max 60% (194)	Min 40% (129)	Affordable (49)	Max 70% (34 @ 1-BR)	Min 30% (15 @ 2-BR)	Market Rental (20)	Max 60% (12)	Min 40% (8)	Total (392 units)	Max 61% (240 units)	Min 39% (152 units)
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Market Rental (20)	Max 60% (12)	Min 40% (8)															
Total (392 units)	Max 61% (240 units)	Min 39% (152 units)															
Other Designations	<ul style="list-style-type: none"> Aircraft Noise Sensitive Development: "Area 3" (i.e. all uses may be considered) 	<ul style="list-style-type: none"> No change (ANSD covenant will be registered on title) 															

	ZMU51 Bylaw Requirements	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> Church/child care: Max 0.185 FAR Other density on: <ul style="list-style-type: none"> - Lot A: Max. 1.8 FAR - Lot B: Max. 2.6 FAR 	<ul style="list-style-type: none"> Church/child care: Max 0.185 FAR Other density on: <ul style="list-style-type: none"> - Lot A: Max. 1.8 FAR - Lot B: Max. 2.6 FAR 	None permitted

	ZMU51 Bylaw Requirements	Proposed	Variance
Buildable Floor Area*	<ul style="list-style-type: none"> Total: 35,823.4 m² (385,599 ft²) including: <ul style="list-style-type: none"> Lot A: 18,884.9 m² (203,275 ft²), including: <ul style="list-style-type: none"> i) Church/child care: Max 2,853.0 m² (30,709 ft²) ii) Other uses: Max. 16,031.9 m² (172,566 ft²); Lot B: Max. 16,938.5 m² (182,324 ft²) 	<ul style="list-style-type: none"> Lot A: 18,884.9 m² (203,275 ft²), including: <ul style="list-style-type: none"> Church/child care: 2,853.0 m² (30,709 ft²) Commercial: 463.4 m² (4,988 ft²) Residential: 15,568.5 m² (167,578 ft²), incl.: <ul style="list-style-type: none"> i) Mkt Strata: Max. 10,929.9 m² (117,648 ft²) ii) Affordable Housing (Habitable unit area): Min. 3,096.5 m² (33,330 ft²) iii) Market Rental (Habitable unit area & proportional share of common circulation): Min. 1,542.1 m² (16,600 ft²) Lot B: Mkt Strata only: 16,938.5 m² (182,324 ft²) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Max. 90% for buildings and landscaped roofs over parking spaces 	<ul style="list-style-type: none"> Max. 90% for buildings and landscaped roofs over parking spaces 	None
Lot Size	<ul style="list-style-type: none"> Lot A: Min. 7,200.0 m² (1.78 ac) Lot B: Min. 4,900.0 m² (1.21 ac) 	<ul style="list-style-type: none"> Lot A: 7,361.2 m² (1.82 ac) Lot B: 5,021.6 m² (1.24 ac) 	None
Setbacks	<ul style="list-style-type: none"> Road & park: <ul style="list-style-type: none"> First 2 residential storeys fronting Garden City Road: 1.5 m (5 ft.) Elsewhere: Min. 3.0 m (10 ft.) Interior side yards: Nil Portions of building below finished grade: Nil 	<ul style="list-style-type: none"> Road & park: <ul style="list-style-type: none"> First 2 residential storeys fronting Garden City Road: 1.5 m (5 ft.) Elsewhere: Min. 3.0 m (10 ft.) Interior side yards: Nil Portions of building below finished grade: Nil 	None
Building Height (Max)	<ul style="list-style-type: none"> Based on an approved Development Permit: <ul style="list-style-type: none"> 28.0 m (92 ft.) within 50.0 m (164 ft.) of Garden City Road; and 47.0 m (154 ft.) GSC elsewhere 	<ul style="list-style-type: none"> 28.0 m (92 ft.) within 50.0 m (164 ft.) of Garden City Road; and Varies to Max. 47.0 m (154 ft.) GSC elsewhere 	None
Parking	<ul style="list-style-type: none"> Min. 530 spaces, including: <ul style="list-style-type: none"> Church & related uses: 62 Child care: 9 Residential: 379, including: <ul style="list-style-type: none"> i) Market Strata @ 1.0/unit: 323 ii) Affordable Housing @ 0.8/unit: 40 iii) Market Rental @ 0.8/unit: 16 Visitors @ 0.2/unit: 62, including: <ul style="list-style-type: none"> i) Lot A: 23 (based on 41 spaces LESS 18 shared with Lot A Commercial) ii) Lot B: 39 Commercial @ 3.75/100 m² GLA: 18 Additional required parking: <ul style="list-style-type: none"> Car-Share (Lot A only): 2 	<ul style="list-style-type: none"> 532 spaces (including 2 car-share spaces) Lot A: 302 spaces, including: <ul style="list-style-type: none"> Church & related uses: 62 Child care: 9 Residential: 188, including: <ul style="list-style-type: none"> i) Market Strata: 132 ii) Affordable Housing: 40 iii) Market Rental: 16 Visitors: 23 Commercial: 18 Car-Share: 2 Lot B: 230 spaces, including: <ul style="list-style-type: none"> Residential (Market Strata only): 191 Visitors: 39 	None
Bike Parking	<ul style="list-style-type: none"> Class 1: Min. 751 bikes, including: <ul style="list-style-type: none"> Residential @ 1.875/unit: 741 Non-residential (Lot A only): 10 ("flat rate") Class 2: Min. 123 bikes 	<ul style="list-style-type: none"> Class 1: 751 bikes Class 2: 123 bikes 	None
Amenity Space - Indoor	<ul style="list-style-type: none"> Lot A (2 m²/unit): Min. 402.0 m² (4,327.1 ft²) Lot B (2 m²/unit): Min. 382.0 m² (4,111.8 ft²) 	<ul style="list-style-type: none"> Lot A: 402.0 m² (4,327 ft²) Lot B: 382.0 m² (4,112 ft²) 	None
Amenity Space – Outdoor:	<ul style="list-style-type: none"> Lot A (6 m²/unit): Min. 1,206.0 m² (12,981 ft²) Lot B (6 m²/unit): Min. 1,146.0 m² (12,335 ft²) Additional CCAP landscape @ 10% of net site: Min. 1,238.7 m² (13,334 ft²) 	<ul style="list-style-type: none"> Lot A: 1,206.0 m² (12,981 ft²) Lot B: 1,146.0 m² (12,335 ft²) Additional CCAP landscape: 1,238.7 m² (13,334 ft²) 	None

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

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission	No referral necessary because the Land Commission is not affected.
Richmond School Board	No referral necessary because the proposed amendment will not increase the permitted amount of residential floor area nor increase the projected number of school-age children. (See below)
Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen & Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Vancouver Port Authority & Steveston Harbour Authority	No referral necessary because the port is not affected.
Vancouver International Airport Authority (Federal Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) policy.
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups & Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal & Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10390, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on the proposed amendment at the Public Hearing. Public notification for the Public Hearing will be provided as per the Local Government Act.

School District

This application was not referred to School District No. 38 (Richmond) because it is concerned with CCAP "Institution" uses only (e.g., church and child care) and does not provide for any increase in buildable residential floor area, number of dwelling units, or the number of households with school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments that are subject to an OCP amendment bylaw generating less than 50 additional school aged children do not need to be referred to the School District.

Suzanne Carter- Huffman
Planning & Development
City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

October 5th, 2022

Re: DAVA Development Re-zoning Application – Richmond Capstan Alliance Church (CAC)

Dear Ms. Carter-Huffman,

I am the owner and operator of Mustard Seed Children’s Centre. Mustard Seed is fortunate to operate in the premises of Richmond Capstan Alliance Church (CAC) since 2014 and have enjoyed a very reasonable rental arrangement as well as great support from the church.

I am also an active registered member of CAC and have received regular updates on the progress of the joint re-zoning application with DAVA Development. More importantly, there is good working relationship between the children’s centre and the church. In light of the Church’s development plan, we have worked on a transition plan together that includes the following:

- Flexible lease agreement between the church and Mustard Seed to foster a win-win scenario including a minimum 6-month notice of relocation. The agreement is to provide mutual flexibility and benefit between the two parties.
- Keeping our daycare families informed about the progress of CAC’s development. We will continue to maintain this effort appropriately.

In summary, Mustard Seed respect CAC’s endeavour to explore its development opportunity and will work cooperatively with the church’s future development plan. As an independent business, Mustard Seed will also develop its individual business plan to grow and increase our service in Richmond.

Sincerely,



Felix Li,
Owner and Manager
Mustard Seed Children’s Centre Inc.
3360 Sexsmith Road, Richmond, BC. V6X2H8
(604) 285-5266



S.U.C.C.E.S.S. Affordable Housing Society

Oren Newson

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

Delivered via email

Sept 16, 2022

Dear Oren

I am writing in connection with Dava Developments' development at 3440 Sexsmith Road which includes Low End of Market Rental (LEMR) and Market Rental units. I understand from discussions with Dava that this project is proceeding to Planning Committee in the next few months.

S.U.C.C.E.S.S. and Dava Partnership

S.U.C.C.E.S.S. and Dava have had several discussions recently regarding S.U.C.C.E.S.S. operating/owning the LEMR units in the development, upon completion of construction. S.U.C.C.E.S.S. is also considering operating/owning the Market Rental units in the development. Both parties have expressed interest in working with each other on this project and have drafted an MOU to formalize this partnership.

S.U.C.C.E.S.S.'s Objective and interest in the development

S.U.C.C.E.S.S. recognizes that affordable, secure, and well-maintained housing is fundamental to the community and contributes to healthier residents and communities. Affordable housing is integrally linked to other community issues such as health, recreation, and social and economic development.

S.U.C.C.E.S.S. currently owns/operates two affordable housing buildings in Richmond with a total of 134 units. We also have MOU's with other developers to own/operate more than 200 additional units within Richmond. Adding more buildings / units within Richmond allows for a cluster of units to increase operational efficiencies and economies of scale.

Partnering with Dava to deliver these affordable housing units to S.U.C.C.E.S.S. is an example of the partnerships we need to help us deliver affordable housing to our communities. Dava is an experienced developer real estate development projects with many successful projects in Metro Vancouver. We are pleased to be working with Dava on this project and hope this translates into a long term working relationships for future opportunities.

S.U.C.C.E.S.S. intends to purchase or lease the LEMR units and is also considering purchasing or leasing the Market Rental units within the development. Our objective is to add affordable housing units to our portfolio

Clustering of units

S.U.C.C.E.S.S. prefers all affordable housing units to be located within a cluster. The clustering of units results in much more efficient operations.

S.U.C.C.E.S.S.'s experience with Storeys which has 53 units clustered within 3 floors, solidifies the preference for clustered units. This cluster allows S.U.C.C.E.S.S. far better control of operations and tenant relations than



S.U.C.C.E.S.S. Affordable Housing Society

would be the case if the units were dispersed with the building. Further, tenants of the entire complex share the parking structure and outdoor amenities with no conflict between tenants from the other uses in the building.

For these reasons, we fully support and endorse the clustering of the LEMR units within the building or in a stand-alone building for larger developments.

Opportunity to influence design

Through developing and operating affordable rental housing, S.U.C.C.E.S.S. amassed a wealth of knowledge, lessons learnt and design best practices to ensure operational efficiencies and reduction of maintenance costs. Being involved with Dava at this early stage will ensure the affordable housing units are built to Dava's highest standards while meeting S.U.C.C.E.S.S.'s operational needs.

Interest in Market Rental units

The mix between LEMR tenants and Market tenants has a positive effect both socially and financially. Having the mix promotes equality as the LEMR tenants see themselves on equal footing with the higher income tenants and vis versa.

In terms of financials, operating costs have been increasing between 3-4% in the past few years with recent inflation driving the operating costs even higher. while LEMR rent increases remain lower than operating cost escalation, adjusting market rents with inflationary pressures would help with financial sustainability.

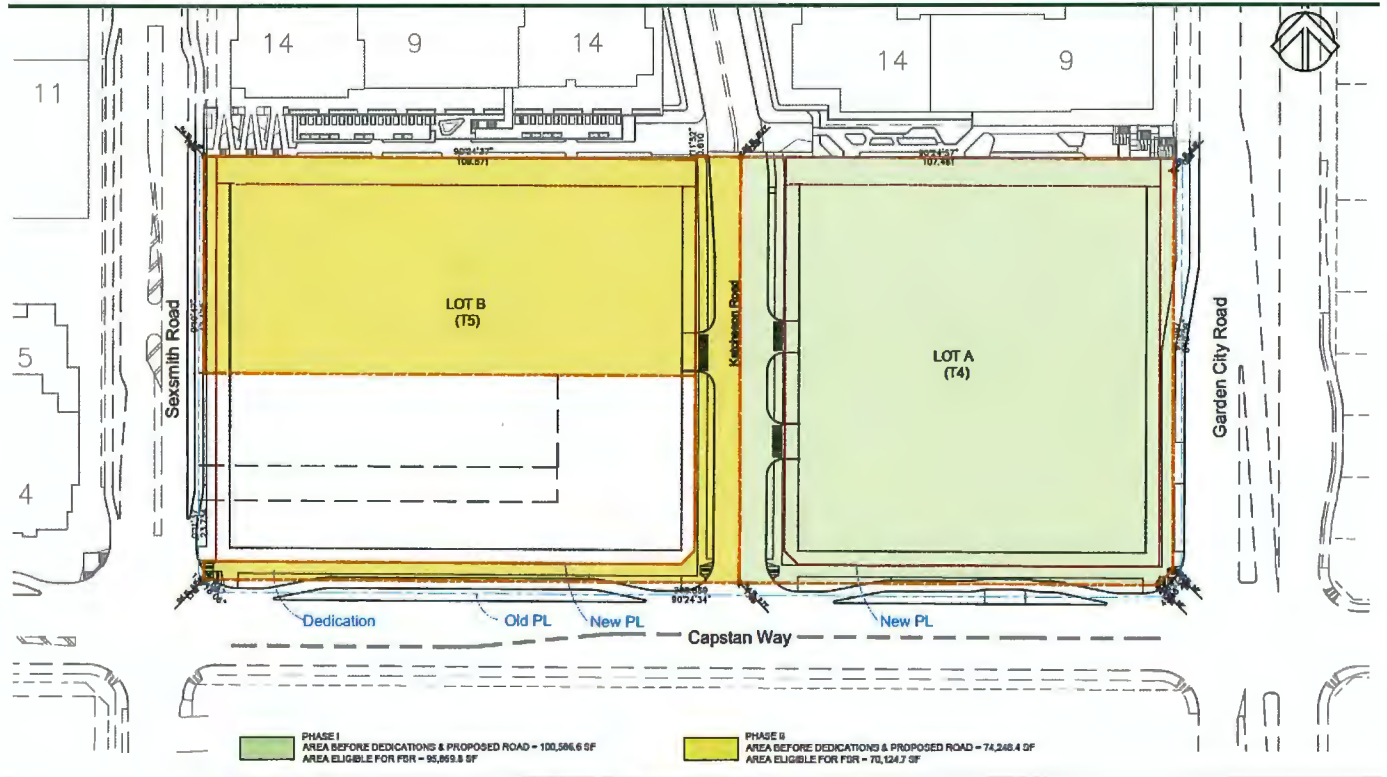
Please let me know if you require any further information

Regards

A handwritten signature in black ink, appearing to read 'Ahmed Omran', is written over a horizontal line.

Ahmed Omran
Director, Community Real Estate and Asset Management

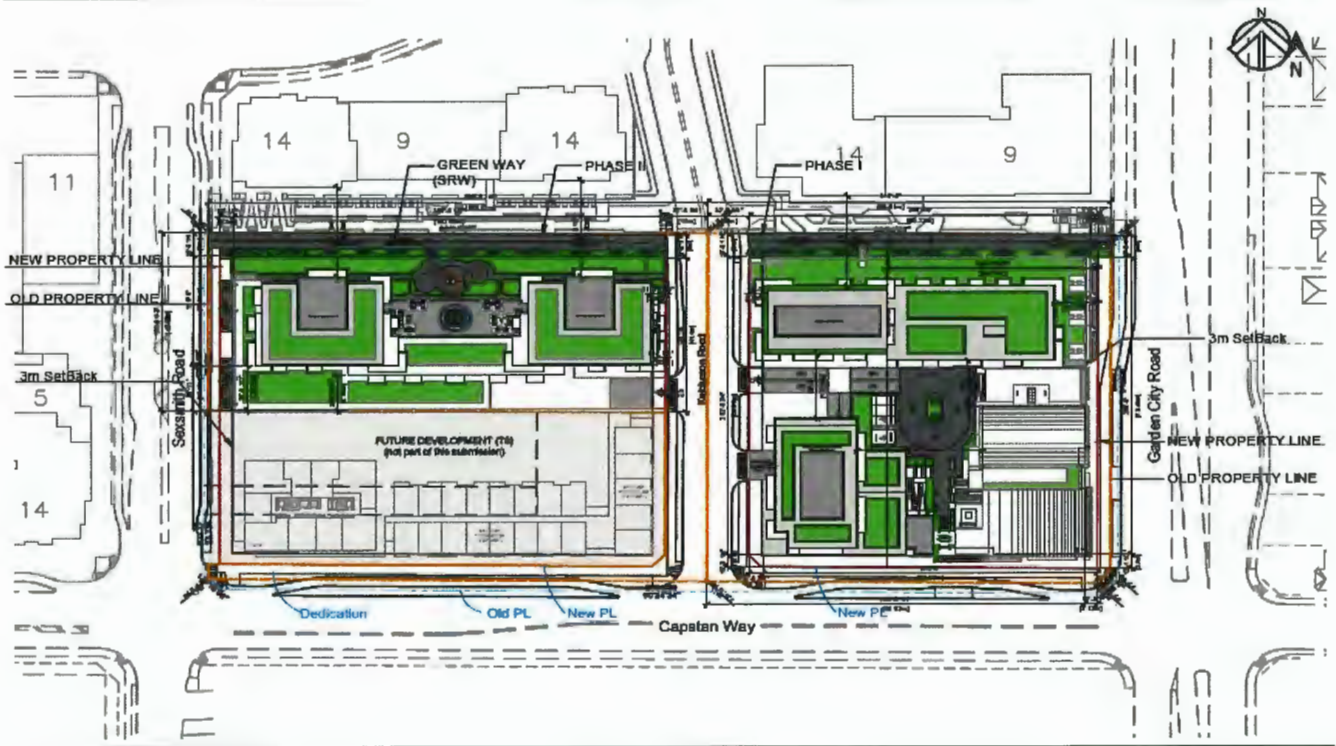
SITE CONTEXT PLAN



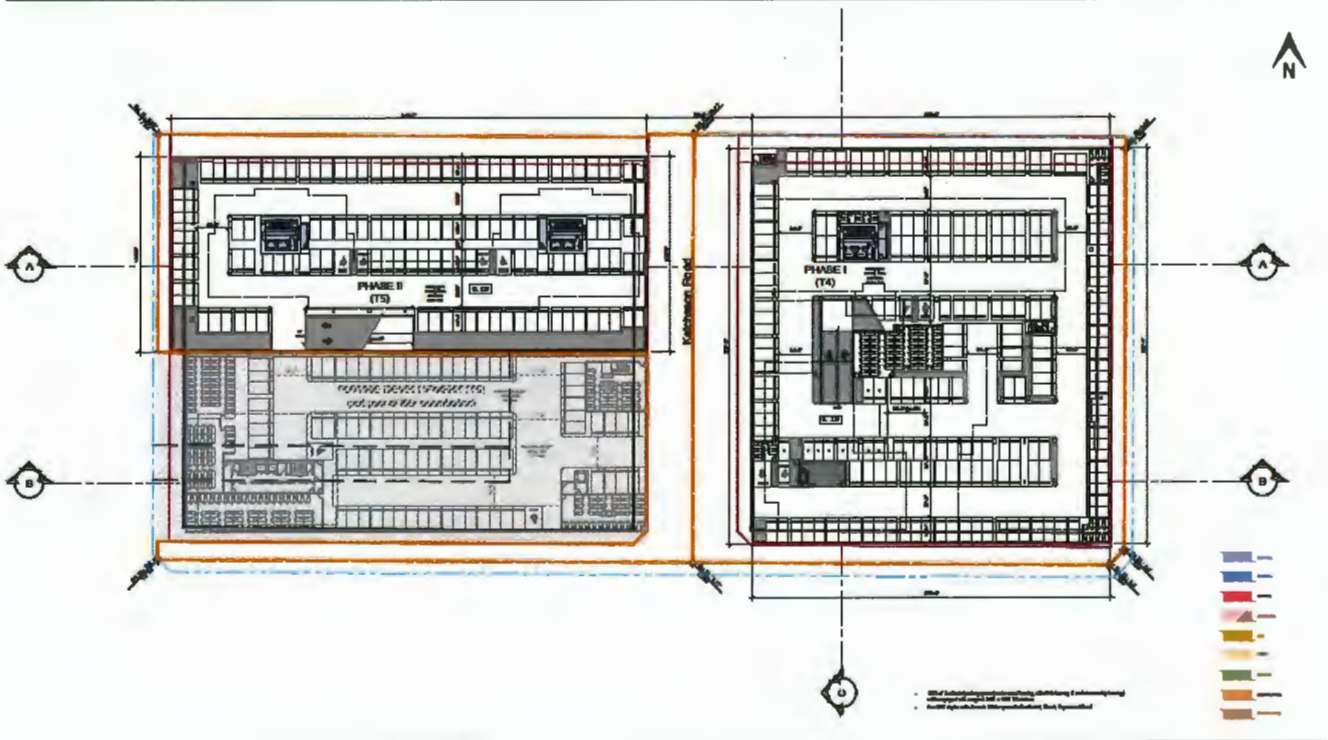
MASSING DIAGRAM



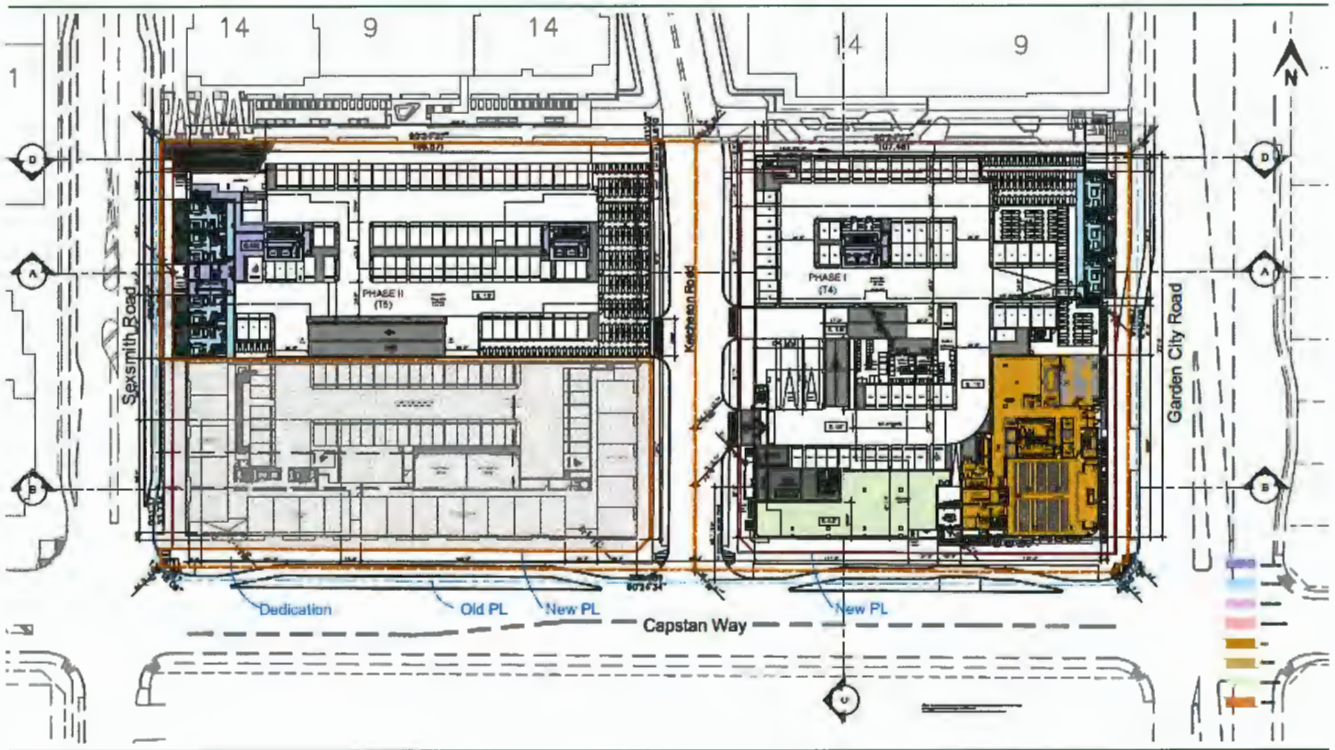
SITE PLAN



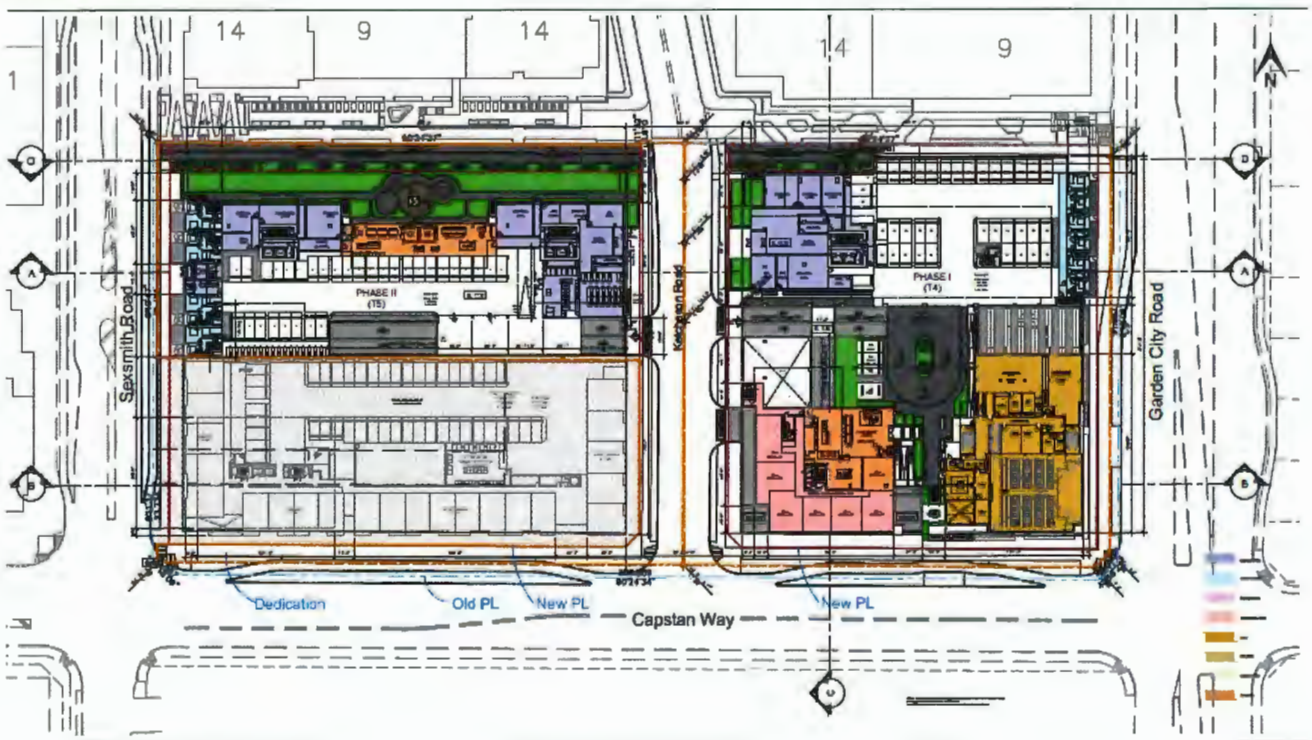
PARKING PLAN - P1



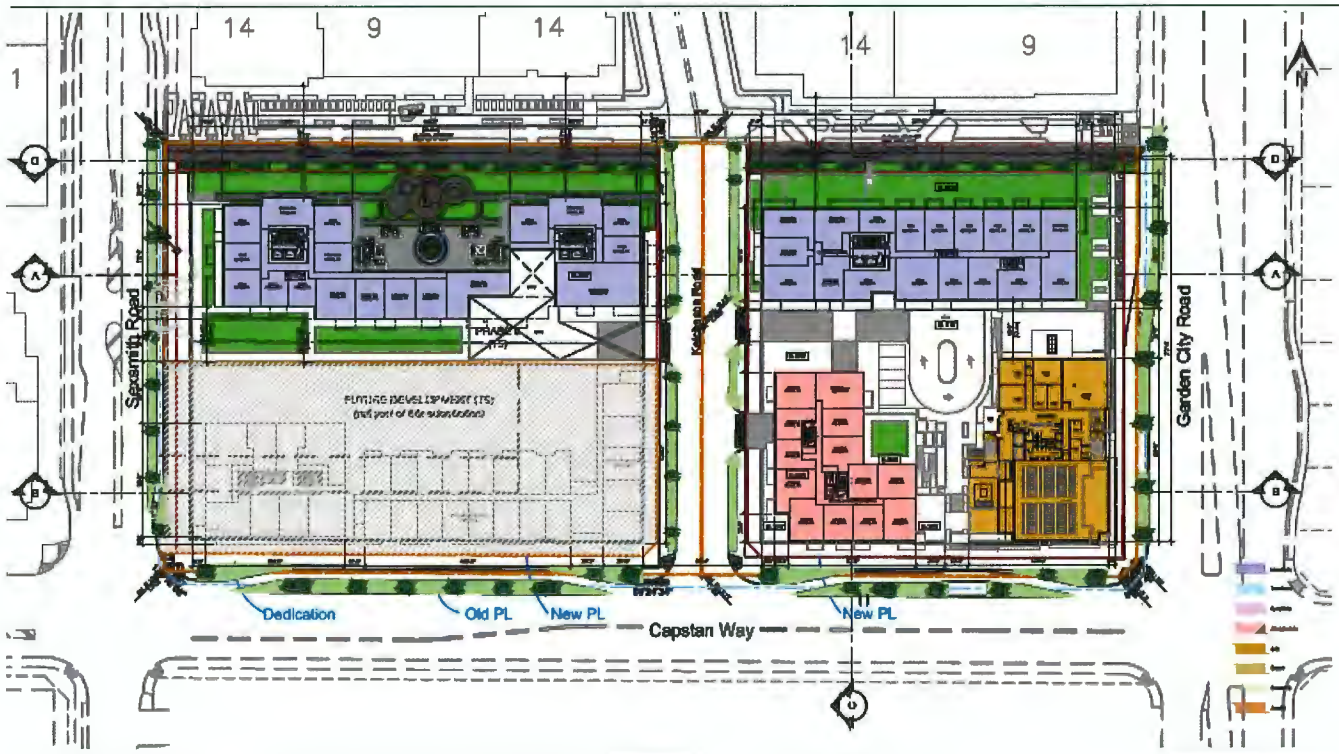
FLOOR PLAN - L1



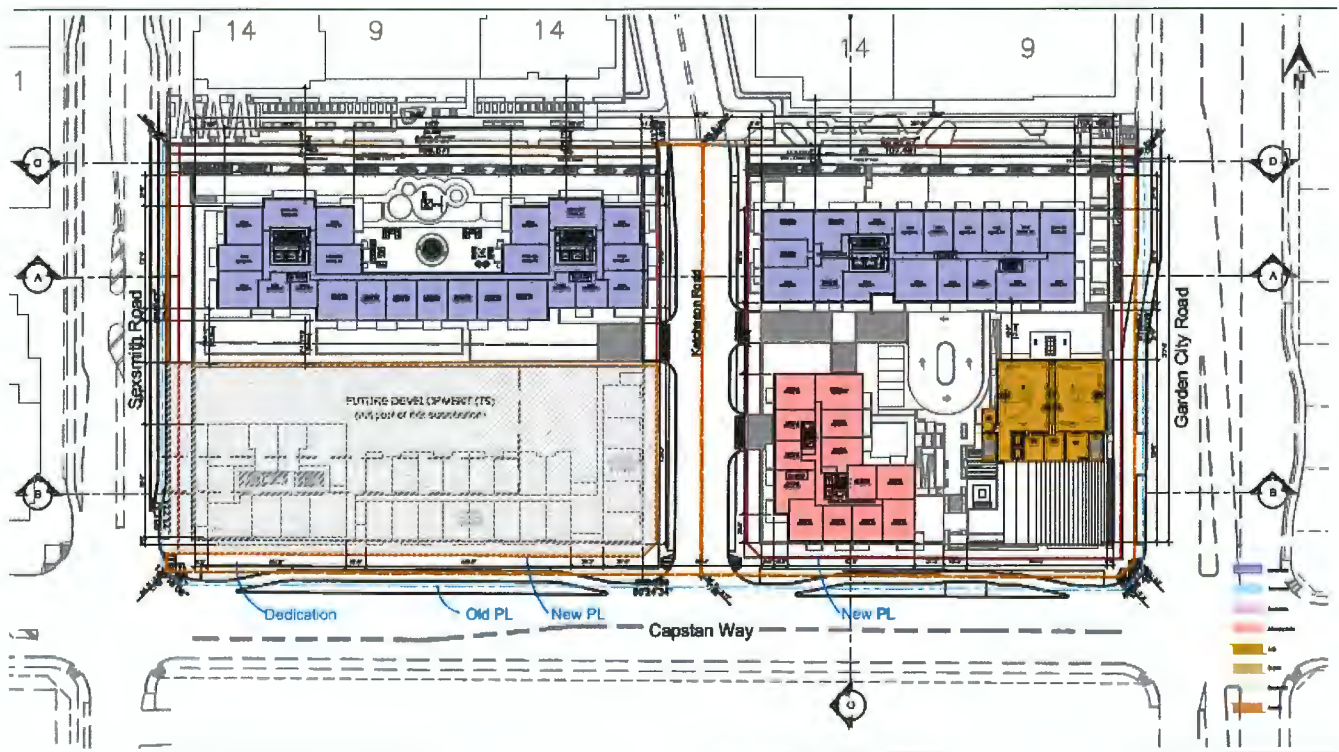
FLOOR PLAN - L2



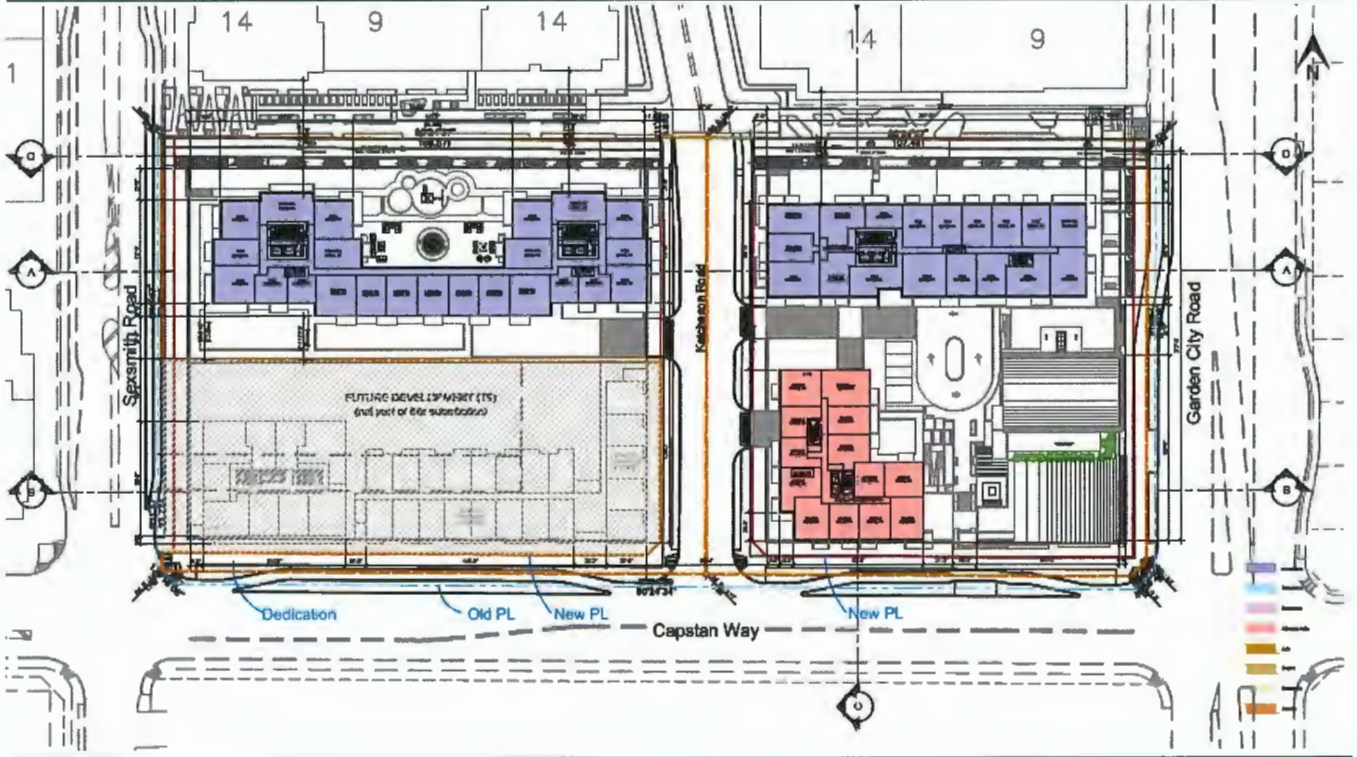
FLOOR PLAN - L3



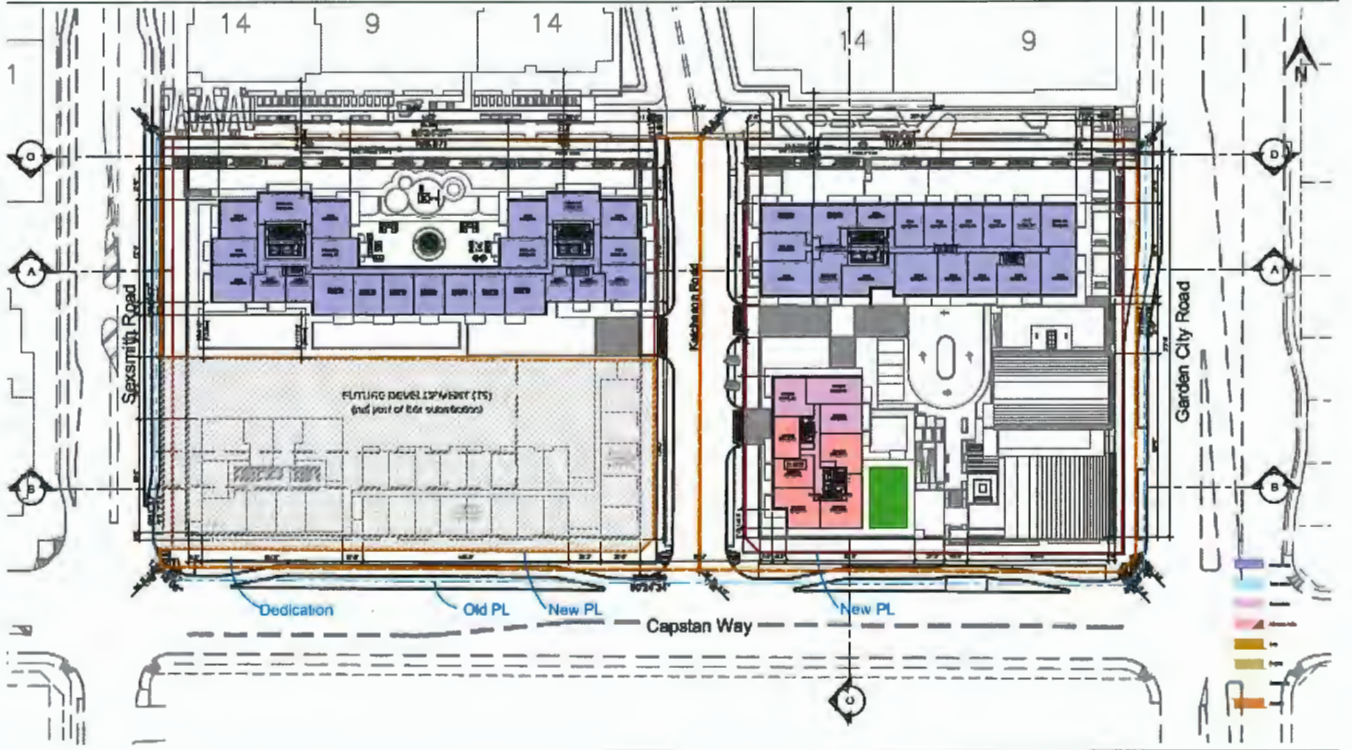
FLOOR PLAN - L4



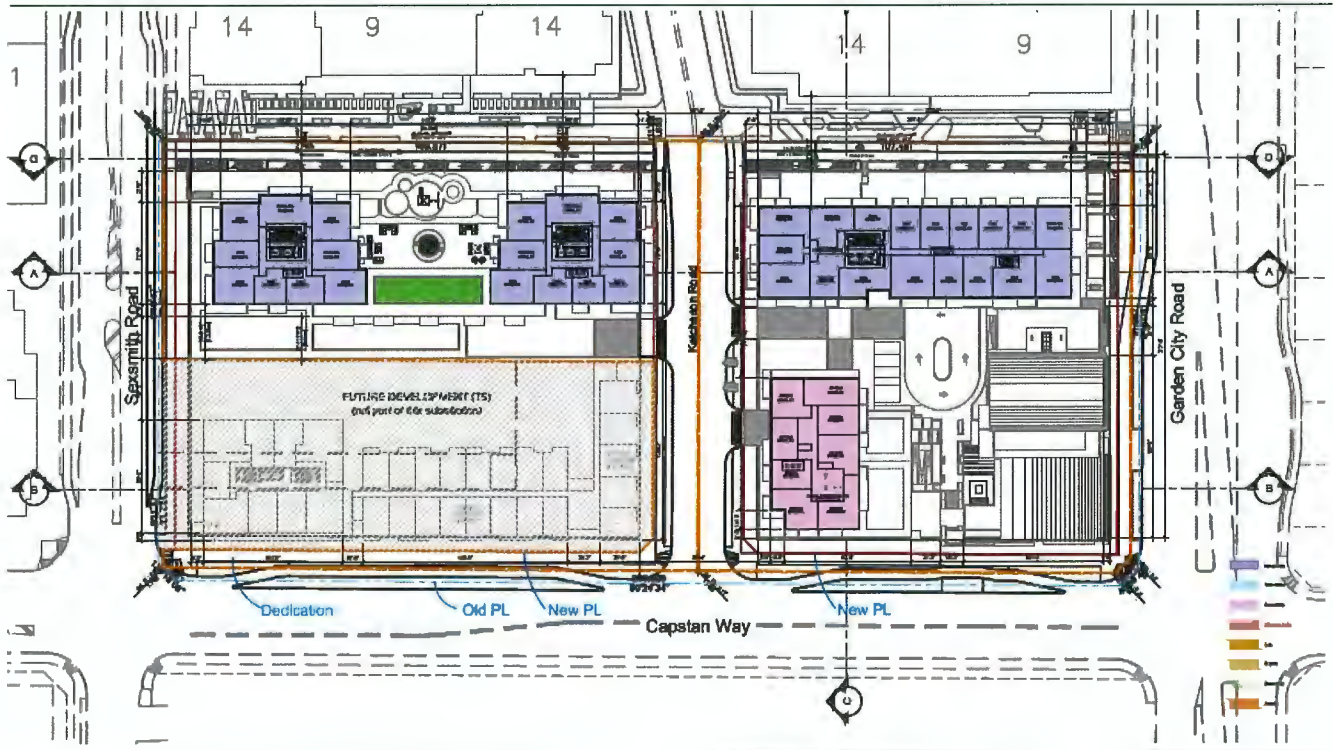
FLOOR PLAN - L5



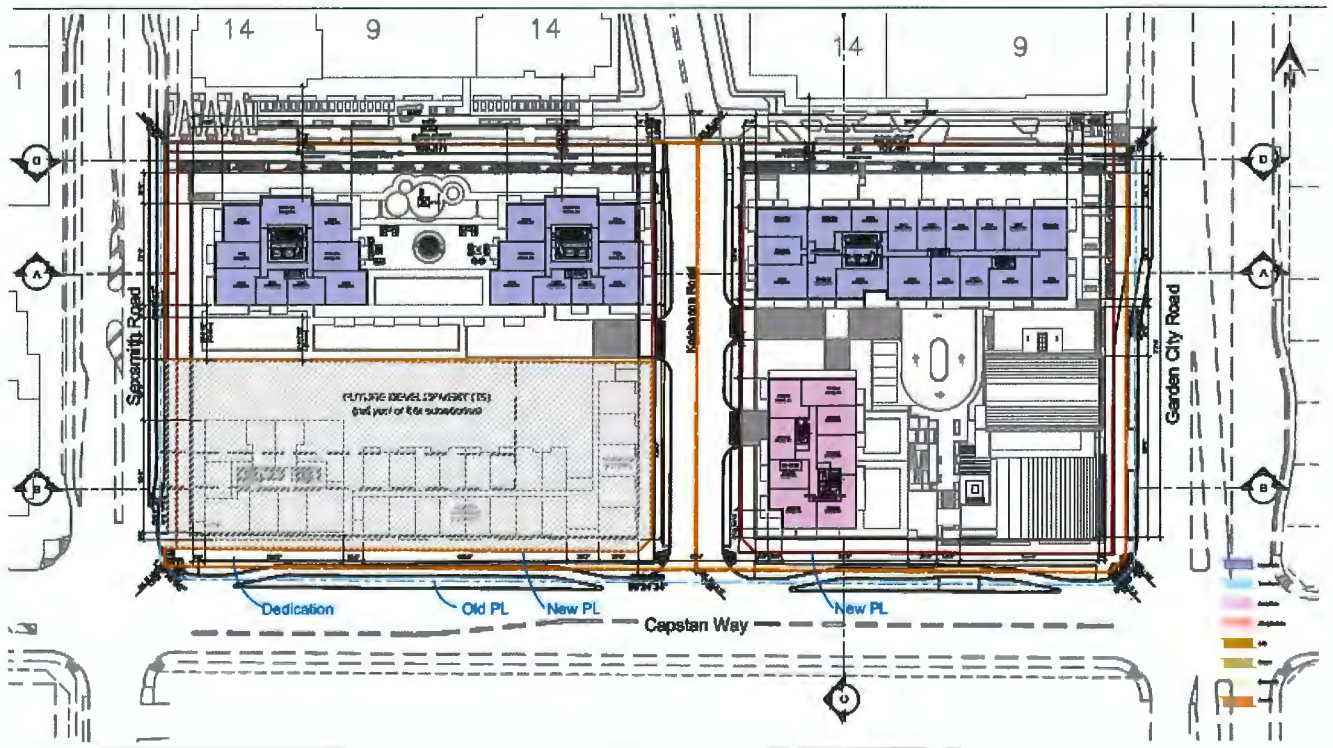
FLOOR PLAN - L6



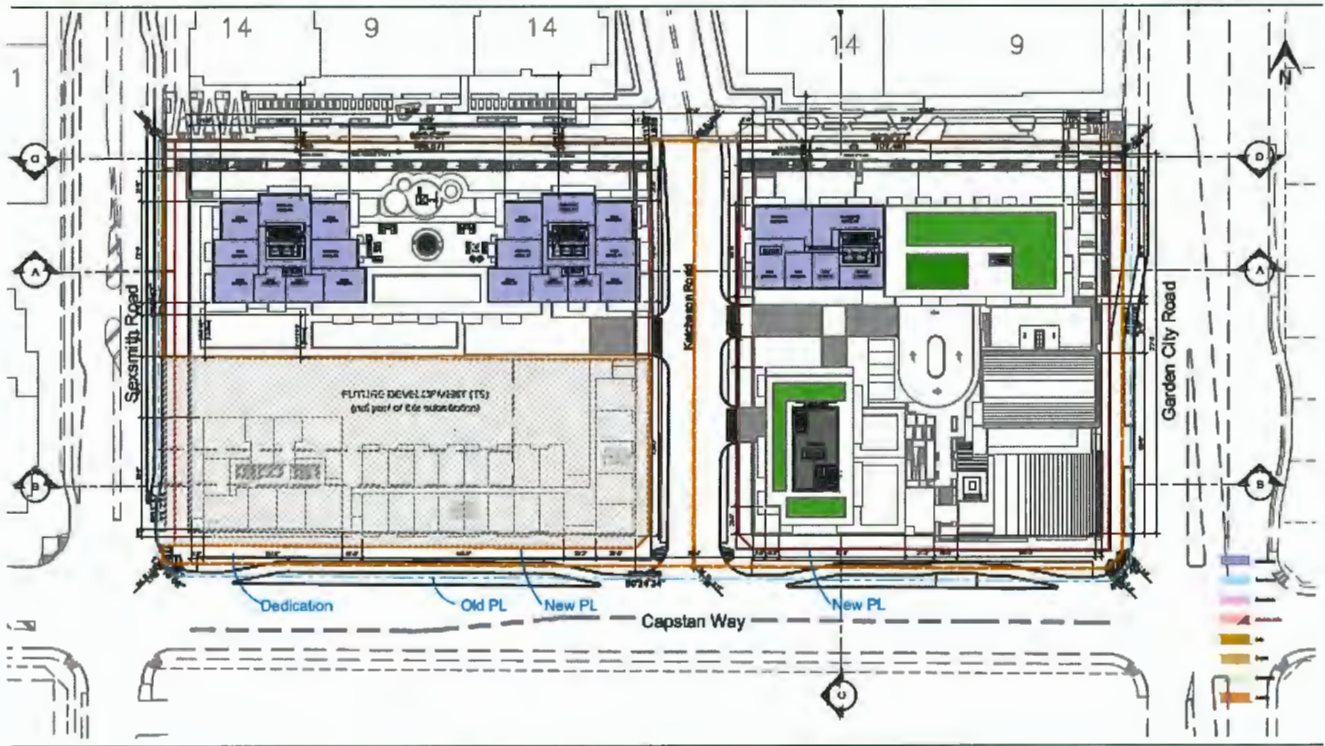
FLOOR PLAN - L7



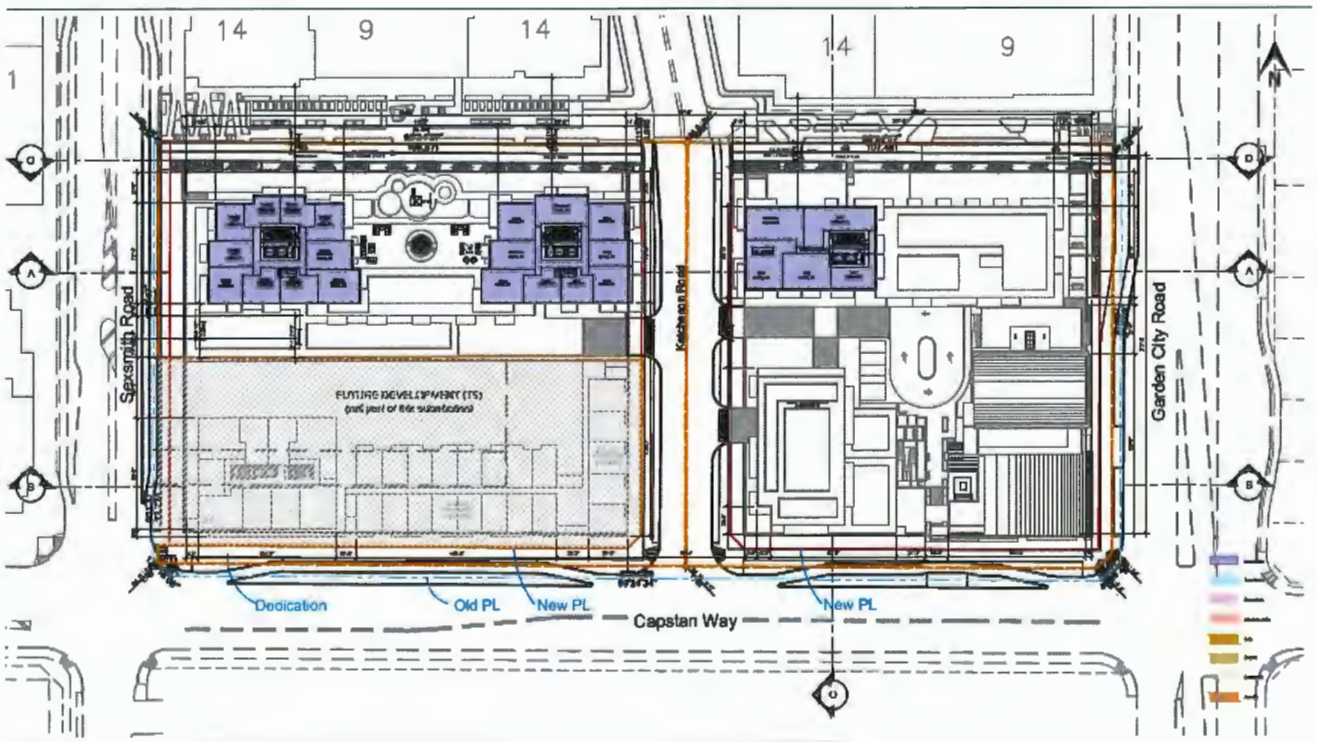
FLOOR PLAN - L8



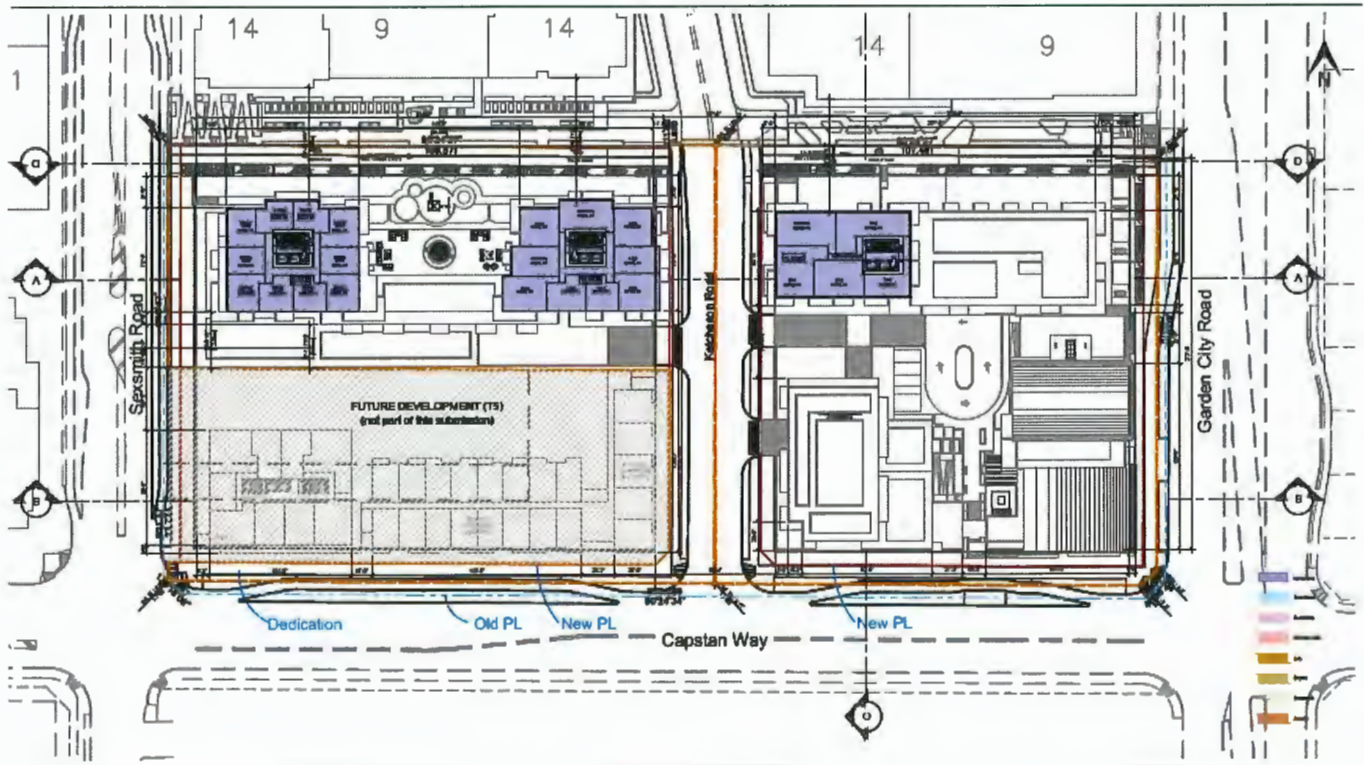
FLOOR PLAN - L9-10



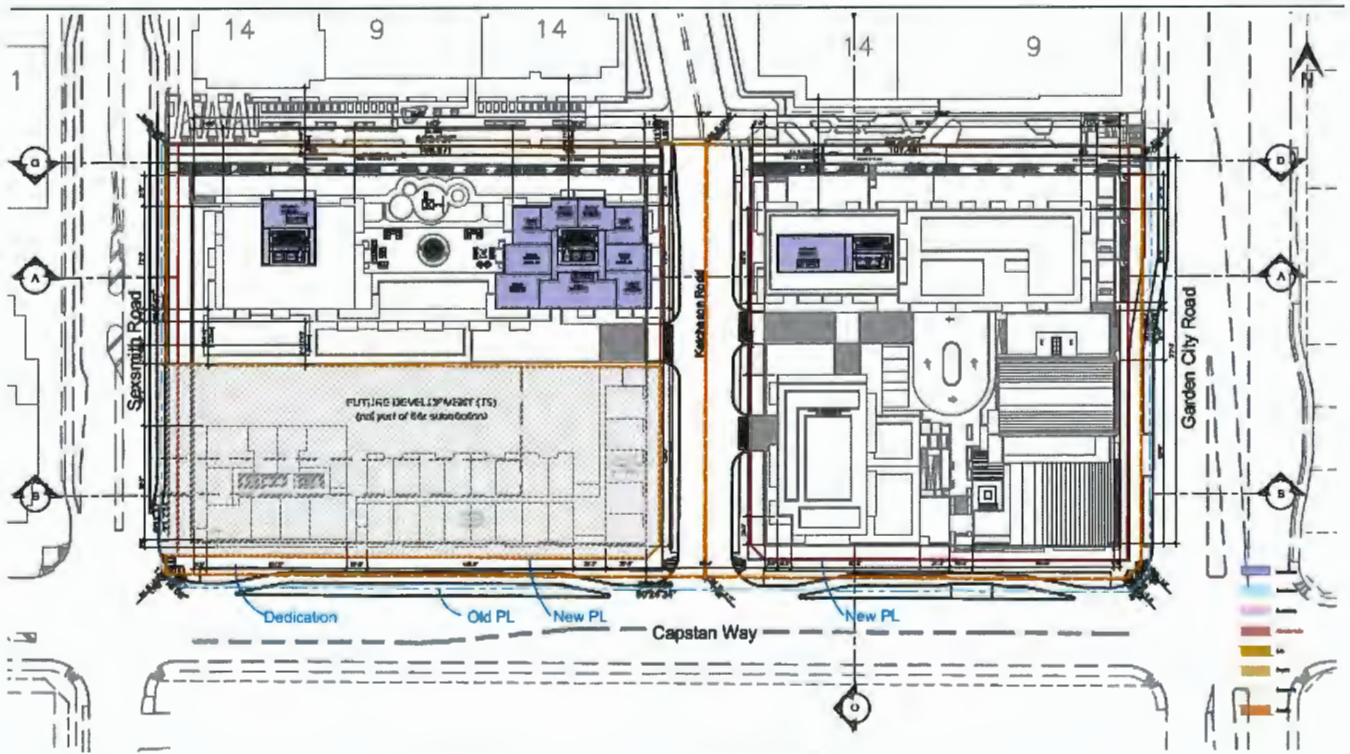
FLOOR PLAN - L11



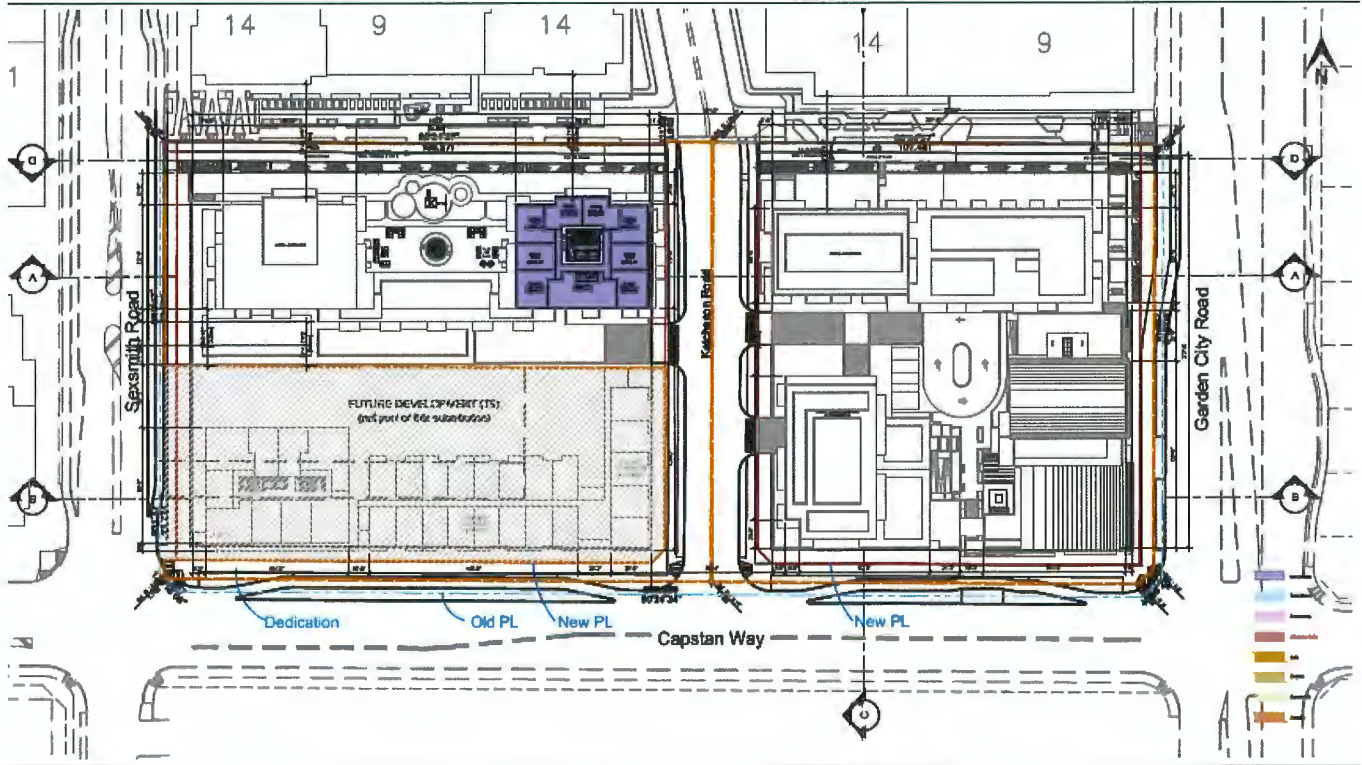
FLOOR PLAN - L12



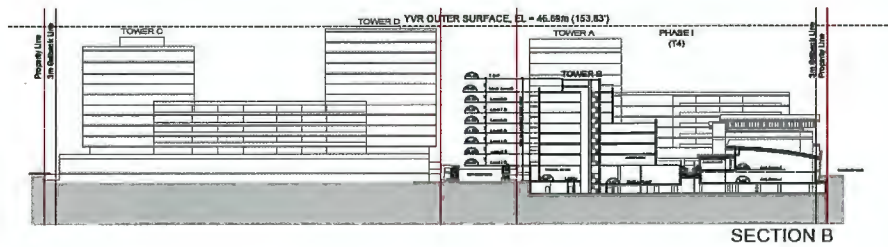
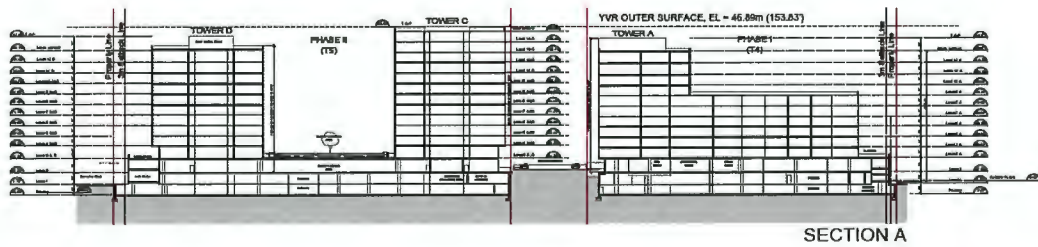
FLOOR PLAN - L13



FLOOR / ROOF PLAN - L14



SITE SECTIONS



CAPSTAN WAY AND GREEN WAY ELEVATIONS

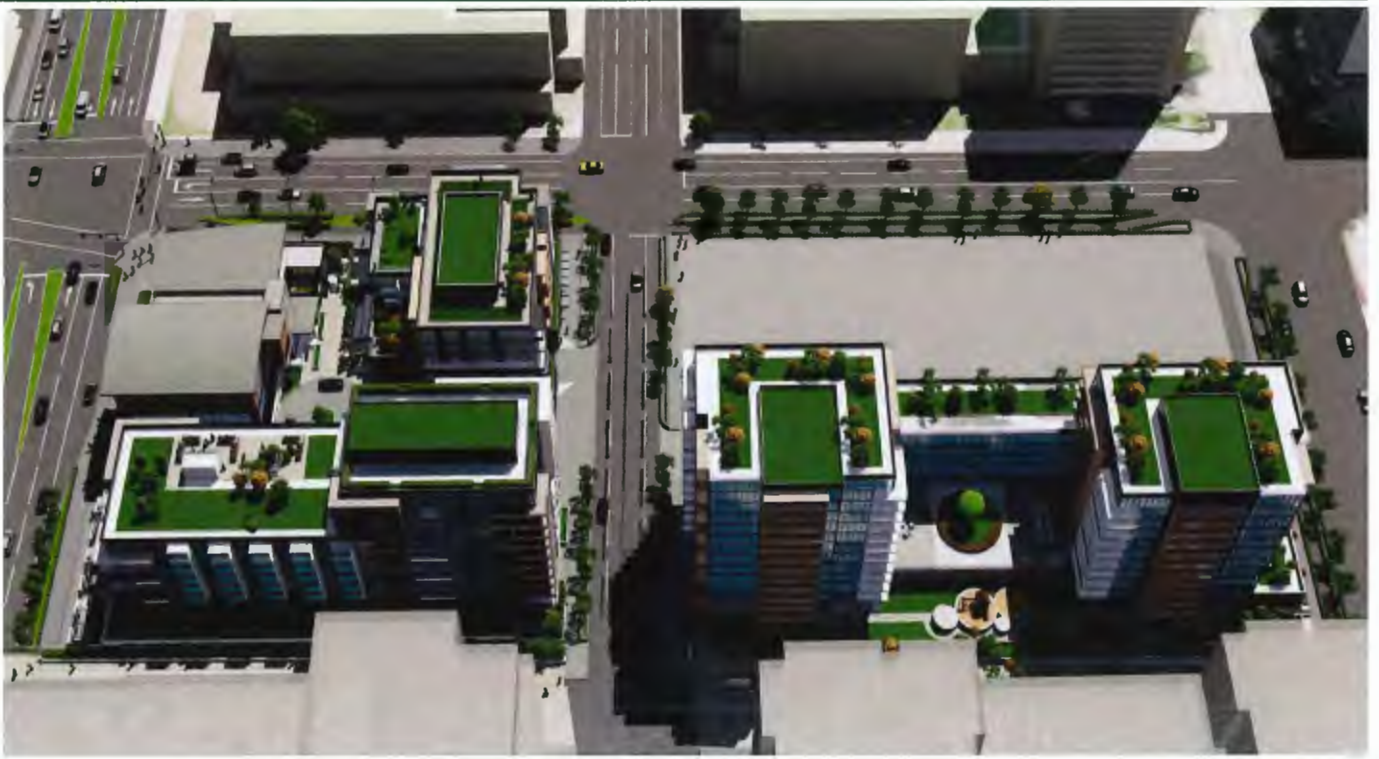


GARDEN CITY ROAD AND SEXSMITH ROAD ELEVATIONS





Looking north along Ketcheson Road (with Capstan Way in foreground)



Looking south along Ketcheson Road (with Capstan Way at the top of the image)



Looking eastward from Sexsmith Road along the Multi-Use Path



Lot A (east lot) landscaped central plaza/auto-court serving the church, child care & car-share



Looking northwest towards the church at the Capstan/Garden City intersection



Looking west from Garden City Road



Address: 3360, 3380, and a portion of 3440 Sexsmith Road

File No.: RZ 18-836107

Prior to final adoption of Richmond OCP Bylaw 7100, Amendment Bylaw 10390, and Zoning Bylaw 8500, Amendment Bylaw 10389, the developer is required to complete the following:

1. Ministry of Transportation & Infrastructure (MOTI): Approvals to proceed granted by MOTI, including:
 - 1.1. Preliminary Approval prior to presentation of the Development Permit* (DP) application to DP Panel; and
 - 1.2. Final Approval prior to adoption of the rezoning bylaw.

NOTE: MOTI approval may require the developer to make changes to the City-approved form of development (e.g., access) and/or Servicing Agreement* scope of off-site works (e.g., intersection upgrades), which changes shall be undertaken by the developer, at the developer’s sole cost, as determined to the satisfaction of the City.

2. Subdivision: Registration of a subdivision plan to the satisfaction of the City.

Prior to the registration of the Subdivision Plan, the following conditions shall be satisfied:

- 2.1. City Road: Dedication of land for road and related purposes, generally as described in the Preliminary Subdivision Plan (**Schedule A**) and the following table, including approximately:
 - 2.1.1. Ketcheson Road (i.e. designated as a City Centre Area Plan “minor street”): 20.0 m (65.6 ft.) wide right-of-way bisecting the site;
 - 2.1.2. Garden City Road: 4.8 m (15.7 ft.) strip of land along the site’s entire east side (i.e. frontage of proposed Lot A), generally comprising a 1.8 m (5.9 ft.) widening and 3.0 m (9.8 ft.) streetscape enhancement area;
 - 2.1.3. Capstan Way: 6.8 m (22.3 ft.) strip of land along the site’s entire south side (i.e. frontage of proposed “Lot A” and the remnant portion of 3440 Sexsmith Road), generally comprising a 2.8 m (9.2 ft.) widening and 4.0 m (13.1 ft.) streetscape enhancement area; and
 - 2.1.4. Sexsmith Road: 3.7 m (12.1 ft.) strip of land along the frontage of proposed “Lot B”, generally comprising a 1.1 m (3.6 ft.) widening and 2.6 m (8.5 ft.) streetscape enhancement area.

#	Road Feature	Total Dedication (m ²)	Eligible Portions (m ²)				Non-Eligible Portions (m ²)
			For Density (ZMU51)		For DCC Credits		
			Lot A	Lot B	Lot A	Lot B	
A.	Garden City Road (i.e. widening @ Lot A)	161.7	None	None	None	None	161.7
B.	Sexsmith Road (i.e. widening @ Lot B)	52.2	None	None	None	52.2	None
C.	Capstan Way (i.e. widening including Sexsmith Road corner cut)	607.4	None	None	276.5	330.9	None
D.	Ketcheson Road (i.e. new CCAP “minor street”)	1,863.8	931.9	931.9	None	None	None
E.	Sexsmith Road (i.e. streetscape enhancement)	123.4	None	123.4	None	None	None
F.	Capstan Way & Garden City Road (i.e. streetscape enhancement including Ketcheson Road corner cuts)	1,051.3	613.4	437.9	None	None	None
TOTAL (m²)		3,859.8	1,545.3	1,493.2	276.5	383.1	161.7
			3,038.5		659.6		

- 2.2. Lot Consolidation: The creation of two lots for development purposes (i.e. Lot A and Lot B) and a third lot comprising the remnant portion of 3440 Sexsmith Road, generally as shown in the Preliminary Subdivision Plan (**Schedule A**), including:
- 2.2.1. Lot A (i.e. proposed development site east of Ketcheson Road): 7,361.2 m² (79,235.3 ft²);
 - 2.2.2. Lot B (i.e. proposed development site west of Ketcheson Road): 5,021.6 m² (54,052.1 ft²); and
 - 2.2.3. Remnant Lot C (i.e. remnant portion of 3440 Sexsmith Road, which is not subject to rezoning through RZ 18-836107): 2,301.9 m² (24,777.4 ft²).
- 2.3. No Separate Sale (Lots A & B): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, requiring that Lot A and Lot B may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreement and business terms related to financial, legal, development, and other obligations assigned to each of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.
- 2.4. No Development (Remnant Lot C): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, securing that “no development” will be permitted on Remnant Lot C, restricting Development Permit* issuance for any building on the lot, in whole or in part, unless the developer has submitted rezoning* and Development Permit* applications, approved by the City, that provide for the comprehensive development of Remnant Lot C with 3420 and 3426 Sexsmith Road including, but not limited to, the following, as determined to the satisfaction of the Director of Transportation, Director of Development, and Director of Engineering:
- 2.4.1. Vehicle access restrictions, limiting vehicle access to the future comprehensive development to the area secured via the Lot B Cross Access and Lots A and B Driveway Crossings agreements; and
 - 2.4.2. Road dedication and design/construction of frontage and utility upgrades (via a standard Servicing Agreement*), at the developer’s sole cost, along the entire Sexsmith Road frontage of the future comprehensive development site.

NOTE: The above development restrictions shall not limit use of Remnant Lot C for residential sales centre use or construction staging purposes related to the developer’s proposed development of Lot A and Lot B (subject to Building Permit* and other City approvals, as applicable), to the City’s satisfaction.

3. Capstan Station Bonus (CSB) (Lots A & B): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that “no building” will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, until the developer, on a stage-by-stage basis, satisfies the terms of the Capstan Station Bonus (CSB) as provided for via the Zoning Bylaw and City Centre Area Plan. More specifically, the developer shall provide for cash and public open space contributions as follows:
- 3.1. Capstan Station Reserve Contribution (Lots A & B): Preliminary estimated voluntary developer cash contributions are indicated in the table below.

Lot	No. of Dwellings <i>Preliminary estimate</i>	CSB Voluntary Contribution (1) <i>Estimate, based on the City-Approved 2021/2022 Rate (\$9,346.36/unit)</i>
A	201	\$1,878,622.38
B	191	\$1,785,158.58
TOTAL	392 units	\$3,663,780.96

(1) *The actual Capstan Station Reserve contribution shall be adjusted as required, on a Building Permit-by- Building Permit basis, to reflect accurately the number of dwelling units on Lot A and Lot B (including all market strata, affordable housing and market rental units) and the City-approved contribution rate(s) in effect at the time of Building Permit (BP) approval.*

- 3.2. Publicly-Accessible Open Space Contribution (Lots A & B): The developer shall provide public open space in compliance with the Capstan Station Bonus and ZMU51 zone, based on 5.0 m² (53.82 ft²) per dwelling unit (including all market strata, affordable housing, and market rental units). More specifically, prior to rezoning adoption the developer shall:
- 3.2.1. Maximum Number of Permitted Dwellings (Lots A & B): Register a covenant and/or alternative legal agreement on title, to the City’s satisfaction, to restrict the maximum permitted combined number of

dwellings on Lot A and Lot B to 392 units (including all market strata, affordable housing, and market rental units) or as otherwise determined to the City’s satisfaction through the Development Permit* process and specified in this agreement.

3.2.2. Capstan Station Bonus Greenway SRW (Lots A & B): Grant a statutory right-of-way (SRW) on Lot A and Lot B for the purpose of securing the Capstan Station Greenway SRW, comprising a Multi-Use Path (MUP) and Pocket Park(s). Prior to adoption of the OCP Amendment and Rezoning Bylaws, the agreement shall be registered as a blanket SRW (accompanied by a sketch plan) and shall include provisions for a replacement agreement at Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer/owner’s cost, for the purpose of reflecting accurately the City-approved permits and replacing the sketch plan with a survey plan (which may be volumetric). The specific location, configuration, and design of the SRW area and the related terms of the agreement shall be confirmed through the development’s Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City, taking into account the following items.

- a) The combined total Greenway SRW area on Lots A and B shall be at least 1,960.0 m² (21,097.3 ft²) or the product of 5.0 m² (53.82 ft²) per dwelling unit and the maximum permitted number of market strata, affordable housing, and market rental units on Lots A and B (based on the Maximum Number of Permitted Dwellings covenant as described above), whichever is greater.

CSB Publicly-Accessible Open Space Contribution Rate	Lots A & B Max. Permitted # of Dwellings <i>Preliminary estimate</i>	CSB Voluntary SRW Contribution <i>Minimum Combined SRW Area on Lot A & Lot B</i>
5.0 m ² (53.82 ft ²) per dwelling unit	392	1,960.0 m ² (21,097.3 ft ²)
TOTAL	392 units	1,960.0 m² (21,097.3 ft²)

- b) The Greenway SRW area shall comprise a suitably landscaped, universally accessible portion of the subject site, designed and constructed by the developer/owner, at the sole cost of the developer/owner, as publicly-accessible open space including:
 - i. Approximately 1,131.0 m² (12,174.0 ft²) in the form of a 6.0 m (19.7 ft.) wide Multi-Use Path (MUP) for pedestrians, bicycles, and compatible modes of travel (together with seating, lighting, and other complementary landscape features), as generally shown on the Preliminary (Partial) Statutory Right-of-Way Plan (**Schedule B**):
 - On Lot A: 495.8 m² (5,336.8 ft²); and
 - On Lot B: 635.2 m² (6,837.2 ft²); and
 - ii. At least 829.0 m² (8,923.3 ft²) contiguous with the MUP in the form of one or more Pocket Parks for public seating, relaxing, and play (which Pocket Park areas shall be provided in addition to the SRW area shown in **Schedule B**, as determined to the City’s satisfaction through the DP process).
- c) The right-of-way shall provide for:
 - i. 24 hour-a-day, year-round, universally accessible, public access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and storm water management measures, to the satisfaction of the City;
 - ii. Public art;
 - iii. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - iv. City utilities including, but not limited to, streetlights, traffic control infrastructure (e.g., signals, detector loops, and equipment kiosks), and related or similar features; and
 - v. Public access (e.g., walkways) to/from:
 - Fronting on-site uses/spaces; and
 - The contiguous linear publicly-accessible open space area (e.g., garden plots, walkways, and related landscape features) secured via statutory right-of-way 8800 Hazelbridge Way and 3300/3311 Ketcheson Road (“Concord Gardens”); and

- vi. Permanent building encroachments in the form of portions of the building located below finished grade (e.g., parking), provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features (e.g., tree planting), as determined to the satisfaction of the City and specified in the approved Development Permit*.
- d) In addition, the agreement shall provide for the following:
- i. Emergency Turn-Around: A vehicle turn-around (3-point turn arrangement), adjacent to the subject site's required Ketcheson Road dedication, for the purpose of facilitating uninterrupted public use of the dedicated portion of Ketcheson Road in the event that the Private (SRW) Road portion of Ketcheson Road (i.e. north of the subject site) is temporarily unavailable to the public, in part or in whole, due to emergencies or City-authorized closures. The turn-around must be designed and constructed to the satisfaction of the Director of Transportation and Director of Engineering, which may include, but may not be limited to, provisions for passenger vehicles, fire trucks, emergency service vehicles, and garbage/recycling trucks, as required to support the subject development.
 - ii. Future Elevated Road Crossing Connection: A future connection between the MUP and a Future Elevated Road Crossing over Garden City Road for the purpose of providing a continuous grade-separated public route, for pedestrians, bicycles, and compatible modes of travel, between Capstan Village and lands east of Garden City Road. The Future Elevated Road Crossing, including its connection to the MUP, shall be constructed by or on behalf of the City, at no cost to the owner of the MUP. Terms of the agreement may include, but may not be limited to, the following:
 - The design and construction of the MUP and associated portions of the Lot A building must accommodate a safe and functional connection with the Future Elevated Road Crossing, as determined to the satisfaction of the City, including, but not limited to, compatible elevations (e.g., to ensure the elevated crossing will have adequate roadway clearance), pathway design (e.g., width, grade, materials, lighting, and furnishings), connection point considerations (e.g., structural and related measures), and temporary safety barrier(s) at the connection point (to be removed upon construction of the Future Elevated Road Crossing);
 - Additional SRW area, as applicable, (which additional area would not comprise part of the developer/owner's CSB public open space contribution) for the purpose of potentially locating aerial portions of the Future Elevated Road Crossing, related structure and/or other features on, over, or under a portion of Lot A (which features shall not compromise the City-approved development of Lot A);
 - The ability for the City and its designate(s) to enter Lot A for purposes related to the design, construction, repair, replacement, demolition, operation, and maintenance of the Future Elevated Road Crossing; and
 - Related requirements (e.g., responsibilities, liabilities, and cost sharing), which may include a construction agreement, option to purchase, or other measures.
 - iii. Heritage Interpretation: Interpretation of the Herrling Residence (3360 Sexsmith Road), as required with respect to the Heritage Protection and Interpretation (Lot A and B) agreement, as determined to the satisfaction of the Director, Development, Director, Arts, Culture, and Heritage Services, and Director, Parks Services and in compliance with an approved Development Permit* and Servicing Agreement*.
- e) The right-of-way shall not provide for:
- i. Driveway crossings or vehicle access (except as described above);
 - ii. Building encroachments above the finished grade of the right-of-way; or
 - iii. Gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures. (For clarity, the SRW area cannot be chained or gated nightly.)

- f) Design and construction of the SRW area shall be the subject of a Servicing Agreement* and Development Permit*, which shall be undertaken at the sole cost and responsibility of the developer/owner, as determined to the satisfaction of the City. Among other things, works essential for public access within the required SRW area are to be included in the Servicing Agreement* and the design of the SRW area must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the SRW works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, as determined to the City's satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- g) Maintenance of and liability with respect to the SRW area shall be at the sole cost and responsibility of the owner/developer, except for City utilities and/or other features that are identified through the Servicing Agreement*, at the sole discretion of the City, for maintenance by the City following the expiry of the Servicing Agreement* maintenance period.
- h) The owner/developer shall be permitted to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way and/or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as specified in the agreement and/or approved by the City in writing in advance of any such closure.
- i) "No development" shall be permitted on the site, restricting Development Permit* issuance for any building on the site, in whole or in part, unless the permit includes the SRW area, to the City's satisfaction.
- j) On a lot-by-lot basis, no Building Permit* shall be issued for a building on a lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the portion of the SRW area located on the lot, as determined to the City's satisfaction.
- k) On a lot-by-lot basis, "no occupancy" shall be permitted of a building on a lot, restricting Building Permit* inspection granting occupancy for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the SRW area located on the lot is completed to the satisfaction of the City and the developer has submitted a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, to the City's satisfaction, and received a Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, on a lot-by-lot basis, if occupancy of the building on the lot is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot until the required SRW area is completed to the City's satisfaction.

4. Mid-Block Pedestrian Link SRW (Lot A): Grant a statutory right-of-way (SRW) on Lot A for the purpose of securing unrestricted public pedestrian access between Ketcheson Road, Capstan Way, and Garden City Road via Lot A's central (auto court) plaza and associated walkways and stairs, as determined to the satisfaction of the City through an approved Development Permit*. Prior to adoption of the OCP Amendment and Rezoning Bylaws, the agreement shall be registered as a blanket SRW (accompanied by a sketch plan) and shall include provisions for a replacement agreement at Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer/owner's cost, for the purpose of reflecting accurately the City-approved permits and replacing the sketch plan with a survey plan (which may be volumetric). The specific location, configuration, and design of the SRW area and the related terms of the agreement shall be confirmed through the development's Development Permit* and/or other City approval processes, to the satisfaction of the City, taking into account the following items.

4.1. The right-of-way shall provide for:

- 4.1.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and storm water management measures, to the City's satisfaction;

- 4.1.2. Universal public pedestrian access between Ketcheson Road and on-site uses/spaces (e.g., church, child care, car-share parking spaces, and bicycle racks); and
- 4.1.3. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
- 4.1.4. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and
- 4.1.5. Permanent building encroachments, provided that any such encroachments do not compromise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as determined to the satisfaction of the City and specified in the approved Development Permit*, including:
 - a) Portions of the building located below finished grade (e.g., parking); and
 - b) Weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.
- 4.2. The right-of-way shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures. (For clarity, the SRW area cannot be chained or gated nightly.)
- 4.3. Design and construction of the SRW area shall be the subject of a Development Permit*, which shall be undertaken at the sole cost and responsibility of the developer/owner, as determined to the satisfaction of the City. The design of the SRW area must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the SRW works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, as determined to the City's satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- 4.4. Maintenance of and liability with respect to the SRW area shall be at the sole cost and responsibility of the owner/developer.
- 4.5. The owner/developer shall be permitted to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way and/or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as specified in the agreement and/or approved by the City in writing in advance of any such closure.
- 4.6. "No development" shall be permitted on the site, restricting Development Permit* issuance for any building on the site, in whole or in part, unless the permit includes the SRW area, to the City's satisfaction.
- 4.7. No Building Permit* shall be issued for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the SRW area, as determined to the City's satisfaction.
- 4.8. "No occupancy" shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the SRW area is completed to the satisfaction of the City and the developer has submitted a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, to the City's satisfaction, and received a Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, if occupancy of the building on the lot is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot or the Lot A Religious Assembly and Child Care Building (excluding parking intended as an ancillary use to non-parking uses) until the required SRW area is completed to the City's satisfaction.

5. Driveway Crossings (Lots A & B): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to the following:
 - 5.1. For Lot A: A maximum of two (2) driveways shall be permitted along the lot's Ketcheson Road frontage. No driveways shall be permitted along the lot's Capstan Way or Garden City Road frontages.
 - 5.2. For Lot B: A maximum of one (1) driveway shall be permitted along the lot's Ketcheson Road frontage, which driveway shall provide for shared access with future development at 3420, 3426, and Remnant Lot C (i.e. remnant portion of 3440 Sexsmith Road), as per the required Lot B Cross Access agreement. No driveways shall be permitted along the lot's Sexsmith Road frontage.
6. Cross Access (Lot B): Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreement(s) or measure(s), as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future development at 3420, 3426, and Remnant Lot C (i.e. remnant portion of 3440 Sexsmith Road), including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts. The specific location, configuration, and design of the easement area or SRW area and the related terms of the agreement shall be confirmed through the development's Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City.
 - 6.1. "No development" shall be permitted on Lot B, restricting Development Permit* issuance for any building on Lot B, in whole or in part, unless the developer provides for the required Lot B Cross Access, which may include, but may not be limited to knock-out wall/fence panels, way-finding signage, and submission of a Letter of Credit or cash for the future repair of the affected portion of the Lot B building when cross-access is implemented, as determined to the satisfaction of the City.
 - 6.2. No Building Permit* shall be issued for a building on Lot B, in whole or in part, unless the developer provides for the required Lot B Cross Access in the Building Permit*, to the City's satisfaction, and the architect submits a letter confirming that the design of the spaces and uses satisfies all City's requirements.
 - 6.3. "No occupancy" shall be permitted on Lot B, restricting Building Permit* inspection granting occupancy for any building on Lot B, in whole or in part, until the Lot B Cross Access requirements are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all City's requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, if occupancy of the building on the lot is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot until the Lot B Cross Access requirements are completed to the satisfaction of the City.
7. Tandem Parking Restriction (Lots A & B): Registration of a legal agreement on title prohibiting tandem parking (i.e. where one parking space is located behind another such that only one has direct access to a drive aisle).
8. Car-Share Measures (Lot A): Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, all to the satisfaction of the City.
 - 8.1. The car-share parking facility shall provide for the following:
 - 8.1.1. Two (2) car-share parking spaces located together on Lot A where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;
 - 8.1.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and
 - 8.1.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.

- 8.2. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.
- 8.3. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.
- 8.4. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:
 - 8.4.1. The developer/owner provides two (2) car-share cars at no cost to the operator;
 - 8.4.2. The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and
 - 8.4.3. The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City.
- 8.5. "No development" shall be permitted on the subject site, restricting Development Permit* issuance for a building on the subject site, in whole or in part, unless the developer, to the City's satisfaction:
 - 8.5.1. Designs the subject site to provide for the required car-share parking facility to the City's satisfaction;
 - 8.5.2. Secures the car-share parking facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements, as determined to the City's satisfaction;
 - 8.5.3. Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of two (2) car-share vehicles, the value of which shall be the estimated retail value of the two (2) car-share cars at the time of purchase or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
 - 8.5.4. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share parking facility is not operated for car-share purposes as intended via the subject rezoning application (e.g., the operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
- 8.6. No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required car-share parking facility to the City's satisfaction and a letter of confirmation is submitted by the architect assuring that the design of the facility satisfies all applicable City's requirements.
- 8.7. "No occupancy" shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Lot A Car-Share Measures are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement:

- 8.7.1. If occupancy of the building on Lot A is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on Lot A until the required Lot A Car-Share Measures are completed to the City's satisfaction; and
- 8.7.2. If the City determines, to its sole satisfaction, that operation of the Car-Share Measures shall be delayed following granting of occupancy (e.g., to accommodate the operator's requirements), prior to granting of occupancy, the developer may be required to submit an additional Letter of Credit and/or additional occupancy restrictions may apply to secure the developer's commitment with respect to the operator contract and/or related considerations.

9. Cycling Facilities (Lot A & Lot B): Registration of a restrictive covenant and/or alternative legal agreement on Lot A and Lot B for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities on Lot A and Lot B, on a lot-by-lot basis, for the use of each lot's tenants/occupants, to the satisfaction of the City as determined via the Development Permit* review and approval processes. More specifically:
- 9.1. Residential Cycling Facilities (Lot A & Lot B): For residential tenants/occupants on Lot A and Lot B, on a lot-by-lot basis, the developer/owner shall, at the developer's sole cost, design, install, and maintain on the lots:
- 9.1.1. Three (3) bike maintenance facilities, each in the form of a bike repair and maintenance station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash, including:
- a) Two (2) on Lot A, including one (1) for the exclusive shared use of the tenants/occupants of the Mixed Income Rental Housing Building (including the housing operator) and one (1) for the exclusive shared use of the tenants/occupants of the Lot A market strata units; and
 - b) One (1) on Lot B for the exclusive shared use of Lot B residential tenants/occupants; and
- 9.1.2. EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the residential tenants/occupants of the building, as per the Zoning Bylaw and ZMU51 zone, which storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room or as per Zoning Bylaw or Official Community Plan rates in effect at the time of Development Permit* approval, whichever is greater (which energized outlets shall be located to facilitate shared use by bikes in the storage room), including:
- a) Two (2) EV-equipped storage facilities on Lot A (each of which shall comprise multiple storage rooms), including one (1) for the exclusive shared use of the tenants/occupants of the Mixed Income Rental Housing Building (including the housing operator) and one (1) for the exclusive shared use of the tenants/occupants of the Lot A market strata units; and
 - b) One (1) EV-equipped storage facility on Lot B (comprising multiple storage rooms) for the exclusive shared use of Lot B residential tenants/occupants.
- NOTE: For ease of use and security, the components of each of the development's three (3) Residential Cycling Facilities (i.e. bike maintenance facility and residential "Class 1" bike storage) shall be grouped together and situated at the building's ground floor. If the City determines in its sole discretion, as set out in an approved Development Permit*, that one or more of the Residential Cycling Facilities may be on another floor of the building, in whole or in part, they must be adjacent to an elevator/stair core and use of that elevator/stair must be secured (by legal agreement) for unrestricted use by persons using the Residential Cycling Facilities (e.g., strata restrictions shall not restrict access).
- 9.2. Non-Residential Cycling Facilities (Lot A): For non-residential tenants/occupants (i.e. commercial, church, child care, and similar or related uses) on Lot A, the developer/owner shall, at the developer's sole cost, design, install, and maintain on the lot:
- 9.2.1. End-of-trip cycling facilities for the shared use of the development's non-residential tenants comprising a handicapped-accessible suite of rooms designed to accommodate use by four or more people (of the same or different genders) at one time, as determined to the City's satisfaction through the Development Permit* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
- 9.2.2. A bike maintenance facility in the form of a bike repair and maintenance station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash; and
- 9.2.3. EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the non-residential tenants/occupants of the building, as per the Zoning Bylaw, which storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room or as per Zoning Bylaw or

Official Community Plan rates in effect at the time of Development Permit* approval, whichever is greater (which energized outlets shall be located to facilitate shared use by bikes in the storage room).

NOTE: For ease of use and security, the components of the Lot A Non-Residential Cycling Facilities (i.e. end-of-trip cycling facilities, bike maintenance facility, and non-residential “Class 1” bike storage) shall be grouped together and situated at the building’s ground floor. If the City determines in its sole discretion, as set out in an approved Development Permit*, that the Lot A Non-Residential Cycling Facilities may be on another floor of the building, the required components must be grouped together adjacent to an elevator/stair core and use of that elevator/stair must be secured (by legal agreement) for unrestricted use by persons using the Lot A Non-Residential Cycling Facilities (e.g., strata restrictions shall not restrict access).

- 9.3. “No development” shall be permitted on Lot A or Lot B, restricting Development Permit* issuance for any building on Lot A or Lot B, in whole or in part, unless the developer provides for the required Cycling Facilities to the satisfaction of the City.
- 9.4. On a lot-by-lot basis, no Building Permit* shall be issued for a building on Lot A or Lot B, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Cycling Facilities and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City’s requirements.
- 9.5. On a lot-by-lot basis, “no occupancy” shall be permitted on Lot A or Lot B, restricting Building Permit* inspection granting occupancy for any building on Lot A or Lot B, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Cycling Facilities are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City’s requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, on a lot-by-lot basis, if occupancy of the building on the lot is permitted to proceed in stages (e.g., tower-by-tower), “no occupancy” shall be permitted of:

- 9.5.1. Any non-residential uses on Lot A, in whole or in part, until 100% of the Lot A Non-Residential Cycling Facilities and related uses and spaces are completed to the satisfaction of the City;
- 9.5.2. Any residential uses on Lot A until 100% of the Lot A Residential Cycling Facilities required with respect to the Mixed Income Rental Housing Building and a proportional share of the Residential Cycling Facilities required with respect to the Lot A market (strata) residential units proposed for occupancy, together with all related uses and spaces, are completed to the satisfaction of the City; and
- 9.5.3. Any residential uses on Lot B, in whole or in part, until a proportional share of the Residential Cycling Facilities required with respect to the Lot B market (strata) residential units proposed for occupancy, as applicable, and all related uses and spaces, are completed to the satisfaction of the City.

10. Electric Vehicle (EV) Charging Equipment for Vehicles (Lots A & B): Registration on title of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, to clarify Zoning Bylaw and related requirements regarding EV charging facilities for vehicles, the details of which shall be specified, to the satisfaction of the Director of Transportation and Director of Sustainability in an approved Development Permit*. More specifically, the agreement shall require that:

- 10.1. 100% of resident parking on Lot A and Lot B (i.e. designated for the use of tenants/occupants of market strata, affordable housing, and market rental housing units) shall be equipped with energized 240V Charging Stations (i.e. energized outlets capable of providing Level 2 charging or higher); and
- 10.2. 5% of non-residential parking on Lot A, based on the total number of non-residential parking spaces approved through the Development Permit* (excluding the two required car-share spaces) shall be equipped with energized 240V Charging Stations (i.e. energized outlets capable of providing Level 2 charging or higher); and
- 10.3. Two (2) car-share spaces on Lot A shall be equipped with 240V Chargers (i.e. 240V Charging Stations plus equipment for delivering electricity from the energized outlets to the vehicles).

- 10.4. The electrical circuits serving the designated parking spaces for:
 - 10.4.1. Market strata uses on Lot A and B must, on a lot-by-lot basis, serve only those parking spaces;
 - 10.4.2. Affordable housing uses on Lot A must serve only those parking spaces;
 - 10.4.3. Market rental housing uses on Lot A must serve only those parking spaces;
 - 10.4.4. Church/child care/related uses on Lot A must serve only those parking spaces;
 - 10.4.5. Commercial uses (including use by residential visitors) on Lot A must serve only those parking spaces; and
 - 10.4.6. Car-share use on Lot A must serve only those parking spaces.
- 10.5. For the car-share parking spaces, as determined at the developer/owner's discretion, the required service shall be provided by either:
 - 10.5.1. dedicating one 40A 208V circuit to each individual parking space such that upon completion of the Car-Share Measures, to the satisfaction of the City, both of the required EV-equipped parking spaces are equipped with an energized outlet box with a receptacle capable of charging electric vehicles and a 240V Charger (i.e. one for each 40A 208-240V circuit); or
 - 10.5.2. servicing the 2 car-share parking spaces with a single 40A 208-240V circuit such that upon completion of the Car-Share Measures, to the satisfaction of the City, each parking space is equipped with an energized outlet with a smart EV Charger connected to a load-sharing system capable of delivering at least 24 kWh of charging to each vehicle within an 8 hour period when both parking spaces are occupied by charging vehicles (e.g. 2-way load share of a 40A 208-240V circuit).
- 10.6. For resident parking (for the tenants/occupants of market strata, market rental, and affordable housing units) and non-residential parking (for commercial tenants/occupants, church/child care, and related uses) as determined at the developer's discretion, the required service may be provided by either:
 - 10.6.1. Dedicating one 208V circuit to each individual parking space, such that upon first occupancy of the building, in whole or in part, all of the required EV-equipped parking spaces are equipped with an outlet box with a receptacle capable of charging electric vehicles (i.e. one for each 40A 208-240V circuit); or
 - 10.6.2. Servicing multiple parking spaces with each 40A 208-240V circuit, such that upon first occupancy of the building, in whole or in part:
 - a) The building design supports the future installation by others (e.g., residential and/or non-residential owners) of a load sharing system(s) capable of delivering at least 12 kWh of charging to every car within an 8 hour period when every parking space is occupied by a charging car (e.g. 4-way load share of a 40A 208-240V circuit); and
 - b) Prior to the installation of a load sharing system(s):
 - i. At least 25% of resident parking spaces (including a proportional share of required market strata, market rental, and affordable housing resident parking) and at least 25% of non-residential parking spaces are equipped with an outlet box with a receptacle capable of charging electric vehicles (i.e. one for each 40A 208-240V circuit); and
 - ii. The remaining required EV-equipped resident and non-residential parking spaces each have an outlet box containing capped energized wires covered with a cover plate.
- 10.7. "No development" shall be permitted on Lot A or Lot B, restricting Development Permit* issuance for any building on Lot A or Lot B, in whole or in part, unless the developer provides for the required Electric Vehicle (EV) Charging Equipment for Vehicles, to the satisfaction of the City.
- 10.8. On a lot-by-lot basis, no Building Permit* shall be issued for a building on Lot A or Lot B, in whole or in part, until the developer provides for the required Electric Vehicle (EV) Charging Equipment for Vehicles and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements.

- 10.9. On a lot-by-lot basis, “no occupancy” shall be permitted on Lot A or Lot B, restricting Building Permit* inspection granting occupancy for any building on Lot A or Lot B, in whole or in part, until the required Electric Vehicle (EV) Charging Equipment for Vehicles required with respect to the lot are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City’s requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, on a lot-by-lot basis, if occupancy of the building on the lot is permitted to proceed in stages (e.g., tower-by-tower), “no occupancy” shall be permitted of any use on the lot unless, on a stage-by-stage basis, the parking required to be completed with respect to each stage is equipped with Electric Vehicle (EV) Charging Equipment for Vehicles in compliance with this agreement, as determined to the satisfaction of the City.

11. Residential Visitor & Non-Residential Parking (Lot A): Registration of a restrictive covenant and/or alternative legal agreement(s) on title to Lot A, to the satisfaction of the City, specifying the amount, distribution, operation (e.g., duration of stay), and use (i.e. exclusive or shared) of parking facilities required to be provided on Lot A to satisfy Zoning Bylaw and related requirements with respect to the Lot A Religious Assembly and Child Care Building, Lot A commercial uses, and visitors to the Lot A Mixed Income Rental Housing Building and Lot A market (strata) dwelling units, to the City’s satisfaction.

- 11.1. Provisions in the agreement may include, but may not be limited to, the following, as determined to the City’s satisfaction through an approved Development Permit*:

- 11.1.1. Residential visitor parking (for the purpose of satisfying Zoning Bylaw requirements) shall be provided in a combination of spaces secured for the exclusive use of residential visitors (i.e. approximately 23 spaces, which may be managed as a pool or assigned to specific buildings, as determined to the City’s satisfaction) and shared use of Lot A’s commercial spaces (i.e. approximately 18 spaces, which may include spaces allocated for long-term use, hourly use and/or shorter durations) on the same terms as members of the general public, to the satisfaction of the City;
- 11.1.2. Parking spaces shall be provided for the exclusive use of the Lot A Religious Assembly and Child Care Building, to the City’s satisfaction;
- 11.1.3. Parking spaces within the Lot A auto-court shall be secured for short-term use (e.g., 5-minute) to facilitate passenger drop-off/pick-up and related activities by all uses on Lot A and the general public;
- 11.1.4. Lot A Residential Visitor & Non-Residential Parking shall not include tandem parking spaces; and
- 11.1.5. Lot A Residential Visitor & Non-Residential Parking must include a proportional number of handicapped parking spaces and small car parking spaces in compliance with the Zoning Bylaw or as otherwise determined to the satisfaction of the Director, Transportation.

- 11.2. “No development” shall be permitted on Lot A, restricting Development Permit* issuance for any building on Lot A, in whole or in part, unless the developer provides for the required Lot A Residential Visitor & Non-Residential Parking requirements to the satisfaction of the City.

- 11.3. No Building Permit* shall be issued for a building on Lot A, in whole or in part, until the developer provides for the required Lot A Residential Visitor & Non-Residential Parking and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City’s requirements.

- 11.4. “No occupancy” shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Lot A Residential Visitor & Non-Residential Parking and related uses and spaces are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City’s requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, if occupancy of the building on Lot A is permitted to proceed in stages (e.g., tower-by-tower), “no occupancy” shall be permitted of any use on the lot unless, on a stage-by-stage basis, the parking required with respect to each stage is completed to the satisfaction of the City.

12. Shared Loading Facilities (Lot A): Registration of a restrictive covenant and/or alternative legal agreement(s) on title to Lot A, to the satisfaction of the City, specifying the amount, distribution, operation, and shared use of loading facilities, including those required for waste pick-up, as set out in an approved Development Permit*, to the satisfaction of the Director, Development, Director, Transportation, Director, Community Social Development, and Director, Environmental Programs. This shall include, but will not be limited to, shared use of the development's loading and waste management facilities by the tenants/occupants and operator of the Lot A Mixed Income Rental Housing Building, as determined to the satisfaction of the Director, Community Social Development. (All on-street waste management operations shall be prohibited.)
 - 12.1. "No development" shall be permitted on Lot A, restricting Development Permit* issuance for any building on Lot A, in whole or in part, unless the developer provides for the required Lot A Shared Loading Facilities requirements to the satisfaction of the City.
 - 12.2. No Building Permit* shall be issued for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Lot A Shared Loading Facilities and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements.
 - 12.3. "No occupancy" shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Lot A Shared Loading Facilities and related uses and spaces are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements, and the facilities have received Building Permit* inspection granting occupancy.
13. Shared Indoor Amenity Space (Lot A): Registration of a restrictive covenant and/or alternative legal agreement on title to Lot A, to the satisfaction of the City, to secure the indoor amenity space building fronting the Lot A plaza/auto-court (co-located with the Mixed Income Rental Housing Building,) for unrestricted shared use by the occupants/tenants of all Lot A dwelling units (i.e. market strata, affordable housing, and market rental), as determined to the satisfaction of the Director, Development and Director, Community Social Development through an approved Development Permit*.
 - 13.1. "No development" shall be permitted on Lot A, restricting Development Permit* issuance for any building on Lot A, in whole or in part, unless the developer provides for the required Lot A Shared Indoor Amenity Space requirements to the satisfaction of the City.
 - 13.2. No Building Permit* shall be issued for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Lot A Shared Indoor Amenity Space requirements and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements.
 - 13.3. "No occupancy" shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Lot A Shared Indoor Amenity Space and related uses and spaces are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City's requirements, and the facilities have received Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, if occupancy of the Lot A building is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any residential units on the lot until the Lot A Shared Indoor Amenity Space and related uses and spaces are completed to the satisfaction of the City.
14. Mixed Income Rental Housing Building (Lot A): The City's acceptance of the developer/owner's offer to voluntarily contribute affordable Low-End-Market-Rental (LEMR) housing units and market rental housing (MRH) units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement (regarding the LEMR units), Market Rental Agreement (regarding the MRH units) and related covenants (one for each housing type) on title to secure the dwelling units. The form of the Housing Agreement, Market Rental

Agreement and related covenants shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for the subject site and other non-material changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director, Development and Director, Community Social Development. The terms of the Housing Agreement, Market Rental Agreement and related covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Lot A Mixed Income Rental Housing Building Terms of Reference (**Schedule C**).

15. Religious Assembly & Child Care Building (Lots A & B): Registration of a restrictive covenant and/or alternative legal agreement on title to Lot A and Lot B generally as follows:
 - 15.1. With respect to the proposed Religious Assembly and Child Care Building on Lot A, the developer shall:
 - 15.1.1. Designate a portion of the lot for the exclusive use of the Lot A Religious Assembly and Child Care Building, which area shall generally be located within 33.5 m (110 ft.) of the lot's proposed Garden City Road property line and 53.0 m (174 ft.) of the lot's proposed Capstan Way property line or as otherwise determined to the City's satisfaction through an approved Development Permit*;
 - 15.1.2. Limit the use of the Lot A Religious Assembly and Child Care Building to religious assembly and child care, together with customary secondary or ancillary uses as permitted under the Zoning Bylaw and ZMU51 zone (e.g., indoor recreation, but excluding residential uses), to the City's satisfaction;
 - 15.1.3. Provide for the Lot A Religious Assembly and Child Care Building to be located within an Air Space Parcel, approved by the City, together with the registration of legal agreements on title, to the satisfaction of the City (i.e. to ensure that the owners, operators, and users of the Lot A Religious Assembly and Child Care Building have adequate access to and enjoyment of facilities intended for their exclusive use and shared use to the City's satisfaction as generally determined through an approved Development Permit*); and
 - 15.1.4. Register additional agreement(s) and/or satisfy additional requirements, as determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, development approval, and/or Building Permit* processes.
 - 15.2. "No demolition" shall be permitted of the existing buildings and facilities on 3360 Sexsmith Road (including, but not limited to, the Herrling Residence), restricting Demolition Permit* issuance for any building on 3360 Sexsmith Road, in whole or in part, unless, unless, as determined to the satisfaction of the Director, Development and Director, Arts, Culture, and Heritage Services:
 - 15.2.1. The subject rezoning bylaw has been adopted (which shall require, among other things, the transfer of 3360 Sexsmith Road to the developer to facilitate the creation of proposed Lot B);
 - 15.2.2. A Development Permit* has been issued for the comprehensive development of Lot A and Lot B, including the Lot A Religious Assembly and Child Care Building and all related spaces and uses, as determined to the City's satisfaction;
 - 15.2.3. With respect to the church, submission of written confirmation from the Richmond Capstan Alliance Church, to the City's satisfaction, confirming that the organization's operations have been satisfactorily relocated off-site (e.g., to temporary accommodation);
 - 15.2.4. With respect to the existing child care tenant at 3360 Sexsmith Road, submission of written confirmation from the owner, to the City's satisfaction, that the following assistance measures have been undertaken:
 - a) The child care tenant has been provided with reasonable notice (e.g., a minimum of 6 months) regarding the need to relocate from the property; and
 - b) The owner has provided the child care tenant with access to a professional realtor, at the owner's sole cost, in an effort to assist the child care tenant in finding similar, appropriately zoned space to lease within Richmond; and

15.2.5. The developer, at the developer's sole cost, has satisfied the "no demolition" conditions specified in the Heritage Conservation and Interpretation agreement with respect to Herrling Residence.

16. Heritage Conservation & Interpretation (Lots A & B): City acceptance of the developer's offer to voluntarily contribute towards heritage conservation, interpretation and/or documentation with respect to the Herrling Residence (3360 Sexsmith Road), the terms of which voluntary developer contribution shall include the registration of a restrictive covenant and/or alternative legal agreement(s) on title to Lots A and B, generally as follows or as otherwise determined to the satisfaction of the Director, Development and Director, Arts, Culture, and Heritage Services and an approved Development Permit*:

16.1. "No demolition" shall be permitted on Lot B, restricting Demolition Permit* issuance for any building on Lot B, in whole or in part, unless the developer, at the developer's sole cost, as determined to the satisfaction of the Director, Development and Director, Arts, Culture, and Heritage Services:

16.1.1. Submits photo documentation of the existing Herrling Residence and related heritage features, prepared by a qualified heritage professional, to the City's satisfaction;

16.1.2. Demonstrates that reasonable steps have been taken to relocate the Herrling Residence off-site, which steps shall include, but may not be limited to, posting the house on the City's House Moving and Salvage List for 60 days (i.e. for the purpose of offering to move or salvage the house) prior to applying for a Demolition Permit*;

16.1.3. Under the direction of the City, salvages artefact(s) of heritage value from the Herrling Residence and delivers them to Richmond's artefact storage facility; and

16.1.4. Satisfies the "no demolition" conditions specified in the Religious Assembly and Child Care Building agreement with respect to the existing church, child care, and related facilities on 3360 Sexsmith Road (i.e. including, but not limited to, the Herrling Residence).

16.2. "No development" shall be permitted on Lot A or Lot B, restricting Development Permit* issuance for any building on Lot A and Lot B, in whole or in part, unless the developer, at the developer's sole cost, prepares and implements a Heritage Interpretation Plan for Lot A and Lot B, as determined to the satisfaction of the Director, Development, Director, Arts, Culture, and Heritage Services, and Director, Parks Services. More specifically, requirements of the Plan may include, but may not be limited to the following:

16.2.1. Plan preparation by a qualified heritage professional (together with an architect, landscape architect, and/or other qualified professionals, as applicable), based on existing City Statements of Significance (SOS) for the Herrling Residence, Capstan Village, and other relevant heritage resources, subject to review(s) by the Richmond Heritage Commission or as otherwise determined to the satisfaction of the Director, Arts, Culture, and Heritage Services;

16.2.2. A comprehensive approach to heritage interpretation, which shall include, but may not be limited to a heritage vision statement for the site and clear set of goals, taking into account opportunities to enhance place-making and Capstan Village's role as a designated "arts district", coordination with architectural/landscape design and public art, and the establishment of the Capstan Station Bonus Greenway SRW area on Lot A and Lot B as a key public gateway to the history and stories of Capstan Village;

16.2.3. Interpretative signage, together with other heritage interpretation features (e.g., murals, models, artefacts, landscape structures, special paving or furnishings, or artworks) located within the Capstan Station Bonus Greenway SRW area and/or integrated into the design of buildings and/or landscapes fronting the Greenway SRW;

16.2.4. Design and installation of the interpretation features in coordination with the Development Permit* and/or Servicing Agreement*, the implementation of which shall be secured through the Development Permit* security (Landscape Letter of Credit), Servicing Agreement* Letter of Credit, or other Letter(s) of Credit, as determined to the City's satisfaction; and

16.2.5. Maintenance of and liability with respect to the heritage interpretation features at the sole cost and responsibility of the owner/developer, except for any features that the City (in its sole discretion

through an approved Servicing Agreement*) determines shall be transferred to the City (at no cost to the City) and, following the expiry of the Servicing Agreement* maintenance period, shall be maintained by the City.

- 16.3. On a lot-by-lot basis, “no occupancy” shall be permitted of a building on Lot A or Lot B, restricting Building Permit* inspection granting occupancy for a building on Lot A or Lot B, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until implementation of the Heritage Interpretation Plan for Lot A and Lot B is completed to the satisfaction of the City (as provided for through the Servicing Agreement*, Development Permit*, and/or other City requirements or legal agreements, as applicable), a letter of confirmation is submitted by the architect assuring that the features satisfy all applicable City’s requirements, and the developer has submitted a certificate of inspection for the features or equivalent, prepared and sealed by the owner’s engineer, architect, and/or landscape architect, to the City’s satisfaction, and received a Building Permit* inspection granting occupancy.

Notwithstanding the afore mentioned statement, on a lot-by-lot basis, if occupancy of a lot is permitted to proceed in stages (e.g., tower-by-tower), “no occupancy” shall be permitted of any market (strata) residential units on the lot unless the required heritage interpretation features and related requirements are complete to the City’s satisfaction.

17. **Public Art (Lots A & B):** City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:

- 17.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site (Lot A and Lot B), together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:

17.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources (e.g., Richmond’s existing Statements of Significance for Capstan Village and the Herrling Residence), together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and

17.1.2. A value of at least \$281,418 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site’s proposed ZMU51 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Max. Floor Area (ZMU51)	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	32,507.0 m ² (349,902 ft ²)	Affordable Housing 3,096.5 m ² (33,330 ft ²) Market Rental Housing 1,542.1 m ² (16,600 ft ²)	27,868.4 m ² (299,972 ft ²)	0.93/ft ²	\$278,974
Commercial	463.4 m ² (4,988 ft ²)	N/A	463.4 m ² (4,988 ft ²)	0.49/ft ²	\$2,444
Church & Child Care	2,853.0 m ² (30,709 ft ²)	2,853.0 m ² (30,709 ft ²)	N/A	N/A	N/A
TOTAL	35,823.4 m² (385,599 ft²)	Varies	28,331.8 m² (304,960 ft²)	Varies	\$281,418

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
 (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

- 17.2. “No development” shall be permitted on Lot A or Lot B, restricting Development Permit* with respect to Lot A and Lot B, until the developer:

17.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted

by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City's satisfaction; and

- 17.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer's implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$281,418.
- 17.3. On a lot-by-lot basis, "no occupancy" shall be permitted on Lot A or Lot B, restricting Building Permit* inspection granting occupancy of a building on Lot A or Lot B, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until:
 - 17.3.1. The developer, at the developer's sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan or Detailed Public Art Plan, as applicable);
 - 17.3.2. The developer, at the developer's sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.
 - 17.3.3. The developer, at the developer's sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:
 - a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
 - b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
 - c) The maintenance plan for the public art prepared by the artist(s); and
 - d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

Notwithstanding the afore mentioned statement, on a lot-by-lot basis, if occupancy of a lot is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

18. District Energy Utility (DEU) (Lots A & B): Registration of a restrictive covenant and/or alternative legal agreement(s) on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - 18.1. No Building Permit* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;

- 18.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no Building Permit* will be issued for a building on the subject site unless:
 - 18.2.1. The owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - 18.2.2. The owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 18.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 18.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 18.4.1. The building is connected to the DEU;
 - 18.4.2. The owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - 18.4.3. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 18.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 18.5.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 18.5.2. The building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provide (LIEC), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 18.5.3. The owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 18.5.4. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 18.5.5. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.

18.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:

18.6.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and

18.6.2. The owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

19. Tree Protection, Compensation & Relocation:

19.1. Off-Site (City) Trees: The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 trees) and submission of tree survival security (for 16 trees). The removal of one dead tree (Tag # C05) shall not require compensation or replacement.

Recommended Action	# City Trees	Applicable Rate	Min. Developer Contribution
Removal	1 tree (Tag # 898)	Cash-in-lieu compensation @ \$1,500/tree for the planting of replacement trees	\$1,500 (Cash) (1) Tree Compensation Fund (Account # 2336-10-000-00000-0000)
Relocation	11 Capstan Way street trees (Tag # C01-C04 & C06-C12)	Survival security @ \$6,250/tree	\$100,000 (Letter of Credit) Survival Security
Retention	5 trees (Tag # C13-C17)		
TOTAL	19	Varies	Varies

(1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution shall be revised to comply with the City contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

19.2. On-Site Trees: Submission of tree replacement security (Letter of Credit) as indicated in the table below.

NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.

Recommended Action	# On-Site Trees	# Replacement Trees	Min. Size of Replacement Trees	Replacement Tree Security		Cash-in-Lieu
				Rate/Tree	Total	
Removal	6	12 conifers	Min. 5.0 m height Larger calliper trees required	\$3,000	\$36,000	Not permitted
Removal	30	60	As per Tree Protection Bylaw (1)	\$750	\$45,000	Permitted (2)
TOTAL	36	72	Varies	Varies	\$81,000 (2) (Letter of Credit)	Varies

(1) Minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees (i.e. minimum 6.0 cm deciduous caliper or 3.5 m high conifers).

(2) If through the Development Permit*, the City determines in its sole discretion that all of the required replacement trees cannot be accommodated on-site, the developer shall submit a cash-in-lieu contribution in the amount of \$750 per outstanding replacement tree to the City's Tree Compensation Fund (for the City's planting of trees elsewhere in Richmond).

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

19.4. Arborist Contract: Submission of a contract entered into between the applicant and a certified arborist for supervision of any works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and the arborist's submission of a post-construction assessment report to the City for review.

20. Phasing Agreement (Lots A & B): Registration of a restrictive covenant and/or alternative legal agreement(s) on title to Lot A and Lot B, to the satisfaction of the City, securing that "no development" will be permitted on the subject site and restricting Development Permit* issuance, together with various Building Permit* and occupancy restrictions, as required to ensure that all development and other obligations assigned to each of the lots as a result of the subject rezoning are completed to the City's satisfaction. Details of the development's phasing will be determined through the

Development Permit* and Servicing Agreement* review and approval processes, to the satisfaction of the Director, Development, Director, Transportation, Director, Community Social Services, Director, Arts, Culture and Heritage Services, Director, Parks Services, and Director, Engineering. Provisions in the agreement may include, but may not be limited to, the following, as determined to the City's satisfaction.

20.1. In general, the development will comprise a maximum of four sequential stages as follows:

20.1.1. Stage #1 ("Rental Building Stage"), which shall include, to the City's satisfaction:

- a) Development Works:
 - i. Entirety of the Lot A Mixed Income Rental Housing Building;
 - ii. Commercial units fronting Capstan Way at the base of the Lot A Mixed Income Rental Housing Building;
 - iii. Lot A Shared Indoor Amenity Space;
 - iv. Lot A Shared Loading Facilities;
 - v. Lot A Non-Residential Cycling Facilities; and
 - vi. Entirety of related spaces and uses (e.g., all parking for the rental building occupants, all commercial parking, bike storage, EV charging facilities, and waste management facilities), including those secured by legal agreement and/or specified in the Development Permit*, to the City's satisfaction; and
- b) Servicing Agreement* Works:
 - i. All underground City and private utilities;
 - ii. All above-grade City and private utilities, where feasible;
 - iii. All Ketcheson Road works;
 - iv. All Capstan Way upgrades; and
 - v. All traffic signal modifications, upgrades, and new installations, where feasible.

20.1.2. Stage #2 ("Initial Market Strata Stage"), which shall include, to the City's satisfaction:

- a) Development Works:
 - i. The first of two stages of market (strata) housing construction, which shall include all the market (strata) units on one lot (i.e. either Lot A or Lot B, but not both), to the City's satisfaction; and
 - ii. All related spaces and uses (e.g., parking, bike storage, EV charging facilities, and waste management facilities), including those secured by legal agreement and/or specified in the Development Permit*, to the City's satisfaction; and
- b) Servicing Agreement* Works: Completion of all outstanding Servicing Agreement* requirements applicable to the lot including, but not limited to, the portion of the Capstan Station Bonus Greenway SRW on the lot and all above-grade City and private utilities on the lot.

20.1.3. Stage #3 ("Church/Child Care Building Stage"):

- a) Development Works:
 - i. Entirety of the Lot A Religious Assembly and Child Care Building;
 - ii. Lot A Mid-Block Pedestrian Link SRW area and Lot A auto-court/plaza; and
 - iii. Entirety of related spaces and uses (e.g., parking, EV charging facilities, and waste management facilities), including those secured by legal agreement and/or specified in the Development Permit*, to the City's satisfaction; and
- b) Servicing Agreement* Works: Completion of all outstanding Servicing Agreement* requirements applicable to Lot A including, but not limited to, the portion of the Capstan Station Bonus Greenway SRW on Lot A and all above-grade City and private utilities on Lot A.

20.1.4. Stage #4 (“Final Market Strata Stage”), which shall include, to the City’s satisfaction:

- a) Development Works:
 - i. The second of two stages of market (strata) housing construction, which shall include all the market (strata) units not constructed in Stage #2 (“Initial Market Strata Stage”), to the City’s satisfaction; and
 - ii. All related spaces and uses (e.g., parking, bike storage, EV charging facilities, and waste management facilities), including those secured by legal agreement and/or specified in the Development Permit*, to the City’s satisfaction; and
- b) Servicing Agreement* Works: Completion of all outstanding Servicing Agreement* requirements applicable to the lot including, but not limited to, the portion of the Capstan Station Bonus Greenway SRW on the lot and all above-grade City and private utilities on the lot.

- 20.2. “No development” shall be permitted on Lot A or Lot B, restricting Development Permit* issuance with respect to Lot A and Lot B, in whole or in part, unless the entirety of the proposed development on Lot A and Lot B is subject to one comprehensive Development Permit*, as determined to the satisfaction of the Director, Development.
- 20.3. Building Permit* issuance for the development’s four stages may proceed sequentially or concurrently, but a later stage may not advance, in whole or in part, ahead of an earlier stage (e.g., Stage #2 shall not receive Building Permit* issuance ahead of Stage #1).
- 20.4. Building Permit* inspection granting occupancy for the development’s four stages may proceed sequentially or concurrently, but a later stage may not advance, in whole or in part, ahead of an earlier stage (e.g., occupancy of Stage #2 shall not be permitted, in whole or in part, ahead of Stage #1).

Notwithstanding the afore mentioned statement, consideration may given to permitting occupancy of Stage #4 ahead of Stage #3 if, prior to any Stage #4 occupancy, in whole or in part, all Stage #3 Development Works and Servicing Agreement* Works shall be completed to the City’s satisfaction EXCEPT the interior fit-out (tenant improvements) of the Lot A Religious Assembly and Child Care Building.

- 20.5. “No demolition” shall be permitted at 3360 Sexsmith Road (i.e. existing Richmond Capstan Alliance Church property), restricting Demolition Permit* issuance with respect the existing church and child care buildings on 3360 Sexsmith Road, in whole or in part, until the developer satisfies the “no demolition” conditions specified in the Religious Assembly and Child Care Building (Lots A and B) agreement and the Heritage Conservation and Interpretation (Lots A and B) agreement, to the City’s satisfaction.

21. View and Other Development Impacts (Lots A & B): Registration on title of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, requiring that the proposed development must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light, and increased public use of fronting streets, sidewalks, public open space areas, and similar spaces (e.g., plaza/auto court on Lot A and various public paths on Lots A and B) caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. The covenant shall include, but not be limited to the following:

- 21.1. For the eastern portion of the proposed development (i.e. proposed Lot A), as it is mixed use, the covenant shall notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, other commercial uses, church, child care, and related activities;
- 21.2. The owner shall provide written notification of potential view and development impacts to all initial purchasers through the disclosure statement, and erect signage in the initial sales centre advising purchasers of the potential for such impacts;
- 21.3. The legal agreement shall include a Report (which may include the acoustic report prepared with respect to the development’s required Aircraft Noise covenant) prepared by an appropriate registered professional(s), which demonstrates that adequate development impact mitigation measures will be incorporated into the building’s

design and construction (e.g., building/unit/amenity space orientation; screening from neighbours; window coverings; no building-controlled lighting on balconies); and

- 21.4. Prior to Development Permit* and Building Permit* approvals, the owner shall submit letters of assurance prepared by an appropriate registered professional confirming that the building has been designed in conformance with the Report.
22. Aircraft Noise (Lots A & B): Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
23. Flood Construction (Lots A & B): Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
24. Rental of Strata Dwellings (Lots A & B): Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
25. Other Rights-of-Ways, Indemnifications, Releases & Agreements: As determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, development approval, and/or Building Permit* processes.
26. Existing Charges on Title: Changes to the following, together with any additional agreements requiring modification or discharge as determined to the City’s satisfaction through the Development Permit*, Building Permit*, and/Servicing Agreement* processes:
 Utility SRW (AB247194; Plan 79913): Modification of the existing utility statutory rights-of-way (storm drainage) along the entire south side of 3440 Sexsmith Road (to facilitate City maintenance and related requirements), as determined to the City’s sole satisfaction, in coordination with the approved Servicing Agreement* for utility upgrades, road widening and frontage improvements along Capstan Way.
27. Community Planning: The City’s acceptance of the developer’s voluntary contribution towards future City community planning initiatives (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000), as set out in the City Centre Area Plan, as indicated in the table below.

Max. Floor Area (ZMU51)	Floor Area Exemptions	Applicable Floor Area	Min. Contribution Rate (1)	Min. Developer Contribution (2)
35,823.4 m ² (385,599 ft ²)	(Lot A) Affordable Housing: 3,096.5 m ² (33,330 ft ²)	28,331.8 m ² (304,960 ft ²)	\$0.31/ft ²	\$94,537.60
	(Lot A) Market Rental Housing: 1,542.1 m ² (16,600 ft ²)			
	(Lot A) Church/Child Care: 2,853.0 m ² (30,709 ft ²)			

- (1) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.
 (2) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution shall be revised to comply with the Council-approved contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

28. Development Permit (DP): The submission and processing of a Development Permit* for the entirety of Lot A and Lot B, completed to a level deemed acceptable by the Director of Development.
29. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer’s sole cost, of full upgrades across the subject site’s frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, Director, Parks Services and Director, Development.

Servicing Agreement* works shall include, but may not be limited to, the following:

- 29.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule D**. (Development Cost Charge (DCC) credits may apply.)

- 29.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road and related improvements, together with the Capstan Station Bonus Greenway SRW area (i.e. multi-use path and related improvements), to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule E**. (Development Cost Charge (DCC) credits may apply.)
- 29.3. Parks Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of the Capstan Station Bonus Greenway SRW area (i.e. multi-use path and related improvements), to the satisfaction of the Director, Parks Services, Director, Development, Director, Transportation, Director, Engineering, and Director, Arts, Culture, and Heritage Services. The conceptual design of the Parks Servicing Agreement* Requirements will be completed, to the City's satisfaction, through the Development Permit* review and approval processes. (Development Cost Charge (DCC) credits shall not apply.)

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

1. Rezoning Requirements: Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development's Rezoning Considerations (RZ 18-836107) and related required legal and Servicing Agreement* requirements.
2. BC Energy Step Code & District Energy Utility (DEU): Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).

NOTE: The developer has submitted a written statement from a registered professional confirming that the rezoning-stage design takes into consideration the applicable BC Energy Step Code performance targets (REDMS #6997590).
3. NAV Canada Building Height: Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
4. Aircraft Noise: Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
5. Richmond Fire Department (RFD): Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
6. Additional Requirements: Register additional legal agreements, as determined to the satisfaction of the Director, Development, Director, Transportation, Director, Engineering, Director, Real Estate Services, Director, Community Social Services, Director, Parks Services, and Director, Arts, Culture and Heritage Services.
7. Landscape Security: Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

Prior to Building Permit* Issuance, the developer is required to:

1. Existing Legal Agreements: On a lot-by-lot basis, complete, to the City's satisfaction, the terms of all applicable legal agreements registered on title to Lot A and Lot B prior to rezoning, Development Permit issuance, and/or other permits as applicable. This may include the discharge of existing agreements and the registration of modifications,

replacements, and/or new legal agreement, as determined to the City's satisfaction, and may require the developer's submission of security (Letters of Credit), cash payments, reports or letters of assurance, and/or other items, and shall include, but shall not be limited to:

- 1.1. Capstan Station Bonus: Payment of the Capstan Station Reserve contribution for each of Lot A and Lot B.
- 2. Construction Parking & Traffic Management Plan: Submit a Management Plan to the Transportation Department. The Plan shall include locations for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 3. Accessibility: Incorporate accessibility measures in the Building Permit* plans as determined via the Rezoning and/or Development Permit* processes.
- 4. Construction Hoarding: 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:

- *Items marked with an asterisk (*) require 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.*

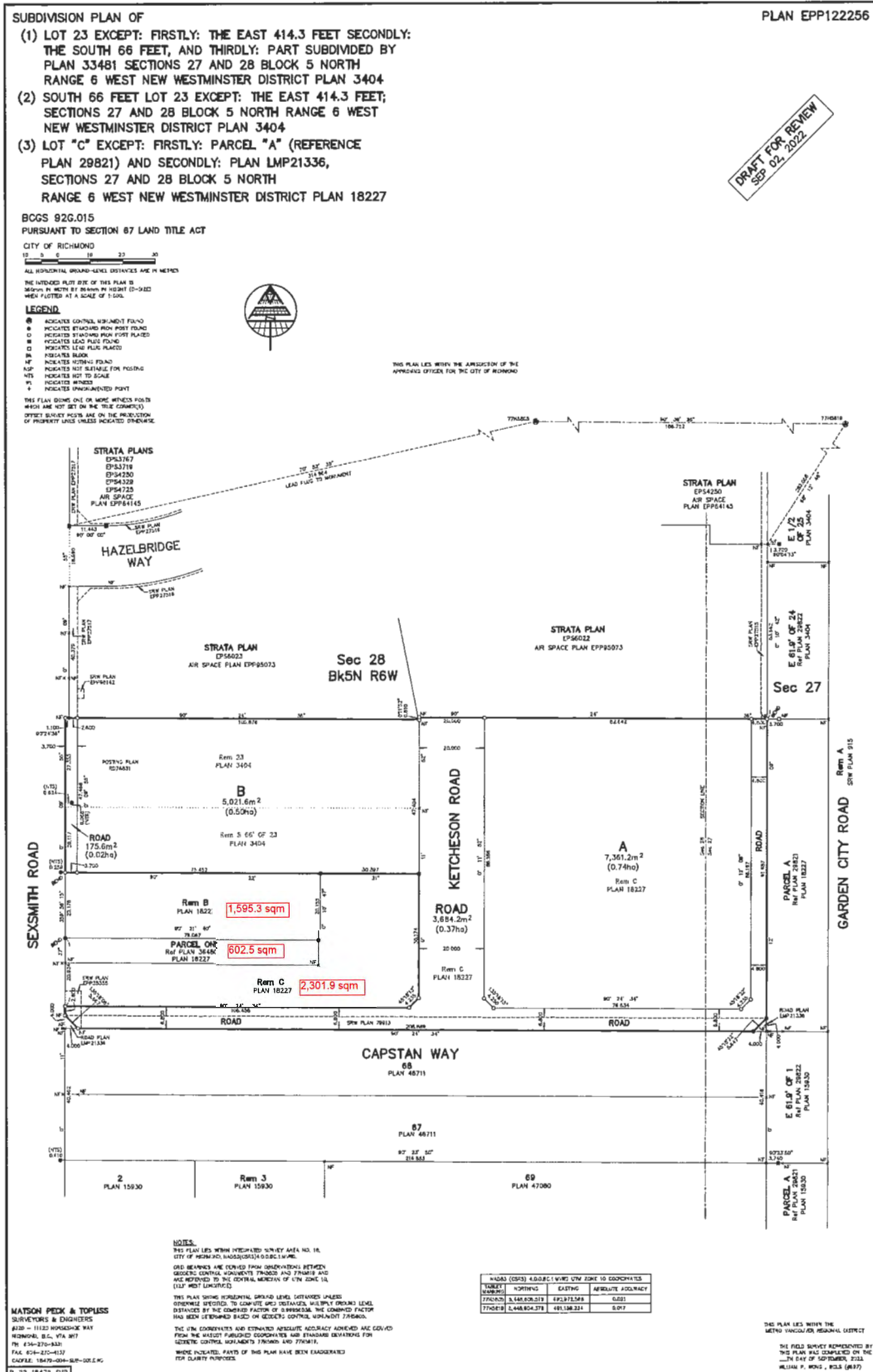
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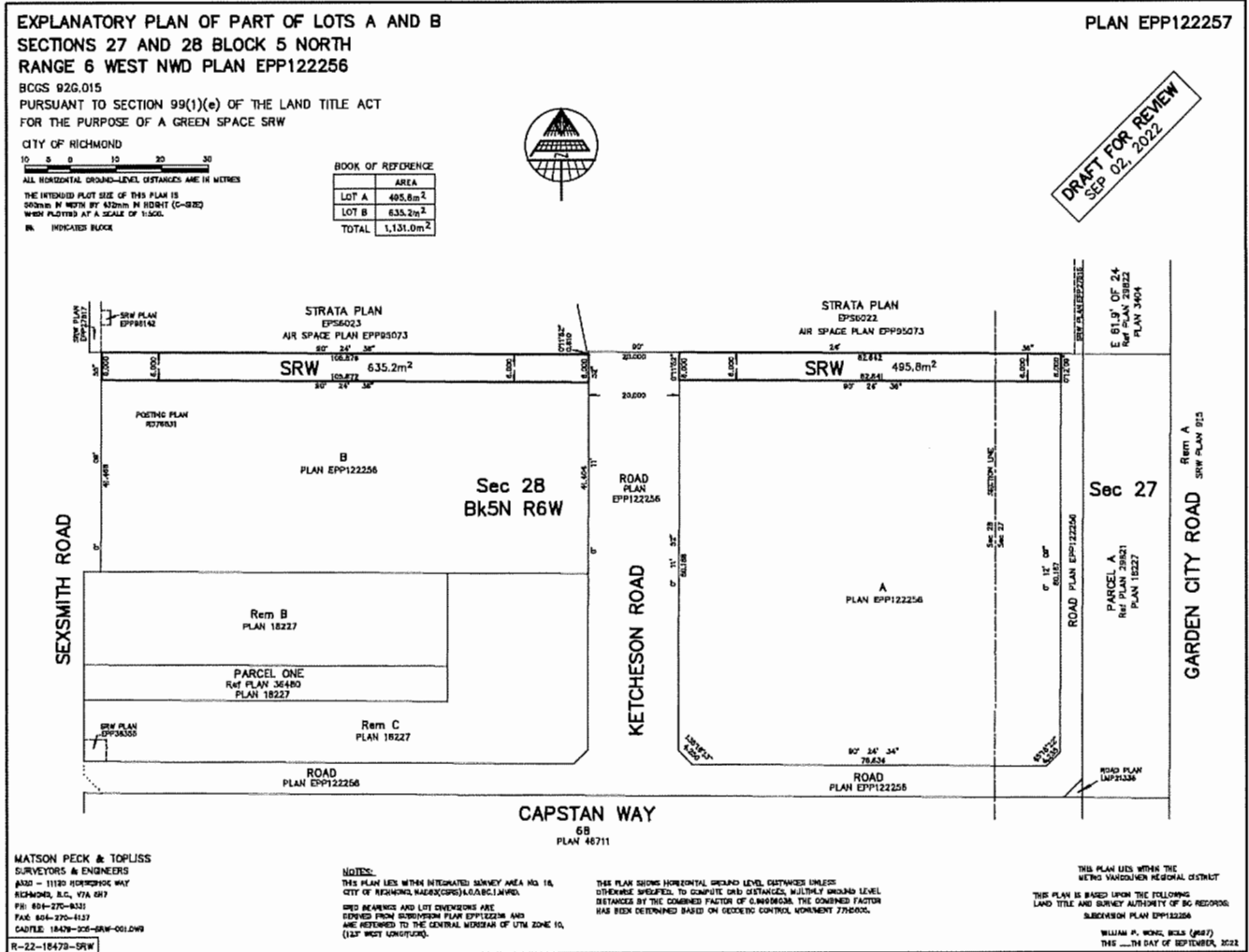
ATTACHMENT 9
SCHEDULE A

Preliminary Subdivision Plan



ATTACHMENT 9 SCHEDULE B

Preliminary (Partial) Statutory Right of Way Plan



RZ 18-836107

Lot A Mixed Income Rental Housing Building*Terms of Reference*

Prior to final adoption of Richmond OCP Amendment Bylaw No. 10390 and Zoning Amendment Bylaw No. 10389, the developer/owner is required to complete the following:

Mixed Income Rental Housing Building (Lot A): The City's acceptance of the developer/owner's offer to voluntarily contribute affordable Low-End-Market-Rental (LEMR) housing units and market rental housing (MRH) units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement (regarding the LEMR units), Market Rental Agreement (regarding the MRH units) and related covenants (one for each housing type) on title to secure the dwelling units. The form of the Housing Agreement, Market Rental Agreement and related covenants shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit for the subject site and other non-material changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement, Market Rental Agreement and related covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Lot A Mixed Income Rental Housing Building Terms of Reference (Schedule C).*

1. **Stand-Alone Building & Not-for-Profit Operator:** The developer/owner has submitted a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator to demonstrate the developer/owner's intent to engage the non-profit organization as the:
 - Operator of the subject development's LEMR units, all of which units shall be located in the proposed Mixed Income Rental Housing Building; and
 - Possible operator of the MRH units located in the proposed Mixed Income Rental Housing Building.

In light of this arrangement, the City is willing to accept clustering of the required LEMR units and MRH units in the form of a stand-alone building, together with the clustering of other building features intended for the exclusive use of the LEMR and MRH unit occupants (e.g., parking), provided that the Mixed Income Rental Housing Building shall:

- a) Be located on Lot A (with direct and convenient access from Ketcheson Road to the main building entrance);
- b) Be integrated with the development's underground parking structure, roof deck, and related features, but function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, or stairs) with Lot A market strata or Lot A non-residential uses; and
- c) Be located within an Air Space Parcel approved by the City. Legal agreements shall be registered on title, to the satisfaction of the City, to ensure that the occupants of the Mixed Income Rental Housing Building, operator(s), guests, and designates have adequate access to and enjoyment of facilities intended for their:
 - i. exclusive use (e.g., resident parking, "Class 1" resident bike storage, and outdoor amenity space);
 - ii. shared use with the Lot A market strata occupants (e.g., indoor amenity space and loading); and
 - iii. shared use with the Lot A market strata and Lot A non-residential occupants (e.g., driveways), as determined to the City's satisfaction through the Development Permit*.

NOTE: In the event that any exclusive or shared facilities are not part of the Air Space Parcel (e.g., parking) and the operator is subject to additional charges for the use of such facilities, any such charges may not exceed the rates charges to other users on Lot A for access to/use of similar uses and spaces, as determined to the City's satisfaction.

2. **Minimum Required Floor Area:** The required minimum floor area of the Mixed Income Rental Housing Building, exclusive of parking, bike storage, indoor amenity space, and uses not intended for the exclusive use of the occupants of the Mixed Income Rental Housing Building, shall be determined to the satisfaction of the Director of Development

SCHEDULE C

and Director of Community Social Development, as set out in an approved Development Permit*, which floor area shall include, but may not be limited to:

- a) For affordable housing, at least 3,096.5 m² (33,330 ft²) or 10% of the maximum combined residential floor area permitted on Lot A and Lot B (exclusive of market rental density bonus floor area permitted under the ZMU51 zone), whichever is greater, in the form of habitable dwelling unit floor area only;
 - b) For market rental housing, at least 1,542.1 m² (16,600 ft²) in the form of habitable dwelling unit floor area and a proportional share of the floor area of common space in the building (e.g., circulation and lobbies, but excluding indoor amenity space), as per the market rental density bonus provision under the ZMU51 zone;
 - c) Additional floor area, including:
 - i. Circulation (e.g., lobbies, hallways, elevators, and stairs) intended for the exclusive use of the Mixed Income Rental Housing Building occupants; and
 - ii. All walls, mechanical, electrical, and similar spaces required to facilitate the developer/owner's provision of the proposed Mixed Income Rental Housing Building on the lot.
3. **Residential Amenity Space:** In addition to the minimum floor area of the Mixed Income Rental Housing Building described above, the developer/owner shall construct residential amenity space (i.e. for recreation and socializing) for the unrestricted use and enjoyment of the occupants of the Mixed Income Rental Housing Building, to the satisfaction of the Director of Development and Director of Community Social Development, as set out in an approved Development Permit*, including:
- a) Indoor amenity space on Lot A (i.e. outside, but convenient to, the Mixed Income Rental Housing Building) for the shared use of the Mixed Income Rental Housing Building occupants and the Lot A market strata occupants, the size of which shall include:
 - i. At least 2.0 m² (21.5 ft²) per dwelling unit, based on the combined total number of LEMR, MRH, and market strata units permitted on Lot A; plus
 - ii. At least 18.6 m² (200.0 ft²) as administrative space for the use of the non-profit housing operator; and
 - b) Outdoor amenity space integrated with the Mixed Income Rental Housing Building (e.g., landscaped rooftops) for the exclusive use of the building's occupants, the size of which shall include at least 6.0 m² (64.6 ft²) per dwelling unit, based on the total number of dwellings permitted in the Mixed Income Rental Housing Building.
4. **Housing Requirements:** As required under the ZMU51 zone, the Mixed Income Rental Housing Building shall contain at least 69 Residential Rental Tenure dwelling units, comprising a mix of LEMR and MRH units, as determined to the satisfaction of the City through an approved Development Permit*.
- a) **Affordable Housing:** The developer/owner shall provide for:
 - i. At least 49 LEMR units (comprising at least 30% family-friendly 2- and 3-bedroom units), all of which shall comply with the Zoning Bylaw's Basic Universal Housing standards, unless otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

	Minimum Unit Area	Maximum Monthly LEMR Unit Rent***	Total Maximum Household Income**	Project Unit Targets	
				Unit Mix**	BUH Units*
Studio	37 m ² (400 ft ²)	\$811	\$34,650	70% (34 units)	100%
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250		100%
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800	30% (15 units)	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050		100%
TOTAL	Varies	Varies	Varies	100% (49 units min)	100%

* BUH units mean those units that comply with the Zoning Bylaw's Basic Universal Housing standards.

** The unit mix will be confirmed to the satisfaction of the City through the Development Permit* process. The recommended LEMR unit mix is indicated in the table; however, based on approved design, which may take into account non-profit housing operator input, the LEMR unit mix may be varied provided that at least 15% of units have 2 bedrooms and at least 5% have 3 bedrooms.

*** Rate may be adjusted in accordance with the Housing Agreement.

- ii. Full and unlimited use by the LEMR unit occupants of features provided for the use of the LEMR unit occupants in compliance with an approved Development Permit* (together with necessary access and related or similar requirements) at no charge to the LEMR unit occupants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the features), which features may include, but may not be limited to:
 - Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMR unit occupants;
 - Waste management and loading facilities intended for the exclusive or shared use of the LEMR unit occupants; and
 - On-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMR unit occupants.

NOTE: For clarity, those occupants of the LEMR units who utilize the vehicle EV charging stations may be required to pay for the cost of their utility usage, but not for their use of the EV charging equipment or associated parking.

- b) Market Rental Housing: The developer/owner shall provide for at least 20 MRH units (comprising at least 40% family-friendly 2- and 3-bedroom units), all of which shall comply with the Zoning Bylaw’s Basic Universal Housing standards, unless otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

5. **Transportation Requirements:** On-site parking, “Class 1” bike storage (including electric bicycles and similar modes), bike repair/maintenance facility (i.e. comprising a foot-activated pump, repair stand with integrated tools, and bike wash), and related electric vehicle (EV) charging stations for passenger vehicles and bicycles shall be provided for the use of Mixed Income Rental Housing Building occupants as per the OCP, ZMU51 zone, and an approved Development Permit*, as determined to the satisfaction of the City.

6. **Level of Finish:**

- a) The Mixed Income Rental Housing Building, related uses (e.g., parking, garbage/recycling, indoor and outdoor amenities), and associated spaces and uses shall be completed, to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development and Director, Community Social Development.
- b) The Mixed Income Rental Housing Building (e.g., all dwelling units, common indoor and outdoor areas, and related uses and spaces), together with those portions of Lot A that are intended for shared use by the occupants of the Mixed Income Rental Housing Building and Lot A market strata unit occupants (e.g., indoor amenity spaces) shall be accessible to people with disabilities, in compliance with the BC Building Code or as otherwise determined to the satisfaction of the Director of Community Social Development and Manager of Building Approvals.
- c) The Mixed Income Rental Housing Building, including its common areas and dwelling units, shall be equipped with an audio/visual alarm system.

7. **Prior-to Requirements:**

- a) “No development” shall be permitted on the subject site, restricting Development Permit* issuance for a building on the site, in whole or in part, until the developer, to the City’s satisfaction:
 - i. Submits, for consideration by the City, a current memorandum of understanding with a non-profit operator demonstrating, among other things, support for the developer’s proposed Mixed Income Rental Housing Building design and related features;
 - ii. Designs the lot to provide for the Mixed Income Rental Housing Building and required ancillary spaces and uses (e.g., Basic Universal Housing units, parking, bicycle facilities, and related electric vehicle (EV) charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities);

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- iii. Amends or replaces the covenant registered on title with respect to the LEMR units and MRH units to reflect accurately the specifics of the Mixed Income Rental Housing Building and ancillary spaces and uses as set out in the approved Development Permit*; and
 - iv. As required, registers additional legal agreements on title to the site to facilitate the detailed design, construction, operation, and/or management of the Mixed Income Rental Housing Building and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- b) No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless:
- i. The developer provides for the required Mixed Income Rental Housing Building and ancillary spaces and uses (e.g., Basic Universal Housing units, parking, bicycle facilities, and related electric vehicle (EV) charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities) in the permit;
 - ii. The detailed design of the Mixed Income Rental Housing Building and all related spaces and features are satisfactory to the Director of Development and Director, Community and Social Development in their sole discretion; and
 - iii. A letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City requirements.
- c) “No occupancy” shall be permitted of a building on Lot A, restricting Building Permit* inspection granting occupancy for a building on Lot A, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the required Lot A Mixed Income Rental Housing Building and all relate spaces and uses are completed to the satisfaction of the City, a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City’s requirements, and the facilities have received Building Permit* inspection granting occupancy.

RZ 18-836107

Engineering Servicing Agreement* Requirements

Scope: IBI GROUP has applied to the City of Richmond for permission to rezone 3426, 3440, 3360 and 3380 Sexsmith Road from Single Detached (RS1/F), Assembly (ASY), School & Institutional (S1) to a Site Specific Mixed Use Development with 4 residential towers 8 to 14 storeys, Limited Retail and Religious Assembly developed on two sites with a proposed road (Ketcheson Road) in the middle

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the proposed upgrades, there is 416 L/s of water available at a 20 psi residual at the Capstan Way frontage, and 197 L/s of water available at a 20 psi residual at the Sexsmith Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii) Install approximately 100 m of new 200 mm water main along the extension of Ketcheson Road, from Capstan Way existing water main. The proposed main shall have a dead end with an automatic flushing system complete with its kiosk to be located in a utility ROW. The details of automatic flushing system and its required ROW shall be determined through the servicing agreement. A hydrant at the dead end water main shall be required. The following works relating to the automatic flushing system shall be at the developer's cost:
 - (1) Supply and installation cost of the automatic flushing system (complete with a dechlorination system designed specifically for the automatic flushing device) and registration of the required utility right of way. No encroachment under the required utility right of way is allowed.
 - (2) Supply and Installation of a water meter to monitor water consumption of the automatic flushing system. The City shall charge the developer of the water consumed by the automatic flushing system.
 - (3) Operations of the system (e.g., setting controls, etc.) shall be done by City crews (at developer's cost).
 - (4) Maintenance of the proposed automatic flushing system shall be done by City crews (at developer's cost).
 - (5) Future removal of the automatic flushing system and future discharge of the required utility right of way.
 - iv) Install approximately 266 m of new 200 mm water main along Garden City Road from the existing water main at Capstan Way to tie in to the existing water main at Patterson Rd.
 - v) Install one new water connection for each proposed lot, complete with meter. Meters to be located onsite (i.e. in a mechanical room).
- c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Perform a capacity analysis to size the proposed storm sewers on Ketcheson Way and Capstan Way, and confirm the capacity of the existing storm sewer on Garden City Road.
 - ii) Install approximately 260 m of new storm sewer along Capstan Way from manhole STMH5984 at Garden City Road to manhole STMH131085 at Sexsmith Road, due to conflict between the proposed frontage improvements (street trees) and the existing storm sewer. The new storm sewer shall be located within the roadway.
 - iii) Remove the existing storm sewer in the right-of-way along Capstan Way, from the manhole STMH5984 at Garden City Road to manhole STMH131085 at Sexsmith Road.

SCHEDULE D

- iv) Install approximately 100 m of new storm sewer along the Ketcheson Road extension, and tie in to the storm sewer on Capstan Way. The new storm sewer shall be located within the roadway and sized via a capacity analysis.
 - v) If the existing storm sewer on Garden City Road does not have adequate capacity:
 - (1) Install approximately 110 m of new storm sewer along Garden City Road from manhole STMH6631 to the proposed storm sewer along Capstan Way. The new storm sewer shall be located within the roadway.
 - (2) Fill and abandon the existing storm sewer along Garden City Road from manhole STMH6631 to manhole STMH5984.
 - vi) Reconnect all existing connections to the new storm sewers.
 - vii) Remove all existing connections to the development site.
 - viii) Install one new storm connection for each proposed lot, complete with inspection chamber.
 - ix) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- b) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
- i) Install approximately 125 m of new 300 mm sanitary sewer along Capstan Way, from Ketcheson Road to Sexsmith Road.
 - ii) Install one new sanitary connection for each proposed lot, complete with inspection chamber. Where feasible, the existing sanitary connection stubs provided along Sexsmith Road shall be utilized.
- b) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead lines and poles along Sexsmith Road and Garden City Road.
 - ii) Prior to City accepting dedication on Sexsmith Rd, the existing BC Hydro Vista located Southwest corner of the lot shall be relocated out of the dedication. Developer to provide an updated site plan that shows the location of the existing Vista in relation to the old and new property lines.
 - iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A development plan showing conceptual locations for such infrastructure, coordinated with the development's civil and electrical consultants and the owners of the respective utilities, is required prior to the development permit report being written. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

SCHEDULE D

- iv) Provide street lighting according to the following:
 - a) City Streets
 - a. Capstan Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
 - iii. Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and 1 duplex receptacle, but EXCLUDING any flower basket holders, or irrigation.
 - b. Sexsmith Road (East side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
 - iii. Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any banner arms, flower basket holders, or irrigation.
 - c. Garden City Road (West side of street)
 - i. Roadway lighting @ median – NO CHANGE (Existing lighting to remain)
 - ii. Pole colour: Grey
 - iii. Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any banner arms, flower basket holders, or irrigation.
 - iv. Note: Staff must confirm if the Garden City Road cross-section will include an off-street bike path. Streetlight requirements may change if it is decided that there will be no bike path/lane or and an on-street bike lane.
 - d. Ketcheson Road Extension (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - b) Off-Street Publicly-Accessible Walkways & Opens Spaces
 - a. To be determined
 - i. *[TO BE CONFIRMED IN COORDINATION WITH THE LANDSCAPE & PARKS DESIGNS VIA RZ & SA]*
 - ii. Pole colour: Grey
 - iii. Pedestrian lighting: Type 8 (LED) INCLUDING 1 or 2 pedestrian luminaires, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
- v) Complete other frontage improvements as per Transportation requirements.

5) General Items:

- a) At Developer's cost, the Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm and sanitary sewers along the development frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

SCHEDULE D

- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- i) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- ii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- iii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

RZ 18-836107

Transportation
Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule E**. (Development Cost Charge (DCC) credits may apply.)

1. Ministry of Transportation & Infrastructure (MOTI) Approvals:

- a) Preliminary MOTI approval is required before Development Permit* (DP) presentation to DP Panel.
- b) Final MOTI approval is required prior to rezoning adoption.

NOTE: MOTI approval may require the developer to make changes to the City-approved form of development (e.g., access) and/or Servicing Agreement* scope of off-site works (e.g., intersection upgrades), which changes shall be undertaken by the developer, at the developer's sole cost, as determined to the satisfaction of the City.

2. Road Works:

The following cross-section descriptions are intended to describe "typical" conditions. The approved design may be required to vary from these "typical" conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. Likewise, the attached **Interim Functional Plan** is provided for reference purposes only. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

- a) Ketcheson Road: To align with the existing "private road" portion of Ketcheson Road to the north, and the approved extension of Ketcheson Road south of Capstan Way. Works include, listed in order from the road's West property line:

- 4.05m (including 2m sidewalk, 1.5m boulevard)
- 0.15m curb and gutter
- 2.5m parking lane
- 3.3m lane
- 3.3m lane
- 2.5 m parking lane
- 0.15m curb and gutter
- 4.05m (including 2m sidewalk, 1.5m boulevard)

- b) Capstan Way: Works include, listed in order from the road's North property line:

- (NOTE: Cross section varies by section of Road – refer to Interim Functional Plan)
- 2.5m sidewalk
- 0.7m buffer
- 2.5m bike lane
- 2.5m boulevard
- 0.15m curb and gutter
- 3.3m parking lane
- 3.3m travel lane
- 3.1m left turn lane
- 0.6m raised median
- 3.9m travel lane
- 0.15m curb and gutter
- 4.208m (for sidewalk, boulevard)

SCHEDULE E

- c) Sexsmith Road: Works EXCLUDE the Sexsmith Road frontage of 3420, 3426, and 3440 Sexsmith Road (which lands are not subject to RZ 18-836107). Works include, listed in order from the road's West property line:
- 2.0m bike lane
 - 0.6m buffer
 - 1.5m boulevard
 - 0.15m curb and gutter
 - 2.5m parking lane
 - 3.3m travel lane
 - 3.3m left-turn lane/painted median
 - 3.3m travel lane
 - 2.5m parking lane
 - 0.15m curb and gutter
 - 1.5m boulevard
 - 2.0m bike lane
 - 0.6m buffer
 - 2.0m sidewalk
- d) Garden City Road: Works include, listed in order from the road's West property line to the Median:
- 3.0m sidewalk
 - 2.0m boulevard/bus pad
 - 0.15m curb and gutter
 - 3.1m bus bay
 - 1.8m bike lane (NOTE: Interim Function Plan must be revised to provide for a protected off-street bike path.)
 - 3.5m travel lane
 - 3.5m travel lane

3. Traffic Signal Requirements:

The traffic signal requirements will be finalized through the road functional design required as a condition of the Servicing Agreement* and the Servicing Agreement* traffic signal design review/approval processes. Works shall include, but may not be limited to, the following:

- a) Upgrade existing traffic signals: With the road and intersection improvements noted above, as well as the need to upgrade other existing traffic signals to accommodate enhanced traffic operations, applicant is to upgrade (as necessary) the following existing traffic signals:
- Sexsmith Road & Capstan Way; and
 - Garden City Road & Capstan Way.
- b) Install new Traffic Signal Device: With the road and intersection improvements noted in above, new traffic signal devices (i.e., intersection pre-ducting, special x-walk with downward lighting, pedestrian signals, or full traffic signals) will be necessary at the following location, with the exact upgrade to be determined with a traffic signal warrant to the satisfaction of the City.
- Capstan Way & Ketcheson Road

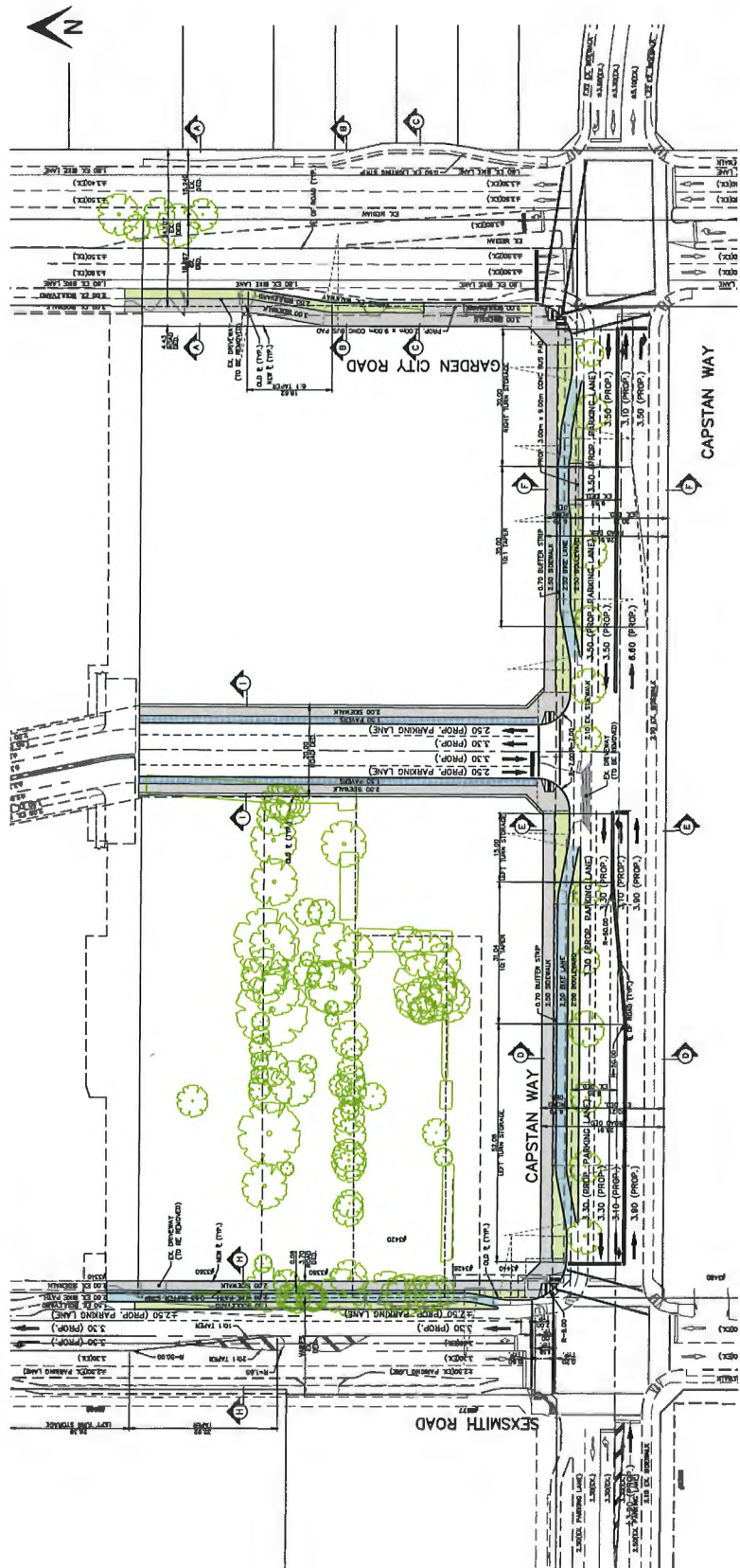
A Traffic Signal Modification detail design submission shall be prepared, to the satisfaction of the City, for each of the 3 intersections along on Capstan (i.e. Sexsmith, Ketcheson, and Garden City), which designs shall be coordinated with the signal requirements already established for the approved development on the south side of Capstan Way. Signal upgrades shall include, but may not be limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

NOTE: SA 22-009501 (RZ18-836123) provides for signal modifications on the south side of Capstan Way (Sexsmith Road to Garden City Road) and the construction of a traffic signal at the new intersection of Ketcheson Road/Capstan Way (at the E, W and S legs only).

4. Capstan Bonus Greenway Statutory Rights-of-Way (SRW) – Developer owned and maintained

Design and construction of the SRW area shall be the subject of a Servicing Agreement* and Development Permit*, as determined to the satisfaction of the City. Among other things, works essential for public access shall be included in the Servicing Agreement* (e.g., multi-use path; emergency turning area at Ketcheson Road; and, provisions to facilitate a future connection to an aerial crossing of Garden City Road). The design of the SRW area must be prepared in accordance with good engineering practice with the objective of optimizing public safety, as determined to the City's satisfaction.

INTERIM FUNCTIONAL PLAN





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10389 (RZ 18-836107)
3360, 3380 and a Portion of 3440 Sexsmith Road**

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 inserting the following as Section 20.51 thereof:

“20.51 Residential / Limited Commercial and Religious Assembly (ZMU51) – Capstan Village (City Centre)

20.51.1 Purpose

The **zone** accommodates **religious assembly, child care, and secondary uses** within the **City Centre**, plus high- and mid-rise apartments and a limited amount of pedestrian-oriented **commercial uses**. Additional **density** is provided to achieve, among other things, **City objectives** related to institution **uses** in the **City Centre, affordable housing units, market rental units,** and the Capstan Canada Line station.

20.51.2 Permitted Uses

- **religious assembly**
- **child care**
- **congregate housing**
- **housing, apartment**

20.51.3 Secondary Uses

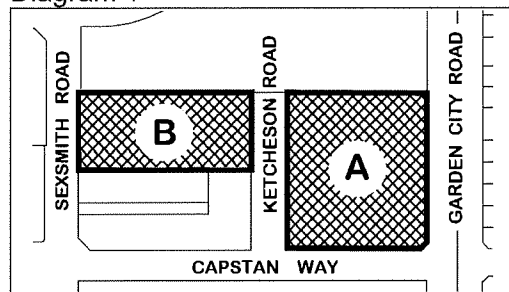
- **animal grooming**
- **boarding and lodging**
- **community care facility, minor**
- **education, commercial**
- **health service, minor**
- **home business**
- **home-based business**
- **library and exhibit**
- **manufacturing, custom indoor**
- **office**
- **park**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**

- retail, second hand
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.51.4 Permitted Density

1. For the purposes of this **zone**, if the **owner** dedicates not less than 3,038.5 m² of the gross **site** as **road**, the calculation of **floor area ratio** shall be based on a combined total **site** area of 15,421.4 m², comprising those areas shown crosshatched and identified as “A” and “B” in Section 20.51.4.1, Diagram 1, as follows:
 - a) “A”: 8,906.6 m² ; and
 - b) “B”: 6,514.8 m².

Diagram 1



2. The maximum **floor area ratio** is 0.185 based on the combined total **site** area under Section 20.51.4.1, provided that:
 - a) the **site** is designated as Institution in the **City Centre** Area Plan; and
 - b) the **owner** uses the permitted **floor area ratio** only for **religious assembly, child care** and associated **secondary uses**.
3. Notwithstanding Section 20.51.4.2, if the **owner** has provided some combination of **religious assembly, child care** and associated **secondary uses** under Section 20.51.4.2, within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, as specified in a Development Permit approved by the **City**, additional **floor area ratio** is permitted for the areas shown crosshatched and identified in Section 20.51.4.1, Diagram 1, as follows:
 - a) for “A”: 1.7 **floor area ratio**, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**, based on the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1; and

- b) for “B”: 2.5 **floor area ratio**, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**, based on the area identified as “B” in Section 20.51.4.1, Diagram 1,

provided that:

- a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan** and;
 - i) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19; and
 - ii) the **owner** grants to the **City**, via a statutory **right-of-way, air space parcel**, or fee simple, as determined at the sole discretion of the **City**, rights of public use over a suitably landscaped area of the **site** for **park** and related purposes at a rate of 5.0 m² per **dwelling unit**; and
 - b) prior to first occupancy of the **building**, the **owner**:
 - i) within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, provides **affordable housing units** in the **building** and the combined **habitable space** of the total number of **affordable housing units** comprises at least 10% of the total residential **building** area, based on the total combined **site** area under Section 20.51.4.1 (excluding additional **floor area ratio** permitted under Section 20.51.4.4); and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office.
4. Notwithstanding Section 20.51.4.3, if the **owner** has provided some combination of **religious assembly, child care** and associated **secondary uses** under Section 20.51.4.2, within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, and contributed to the **Capstan station reserve** and provided a suitably landscaped area of the **site** and **affordable housing units** under Section 22.51.4.3, the references to “1.7” and “2.5” are increased to “1.8” and “2.6” respectively, provided that, prior to first occupancy of the **building**, the **owner**:
- a) within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, provides **market rental units** in the **building** and the combined **habitable space** of the total number of **market rental units**, together with a proportional share of the **floor area** of common space in the **building** (e.g., circulation and lobbies, but excluding indoor **amenity space**), comprises at least 0.1 **floor area ratio** based on the combined total **site** area under Section 20.51.4.1, as specified in a Development Permit approved by the **City**; and
 - b) enters into a **market rental agreement** with respect to the **market rental units** and registers the **market rental agreement** against title to the **lot** and files a notice in the Land Title Office.

20.51.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings** and **landscaped** roofs over **parking spaces**.

20.51.6 Yards & Setbacks

1. Minimum **setbacks** are:
 - a) for **road** and **park setbacks**: 3.0 m (measured to a **property line** or the boundary of an area secured by the **City**, via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**, for **road**, **park** or related purposes), but may be reduced to 1.5 m along Garden City Road for residential portions of the **building** not exceeding two **storeys** if a proper interface is provided as specified in a Development Permit approved by the **City**;
 - b) for **interior side yards**: 0.0 m; and
 - c) for portions of a **building** situated below finished **grade**: 0.0 m measured to a **property line**, if a proper interface is provided with fronting **roads** and landscaped areas secured by the **City** for **park** or related purposes as specified in a Development Permit approved by the **City**.
2. Notwithstanding Section 20.51.6.1, within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, **dwelling units** and **amenity space** located on the **first storey** of the **building** shall not be closer than 20.0 m to a **lot line** abutting Capstan Way.

20.51.7 Permitted Heights

1. Maximum **building height** for the areas shown crosshatched and identified as “A” and “B” in Section 20.51.4.1, Diagram 1, is 25.0 m and 35.0 m respectively.
2. Notwithstanding Section 20.51.7.1, the maximum **building height** may be increased if a proper interface is provided with **adjacent buildings** and areas secured by the **City** for **road**, **park** or related purposes (via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**), as specified in a Development Permit approved by the **City**, as follows:
 - a) 28.0 m for portions of the **building** located less than 50.0 m from a **lot line abutting** Garden City Road; and
 - b) 47.0 m geodetic elsewhere.
3. The maximum **height** for **accessory buildings** is 5.0 m.
4. The maximum **height** for **accessory structures** is 12.0 m.

20.51.8 Subdivision Provisions

1. The minimum **lot** area for the portions of the **site** shown crosshatched in Section 20.51.4.1, Diagram 1, and identified as:
 - a) “A”: 7,200.0 m²; and
 - b) “B”: 4,900.0 m².

20.51.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions set out in Section 6.0.

20.51.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. Notwithstanding Section 20.51.10.1, for the purposes of this **zone**:
 - a) within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, a minimum of 2 **parking spaces** shall be provided for car-share purposes, as specified in a Development Permit approved by the **City**;
 - b) for Class 1 bicycle parking, the minimum number of spaces shall be:
 - i) for **apartment housing**: 1.875 bicycle spaces per **dwelling unit**; and
 - ii) for non-residential **uses** within the area shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1: 10 bicycle spaces; and
 - c) large-size **loading spaces** shall not be required.

20.51.11 Residential Rental Tenure

1. **Residential rental tenure** may be located anywhere in this **zone**.
2. Notwithstanding Section 20.51.11.1, within that portion of the **site** shown crosshatched and identified as “A” in Section 20.51.4.1, Diagram 1, not less than 69 **dwelling units** shall be **used** for **residential rental tenure**.

20.51.12 Other Regulations

1. Within the area shown crosshatched and identified as “B” in Section 20.51.4.1, Diagram 1, non-residential **uses** shall not be permitted, exclusive of:
 - a) **religious assembly, child care**, and related **secondary uses**; and
 - b) **secondary use** of a **dwelling unit** by a resident of the **dwelling unit**.

- 2. **Religious assembly** shall not include subordinate housing for students, staff or faculty of the facility.
 - 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 - 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL / LIMITED COMMERCIAL AND RELIGIOUS ASSEMBLY (ZMU51) – CAPSTAN VILLAGE (CITY CENTRE)**:
- That area shown cross-hatched on “Schedule ‘A’ attached to and forming part of Bylaw 10389”.
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10389**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

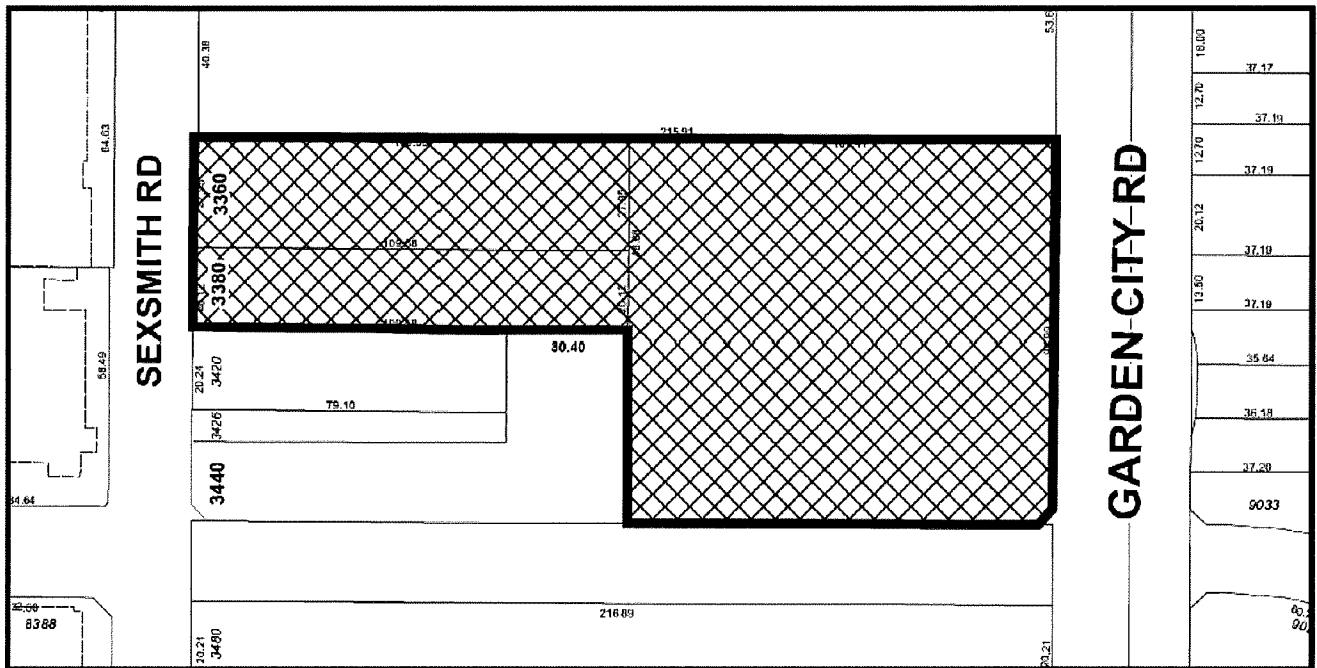
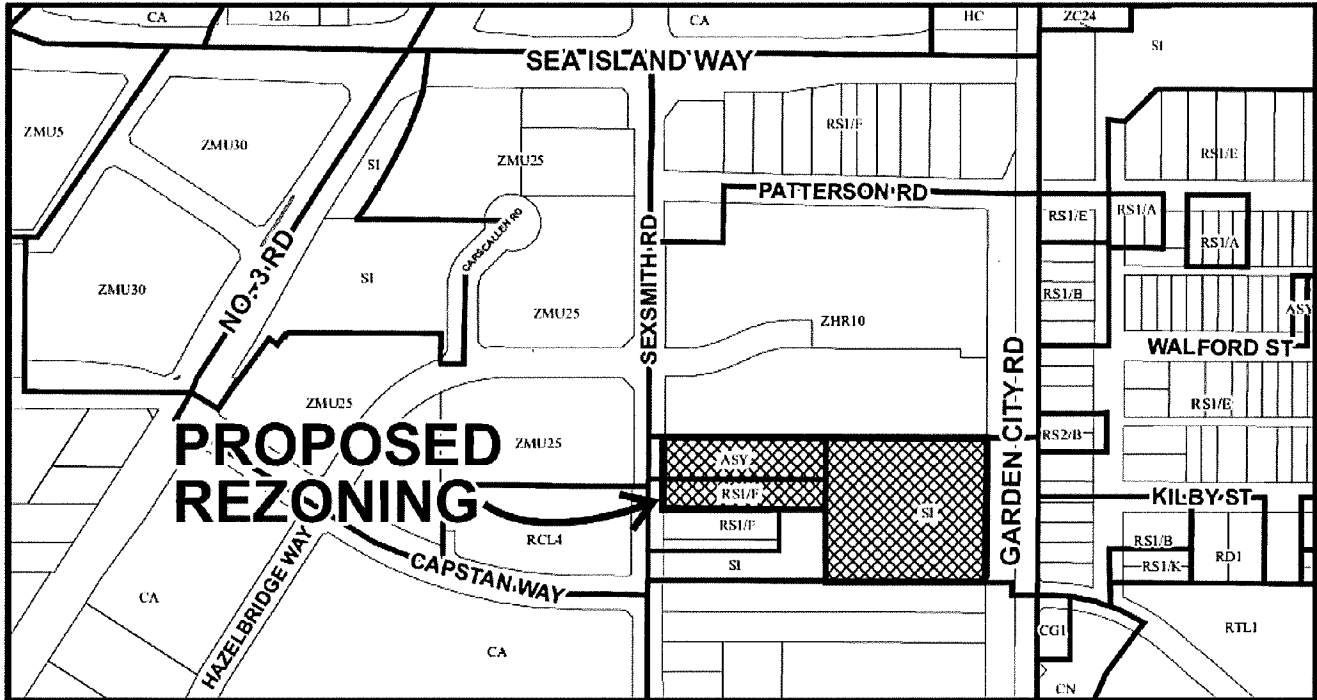
MAYOR

CORPORATE OFFICER





City of
Richmond



RZ 18-836107

Original Date: 10/18/18

Revision Date: 06/09/22

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10390 (RZ 18-836107)
3360, 3380 and a Portion of 3440 Sexsmith Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Institution" land use designation in the "Generalized Land Use Map (2031)" and "Specific Land Use Map: Capstan Village (2031)" to Schedule 2.10 (City Centre Area Plan) thereof of the following land:

P.I.D. 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

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10390**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 24, 2022
File: RZ 17-782750

Re: **Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, be introduced and given first reading.

Wayne Craig
Director, Development

WC:ke
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Services Division	<input checked="" type="checkbox"/>	
Richmond Olympic Oval	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area (Attachment 1 and 2) that includes:

- 13,832 m² (148,887 ft²) of commercial floor area consisting of a 189 room hotel and supporting uses in a tower located in the north east quadrant of the development site along with portions of the development podium and at-grade commercial space along River Road, the new road (to the west) and Elmbridge Way road frontages.
- 27,655 m² (297,778 ft²) of residential floor area consisting of 321 market residential units and 35 affordable Low End Market Rental (LEMR) housing units arranged as follows:
 - Market residential units located in the development podium and two towers generally located at the northwest and south west quadrants of the development site.
 - Affordable LEMR units dispersed throughout the podium.
- Dedication and construction of a new road along the subject site’s west frontage (herein called the “new west road”) and widening and completion of the existing lane along the subject site’s east frontage.
- Related off-site works that generally includes road, lane, frontage upgrades and transportation related works to the current applicable City standards, are to be completed through a City Servicing Agreement.

Findings of Fact

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

Subject Site Existing Housing Profile

There are no residential dwelling units on the subject site.

Subject Site Existing Uses

The subject site consists of two lots at 6851 and 6871 Elmbridge Way that each contain multi-tenant single storey light industrial buildings. Through the rezoning, both lots will be consolidated into a single development parcel. To support the existing business tenants that may be impacted as a result of this redevelopment, the developer has confirmed that sufficient notice will be provided to all businesses in the event of the need to relocate and that the developer has also offered to provide all business tenants with access to real estate services to assist these tenants in finding similar, appropriately zoned space within the City.

Surrounding Development

To the North: The Richmond Olympic Oval is located across River Road on a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”.

To the South: Across Elmbridge Way is an existing building containing Worksafe BC offices on a site zoned “Downtown Commercial (CDT1)”.

To the East: Across an existing lane is the Omni ‘Ora’ high density mixed use development on a site zoned “Residential/Limited Commercial (RCL3)” (RZ 07-380222; DP 10-520511).

To the West: A site zoned “Light Industrial Business Park (IB1)” containing existing light industrial buildings.

Related Policies & Studies

City Centre Area Plan

The subject site is located in the City Centre and subject to the land use policies and provisions of the City Centre Area Plan (CCAP) and “Specific Land Use Map – Oval Village (2031)” (Attachment 4). The “Oval Village (2031)” land use map designates the site as Urban Centre T5, which allows for high-density mixed residential/commercial development. The subject site is also contained within the “Village Centre Bonus Area”. Additional details on how the subject development proposal complies with the CCAP and development policies specific to the “Oval Village (2031)” land use map is contained in the Analysis section of this report.

Official Community Plan Aircraft Noise Sensitive Development (ANSD) Policy:

The subject site is located with ANSD “Area 2”, which permits all aircraft noise sensitive uses (except new single-family) if the building design includes required noise mitigation measures and purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a legal agreement will be registered on title requiring that the developer satisfies all City requirements.

Airport Zoning Regulations (AZR):

Transport Canada regulates maximum permitted building heights in City Centre locations that may affect airport operations. A letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements is a rezoning consideration to be completed for this project.

Floodplain Management Implementation Strategy

City Centre buildings are required to comply with Richmond Flood Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

Rezoning signs have been installed on the subject property. Staff have received email correspondence from a resident in the adjacent Ora development (5511 Hollybridge Way/6951 Elmbridge Way). The resident identifies concerns about the proposed development’s traffic impact to the existing lane to the east of the subject site (Attachment 5). A response is provided below to the resident comments. City staff have also met with the property owner of the site to the immediate east (6791 Elmbridge Way) and provided general information about the development proposal during these discussions.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Correspondence from 5511 Hollybridge Way/6951 Elmbridge Way (Ora Development)

The correspondence makes observations about the current lane servicing the Ora development and provides comments on existing lane operations, lane width and vehicle movements within the lane, questions about hotel functions in the lane and pedestrian infrastructure in the lane.

In response to the comments and concerns noted in the correspondence, the following information is provided:

- This development will undertake improvements to the lane to provide for additional widening for the drive-aisle portions of the lane and a sidewalk along the west edge of the lane to provide for safe pedestrian movements.
- The above referenced widening and improvements to the lane will comply with applicable City standards for lanes located in the City Centre and will be able to accommodate all applicable traffic and vehicle movements through the lane.
- Vehicle access to the proposed development will be from the lane and a driveway access provided on the new west road. These vehicle access provisions were reviewed and supported by a Traffic Impact Assessment (TIA) prepared by a professional consultant for this project.
- Further design development and work will be undertaken through the Development Permit application process to review pick-up and drop-off functions related to the hotel use can accommodate the necessary activities and results in no negative impacts to the surrounding road/lane network.

Analysis

Landa Oval Development Ltd. is proposing a high-density mixed use project containing approximately 356 apartment units in the development podium and 2 towers, a hotel containing 189 rooms and supporting commercial functions and pedestrian oriented at grade commercial retail units along the River Road, new west road and Elmbridge Way frontage.

The proposed development is consistent with current Official Community Plan (OCP) and CCAP policies applicable to the subject site, which encourage high-density mixed use development with vibrant commercial frontages and pedestrian friendly streetscapes and supporting infrastructure. This project also provides for infrastructure improvements through the dedication and construction of a new west road that would provide a connection between Elmbridge Way and River Road, widening of the existing lane along the east of the subject site and frontage upgrades along the Elmbridge Way and River Road frontages consistent with the works in the surrounding area.

CCAP – Oval Village (2031)

The subject site is designated “Urban Centre T5” and the proposed high-density development containing residential uses (market residential and affordable housing), a hotel and commercial uses is consistent with the CCAP. The CCAP also provides direction on base residential

densities (1.2 Floor Area Ratio FAR) and additional affordable housing bonus densities (up to 0.8 FAR). The subject site is also contained in the Village Centre Bonus area where additional density of up to 1.0 FAR can be considered for non-residential uses, which support the development and space for services and commercial activities that are pedestrian friendly and contribute to the viability of the area.

The development on the subject site proposes a maximum overall density of 3.0 FAR (2.0 FAR for residential uses including market residential and affordable housing and 1.0 FAR for non-residential uses), which is consistent with the CCAP and Village Centre Bonus provisions applicable to the site.

The CCAP requires rezoning applications that make use of the Village Centre Bonus density to provide voluntary developer contributions towards City-owned community amenity space, which can be in the form of City owned amenity facilities incorporated into the development or a cash-in-lieu contribution. City staff have reviewed the subject proposal and confirm that no City amenity facility is required to be incorporated into the subject development and that a cash-in-lieu contribution should be accepted. In compliance with the CCAP, prior to rezoning adoption, the developer proposes to make a voluntary cash contribution of \$6,022,453 in lieu of constructing community amenity space on-site. The proposed voluntary contribution amount shall be based on the equivalent construction value rate of \$8,708/m² and calculated at the amenity space area (i.e., 5% of the site's Village Centre Bonus floor area, which would equate to an approximate amenity space area of 692 m² or 7,449 ft²).

The CCAP also identifies a proposed road between Elmbridge Way and River Road that would bisect the subject site into two lots. In accordance with CCAP policy, this new west road is considered a minor street and can be realigned as it maintains the network continuity and road functionality in the surrounding area. The realignment of this new road from the middle to the west side of the subject site complies with the CCAP policy that allows alignment changes for minor streets as outlined above. The proposed development will also be required to dedicate and construct this new west road in its entirety. Transportation staff have reviewed the realignment of this new road to the west portion of the site and confirmed the new alignment complies with the objectives of the CCAP.

Proposed Site Specific Zone (ZMU52)

A site-specific zone has been prepared to facilitate the subject development, "High Density Mixed Use (ZMU52) – Oval Village (City Centre)" (Zoning Amendment Bylaw 10423). An overview of included provisions into this new zone is summarized as follows:

1. Permitted and secondary uses consistent with the provisions of the CCAP and takes into account the surrounding context and existing development and services in the area.
2. A maximum density of 2.0 FAR, which includes additional density for developments that comply the City's applicable affordable LEMR housing policy providing for 35 LEMR units (which will be subject to a Housing Agreement and other legal agreements, as applicable).
3. Additional VCB density of up to 1.0 and conditions. Village Centre Bonus provisions that allow for up to 1.0 FAR for non-residential uses, provided that voluntary developer cash contributions (at the current applicable equivalent construction value rate) are made in lieu of

providing and constructing an on-site community amenity space into the development consistent with the CCAP policy.

- This voluntary contribution amount to be provided and secured through the rezoning considerations for this development will be \$6,022,453.
4. Additional density for indoor amenity space for use of residents consistent with other high-density mixed use zones.
 5. Provisions for calculating density on the road dedication secured for the new west road on the west side of the subject site between Elmbridge Way and River Road, as per CCAP policy regarding the dedication of “minor streets” that are not eligible for Development Cost Charge credits.
 6. A maximum building height of 47 m (154 ft.) geodetic across the subject site that is consistent with CCAP policy and of similar height to other surrounding high density developments in the area.
 7. Setback provisions for the road and lane frontages around the subject site that facilitates providing for a pedestrian friendly streetscape and interface of the development to the public realm and takes into account the various road and lane frontage works and upgrades to be completed as part of this development.

Housing

Total residential floor area for this project is 27,655 m² (297,778 ft²) that contains a total of 356 apartment units of which 321 apartment units are market (strata) units and 35 apartment units are affordable housing LEMR units. The market (strata) apartment units are contained in the project podium and two residential towers (15 levels each) are generally situated in the northwest and southwest portions of the subject site. The affordable housing LEMR units are dispersed in the project podium.

1. Affordable Housing & Market Rental Housing Policy Compliance: Council approved amendments to the Low End Market Rental (LEMUR) Program on November 15, 2021 and introduced a new Market Rental Housing Policy on June 20, 2022. Rezoning applications received prior to the adoption of these changes are to be processed in keeping with the LEMUR and Market Rental Policies that pre-dated the changes, provided that such applications are brought forward to Council for consideration by November 15, 2022. The proposal as outlined complies with the City’s Affordable Housing Strategy. The proposed development is an in-stream application as it was submitted in 2017 and since then has gone through an ownership change and project redesign. This development is proposing to provide 10% of total residential floor area as affordable housing LEMUR units (35 units total) and is consistent with the in-stream provisions granted by Council when the affordable housing LEMUR and Market Rental Housing policies were revised and updated.

To ensure rezoning applications proceeding in accordance with the LEMUR policy in place prior to November 15, 2021, move forward to adoption in a timely manner, the proposed rezoning is to be adopted no later than November 15, 2023. If the subject rezoning is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the rezoning and recommending whether the rezoning should be revised to comply with current City policy. The above deadline to achieve final

adoption by November 15, 2023 has been included as a rezoning consideration item for this project.

2. Affordable Housing Project Response: In compliance with the City’s affordable housing LEMR policy, the subject development and proposed site-specific ZMU52 zone provide for 35 affordable housing LEMR units, constructed to a turnkey level of finish (at the developer’s sole cost) and secured with a Housing Agreement registered on title, comprising at least 2,767 m² (29,781 ft²) of habitable space, based on 10% of the development’s total maximum residential floor area.

3. Non-Profit Housing Operator: The developer proposes to cluster the affordable housing LEMR units into the project podium (on Levels 3 to 6) and have the units generally dispersed equally along the 4 frontages of the project site. In accordance with the City’s Affordable Housing Strategy, clustering of units can be considered if a partnership with a non-profit housing operator has been established and the non-profit identifies a preference for unit clustering where applicable. As evidence of such a partnership, the developer has entered into a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator (Az Zahraa Housing Society) who is interested in operating the LEMR apartment units. The developer has submitted a copy of the preliminary MOU, together with a letter of intent from the proposed operator (Attachment 6), for the City’s consideration.

Az Zahraa Housing Society currently owns and operates 24 LEMR units in three separate multi-family developments in Richmond. Az Zahraa Housing Society has indicated they prefer clustering of units and limiting their placement over multiple levels. In response, the affordable housing LEMR units are clustered in the project podium but equally dispersed around the four frontages of the site that balances the needs of the non-profit for operational efficiencies and also complies with the City’s Affordable Housing Strategy.

4. Affordable Housing LEMR Units – Legal Agreements: As per the City’s Low End Market Rental (LEMUR) Program, a Housing Agreement will be registered on title to secure full access to on-site amenities and restricting the owner(s), housing operator, or others from charging the affordable housing LEMR units any additional fees for use of any indoor/outdoor amenity spaces, parking, bike storage, or similar features.

5. Overall Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond’s population including, but not limited to, family friendly housing. Staff support the proposed mix of residential dwelling unit types (LEMUR and market residential units) which provides 175 one-bedroom units (includes studio) and 181 family-friendly, two- and three-bedroom units, as indicated in the table below. The unit mix for the development complies with the 40% family friendly unit target identified in the OCP.

Housing Tenure	Studio	1-BR	2-BR & 3-BR
• Market Strata (321)	Nil	162	159
• Affordable (35)	3	10	22
Total (356 units)	3	172	181

6. Affordable Housing Unit Mix: The developer proposes the affordable housing LEMR unit mix as indicated in the table below, which complies with the targets identified in the City’s Affordable Housing Strategy (10% studio; 30% 1 BR; 30% 2-BR and 30% 3-BR) and also exceeds the OCP family friendly unit target outlined in the section above. In compliance with the City’s Affordable Housing Strategy, a minimum of 85% of the affordable housing units will be required to be constructed with Basic Universal Housing (BUH) features through the Development Permit process. The Development Permit process will also ensure that the finishing of the affordable housing LEMR units is equivalent to those of the market residential units.

Housing Tenure	Studio	1-BR	2-BR	3-BR
Affordable (35)	9%(3)	29% (10)	31% (11)	31% (11)

7. Rental of Strata Dwellings: The OCP encourages measures aimed at reducing barriers to accessing rental housing in multi-family residential developments. Prior to rezoning bylaw adoption, the developer will register a restrictive covenant on title prohibiting the imposition of strata bylaws prohibiting market (strata) dwelling units from being rented or imposing age-based restrictions on occupants.

Amenity Space Requirements

The OCP and CCAP requires large residential projects to provide for shared indoor amenity space for socializing, recreation, and children’s play. To satisfy these requirements, the development includes the following shared amenity spaces.

The shared indoor space amenity provided for the residents of all the residential units (market strata and affordable housing units) in this project is situated on the podium (Level 6), sized at 858m² (9,235 ft²) and complies with CCAP indoor amenity space requirements.

The shared outdoor amenity space areas for residents is also located on the podium (Level 6) in the form of an outdoor courtyard area, sized at 2,716 m² (29,235 ft²) and complies with OCP outdoor amenity space requirements.

Prior to rezoning adoption, legal agreements will be registered on title to ensure full access of the indoor and outdoor amenity areas for shared use by all residents (i.e., market strata and affordable housing).

Transportation

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site and encourages the implementation of transportation demand management (TDM) measures aimed at reducing automobile dependence and encouraging walking, cycling, and increased use of transit. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer’s sole cost, to be secured through the various rezoning considerations and accompanying legal agreements and Servicing Agreement works associated with this redevelopment.

A supporting Traffic Impact Assessment (TIA), prepared by a professional traffic consultant, has also been submitted in support of this development. The TIA has been reviewed by City staff who support the key findings and recommendations of the report, including but not limited to traffic analysis, site access provisions for the development, parking/loading requirements and the application of specific TDM measures to this project.

1. Transportation Works: Off-site network enhancements include:
 - a) Dedication and construction of the new west road (based on the ultimate finished cross-section) along the west edge of the subject site to the applicable City standards that would provide an additional connection complete with road and pedestrian related works between Elmbridge Way and River Road. Enhanced connectivity is also provided by a pedestrian crossing across River Road aligned with the new west road.
 - b) Works along the site's River Road and Elmbridge Way frontages to provide for applicable upgrades to sidewalks, boulevards and multi-use pathways consistent with off-site improvements in the surrounding area. Appropriate road dedications and/or dedications in combination with statutory right-of-ways will be secured for these works.
 - c) Widening of the existing lane along the east edge of the site, secured through a statutory right-of-way, to widen the lane pavement drive-aisle and implement a sidewalk along the west portion of the lane to the applicable City standard.

2. Vehicle Access Provisions: Vehicle access to the on-site parking areas in the development is to be provided from the lane and a single drive-way access generally situated mid-block along the new west road. In relation to the new west road and vehicle access provided from this road, temporary road closure of the new west road during certain special events and reliance on vehicle access to the development from the lane can be accommodated if and when needed as verified through the TIA for this project. Prior to rezoning adoption, a legal agreement will be registered on title to provide for the temporary closure of the vehicle access along the new west road during special events.

3. Transportation Demand Management Measures: A comprehensive TDM measures package for this development is being secured in support of the proposed off-street parking to be provided in this development in accordance with Zoning Bylaw 8500 provisions and to achieve objectives of reducing automobile dependence and encouraging walking, cycling, and increased use of transit. These TDM measures will be secured through appropriate legal agreements to be registered on title prior to rezoning adoption, Servicing Agreement process and/or confirmed through the forthcoming Development Permit application process.
 - a) Transit pass program available for the residential (market and affordable housing) and non-residential uses to provide monthly transit passes (2 zone) for a specified period (one year).
 - b) Bicycle Amenities – provide for additional (25% above Zoning Bylaw 8500 requirements) Class 1 bicycle storage facilities and additional (5% above Zoning Bylaw 8500 requirements) for Class 2 short-term bicycle parking for the residential and non-residential uses in the project, including supporting bicycle

- repair/maintenance facilities, end-of-trip facilities and battery charging provisions for all class 1 bicycle parking spaces.
- c) Carpool parking spaces – 5 carpool parking spaces are to be provided and solely allocated for this purpose for the non-residential uses.
 - d) Car-share program to provide for two car-share dedicated vehicle parking stalls (equipped with Level 2 EV charging stations) and provision for two car share vehicles through a contract between the owner/developer and car-share service provider.
 - e) EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) will be provided for a minimum of 10% of the non-residential parking spaces.
 - f) Interim sidewalk connection (River Road) – A 2 m (6.6 ft.) wide interim asphalt walkway that extends westward from the subject site’s north frontage along River Road (south side) at the new west road intersection to the signalized intersection at River Road/Oval Way.
4. Secured Parking for Richmond Olympic Oval: The proposed development also provides for an additional 52 parking stalls that are provided for use by the Richmond Olympic Oval during special events. When not being used or reserved for the purposes of a special event, these parking stalls would be available for use by the public. These 52 parking stalls will be secured through a legal agreement to be registered on title prior to final adoption of the rezoning.

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer’s proposal, which is consistent with City policy and includes:

1. District Energy Utility (DEU): A City Centre DEU service area bylaw, including the subject site, will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to:
 - design and construct a low carbon energy plant, at the developer’s sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development’s connection to a City District Energy Utility; or
 - if connection to the City Centre District Energy Utility is available, connect to the City Centre District Energy Utility for space and domestic hot water heating services, and to design and construct a low carbon energy plant for cooling services only, at the developer’s sole cost, and transfer it to the City.
2. BC Energy Step Code: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code requirements. High-rise residential and mixed use buildings that include a low carbon energy plant (as discussed above) must comply with “Step 2” or better. The developer, through their Coordinating Registered Professional, has confirmed that the applicable “Step 2” performance targets have been considered in the design and the

project is expected to be compliant with these performance targets. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.

3. Electric Vehicle (EV) Measures: In compliance with Zoning Bylaw requirements, the developer proposes to comply with EV infrastructure requirements for all resident parking spaces. Additional EV measures to provide infrastructure for 10% of non-residential parking (Level 2) and all class 1 (long-term secured bicycle storage) is also being proposed as part of the transportation demand management provisions being secured through this development.

Public Art

The CCAP encourages voluntary developer contributions towards public art. For this project, the developer proposes to integrate and install public art with this development and have engaged an independent public art consultant to prepare a public art plan. Based on applicable City-approved developer contribution rates and the maximum buildable floor area permitted under the development’s site-specific ZMU52 zone (excluding affordable housing LEMR units), the value of the developer’s voluntary public art contribution shall be at least \$330,781. Prior to rezoning bylaw adoption, a legal agreement will be registered on title securing the developer’s commitment and requiring submission of a public art plan, including a terms of reference, for consideration by the Richmond Public Art Committee and approval by Council (i.e. as applicable to terms of reference for public art on private property with budgets over \$250,000).

Tree Retention and Replacement

The subject site contains two off-site trees (located within Elmbridge Way) and six on-site trees. The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development (i.e., road/frontage improvements, grade changes). The City’s Tree Preservation Coordinator has reviewed the Arborist’s Report and supports the Arborist’s findings for on-site trees for their removal. Replacement trees will be required to be planted on-site as part of this development in accordance with a 2:1 replacement ratio and minimum sizing requirements. Parks Arborist staff have reviewed and assessed the 2 off-site trees and recommended their removal and a cash in lieu compensation for future planting due to the future new west road construction that would conflict with the trees located on Elmbridge Way. A summary of the recommendations related to on-site and off-site trees is provided in the table below.

Existing Trees	Recommended Action	# Existing	# Replace @ 2:1	Minimum Size of Replacement Trees	Financial Requirement
On-Site (Private)	Removal	6 trees	12 (Planting to be confirmed at DP)	8 cm caliper or 4 m in height in accordance with Tree Protection Bylaw 8057 (\$750/replacement security to be provided)	Replacement security of \$9,000 letter of credit Landscape plan and security required at DP
Off-Site (City)	Removal	2 trees	N/A	Cash-in-lieu for planting trees at/or near the subject site	\$5,250 cash-in-lieu contribution

Built Form and Architectural Character

The proposed high-density mixed use project is located within close proximity to the centre of the Village Centre (intersection of Hollybridge Way and River Road) in the CCAP Oval Village (2031) Specific Land Use Map. The proposed development accommodates all City requirements with respect to transportation improvements and public space enhancements and generally complies with the CCAP Development Permit Guidelines. In summary, the proposed development achieves the following (Attachment 7 – Preliminary and Conceptual Development Plans):

1. Active and vibrant commercial frontages along each of the subject site's road frontages, including River Road as it is designated as a "Pedestrian-Oriented Retail Precincts-High Street & Linkages" in the CCAP, providing for pedestrian friendly and oriented uses that will complement existing at-grade commercial uses incorporated into other high-density mixed use projects in the surrounding area.
2. Provides for a distinct urban form of development in the design and orientation of the at-grade commercial spaces that provide for plazas and additional open spaces, mid-level podium with strong horizontal expression that is carried through in the tower design. Furthermore, tower form and orientation has enabled sculpting of the towers to allow for a high-density distinctive form of development that is unique and different from other developments and consistent with objectives in the CCAP that support varied and sculpted tower forms.
3. General tower spacing and placement has been development referencing applicable CCAP guidelines and the towers in existing developments and future potential high-density development on neighbouring sites. The overall form and orientation of towers has been developed to minimize tower-to-tower view blockages or overlook on-site and to neighbouring developments. In addition, the project design maximizes sunlight exposure to the residential units and the podium courtyard areas containing the residential amenity areas.

Prior to rezoning adoption, the developer will register a legal agreement on title to the subject site requiring that the proposed development is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with commercial and non-residential activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval for the entirety of the proposed development, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, among other things, additional design development is encouraged with respect to the following items:

1. Tower and Podium Form: Additional design development is encouraged to refine the form and character of the project taking into account adjacencies to surrounding development, shadowing and skyline interest.

2. **Common Amenity Spaces:** Confirmation of the design details, programming and landscaping for all indoor and outdoor amenity spaces including compliance with OCP and CCAP minimum sizing requirements. Any provisions for the sharing outdoor hotel amenity areas (i.e., pool) being made available for resident access will also need to be confirmed if applicable.
3. **Accessibility:** Through the Development Permit process, the design and distribution of accessible units and common spaces and uses must be provided and comply with applicable city guidelines.
4. **Plaza and Landscape Plan at Grade:** Additional design development for the plaza and landscape areas situated at grade to ensure the space design, plantings and transitions achieve a pedestrian friendly streetscape and help to provide an animated commercial presence along the development's road frontages.
5. **Sustainability:** The developer must undertake energy modelling to confirm that the proposed design can meet applicable BC Energy Step Code requirements (i.e. Step 2 with an on-site low carbon energy plant) and undertake design development to ensure that enhanced building performance is coordinated with a high standard of architectural quality and expression.
6. **Transportation:** Additional design development for the project's provisions for hotel pick-up and drop-off and on-site loading and garbage and recycling areas will need to be addressed to the satisfaction of Transportation. Confirmation of the inclusion of the applicable transportation demand management measures this development will be implementing will also be undertaken through the DP application.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$129,233 towards future City community planning studies, as required for City Centre rezoning applications, based on the applicable City-approved developer contribution rate and the maximum buildable floor area permitted under the site-specific ZMU52 zone (excluding affordable housing uses).

Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreements, secured with a Letter of Credit, for the design and construction of required off-site works, as set out in the attached Rezoning Considerations (Attachment 8).

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

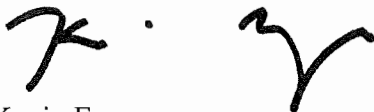
Through the proposed development, the City will take ownership of developer-contributed assets including waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$25,079.09. This will be considered as part of the 2022 Operating Budget.

Conclusion

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area that comprises of 356 residential units (including 35 affordable housing LEMR units), a 189 room/suite hotel with accompanying services and at-grade commercial along the subject site’s River Road, new west road and Elmbridge Way frontages.

The proposed redevelopment on the subject site complies with the CCAP and supporting land use policies related to density and bonus density provisions available to the subject site through the CCAP Village Centre Bonus designation. City objectives of a development that complies with the principles of a pedestrian friendly, transit oriented and sustainable development are achieved through the proposed project.

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 be introduced and given first reading.



Kevin Eng
Planner 3

KE:cas

- Attachment 1: Location Map
- Attachment 2: Aerial Photograph
- Attachment 3: Development Application Data Sheet
- Attachment 4: City Centre Area Plan – Specific Land Use Map: Oval Village (2031)
- Attachment 5: Public Correspondence
- Attachment 6: Proposed Non-Profit Housing Operator (Letter)
- Attachment 7: Preliminary and Conceptual Development Plans
- Attachment 8: Rezoning Considerations



City of Richmond

ATTACHMENT 2



RZ 17-782750

Original Date: 08/30/17

Revision Date: 10/13/22

Note: Dimensions are in METRES

CNCL - 259



RZ 17-782750

Attachment 3

Address: 6851 and 6871 Elmbridge Way

Applicant: Landa Oval Development Ltd.

Planning Area(s): Oval Village

	Existing	Proposed
Owner:	Landa Oval Development Ltd.	Landa Oval Development Ltd.
Site Size (m²):	6851 Elmbridge Way – 7,483.5 m ² (1.85 ac) 6871 Elmbridge Way – 6,429.2 m ² (1.59 ac) Total – 13,912.7 m ² (3.44 ac)	Net site area (after road dedication): 11,472.06 m ² (2.83 ac) ZMU52 site area for density purposes: 13,832.06 m ² (3.42 ac)
Land Uses:	Light industrial business park uses	Residential (Apartment housing) Hotel and supporting commercial services At grade oriented commercial
OCP Designation:	Mixed-Use	Mixed-Use – No change
City Centre Area Plan (CCAP) Designation:	Urban Centre T5	No change – complies with CCAP
Zoning:	Industrial Business Park (IB1)	High Density Mixed Use (ZMU52) - Oval Village (City Centre)
Number of Units:	None	356 residential dwelling units <ul style="list-style-type: none"> • 35 LEMR units • 321 market residential units
Other Designations:	Aircraft Noise Sensitive Development: "Area 2" (i.e. all uses may be considered except single-family)	No change – Complies with ANSD <ul style="list-style-type: none"> • ANSD covenant to be registered on title

	ZMU 52 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.1 FAR – indoor amenity space only 	Max 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.06 FAR – indoor amenity space only 	none permitted
Buildable Floor Area (m²):*	Total: 42,879.4 m ² (461,550 ft ²) including: <ul style="list-style-type: none"> - Residential – 27,664.12 m² (297,774 ft²) - Commercial – 13,832.06 m² (148,887 ft²) - Indoor amenity – 1,383.2 m² (14,877 ft²) 	Total: 42,355 m ² (455,905 ft ²) <ul style="list-style-type: none"> - Residential (AH) – 2,767 m² (29,784 ft²) - Residential (Mkt) - 24,898 m² (268,000 ft²) - Commercial – 13,832 m² (148,887 ft²) - Indoor amenity – 898 m² (9,666 ft²) 	none permitted

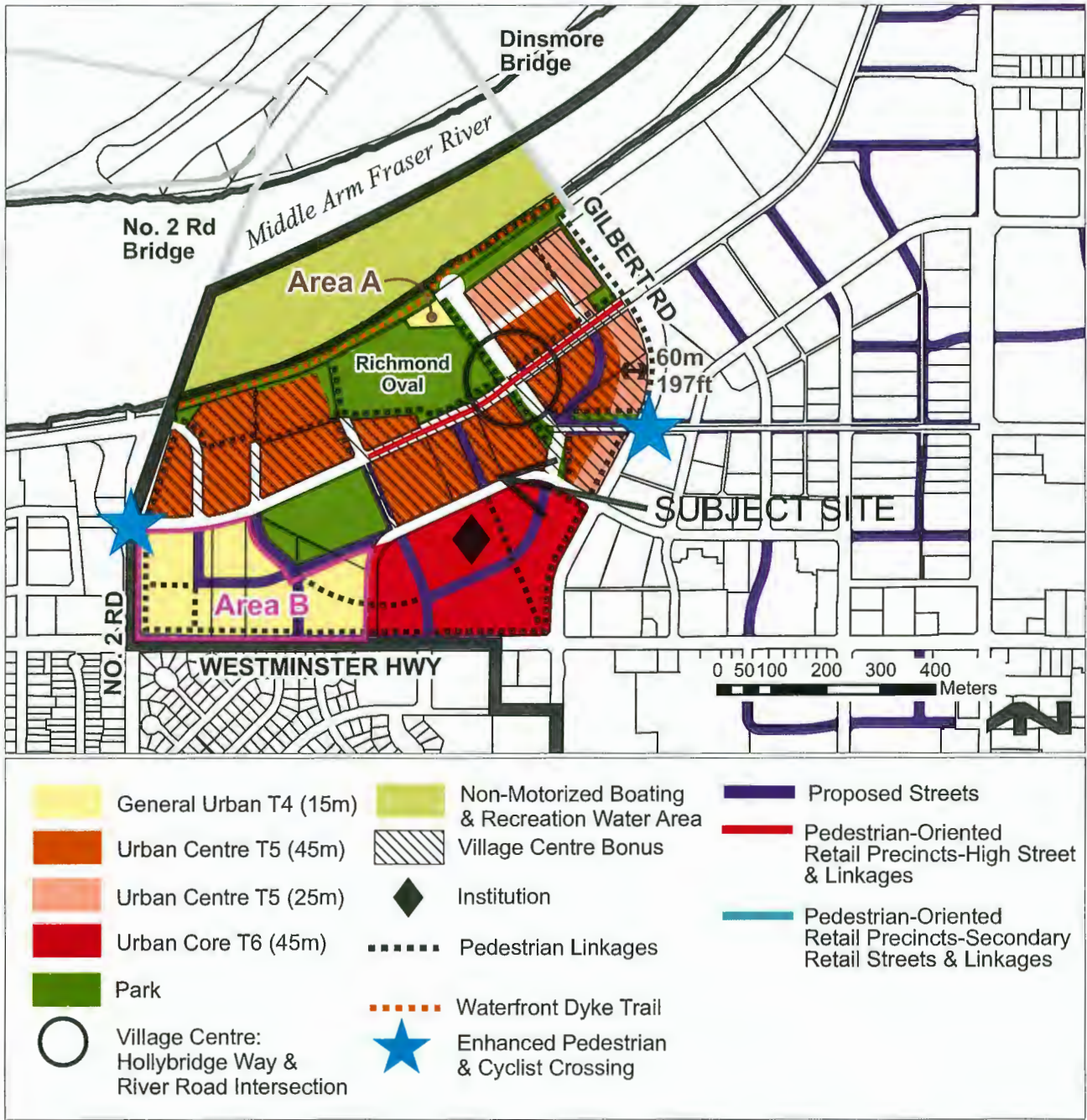
	ZMU 52 Bylaw Requirement	Proposed	Variance
Lot Coverage (% of lot area):	Max. 90% for buildings and landscaped roofs over parking spaces	Max. 90% for buildings and landscaped roofs over parking spaces	none
Lot Size:	10,000 m ² (2.47 ac)	11,472.06 m ² (2.83 ac)	none
Setbacks (m):	Road: 3.0 m (9.84 ft.) Lane: 0.0 m (0.0 ft.)	Road - River Road: 3.0 m (9.84 ft.) - New West Road: 3.0 m (9.84 ft.) - Elmbridge Way: 3.0 m (9.84 ft.) Lane: 3.0 m (9.84 ft.)	Requested variances to podium for minor balcony frame encroachments and architectural elements
Height (m):	47 m (154 ft.) GSC	47 m (154 ft.) GSC	none
Parking	Min. 637 stalls - Residential (AH and Mkt): 331 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	Min. 641 stalls - Residential (AH and Mkt): 337 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	none
Bicycle Parking	Class 1 – 483 spaces Class 2 – 112 spaces	Class 1 – 604 spaces Class 2 – 118 spaces Note: Additional bicycle parking provisions based on TDM measures	none
Amenity Space – Indoor:	712m ² (7,664 ft ²)	858m ² (9,235 ft ²)	none
Amenity Space – Outdoor:	2,136 m ² (22,992 ft ²)	2,716 m ² (29,235 ft ²)	none

Other: _____

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

Specific Land Use Map: Oval Village (2031)

Bylaws 8685, 8701
2011/10/24



Bylaw 10020
2019/05/21

Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Eng, Kevin

From: Eng, Kevin
Sent: July 17, 2021 10:55 AM
Cc: Lin, Fred
Subject: RE: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

Hi Lam,

Thanks for your email regarding the rezoning application that is being processed at 6851 and 6871 Elmbridge Way (RZ 17-782750).

I am the development planner for this rezoning application. The purpose of this email is to provide information about ways to provide comments on the proposal through the rezoning application process.

Through the rezoning application, public comments can be made and consultation is provided for throughout the process, including:

- Through the staff processing and review of the application (this is the current status of the application).
- Once the staff processing of the rezoning application is complete, it will be forwarded to Council for consideration of the application. Public comments and correspondence can be made through Council's consideration of the application, which will include a Public Hearing.
- Any written correspondence received through the staff processing of the rezoning application or during Council's consideration of the application will be provided to Council.

One item to note is that through the review and processing of this rezoning application, there may be a number of changes and revisions to the proposal.

In relation to the specific concerns and comments provided in your original email below – I will be reviewing these with Transportation staff so that a response can be provided to you where applicable.

My recommendation to you about receiving information and updates on this project is for you to contact myself on a periodic basis.

Thanks and please feel free to contact me should you have any questions.

Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

Sent: June 25, 2021 3:40 PM
To: Lin, Fred <FLin@richmond.ca>
Cc: DevApps <DevApps@richmond.ca>
Subject: Re: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Fred,

Thank you for your email! Please keep me updated.

Can public get involved in the development process? I mean is there any public consultation available?

Thank you!

Regards,
Lam

On Fri, Jun 25, 2021 at 3:25 PM Lin,Fred <FLin@richmond.ca> wrote:

Hi Lam,

As part of the development review process, there will be a traffic impact study to assess the potential traffic impacts associated with the proposed development, as well as transportation improvements necessary to mitigate such impacts. Access location for the development will be confirmed through that process. Your concerns are noted and will be considered as part of the development review process.

Regards,

Fred Lin, P.Eng., PTOE

Senior Transportation Engineer

604-247-4627 | flin@richmond.ca

City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

www.richmond.ca

Sent: June 18, 2021 11:29 AM

To: DevApps <DevApps@richmond.ca>

Subject: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

To Whom It May Concern,

I saw an article at dailyhive.com, saying that there will be 369 homes and 200-room hotel proposed next to Richmond Olympic Oval. This subject development is located at 6851-6871 Elmbridge Way in the Oval Village of Richmond.

Below is the article link:

<https://dailyhive.com/vancouver/6851-6871-elmbridge-way-richmond-landa-global-properties>

According to the article, there are two entrances going to the parking area and one of them is located at East Lane. Along East Lane, there will have a residential lobby, a loading and unloading area, hotel lobby and hotel drop off area. Two featured plazas will be located at the two ends too. I am writing this email to express my concern on the traffic impact caused to the nearby neighborhood.

1. East Lane is currently a back lane for Ora residence. It is where public parking entrance, residence parking entrance and commercial loading and unloading area are located. It is actually a very busy lane.
2. East Lane is narrow that only allows two sedan size cars closely passing by each other at a very low speed limit. Whenever there is a supermarket truck going to the commercial loading and unloading area or garbage truck park at East Lane for garbage collection, no other vehicle can pass by them unless the trucks have drove onto / parked on the pedestrian sidewalk.
3. From the article's provided plans and photos, I don't see that there is a set back at East Lane while the other sides of the subject development have. I mean that the subject development is built very close to the boundary. As there will be residential and hotel lobbies located along East Lane and there will be two plazas located at the two ends of East Lane, I expect that there will be a high amount of pedestrian flow along East Lane too. The subject development should set back to allow adequate space for pedestrian flow.
4. Again, the hotel lobby is located at East Lane. I am not sure where the taxi / hotel shuttle waiting area will be located. They cannot just stop along East Lane to load and unload the luggages or wait for the passengers. If they just stop along East Lane, that will cause a serious traffic jam.
5. Ora has only one residential parking entrance and it is located at East Lane. It seems to me that vehicles going in and out of the subject development will rely on East Lane entrance too. In this case, I believe that East Lane needs to be widened to allow at least three vehicles passing by one another. For security reason, vehicles going in and out of the residential parking, drivers need to wait for the gate to open and close. If there are two vehicles waiting to enter the residential parking. The first driver needs to wait for the gate to close and can't just let the second car go in. Therefore, East Lane must be wide enough to have one lane that allows vehicles to stop and wait for the gate open and close.

6. For your information:

- Ora residential parking entrance is located opposite to the loading area of the subject development.
- Public parking at Ora has only one entrance and it is opposite to the parking entrance of the subject development.
- Ora's commercial loading and unloading area is located opposite to the hotel lobby of the subject development.

Again, I am not writing to oppose this subject development but I have a great concern on the East Lane traffic! I am living in Ora. It seems to me that the subject development has not taken the existing traffic condition into consideration. And the subject development will cause a serious traffic impact to nearby neighborhood. Therefore, I would like to know if the subject development has addressed the traffic issue or not. Hope you understand my concern! Thank you!

Should you have any queries, please do not hesitate to contact me

Thank you!

Regards,

Lam

Az Zahraa Housing Society
3103—667 Howe Street
Vancouver, British Columbia, Canada V6C 0B5
Phone: 604-657-1898

25 August 2022

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

Dear City of Richmond

RE: Letter of Intent for Purchase / Management of Affordable Housing Units at 6851 & 6871 Elmbridge Way, Richmond.

Az Zahraa Housing Society is a non-profit organization who has considerable experience as the owners and operators of affordable housing residential units within the City of Richmond. Az Zahraa purchased affordable housing units in developments titled 'Calla' and 'Dahlia', both located at The Gardens project on Number 5 Road and Steveston Highway in Richmond. Az Zahraa Housing Society has also purchased 14 units at the recently completed LANDA project titled 'Cascade City'.

Az Zahraa Housing Society has developed a list of design requirements to assist in the management of affordable housing units. Please see below bullet point items:

- Minimizing the number of levels where units are located.
 - It is difficult to locate affordable units when they are distributed over many floor levels.
- Stacking the location of the units on repeated floor levels provides ease for navigating the development.
- Locate affordable housing units in good proximity to visitor parking stalls and loading bays.
 - Efficient access from parking assists in the maintenance and management of the units.
- A mix of 1 bed, 2 bed and 3 bed units.
 - Az Zahraa support the mix of approximately 30% 1 bed, 30% 2 bed, 30% 3 bed and 10% studio suites.

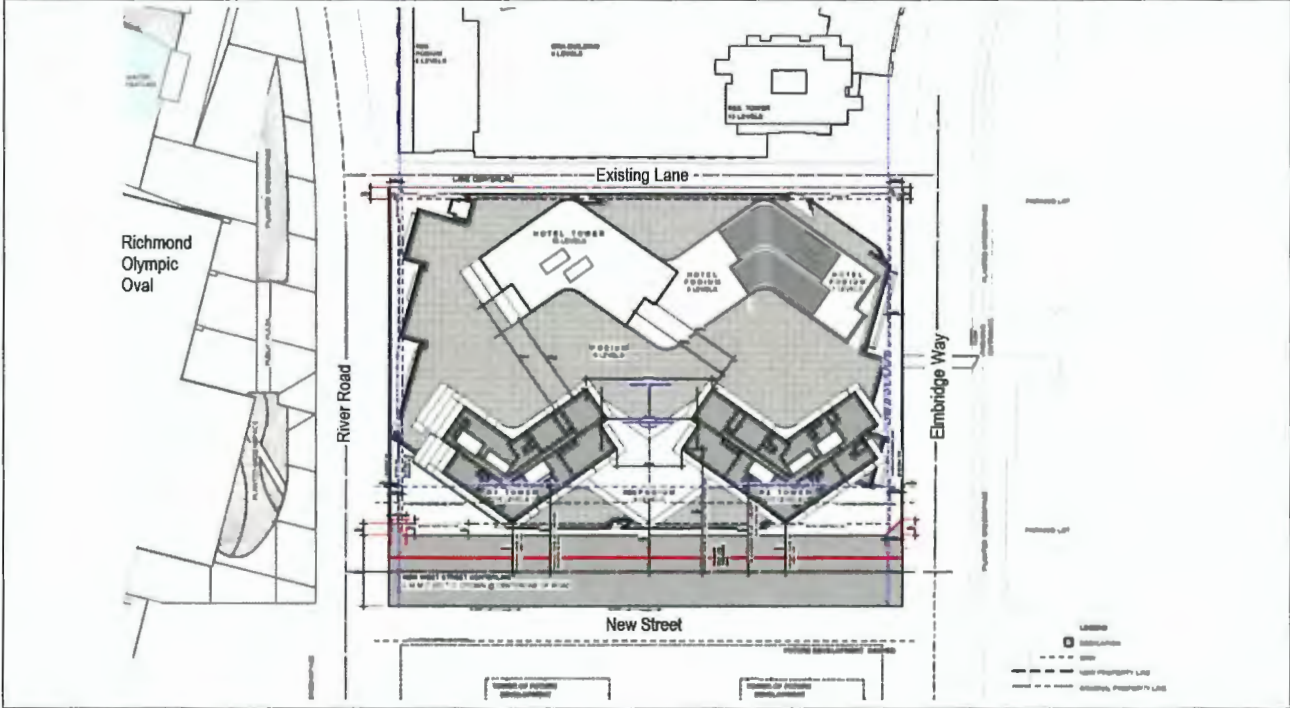
Az Zahraa confirm that they have been contacted by LANDA Oval Development Ltd for the purchase of 35 affordable housing units within the proposed development at 6851 & 6871 Elmbridge Way, Richmond. The proposed development has been reviewed and Az Zhraa support the proposed location of the development and the programme of the development as it will benefit the Richmond demographic for affordable housing. This letter is to express that Az Zahraa has the ability to operate the proposed affordable housing units and are interested in the purchase and management of these units.

Regards



Riyaz R. Devji
Az Zahraa Housing Society

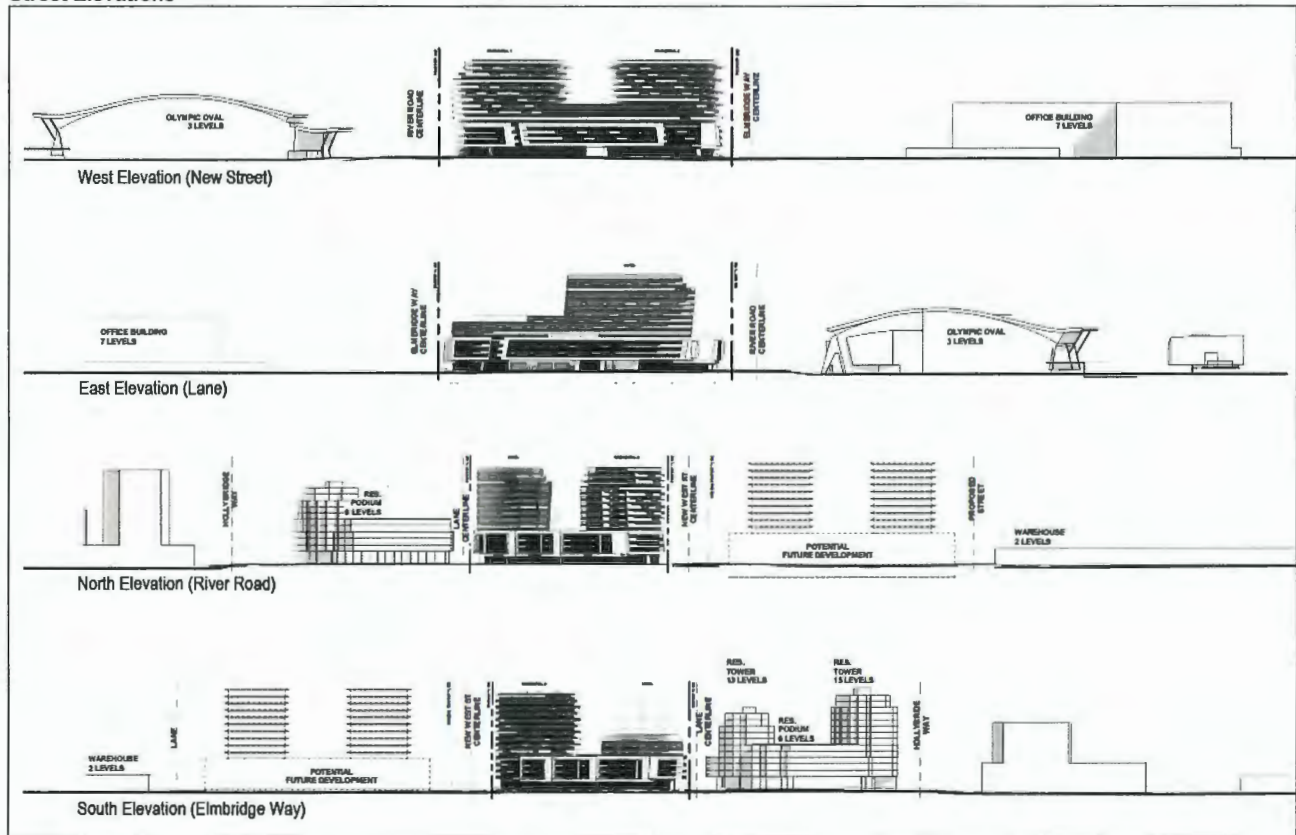
Site Plan



Aerial View Looking Southwest



Street Elevations



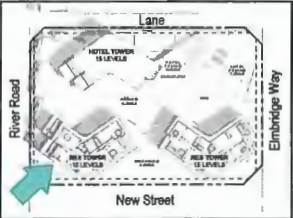
Aerial View Looking Southeast



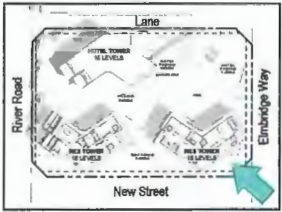
Hotel Entry @ River Road & Lane



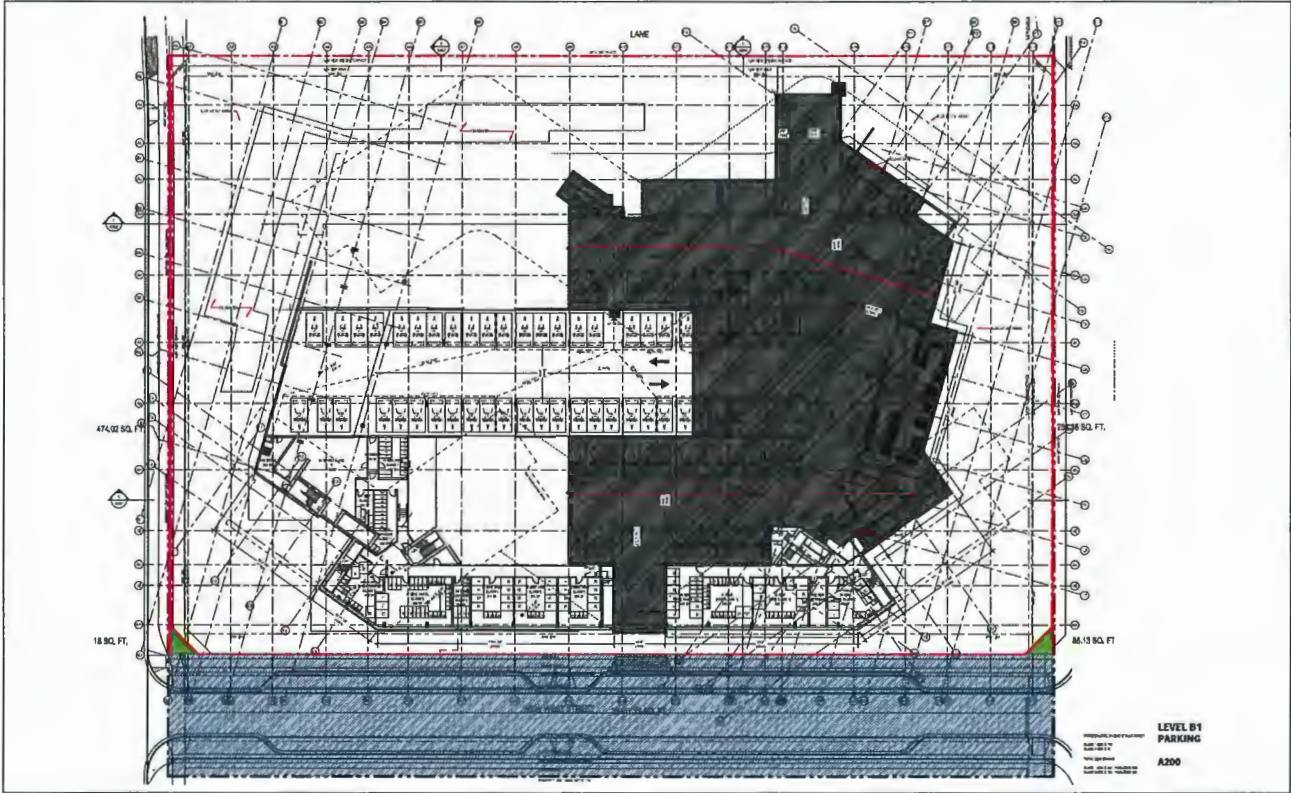
Northwest Corner @ River Road & New Street



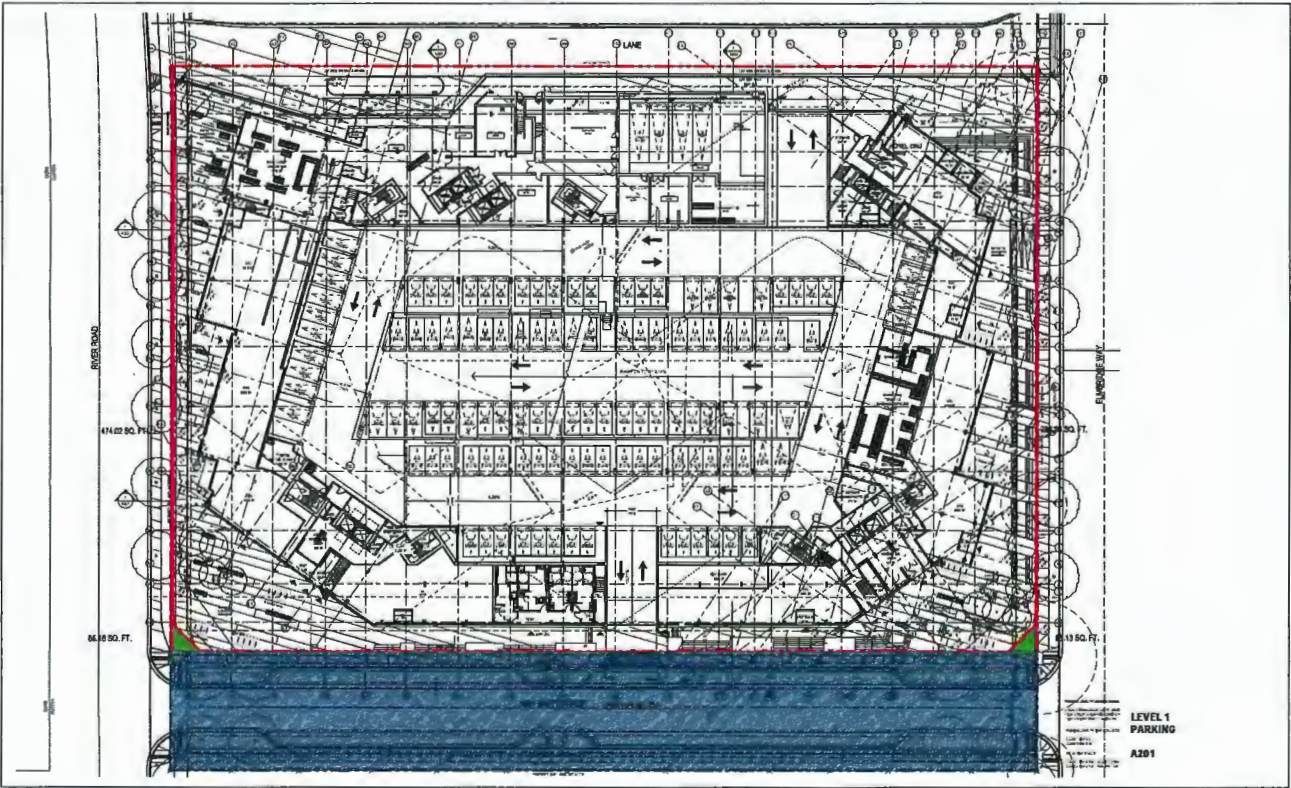
Southwest Corner @ Elmbroge Way & New Street



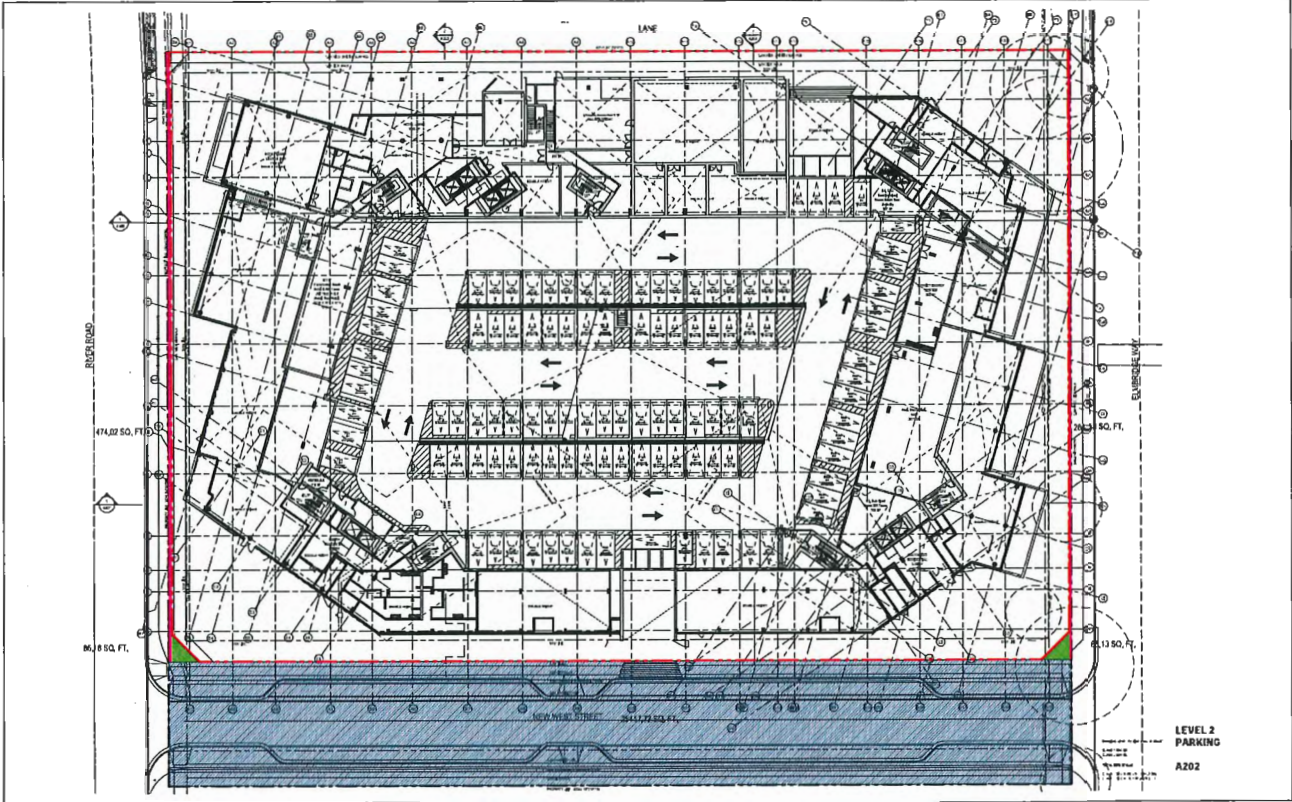
Level B1



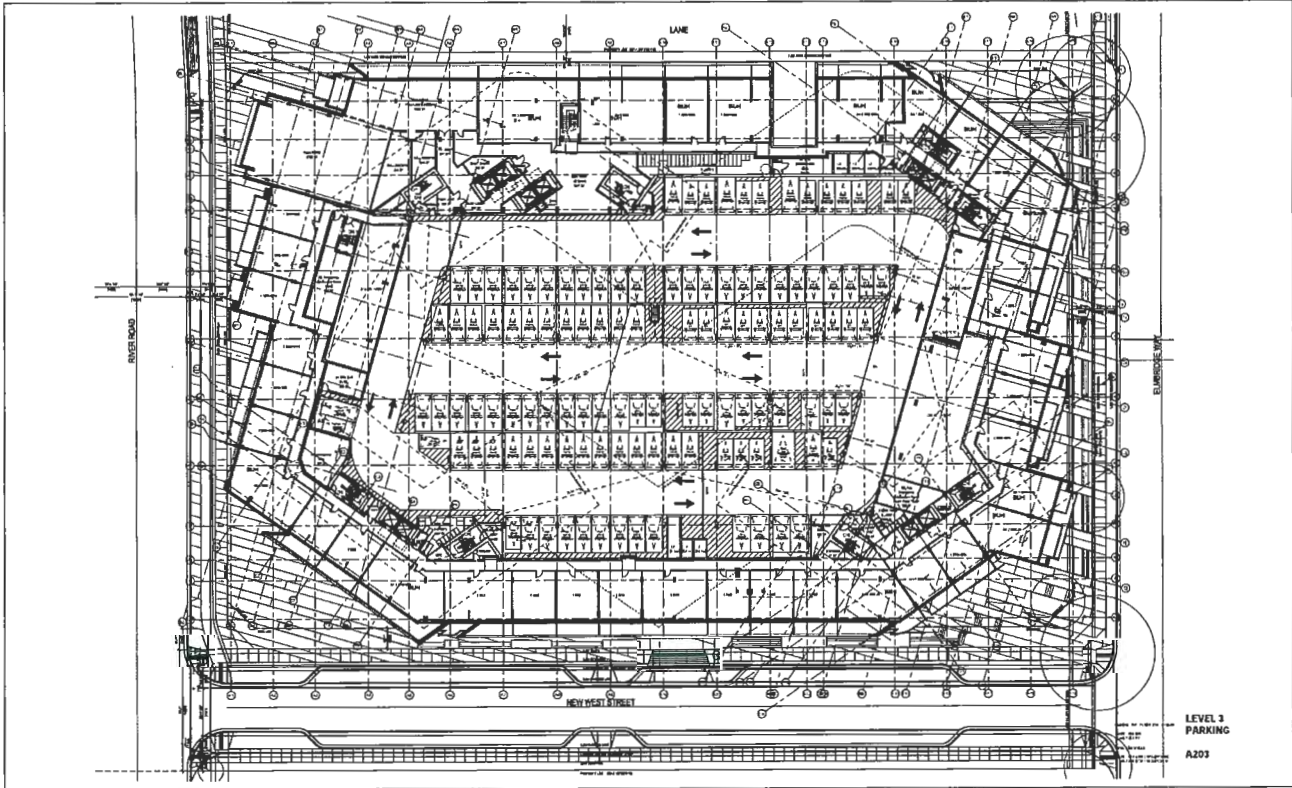
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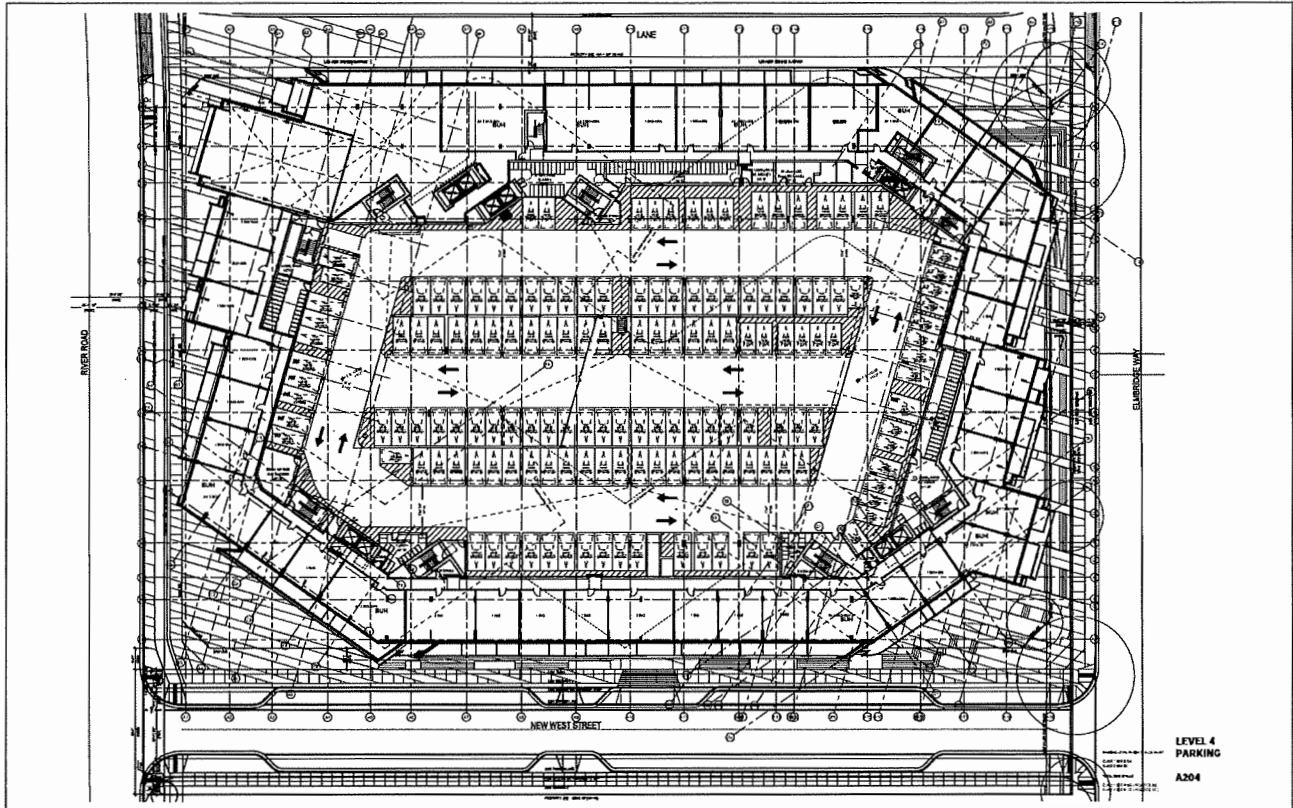
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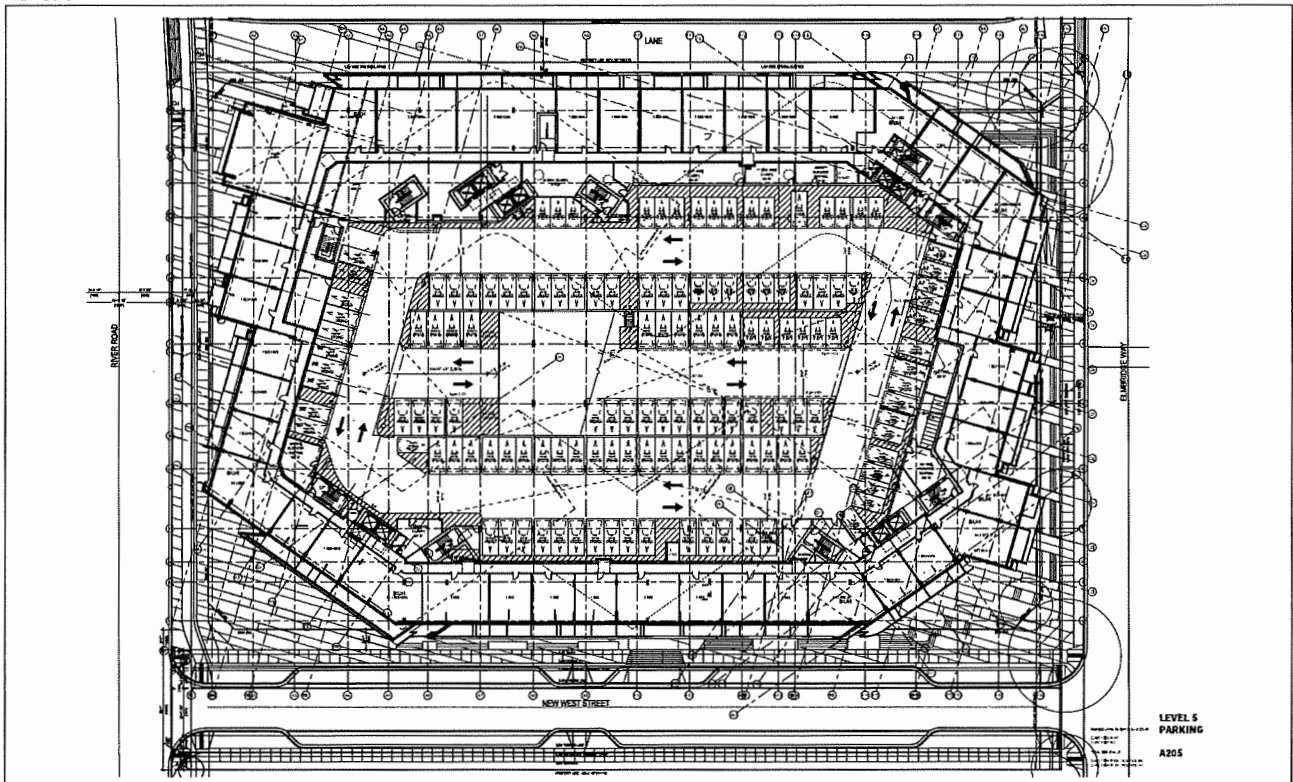
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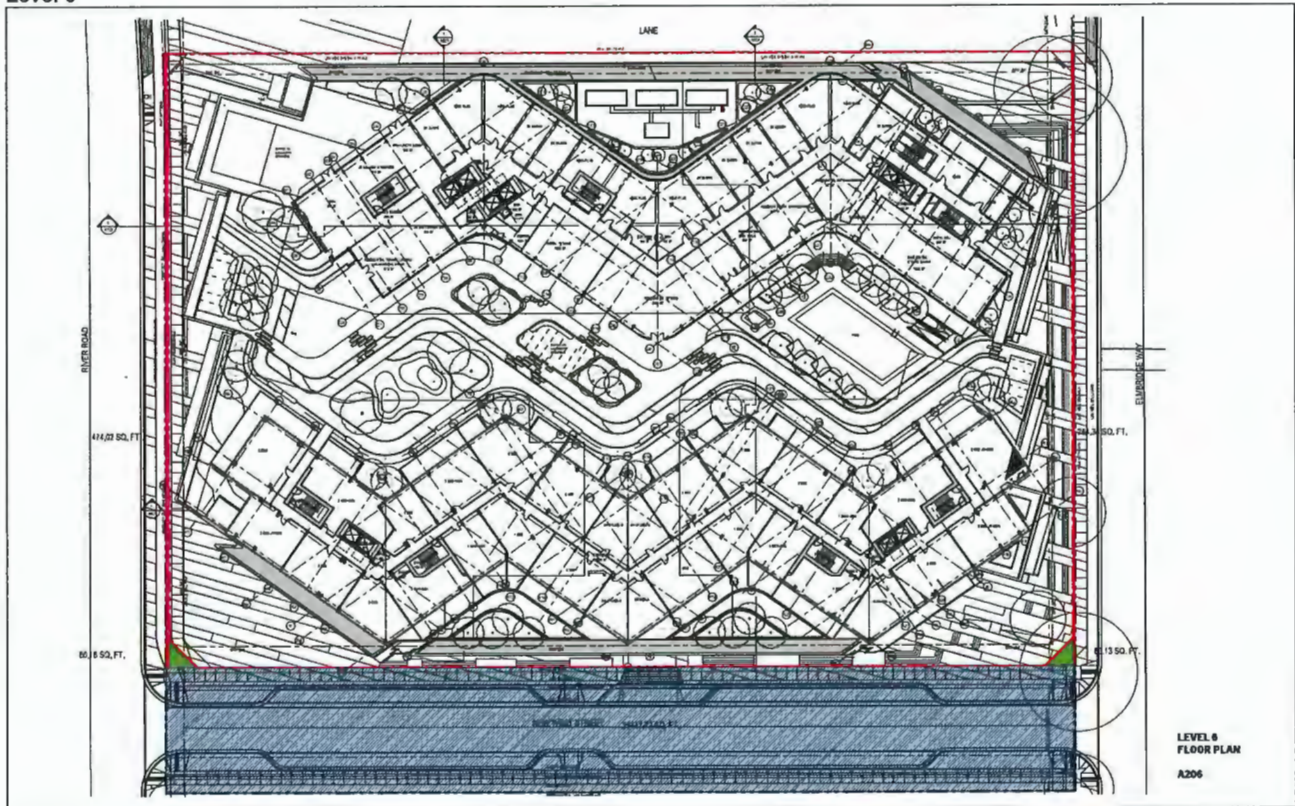
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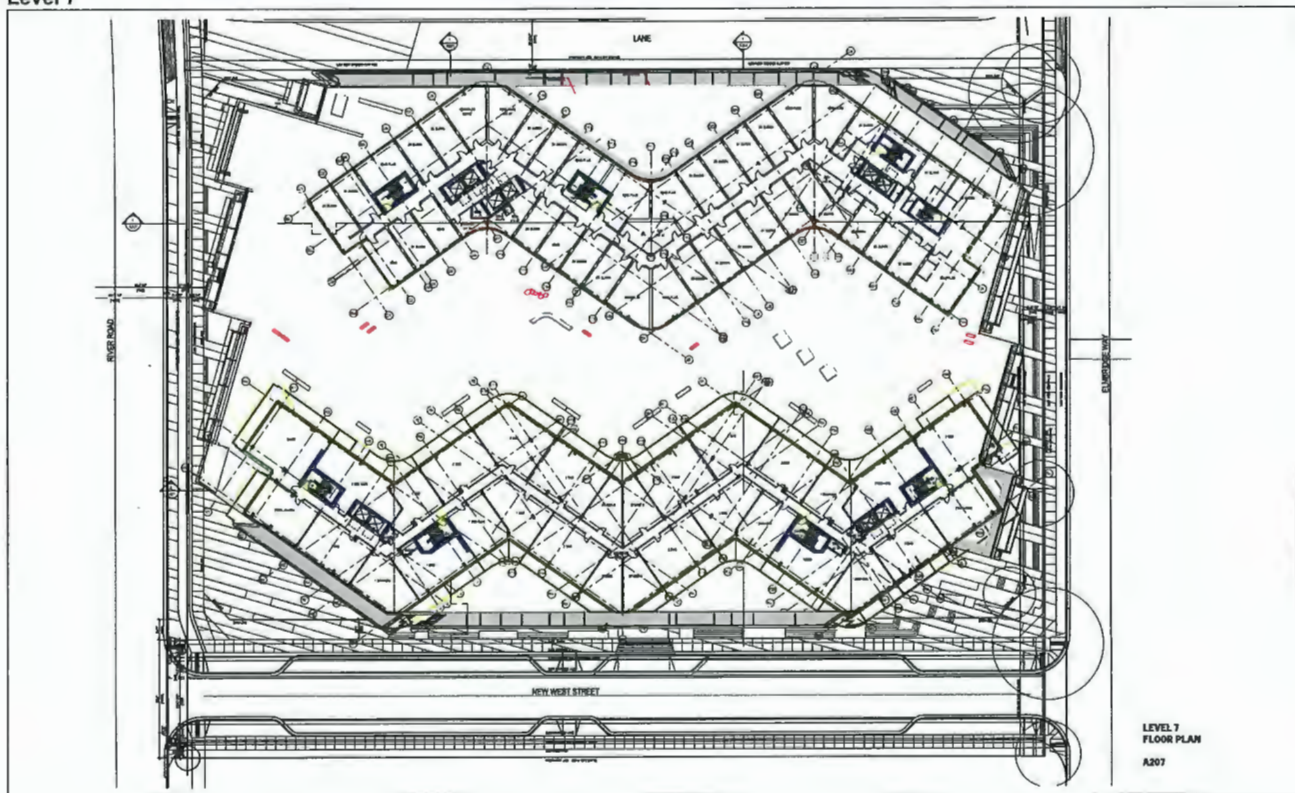
Level 5



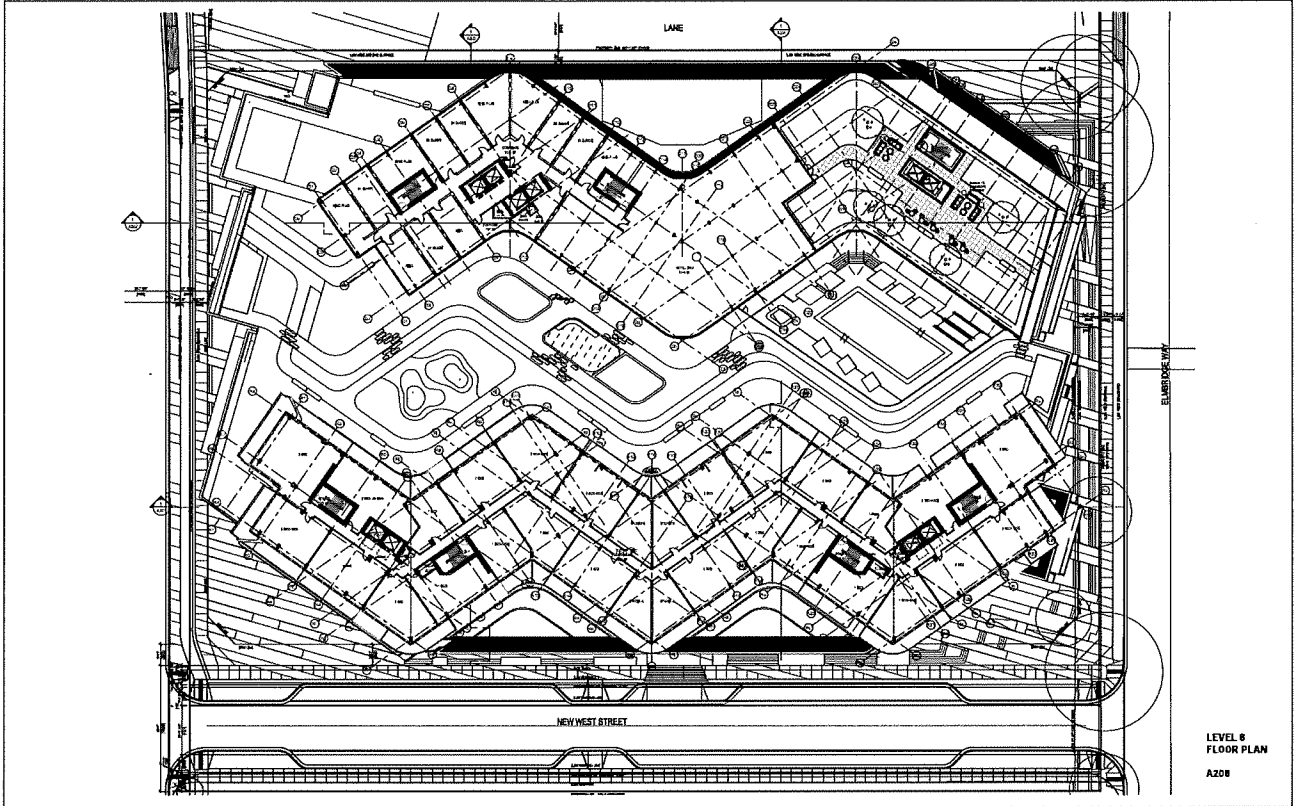
Level 6



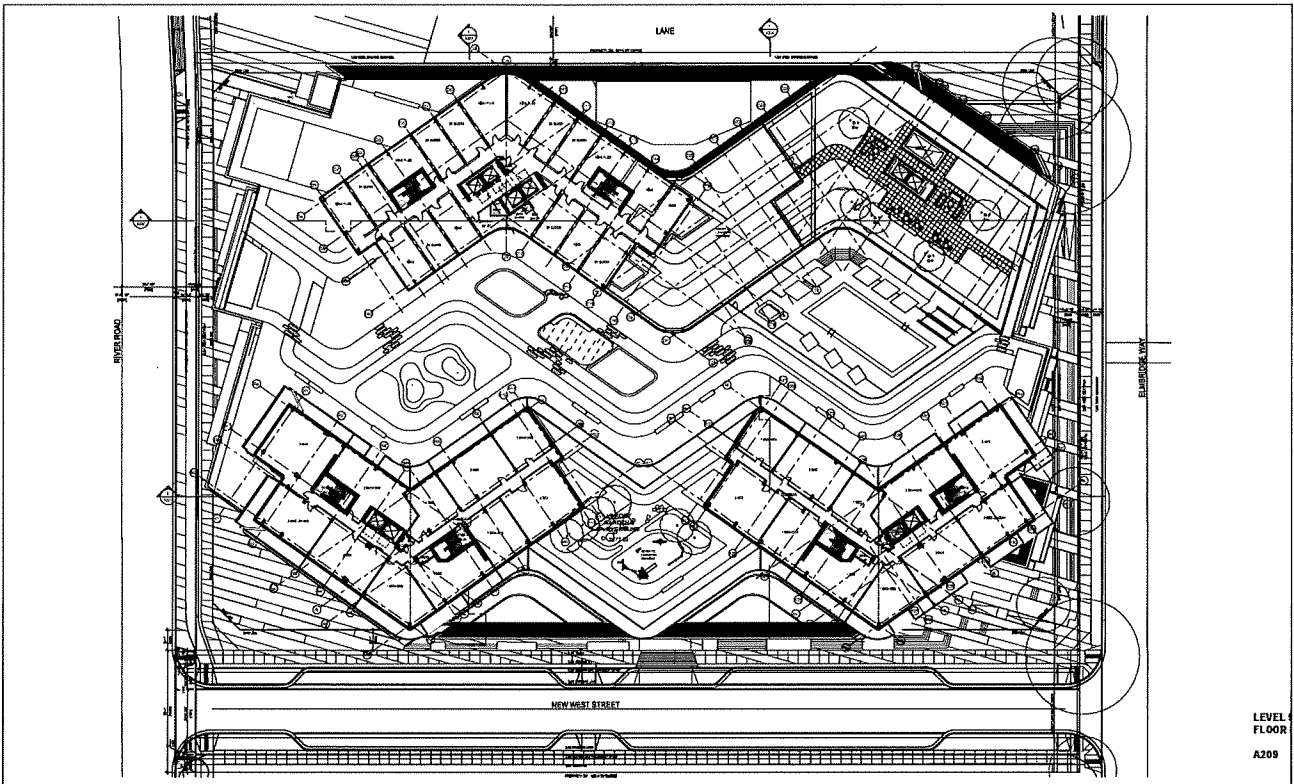
Level 7



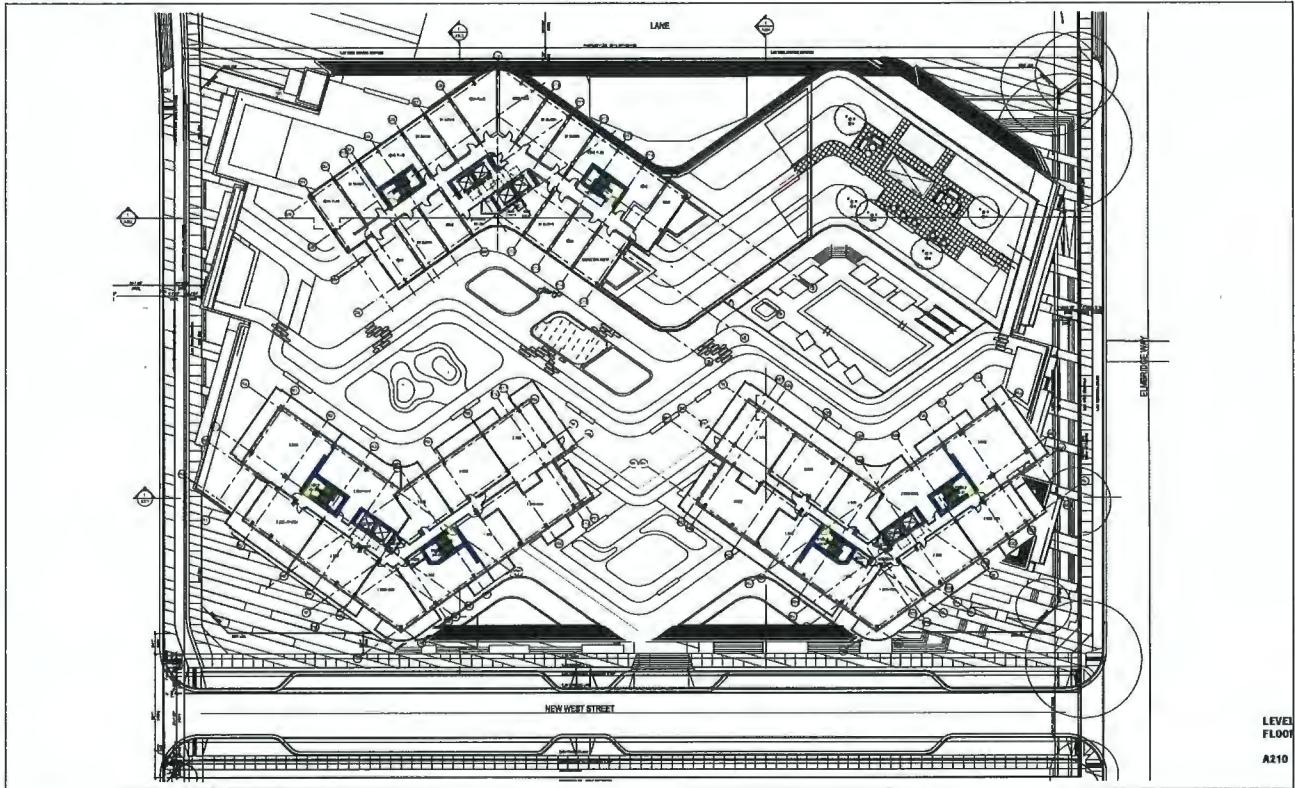
Level 8



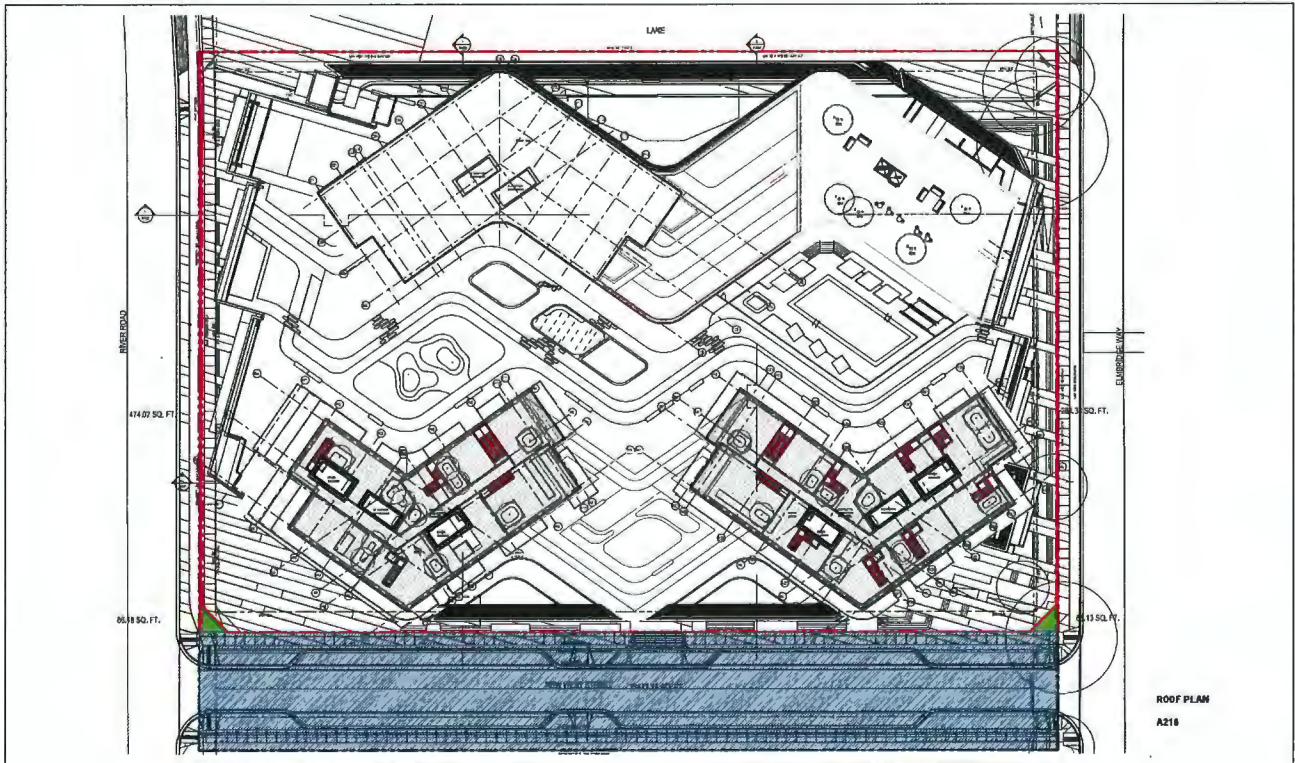
Level 9



Level 10 - 15



Roof





Address: 6851 and 6871 Elmbridge Way

File No.: RZ 17-782750

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, the developer is required to complete the following:

1. (Lot Consolidation) Consolidation of all the lots (6851 and 6871 Elmbridge Way) into one development parcel.
2. (Dedications/SRW/Road Functional Plan) Securing of the following road dedications and Statutory Right-of-Ways (SRW):
 - 2.1. River Road – Road dedication and SRW for applicable frontage works and improvements. Along the subject site’s entire River Road frontage, provide for a minimum 0.5 m wide road dedication and 2.0 m wide SRW.
 - 2.2. New West Road – Road dedication for the construction of a new City road. Along the subject site’s entire west frontage between Elmbridge Way and River Road, provide for a minimum 18 m wide road dedication.
 - 2.3. Elmbridge Way – Road dedication for applicable frontage works and improvements and other road upgrades. Along the subject site’s entire Elmbridge Way frontage, provide for a minimum 0.3 m wide road dedication.
 - 2.4. Lane – SRW for applicable lane works and improvements. Along the subject site’s entire east frontage along the existing lane, provide for a minimum 3.0 m wide SRW.
 - 2.5. Corner cut provisions:
 - 2.5.1. At the subject site’s north west corner (River Road and New West Road intersection) and south west corner (Elmbridge Way and New West Road intersection), provide for a minimum 4 m x 4 m corner cut road dedication.
 - 2.5.2. At the subject site’s north east corner (River Road and lane intersection) and south east corner (Elmbridge Way and lane intersection), provide for a minimum 3 m x 3 m SRW.
 - 2.6. All road dedication and SRW dimensions are preliminary and subject to change. Confirmation of the road dedication and SRW dimensions will be through the submission and approval of the road functional plan for the project. The road dedication and SRW dimensions provided for in Section 2. will be required to be amended to be compliant with the approved road functional plan.
 - 2.7. The SRW’s referenced in Section 2. shall provide for:
 - 2.7.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City’s satisfaction;
 - 2.7.2. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
 - 2.7.3. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and
 - 2.7.4. Permanent building encroachments, provided that any such encroachments do not compromise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as

determined to the satisfaction of the City and specified in the approved Development Permit*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.

- 2.7.5. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - 2.7.6. The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.
3. (Road Functional Plan) Submission and approval of the road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
 4. (Driveway – New West Road) Registration of a legal agreement on title ensuring that the only means of vehicle access is through one driveway crossing to the new west road and one driveway crossing to the lane and that there be no access provided along River Road or Elmbridge Way.
 5. (Aircraft Noise) Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
 6. (Flood Protection) Registration on title of a standard City of Richmond ("Area A") flood indemnity covenant.
 7. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
 - 7.1. That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
 - 7.2. Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities.
 8. (No Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
 9. (Adjacencies) Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
 10. (Hotel Suite/Room – No dwelling or stratification) Registration of a legal agreement on title identifying that the hotel suites/rooms associated with the hotel component of this project are:

- 10.1 Not permitted to be used as dwelling units and cannot include kitchens and/or other facilities typical of a dwelling unit; and
 - 10.2 Hotel rooms and suites cannot be subdivided into individual strata lots.
11. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
- 11.1. Non-residential (commercial) and residential visitor parking stalls can be shared.
 - 11.2. Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
 - 11.3. Shared parking stalls are not permitted to be arranged in a tandem configuration.
 - 11.4. Implement the applicable signage to clearly identify shared parking stalls.
12. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
- 12.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
 - 12.1.1 Monthly two zone transit passes are to be provided for 1 year for 40% of the market residential units.
 - 12.1.2 Market residential dwelling units that do not have an assigned parking stall are to be granted first right of refusal pertaining to access to the monthly two zone transit passes. Otherwise, market residential dwelling units shall be distributed transit passes on a first come/first serve basis.
 - 12.1.3 Monthly two zone transit passes are to be provided for 1 year for 100% of the affordable housing Low End Market Rental (LEMR) units.
 - 12.1.4 Monthly two zone transit passes are to be provided for 1 year for 40% of the non-residential parking stalls (1 transit pass for each stall) and are to be provided to the non-residential uses on a first come/first serve basis.
 - 12.1.5 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.
 - 12.1.6 Require the submission of letters of credit for each of the residential and non-residential transit pass programs, the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
 - 12.1.7 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
 - 12.2. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
 - 12.2.1. Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
 - Bicycle maintenance/repair facilities (one for each residential tower) that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.
 - Battery charging provisions are to be provided for all Class 1 bicycle parking
 - Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking.
 - 12.2.2. Non-Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.

- Provide for end of trip facilities to service non-residential uses that be required to provide for secured rooms with water closets, wash basins, showers and change rooms.
- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking .

12.2.3. General - Prohibits the conversion of any end-of-trip facilities or bicycle maintenance/repair facility to any other use.

12.3. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains not less than 5 parking stalls dedicated for carpooling use to the satisfaction of the City as specified in the approved Development Permit.

12.4 Registration on title of a legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

12.4.1. Two (2) car-share parking spaces located together on the subject site where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;

12.4.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and

12.4.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.

12.4.4. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.

12.4.5. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.

12.4.6. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:

12.4.6.1 The developer/owner provides two (2) car-share cars at no cost to the operator;

12.4.6.2 The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and

12.4.6.3 The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City

12.5. Registration on title of a legal agreement that would provide for a minimum of 10% of the total parking spaces for non-residential use with EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) to the satisfaction of the City, in an approved Development Permit as specified in the approved Development Permit.

13. (Parking – Richmond Olympic Oval) Registration on title of a legal agreement or SRW that would provide provisions for special event parking for the Richmond Olympic Oval facility on the subject development site to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

13.1. Provides not less than 52 parking stalls that can be reserved by the Richmond Olympic Oval during special events where high parking demands are anticipated. There shall be no fee charged to the Richmond Olympic Oval for reserving the stalls upon advanced notice. Developer/owner retains the ability to charge users of the parking stalls at the applicable rate subject to the limitations specified in 13.3.

- 13.2. The 52 parking stalls are required to be generally located in one consolidated area of the subject development on-site parking structure for ease of use/wayfinding and management.
 - 13.3. Pay parking provisions applicable to the 52 parking stalls cannot exceed the pay parking rates at the Richmond Olympic Oval.
 - 13.4. No barriers or other physical measures blocking or restricting access to these 52 parking stalls is permitted, unless approved by the City, with the exception of signage during special event periods.
 - 13.5. A specified advanced notice period will be provided to allow the Richmond Olympic Oval to reserve these 52 parking spaces during special events.
 - 13.6. Include other terms and conditions to the satisfaction of the City and developer/owner.
14. (Driveway – New West Road) Registration on title of a legal agreement that provides for the temporary closure of the driveway/vehicle access along the subject site’s new west road frontage during special events when operational adjustments to all or a portion of the new west road or other roads in the surrounding area are required to accommodate special events.
15. (Affordable Housing – LEMR) Registration of the City’s standard Housing Agreement to secure 35 affordable housing Low End Market Rental (LEMR) units, the combined habitable floor area of which shall comprise at least 10% of the subject development’s total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	3 units	37 m ² (400 ft ²)	\$811	\$34,650
1-Bedroom	10 units	50 m ² (535 ft ²)	\$975	\$38,250
2-Bedroom	11 units	69 m ² (741 ft ²)	\$1,218	\$46,800
3-Bedroom	11 units	91 m ² (980 ft ²)	\$1,480	\$58,050

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development’s total residential building area.

** May be adjusted periodically as provided for under adopted City policy and/or in accordance with the Housing Agreement.

- 15.1. Full and unlimited use by the LEMR unit occupants of the following on-site features (at no charge or additional fee), which may include, but may not be limited to:
 - 15.1.1. Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMR unit occupants;
 - 15.1.2. Waste management and loading facilities intended for the exclusive or shared use of the LEMR unit occupants; and
 - 15.1.3. On-site parking, “Class 1” bike storage and supporting bicycle repair/maintenance facilities, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMR unit occupants.
16. (Indoor and Outdoor Amenity) Registration of a legal agreement on title that would apply to the on-site residential indoor and outdoor amenity areas to ensure they are made fully accessible for shared use by all residents (market strata unit occupants and affordable housing LEMR unit occupants) to the satisfaction of the City as specified in the approved Development Permit.
17. (District Energy Utility) Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the

building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 17.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 17.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - 17.2.1. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - 17.2.2. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 17.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 17.4.1. the building is connected to the DEU;
 - 17.4.2. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - 17.4.3. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 17.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 17.5.3. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 17.5.4. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 17.5.5. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or

easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City’s DEU service provider, LIEC.

- 17.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
 - 17.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - 17.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

- 18. (Cash-in-lieu of Community Amenity Facility) City’s acceptance of the developer’s voluntary contribution of \$6,022,453, to be deposited into either the (1) Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and/or (2) Richmond’s Child Care Reserve, at the sole discretion of the City, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$809/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use (ZMU52) – Oval Village (City Centre) zone, as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU52 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	13,832 m ² (148,887 ft ²)	691.6 m ² (7,444 ft ²)	8,708/m ² (\$809/ft ²)	\$6,022,453 (*)

* In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate shall be increased annually thereafter based on the Statistics Canada “non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive.

- 19. (Public Art) City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 19.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site, together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:
 - 19.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources (e.g., Richmond’s existing Statements of Significance for Capstan Village and the Herrling Residence), together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and
 - 19.1.2. A value of at least \$330,781 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site’s proposed ZMU52 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	Affordable Housing 2,767 m ² (29,781 ft ²)	25,755 m ² (277,232 ft ²)	0.93/ft ²	\$257,826
Commercial	N/A	13,832 m ² (148,887 ft ²)	0.49/ft ²	\$72,955
			TOTAL	\$330,781

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
- (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

19.2. “No development” shall be permitted on the subject site, restricting Development Permit*, until the developer:

- 19.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City’s satisfaction; and
- 19.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$330,781.

19.3. “No occupancy” shall be permitted on the subject site, restricting Building Permit* inspection granting occupancy of a building on the subject site, in whole or in part, until:

- 19.3.1. The developer, at the developer’s sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer’s lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan or Detailed Public Art Plan, as applicable);
- 19.3.2. The developer, at the developer’s sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist’s rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.

19.3.3. The developer, at the developer’s sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:

- 19.3.3.1. Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;

- 19.3.3.2. A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- 19.3.3.3. The maintenance plan for the public art prepared by the artist(s); and
- 19.3.3.4. Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

Notwithstanding the afore mentioned statement, if occupancy of the subject site is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

- 20. (City Trees – Off-site) The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 City trees) in the amount of \$5,250.
- 21. (Trees – On-site) The submission of a tree replacement security (Letter of Credit) in the amount of \$9,000
NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.
- 22. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$129,233 (i.e. \$0.31/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 23. (AZR Building Height Confirmation) Submission of a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements
- 24. (Development Permit) The submission and processing of a Development Permit*, completed to a level deemed acceptable by the Director of Development.
- 25. (Final Adoption Deadline) Subject to Council consideration of Zoning Amendment Bylaw 10423 and to ensure this application, proceeding in accordance with the LEMR policy in place prior to November 15, 2021, moves forward to adoption in a timely manner, the rezoning is to be adopted no later than November 15, 2023. If the rezoning application is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the application and recommendation(s) on whether the rezoning application should be revised to comply with the current City policy.
- 26. (Servicing Agreement) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering and transportation works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, and Director, Development.
 - 26.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule A**.
 - 26.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule B**.

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

1. Rezoning Requirements: Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development's Rezoning Considerations (RZ 17-782750) and related required legal and Servicing Agreement* requirements.
2. BC Energy Step Code & District Energy Utility (DEU): Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).
3. Aircraft Noise: Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
4. Richmond Fire Department (RFD): Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
5. Transportation Item Approvals: Additional design development, supporting information and site plan revisions to address the following matters to the satisfaction of the Director of Transportation:
 - Additional design development of on-site loading and garbage/recycling pick-up service areas, including any requested variances to on-site loading requirements.
 - Additional design development and revisions to the hotel pick-up/drop-off provisions for this project.
 - Submission and approval of the Final road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
6. Additional requirements and legal agreements: As determined to the satisfaction of the City through the processing of the Development Permit Application.
7. Landscape Security: Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

SIGNED COPY ON FILE

Signed

Date

RZ 17-782750

Engineering

Servicing Agreement Requirements*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 493.0 L/s of water available at a 20 psi residual at the River Road frontage, and 425.0 L/s of water available at a 20 psi residual at the Elmbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on building permit designs.
 - ii) Install approximately 155 m of new 200 mm water main along the new north-south road and tie in to the existing water mains on River Road and Elmbridge Way, complete with fire hydrants per City spacing requirements.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iv) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - v) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
- c) At Developer's cost, the City is to:
 - i) Install one new water service connection complete with meter and meter box. Meter to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) The Developer is required to:
 - i) Upgrade approximately 95 m of storm sewer along the Elmbridge Way frontage from manhole STMH127527 to the west property line of the development site, complete with new manholes, and remove existing storm sewer.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within Elmbridge Way, the proposed storm sewer in the new north-south road, and the potential upgrades along River Road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Install approximately 155 m of new minimum 600 mm storm sewer within the proposed north-south road.
 - iv) Confirm, via the required capacity analysis, whether upgrade of the existing storm sewers along the River Road frontage from the west property line of the development site to the main conveyance on Hollybridge Way is required. If required per the capacity analysis and City of Richmond engineering design specifications, the upgrade of these storm sewers shall be added to the servicing agreement scope.
 - v) Remove the temporary drainage works along the River Road frontage and infill the existing ditch.
 - vi) Install a new headwall and storm sewer at the western edge of the proposed road improvements on River Road to direct drainage from the existing ditch to the west to the proposed storm sewer in the north-south road. A sump manhole will be required at the tie-in point to the proposed storm sewer.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- b) At Developer's cost, the City is to:
 - i) Install one new storm service connection, complete with inspection chamber.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.

- iii) Reconnect all existing catch basins and lawn basins to the proposed storm sewers.
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) The Developer is required to:
 - i) Relocate into the roadway approximately 130 m of existing asbestos cement sanitary sewers along Elmbridge Way from manhole SMH56401 to manhole SMH4575. Reconnect all existing connections to the new main.
 - ii) Upgrade and relocate into the roadway approximately 130 m of existing asbestos cement forcemain along the Elmbridge Way frontage. The actual length of replacement required shall be determined by the predicted settlement amounts from the geotechnical report.
 - iii) Install one new sanitary service connection, complete with inspection chamber, off of the proposed sanitary sewer.
 - iv) After the existing sanitary sewers between manholes SMH56401 and SMH4575 are removed, discharge the existing statutory right-of-way along the south property line of the development site (plan number 47072). Prior to right of way discharge, the developer's consultant is required to submit a signed and sealed letter to the City stating that the AC sanitary main and related appurtenances have been removed and properly and legally disposed offsite. It is the developer's responsibility to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground the overhead poles and lines along the development's River Road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.
 - (4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Provide street lighting along all road frontages according to the following:

- a. River Road (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any flower baskets holders or irrigation.
- b. Elmbridge Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
- c. New North-South "Pedestrian" Street @ west side of site (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)
- d. Lane @ east side of site (West side of lane)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)

5) General Items:

- a) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site (i.e. AC sanitary sewer, FRP forcemain, AC water mains, etc.) and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers and sanitary sewers along the River Road and Elmbridge Way frontages, and the storm sewer along the public-right-of-passage lane along the east property line, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - v) Enter into, SRW legal agreement that sets out Engineering's conditions associated with permitting the specific structures into the SRW, including but not limited to:
 - (1) Indemnification of City for any necessary maintenance/works the City has to undertake in the SRW.
 - (2) Cost of repair and any modifications would be the responsibility of the owner.
 - (3) Not liable for any damages or impacts to the encroaching structures as a result required maintenance/works.
 - (4) Owner should be responsible (at their cost) for any required modifications (including removal) made at the request of the City.

RZ 17-782750

Transportation
Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in Schedule B

1. Road Works:

The following cross-section descriptions are intended to describe "typical" conditions. The approved design may be required to vary from these "typical" conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Road Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

a) River Road

Frontage Improvements (North Frontage: River Road)

1. Frontage improvements (measured from south to north):

- Site's new north property line
- 1.75 m wide concrete sidewalk.
- 0.43 m wide decorative bike path edge.
- 1.75 m wide asphalt off-road bike path.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.

(Note: The above frontage elements require a total width of 5.43 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Multi-Use Path

The sidewalk, bike path edging strip and the off-road bike path (total width of 3.93 m measured from the curb) noted above is intended to provide a Multi-Use Path (MUP). Further notes:

- This MUP will be extended to future developments to the west over the whole block.
- The design (although on a smaller scale due to narrower frontage depth) is to follow that used in the building of the MUP on River Road and Hollybridge Way as part of the River Green development in the area. (Note: Refer to SA 11-564833 for design details).
- Further details of the MUP design, including bicycle ramp access from traffic lane, pavement marking, etc. will be defined through the Servicing Agreement detailed design process.

3. Pedestrian amenities

The required frontage improvements are to include the installation of a special crosswalk to accommodate pedestrian passage across River Road or cash equivalent, approx. \$110, 000.

4. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard, concrete sidewalk, and off-road bike path per standards described above.

b) Elmbridge Way

Frontage Improvements (South Frontage: Elmbridge Way)

1. Frontage improvements (measured from north to south):

- Site's new south property line
- 2.0 m wide concrete sidewalk.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.
- Additional cross sectional elements as required to accommodate left-turn lanes at West Road and special crosswalk, and other infrastructure modification works as determined in Final Road Functional Plan.

(Note: The above frontage elements require a total width of 3.5 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard and concrete sidewalk per standards described above.

c) New West Road

Frontage Improvements (West Frontage: New West Street)

1. Frontage improvements (measured from east to west):

- Subject site's new west property line.
- 2.0 m wide sidewalk.
- 0.5 m wide decorative concrete surface strip.
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 7.0 m wide driving lane pavement surface.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.0 m wide concrete sidewalk.
- Appropriate grade transition as determined through the Servicing Agreement detailed design process.
- West property line of road dedication.

(Note 1: The above frontage improvements require a 18.0 m wide dedication across the subject site's entire west frontage. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

(Note 2: The grade transition along the west property line of the road dedication is to be confirmed through the SA detailed design process. The 2.0 m wide sidewalk may have to be reduced in width if more space is required for ground support).

(Note 3: The behind-the-curb frontage improvements along the west side of the road noted above are to be considered interim measures. As part of future redevelopment of the site immediately to the west, permanent frontage improvements that echo those built by the subject site, will be installed with additional dedication if necessary).

d) Lane

Frontage Improvements (East Frontage: Lane)

1. Frontage improvements

The existing lane is to be widened by 3.0 m across the subject site's east frontage. The cross-section of the lane widening is as follows (west to east):

- 1.5 m wide concrete sidewalk (with rollover curb) at the site's SRW line.
- 1.5 m wide widened pavement. (Total 7.5 m wide pavement).

(Note: a 3.0 m wide SRW/PROP is required to accommodate the above frontage improvements. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

2. Sidewalk connections

- The new sidewalk along the lane is to be connected to the new sidewalks along the Elmbridge Way and River Road development frontages.
- The new sidewalk is to be maintained across the openings to loading bays and mechanical room with rollover curb to delineate the edge of pavement.

1. Existing driveway let-downs

The existing driveway let-downs at both ends of the lane are to be widened to meet the 7.5 m widened pavement. The let-downs are to be reconstructed per Engineering Design Specifications (R-9-DS).

2. Site access via lane

The vehicular access to the site via the lane and the connecting drive aisle is to be designed with a 90 degree orientation to the lane.

e) River Road – Special Crosswalk

Special Crosswalk

1. Special crosswalk requirements

As part of the Servicing Agreement for the subject site, the developer is required to install a special crosswalk at the site's River Road frontage (southeast corner of the new River Road/West Street intersection). The cost of this special crosswalk (including design and construction) is to be borne by the Developer. This crosswalk is intended to provide access to transit services (existing bus stop across the road from site frontage) and to accommodate pedestrian traffic between the subject site and destinations to the north. The following are features that will be included in this special crosswalk: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage.

f) River Road – Interim Sidewalk Connection

Interim Sidewalk Connection – River Road (south side)

As part of the Transportation Demand Management measures for the subject redevelopment, an interim sidewalk connection is required to be provided. As part of the Servicing Agreement for the subject site, the developer is required to provide an interim 2.0 m wide asphalt sidewalk that extends westward from the subject site's north frontage (south side of River Road) to the signalized intersection at Rive Road/Oval Way.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10423 (RZ 17-782750)
6851 and 6871 Elmbridge 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 inserting the following as Section 20.52 thereof:

“20.52 High Density Mixed Use – Oval Village (City Centre)

20.52.1 Purpose

The **zone** provides for high-density residential and limited commercial **development**, including **hotel** uses typical of the **City Centre**. Additional **density** is provided to achieve the **City** objectives related to the **development** of **affordable housing units** and other **City** amenities consistent with the Village Centre Bonus Area designated by the **City Centre Area Plan**.

20.52.2 Permitted Uses

- **child care**
- **congregate housing**
- **housing, apartment**
- **live-work dwelling**

20.52.3 Secondary Uses

- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **community care facility, minor**
- **education, commercial**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **housing, town**
- **library and exhibit**
- **liquor primary establishment**

- **manufacturing, custom indoor**
- **microbrewery, winery and distillery**
- **neighbourhood public house**
- **office**
- **park**
- **parking, non-accessory**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **retail, second-hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **veterinary service**

20.52.4 Permitted Density

1. For the purposes of this **zone**, if the **owner** dedicates not less than 2,360 m² of the gross **site** as **road**, the calculation of the **floor area ratio** shall be based on a net **development site** area of 13,832.06 m².
2. The maximum **floor area ratio** is 1.2 together with an additional:
 - a) 0.1 **floor area ratio** for **indoor amenity** space only.
3. Notwithstanding Section 20.52.4.2, the reference to “1.2” is increased to a higher **density** of “2.0” if prior to first occupancy of the **building**, the **owner**:
 - a) provides in the **building** not less than 35 **affordable housing units** with the combined **habitable space** of the total number of **affordable housing units** comprising at least 10% of the total **building** area; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title of the **lot**, and files a notice in the Land Title Office.
4. Notwithstanding Section 20.52.4.2, if the **owner** has provided **affordable housing units** under Section 20.52.4.3, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre** Area Plan;

- b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential uses; and
- c) the **owner** pays a sum to the **City** based on 5% of the additional 1.0 **density bonus floor area ratio** multiplied by (i) the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio**, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio** adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index”, where such change is positive.

20.52.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings**.

20.52.6 Yards & Setbacks

1. Minimum **setbacks** shall be:
 - a) for **road setbacks**, measured to a **lot line**: 3.0 m
 - b) for **lane setbacks**, measured to a **lot line** or the boundary of a an area granted to the City, via statutory **right-of-way**, for **lane** purposes: 0.0 m.

20.52.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

20.52.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 10,000.0 m².

20.52.9 Landscaping & Screening

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

20.52.10 On-site Parking & Loading

1. On-site **vehicle** parking and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.52.11 Other Regulations

1. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on the roof of a **building**).
 2. **Congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells and common elevator shafts.
 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**HIGH DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**”:

P.I.D. 003-527-964
Lot 126 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

P.I.D. 003-527-948
Lot 125 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10423**”.

FIRST READING

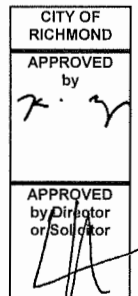
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Council

To: Richmond City Council
From: Claudia Jesson
Director, City Clerk's Office
Chief Election Officer

Date: October 24, 2022
File: 12-8125-80-01/Vol 01

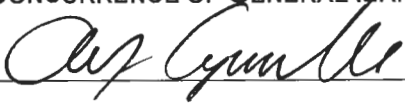

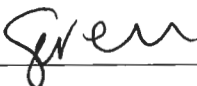
Re: 2022 General Local and School Election Results

Staff Recommendation

That the Declaration of Official Results for the 2022 General Local and School Election, dated October 19, 2022, attached to the staff report from the Chief Election Officer, be received for information by Richmond City Council in accordance with the requirement of Section 158 of the *Local Government Act*.

Claudia Jesson
Director, City Clerk's Office
Chief Election Officer
(604-276-4006)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

In accordance with Section 158 of the *Local Government Act*, the Chief Election Officer is required to report the results of the election to the local government within 30 days of the official declaration of election results. This report fulfills this statutory requirement.

Analysis

The Official Declaration of Election Results is attached (Attachment 1). The Declaration includes the number of overall votes for each candidate in the election. The "Poll-by-Poll" results are also attached (Attachment 2) as is the total number of ballots cast at each voting opportunity (Attachment 3).

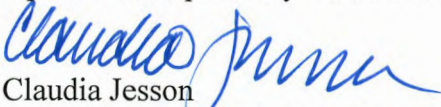
In the 2022 Richmond Election, a total of 35,093 ballots were cast at all voting opportunities, which represents a voter turnout of 24.4% after factoring-in the additional Election Day registrations. In comparison, in 2018, the voter turnout was 36.86%, 32.4% in 2014 and 23.74% in 2011.

Financial Impact

None.

Conclusion

The official results of the 2022 Richmond General Local and School Election are hereby reported as required by the *Local Government Act*.


Claudia Jesson
Director, City Clerk's Office and Chief Election Officer

- Att. 1: Declaration of Official Election Results for 2022
2: Election 2022 Results by Polling Location
3: 2022 Richmond Election Poll-by-Poll Ballots Cast



City of Richmond

Declaration of Official Election Results for the 2022 General Local and School Election October 15, 2022

Pursuant to section 146 of the *Local Government Act*, I hereby declare elected those listed below who received the highest number of valid votes for the Office of Mayor, Councillor and School Trustee.

Office of Mayor

- Malcolm BRODIE – Elected

Office of Councillor

- Chak AU – Elected
- Carol DAY – Elected
- Laura GILLANDERS – Elected
- Kash HEED – Elected
- Andy HOBBS – Elected
- Alexa LOO – Elected
- Bill McNULTY – Elected
- Michael WOLFE – Elected

Office of School Trustee

- Rod BELLEZA – Elected
- Ken HAMAGUCHI – Elected
- Heather LARSON – Elected
- Donna SARGENT – Elected
- Debbie TABLOTNEY – Elected
- Alice WONG – Elected
- David YANG – Elected

Attached is a listing of the total number of votes received by each candidate in the election.

Declared at Richmond, British Columbia, October 19, 2022.

Claudia Jesson
Chief Election Officer
City of Richmond

**2022 General Local and School Election
OFFICIAL RESULTS
Total Number of Votes Received by Each Candidate**

Office of Mayor		
Name	Votes	
Malcolm BRODIE	23239	<i>ELECTED</i>
John ROSTON	9304	
Wei Ping CHEN	1859	

Office of Councillor		
Name	Votes	
Chak AU	16515	<i>ELECTED</i>
Carol DAY	15737	<i>ELECTED</i>
Bill McNULTY	15133	<i>ELECTED</i>
Alexa LOO	13485	<i>ELECTED</i>
Michael WOLFE	12953	<i>ELECTED</i>
Andy HOBBS	12760	<i>ELECTED</i>
Laura GILLANDERS	10817	<i>ELECTED</i>
Kash HEED	10563	<i>ELECTED</i>
Derek DANG	10306	
Evan DUNFEE	10117	
Jerome DICKEY	8797	
Jack TROVATO	7831	
Eric YUNG	7016	
Elsa WONG	6789	
Mark LEE	6025	
Keefer PELECH	5993	
Melissa ZHANG	5936	
Sheldon STARRET	5573	
Rahim OTHMAN	4936	
Sunny HO	4654	
Fipe WONG	4617	

Office of School Trustee		
Name	Votes	
Ken HAMAGUCHI	15909	<i>ELECTED</i>
Donna SARGENT	13855	<i>ELECTED</i>
Alice WONG	13769	<i>ELECTED</i>
Heather LARSON	13475	<i>ELECTED</i>
Debbie TABLOTNEY	13361	<i>ELECTED</i>
David YANG	12099	<i>ELECTED</i>
Rod BELLEZA	11304	<i>ELECTED</i>
Linda LI	10540	
Chris DINNELL	10529	
Andrew SCALLION	10039	
Richard LEE	9833	
Rachel LING	9509	
Kay HALE	8032	
Dean BILLINGS	7331	
Rajan PAUL	6269	

**2022 General Local and School Election
OFFICIAL RESULTS
Total Number of Votes Received by Each Candidate**

Office of Councillor (continued)		
Jasmine PIAO	4500	
Adil AWAN	4197	
Bill HAN	3292	
Chai CHUNG	3125	
Dennis PAGE	3005	
Mohamud ALI FARAH	1526	

A total of 35,093 votes were cast in the election.

2022 General Local and School Election Results by Voting

Candidate Name	Total Votes	Mail & Mobile Voting	ADV 1 - Richmond City Hall	ADV 2 - Richmond City Hall	ADV 3 - Richmond City Hall	ADV 4 - Kwantlen Polytechnic University - Richmond City Hall	ADV 5 - Richmond City Hall	ADV 6 - Richmond City Hall	ADV 7 - Burnett Secondary School	ADV 8 - Cambie Secondary School	ADV 9 - McMath Secondary School	ADV 10 - McRoberts Secondary School	RC01 - Spu'ur'kwuks Elementary School	RC02 - Quilchena Elementary School	RC03 - Gilmore Elementary School	RC04 - Grauer Elementary School	RC05 - Burnett Secondary School	RC06 - McKay Elementary School	RC07 - Brighouse Elementary School	RC08 - Kiwanis Towers	RC09 - Richmond Cultural Centre
MAYOR																					
Malcolm BRODIE	23239	583	785	828	435	314	581	545	367	333	518	346	697	484	279	343	668	413	376	250	477
John ROSTON	9304	290	213	235	157	75	159	141	102	87	299	187	206	180	125	159	230	162	124	65	222
Wei Ping CHEN	1859	32	64	53	36	25	40	64	24	20	19	22	46	39	20	20	58	59	53	19	51

COUNCILLOR																					
Chak AU	16515	380	564	615	328	248	437	461	275	210	307	243	527	321	179	205	521	343	314	198	391
Carol DAY	15737	485	463	490	289	174	328	312	209	200	494	280	370	307	220	259	381	245	218	130	356
Bill McNULTY	15133	386	479	526	283	191	340	333	240	215	381	276	428	344	188	228	384	241	214	161	306
Alexa LOO	13485	342	408	459	248	166	309	281	181	175	352	238	398	276	154	177	358	220	185	112	282
Michael WOLFE	12953	418	374	353	222	126	263	210	187	143	441	229	298	275	199	232	325	197	181	101	286
Andy HOBBS	12760	374	397	425	232	132	280	244	191	133	429	221	352	260	178	225	318	215	169	100	253
Laura GILLANDERS	10817	357	288	277	189	95	203	189	136	134	376	197	226	214	166	203	256	179	135	67	237
Kash HEED	10563	308	293	318	193	80	219	158	167	141	349	217	326	239	150	176	311	173	131	59	182
Derek DANG	10306	275	374	396	218	129	251	218	173	137	226	187	345	237	137	140	277	193	154	119	184
Evan DUNFEE	10117	282	225	255	168	69	172	148	144	88	437	179	255	237	159	171	284	150	108	61	177
Jerome DICKEY	8797	250	265	257	161	71	155	154	95	97	279	167	182	175	127	163	219	145	123	69	210
Jack TROVATO	7831	258	198	210	126	71	152	142	101	79	279	137	183	151	114	130	205	119	104	26	185
Eric YUNG	7016	172	257	251	128	117	186	161	118	106	149	101	225	153	74	88	197	175	127	84	168
Elsa WONG	6789	139	232	270	128	121	201	187	108	100	89	101	203	129	60	82	225	169	118	126	148
Mark LEE	6025	152	174	195	105	112	162	161	76	89	119	73	116	114	69	84	161	142	103	86	134
Keefer PELECH	5993	188	145	134	109	62	131	106	76	81	175	116	121	127	101	119	136	93	71	37	136
Melissa ZHANG	5936	134	203	229	100	95	152	131	91	92	104	95	184	126	63	68	181	141	135	68	131
Sheldon STARRET	5573	120	182	172	88	75	106	172	60	81	91	70	159	110	55	64	160	114	97	66	152
Rahim OTHMAN	4936	89	139	129	72	60	94	145	59	81	76	74	164	96	48	65	148	90	98	43	125
Sunny HO	4654	73	163	200	108	90	134	130	63	74	61	57	129	91	34	54	150	131	82	76	101
Fipe WONG	4617	133	149	135	96	59	113	98	68	54	115	67	104	82	58	68	117	102	89	50	123
Jasmine PIAO	4500	96	99	125	76	74	96	125	46	75	77	68	143	97	49	44	116	91	75	33	117
Adil AWAN	4197	59	92	100	71	30	84	61	61	60	87	81	125	118	57	77	112	91	65	33	100
Bill HAN	3292	75	120	137	64	52	94	90	53	41	23	52	87	53	32	37	121	72	68	44	103
Chai CHUNG	3125	52	123	124	60	79	102	102	42	50	39	29	60	51	28	34	101	73	65	52	81
Dennis PAGE	3005	63	101	107	44	40	66	58	39	32	73	46	67	74	55	57	85	62	44	35	70
Mohamud ALI FARAH	1526	23	54	45	21	11	28	21	20	38	29	24	41	30	14	27	28	37	25	13	31

SCHOOL TRUSTEE																					
Ken HAMAGUCHI	15909	490	472	439	281	157	329	265	237	191	559	289	399	332	230	251	399	262	209	105	308
Donna SARGENT	13855	445	441	458	265	139	296	252	238	176	482	259	368	305	212	240	330	232	213	106	250
Alice WONG	13769	277	476	490	268	218	354	371	207	206	192	204	431	250	132	165	448	300	257	183	349
Heather LARSON	13475	401	398	403	226	128	264	233	167	166	463	231	340	296	208	218	333	232	172	105	256
Debbie TABLOTNEY	13361	450	395	377	244	141	264	236	199	155	493	264	348	294	220	203	309	206	177	84	240
David YANG	12099	302	379	355	208	163	287	278	170	159	320	188	323	234	135	158	321	247	197	118	262
Rod BELLEZA	11304	234	380	404	203	150	272	308	157	162	217	171	288	182	128	167	304	208	203	114	310
Linda LI	10540	214	374	401	197	170	272	283	163	149	152	160	300	216	95	133	328	240	221	122	280
Chris DINNELL	10529	273	338	291	160	94	207	155	130	134	340	166	228	241	169	166	248	173	127	92	222
Andrew SCALLION	10039	271	290	261	162	97	213	151	113	126	339	171	260	226	146	178	259	169	114	79	202
Richard LEE	9833	195	323	371	199	163	288	268	165	150	137	151	286	193	80	132	311	239	160	149	228
Rachel LING	9509	207	294	312	191	154	254	227	141	134	154	136	288	172	92	109	293	204	201	101	251
Kay HALE	8032	213	235	280	154	94	163	163	114	110	195	161	237	194	119	134	221	153	105	79	170
Dean BILLINGS	7331	166	208	217	125	78	159	147	105	100	163	119	208	163	81	107	202	153	102	84	189
Rajan PAUL	6269	158	163	168	86	53	121	96	81	98	149	104	153	145	83	93	148	124	90	40	134

2022 General Local and School Election Results by Voting

Candidate Name	RC10 - Talmeay Elementary School	RC11 - Tomsett Elementary School	RC12 - Anderson Elementary School	RC13 - Sea Island Community Centre	RC14 - MacNeill Secondary School	RC15 - Kwantlen Polytechnic University	RC16 - City Centre Community Centre	RE01 - General Currie Elementary School	RE02 - Palmer Secondary School	RE03 - Walter Lee Elementary School	RE04 - Debeck Elementary School	RE05 - Tait Elementary School	RE06 - McNeely Elementary School	RE07 - Kingswood Elementary School	RE08 - McRoberts Secondary School	RE09 - McNair Secondary School	RE10 - Woodward Elementary School	RE11 - Hamilton Elementary School	RS01 - Dixon Elementary School	RS02 - Mianoh Steves Elementary School	RS03 - Lord Byng Elementary School
MAYOR																					
Malcolm BRODIE	508	588	371	84	474	360	188	501	626	401	540	550	738	401	422	441	424	537	438	422	541
John ROSTON	155	130	104	81	132	126	64	145	188	246	155	233	186	231	206	200	238	208	233	264	474
Wei Ping CHEN	55	75	32	1	46	32	25	49	50	42	64	54	55	43	32	40	42	47	30	20	19

COUNCILLOR																					
Chak AU	422	501	286	35	386	282	167	430	416	319	445	380	475	223	283	234	249	338	269	263	297
Carol DAY	258	268	202	87	262	219	106	284	380	307	266	359	344	321	308	308	350	375	377	399	629
Bill McNULTY	251	296	196	87	276	198	86	276	423	263	318	346	444	323	279	332	317	367	309	327	451
Alexa LOO	253	277	174	72	260	170	91	261	362	247	347	281	356	287	240	295	284	315	275	258	410
Michael WOLFE	191	213	145	91	197	185	82	208	276	293	224	307	293	290	258	278	292	364	334	355	513
Andy HOBBS	175	209	136	73	178	162	65	210	312	217	249	260	318	272	252	236	263	289	285	310	494
Laura GILLANDERS	156	135	127	97	162	141	72	175	238	249	185	229	212	232	215	209	229	272	311	331	470
Kash HEED	152	160	91	50	114	116	40	154	244	209	211	288	374	278	210	263	294	257	228	207	395
Derek DANG	189	190	142	45	147	152	57	175	264	177	276	234	343	255	204	219	207	241	182	172	269
Evan DUNFEE	117	154	92	92	132	118	62	133	203	212	173	204	230	264	194	244	215	148	279	307	528
Jerome DICKEY	160	119	85	70	126	118	52	156	205	223	140	222	209	188	197	158	206	217	203	252	375
Jack TROVATO	103	131	105	58	136	91	47	161	172	173	118	182	203	167	167	143	143	167	200	243	371
Eric YUNG	161	202	101	16	140	109	71	141	194	100	168	175	211	120	118	131	110	139	110	92	128
Elsa WONG	193	227	136	15	162	124	87	171	176	135	190	165	231	107	101	123	122	157	103	84	67
Mark LEE	164	186	112	34	156	101	65	156	124	127	145	145	185	105	120	105	106	111	108	121	176
Keefer PELECH	110	125	99	46	125	90	42	124	132	120	91	164	157	124	136	125	101	135	179	181	253
Melissa ZHANG	125	151	102	13	120	102	61	133	148	112	137	174	193	118	100	123	112	143	124	79	119
Sheldon STARRET	116	184	87	24	132	97	57	147	144	108	127	172	204	81	125	105	101	159	103	84	103
Rahim OTHMAN	113	180	83	18	123	76	57	129	123	96	103	183	233	81	96	100	107	140	79	71	80
Sunny HO	169	175	96	9	147	98	53	116	127	81	118	121	163	88	71	82	82	92	61	50	48
Fipe WONG	109	118	83	12	90	78	46	103	112	111	88	123	149	92	84	75	79	86	106	118	141
Jasmine PIAO	169	147	78	31	105	77	53	98	92	92	100	155	163	77	82	89	114	127	77	73	104
Adil AWAN	78	87	61	30	66	51	27	58	107	84	66	180	170	106	82	106	123	120	74	76	127
Bill HAN	90	90	64	5	70	60	38	65	81	67	87	86	112	59	82	52	61	74	60	38	57
Chai CHUNG	108	114	54	7	85	72	40	76	69	66	69	95	118	80	59	51	49	94	47	20	40
Dennis PAGE	62	53	41	19	48	65	20	58	74	65	40	90	93	72	67	73	64	82	61	70	95
Mohamud ALI FARAH	32	38	18	7	21	28	11	19	37	27	25	93	103	49	27	58	72	52	29	20	38

SCHOOL TRUSTEE																					
Ken HAMAGUCHI	236	264	187	72	259	189	86	265	348	297	307	358	392	311	304	295	306	358	414	421	666
Donna SARGENT	213	203	139	61	176	177	56	230	339	265	272	296	343	270	235	254	264	294	335	323	528
Alice WONG	392	436	261	43	340	270	137	380	368	259	354	374	475	211	243	252	260	320	200	189	188
Heather LARSON	207	219	159	75	225	189	86	221	290	280	237	313	334	311	246	272	293	313	343	345	588
Debbie TABLOTNEY	199	199	139	58	197	161	73	212	305	253	243	282	305	293	238	246	306	291	343	349	579
David YANG	270	317	197	70	274	165	112	232	268	238	280	294	334	248	217	222	229	286	260	286	382
Rod BELLEZA	251	284	172	45	237	206	75	297	307	209	229	380	428	197	241	222	258	263	189	231	239
Linda LI	274	339	212	46	248	192	105	280	257	199	265	304	350	174	195	200	204	235	167	154	153
Chris DINNELL	144	176	128	71	182	151	61	181	226	223	201	247	302	242	191	229	232	247	277	275	458
Andrew SCALLION	134	169	119	79	170	134	58	159	213	203	173	242	250	221	191	194	198	216	248	286	467
Richard LEE	272	306	176	38	244	186	91	243	272	173	256	245	323	185	188	164	170	243	143	157	130
Rachel LING	263	304	159	49	221	167	105	244	230	176	240	255	282	132	189	166	181	218	164	160	160
Kay HALE	128	156	118	52	111	123	52	165	172	161	129	290	307	201	161	188	206	223	149	159	228
Dean BILLINGS	143	165	113	63	127	116	55	158	188	158	142	196	240	160	167	148	158	195	146	137	189
Rajan PAUL	103	119	79	56	101	82	28	125	123	153	120	239	249	175	124	167	186	180	127	133	217

2022 General Local and School Election Results by Voting

Candidate Name	RS04 - Diefenbaker Elementary School	RS05 - Homma Elementary School	RS06 - Wowk Elementary School	RS07 - Streveston-London Secondary	RS08 - Westwind Elementary School	RS09 - Blundell Elementary School	RS10 - Maple Lane Elementary School	RS11 - McMath Secondary School
MAYOR								
Malcolm BRODIE	521	543	649	583	552	421	419	374
John ROSTON	244	365	176	222	340	119	136	285
Wei Ping CHEN	19	20	37	38	22	38	40	28

COUNCILLOR								
Chak AU	330	301	512	436	292	325	310	242
Carol DAY	409	518	405	394	499	232	273	388
Bill McNULTY	376	412	406	377	435	266	252	300
Alexa LOO	339	380	371	353	442	261	237	266
Michael WOLFE	320	439	319	286	431	178	209	322
Andy HOBBS	354	440	355	325	457	209	202	325
Laura GILLANDERS	294	408	245	296	384	144	178	297
Kash HEED	249	300	248	247	384	186	183	241
Derek DANG	222	221	293	253	304	171	176	156
Evan DUNFEE	276	418	234	264	441	113	167	334
Jerome DICKEY	243	336	200	204	288	117	132	232
Jack TROVATO	213	280	161	199	261	107	114	245
Eric YUNG	152	143	215	194	197	124	111	106
Elsa WONG	122	119	191	159	78	139	96	73
Mark LEE	116	127	148	149	127	88	81	110
Keefer PELECH	146	178	137	132	165	74	81	157
Melissa ZHANG	125	110	142	141	132	104	83	87
Sheldon STARRET	116	102	179	130	85	114	107	86
Rahim OTHMAN	99	79	152	118	75	91	98	58
Sunny HO	73	52	99	108	44	102	73	55
Fipe WONG	94	107	101	102	105	73	60	92
Jasmine PIAO	81	99	103	103	64	67	96	62
Adil AWAN	118	88	96	108	103	67	83	91
Bill HAN	50	46	91	74	45	72	58	40
Chai CHUNG	47	40	52	79	25	50	45	27
Dennis PAGE	50	87	53	66	56	59	50	54
Mohamud ALI FARAH	14	21	16	36	16	20	21	18

SCHOOL TRUSTEE								
Ken HAMAGUCHI	446	551	408	408	629	236	276	416
Donna SARGENT	370	453	388	381	487	224	219	353
Alice WONG	244	205	396	354	169	246	262	163
Heather LARSON	343	459	333	343	470	175	221	345
Debbie TABLOTNEY	365	461	361	343	540	176	210	335
David YANG	280	308	283	305	331	202	189	216
Rod BELLEZA	239	219	295	264	188	191	202	184
Linda LI	164	156	288	289	126	192	176	126
Chris DINNELL	264	383	228	274	380	163	159	280
Andrew SCALLION	302	378	237	235	378	145	155	258
Richard LEE	176	168	277	237	104	189	173	116
Rachel LING	195	167	281	260	150	180	154	142
Kay HALE	137	182	211	174	160	113	136	146
Dean BILLINGS	151	175	195	174	164	144	143	145
Rajan PAUL	136	204	125	135	176	100	99	121

2022
Richmond
Election

Div.	City of Richmond Voting Locations	Total Ballots Cast
RC01	Spul'u'kwuks Elementary School	975
RC02	Quilchena Elementary School	713
RC03	Gilmore Elementary School	428
RC04	Grauer Elementary School	527
RC05	Burnett Secondary School	985
RC06	McKay Elementary School	642
RC07	Brighthouse Elementary School	560
RC08	Kiwanis Towers	343
RC09	Richmond Cultural Centre (Brighthouse Library)	759
RC10	Talmey Elementary School	738
RC11	Tomsett Elementary School	813
RC12	Anderson Elementary School	514
RC13	Sea Island Community Centre	172
RC14	MacNeill Secondary School	661
RC15	Kwantlen Polytechnic University	524
RC16	City Centre Community Centre	286
RE01	General Currie Elementary School	705
RE02	Palmer Secondary School	878
RE03	Walter Lee Elementary School	705
RE04	DeBeck Elementary School	771
RE05	Tait Elementary School	853
RE06	McNeely Elementary School	1000
RE07	Kingswood Elementary School	685
RE08	McRoberts Secondary School	666
RE09	McNair Secondary School	697
RE10	Woodward Elementary School	716
RE11	Hamilton Elementary School	806
RS01	Dixon Elementary School	712
RS02	Manoah Steves Elementary School	722
RS03	Lord Byng Elementary School	1053
RS04	Diefenbaker Elementary School	793
RS05	Homma Elementary School	944
RS06	Wowk Elementary School	875
RS07	Steveston-London Secondary School	856
RS08	Westwind Elementary School	930
RS09	Blundell Elementary School	588
RS10	Maple Lane Elementary School	615
RS 11	McMath Secondary School	710
ADV 01	Richmond City Hall – October 1, 2022	1097
ADV 02	Richmond City Hall – Oct 5, 2022	1152
ADV 03	Richmond City Hall – Oct 6, 2022	644
ADV 04	Kwantlen - Oct 6, 2022	422
ADV 05	Richmond City Hall – Oct 7, 2022	792
ADV 06	Richmond City Hall – Oct 8, 2022	778
ADV 07	Burnett Secondary School – Oct 8, 2022	498
ADV 08	Cambie Secondary School – Oct 8, 2022	445
ADV 09	McMath Secondary School	850
ADV 10	McRoberts Secondary School – Oct 18, 2022	569
MBV	Mail/Mobile	926
	TOTALS =	35,093



City of Richmond

Report to Committee

To: Finance Committee
From: John Irving, P.Eng., MPA
General Manager, Engineering and Public Works
Jerry Chong, CPA, CA
General Manager, Finance and Corporate Services
Date: October 18, 2022
File: 03-0970-01/2022-Vol 01
Re: **2023 Utility Budgets and Rates**

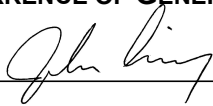

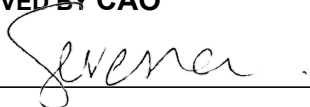
Staff Recommendation

1. That the 2023 utility budgets, as presented in Option 3 for Water (page 9), Option 3 for Sewer (page 16), Option 3 for Drainage and Diking (page 28), and Option 2 for Solid Waste and Recycling (page 30), as outlined in the staff report titled, “2023 Utility Budgets and Rates”, dated October 18, 2022, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2023 utility rates and included in the Consolidated 5 Year Financial Plan (2023-2027) Bylaw; and
2. That the Drainage and Diking Utility be renamed the Flood Protection Utility, and that the necessary bylaws be brought forward to effect this renaming.

John Irving, P.Eng., MPA
General Manager,
Engineering and Public Works
(604-276-4140)

Jerry Chong, CPA, CA
General Manager,
Finance and Corporate Services
(604-276-4064)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR MANAGEMENT TEAM	INITIALS: 
APPROVED BY CAO 	

Staff Report

Executive Summary

Utilities provide dedicated funding for the delivery of Water, Sewer, Drainage and Diking, and Solid Waste and Recycling services within Richmond, including Council-endorsed programs and initiatives, and funding for the operation, maintenance and upgrade of the associated infrastructures and assets. Richmond's utilities include:

- **Water:** The Water Utility provides distribution of water to Richmond's residents and businesses. Bulk drinking water supply is purchased from Metro Vancouver and distributed through the City's pressure reducing valve stations and watermain network. This utility also supports programs to encourage water conservation within the City.
- **Sewer:** The Sewer Utility provides sewer service for properties within the regional sewerage boundaries. Sewage is collected through the City's sanitary infrastructure and conveyed to Metro Vancouver's trunk sewer system and wastewater treatment plants for treatment and discharge. Richmond pays Metro Vancouver for treatment and conveyance services each year.
- **Drainage and Diking:** The Drainage and Diking Utility provides flood protection services for Richmond, which includes a diking network to protect the City from flooding, and drainage infrastructure to convey and discharge rain water out of the City. This utility supports infrastructure upgrades to protect the City against climate change and sea level rise.
- **Solid Waste and Recycling:** The Solid Waste and Recycling Utility includes garbage and recycling collection services and programs designed to advance broader waste reduction and recycling objectives. The City's programs and initiatives has allowed the City to remain a leader in providing robust recycling programs, currently diverting 79% of single-family residential waste.

Key Cost Drivers for the 2023 Utility Budgets and Rates

Metro Vancouver Cost Increases

Metro Vancouver's 2023 rate increases, as presented in their proposed 2023-2027 Financial Plan, are the primary drivers for the City's 2023 utility rates for the majority of these services. Metro Vancouver's proposed rate increases for 2023 are as follows:

- **Water:** Metro Vancouver's proposed 2023 water rate increase is 2.8%. Metro Vancouver water purchase cost represents 56% of the City's Water Utility user fee budget (Figure 1).
- **Sewer:** Metro Vancouver's proposed 2023 sewer levy increase is 8.6%. The operations and maintenance component of Metro Vancouver's sewer levy is funded through the Sewer Utility and represents 66% of the City's Sewer Utility user fee budget (Figure 2).
- **Solid Waste:** The Metro Vancouver solid waste tipping fees are increasing by \$6 to \$127 per tonne, plus an unchanged transaction fee of \$5 per load. A tiered structure based on load size/weight will continue to be used for small vehicles and commercial customers.

Figure 1: Proposed 2023 Water Utility User Fee Breakdown

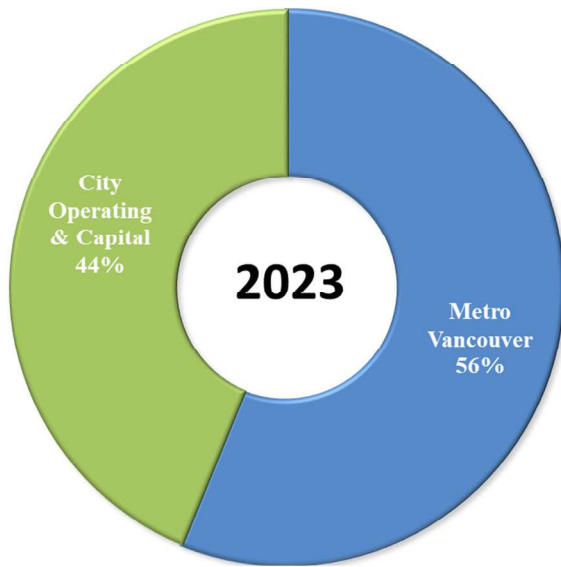


Figure 2: Proposed 2023 Sewer Utility User Fee Breakdown



Accelerated Flood Protection Program (Drainage and Diking Utility)

Climate change scientists predict up to 1 m of sea level rise and 0.2 m of ground settlement by 2100. At the April 12, 2021 Regular Council Meeting, Council adopted a 50-year implementation period for an accelerated flood protection program with the objective of upgrading the City’s dikes within 50 years, well in advance of current anticipated climate change impacts. The program requires \$30M in annual capital funding within the Drainage and Diking Utility by 2031, with implementation of the new rates to start in 2023. The Drainage and Diking budgets presented in this report reflect the start of the program acceleration.

Ageing Infrastructure Replacement

Another component of the City’s utility budget relates to the replacement of ageing municipal infrastructure. Annual funding levels required to maintain and replace the City’s utility infrastructure are assessed in the report titled “Ageing Utility and Road Infrastructure Planning – 2022 Update”, dated June 8, 2022 and received for information during the July 25, 2022 Regular Council Meeting. This report identifies additional annual funding requirements of \$2.9M for water infrastructure and \$6.4M for sanitary infrastructure. While this funding gap does not impact short term service levels, bridging the funding gap over the next decades will be required to replace infrastructure at the end of their service life. 2023’s utility budget includes recommendations to reduce the funding gap for the sewer utility.

Solid Waste and Recycling Service Agreements and Pilot Initiatives

Key cost drivers for the Solid Waste and Recycling utility include additional costs and resources necessary to meet the City’s contractual obligations, including updated contract pricing for new service agreements as obtained through the competitive tendering process and continuation of the

work of various pilot initiatives such as the commercial scoping review, grease collection pilot and installation of a trash skimming device.

Utility Budgets and Rates Options

Recognizing the challenges of cost increases outside of the City's control and those associated with maintaining City infrastructure, staff have presented various budget and rate options for 2023. This includes three different options for each of the City's utilities.

In accordance with Council's Budget & 5-Year Financial Plan Preparation Policy (Policy 3016), Option 1 for each utility presents a same level of service budget with the non-discretionary increases necessary to meet demands placed on the City by factors outside of the City's direct control (e.g. regional or other government agency increases etc.) and contractual obligations. Options 2 and 3 present various actions the City can take to modify the rates or levels of service depending on the varying circumstances and needs within each budget area. The various options are presented for each of the City utilities in this report.

Staff recommend Option 3 for Water (page 9), Option 3 for Sewer (page 16), Option 3 for Drainage and Diking (page 28), and Option 2 for Solid Waste and Recycling (page 30). The proposed 2023 rates are summarized in Table 17 and Table 18.

Collection of Metro Vancouver Debt Levy

The Metro Vancouver Sewer Levy includes two distinct components. The first is operations and maintenance (O&M), and the second is debt, which covers capital costs such as the construction of the Gilbert Trunk Sewer. Historically, the O&M component has been included in the City's utility rates, while the debt component was collected as an independent levy on the property tax bill.

This has caused some members of the public to believe that they have been double-billed for sanitary sewer services, and a number of complaints have been received by staff over the years. To eliminate this confusion, an administrative shift has been made to collect this Debt Levy through the Sewer Utility instead of through Property Tax. This provides better transparency and clarity for property owners, improves equity by charging property owners for sewer services according to their sewer usage, and improves administration by capturing all revenues and expenditures associated with sewer servicing through the Sewer Utility.

Metro Vancouver's Debt Levy for Richmond in 2023 is \$4.8M. Table 1 illustrates the impact of this administrative shift. For metered properties with average water consumption and average land assessment values, this shift would result in nominal changes to net fees collected for the Debt Levy. While apartments and townhouses on a flat rate may see a net fee increase as a result of this shift, through the City's implementation of the universal multi-family water metering program, these properties have the option to be metered and realize savings on their water and sewer bills.

Table 1 – Household Impact of Collecting Sewer Debt Levy through Sewer Rates Rather than Property Tax

Customer Class	Property Tax Savings	Sewer Rate Impact	
		Metered Customers	Flat Rate Customers
Single-Family Dwelling (based on 325 m3 average consumption and \$1.5M land assessment value)	-\$76.59	\$55.05	\$69.45
Townhouse (based on 218 m3 average consumption and \$1M land assessment value)	-\$40.58	\$36.92	\$63.55
Apartment (based on 157 m3 average consumption and \$0.6M land assessment value)	-\$20.42	\$26.60	\$52.93
Metered Rate (\$/m ³)	-	\$0.1694	-

This report first presents Sewer rate options prior to this administrative shift to show the comparison with the 2022 budget and rates. Final rates incorporating this administrative shift are presented subsequently.

Re-naming of the Drainage and Diking Utility

Staff recommend renaming the Drainage and Diking Utility to the Flood Protection Utility to better reflect the utility’s scope and for consistency with the City’s Flood Protection Management Strategy and naming of the Flood Protection Reserves proposed as part of the report titled Establishment of New Utility Reserve Funds dated September 29, 2022 from the Acting Director, Finance. This report will continue to make reference to the Drainage and Diking Utility until the proposed name change is endorsed by Council.

Comparison of Proposed 2023 Utility Rates with Comparator Municipalities

The City’s utility budgets are carefully managed to provide high levels of service at good value to Richmond’s residents, despite external increases that are outside of the City’s control.

Figure 3 compares the proposed 2023 utility rates with 2022 utility rates for comparator municipalities. 2022 rates are presented for comparator municipalities as 2023 rates have not been established yet. With the increases proposed for 2023, Richmond’s utility rates remain below the average of 2022 rates for comparator municipalities.

Unlike comparator municipalities, Richmond’s flat topography, high water table and proximity to the water places unique challenges on the City’s utility infrastructure, resulting in larger and deeper pipes, the need for over 200 drainage and sanitary pump stations and the need for an extensive flood protection system that includes 49 kilometers of perimeter dikes. This significantly increases demand for capital and operating costs. Despite these challenges and the additional infrastructure needs, the City of Richmond continues to offer a high level of service while still maintaining a competitive combined fee for utility services.

Figure 3 Comparison of Average Single Family Dwelling Utility Rates for Richmond (Proposed 2023 Rates) with Comparator Municipalities (2022 Rates)



Detailed budget and rate information for each utility area, with options for Council’s consideration, are presented in this report.

Origin

This report presents the recommended 2023 utility budgets and rates for Water, Sewer, Drainage and Diking, and Solid Waste and Recycling.

If the utility budgets and rates presented in this report are endorsed by the Finance Committee, a subsequent report will be presented to Council to introduce amendment bylaws reflecting the approved utility rates. The report will be presented at subsequent Regular Council Meetings to give the amendment bylaws first, second, and third readings prior to adoption. The utility rates need to be established by December 31, 2022 in order to take effect January 1, 2023.

This report supports the following strategies within Council's Strategic Plan 2018-2022:

Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

1.3 Ensure Richmond is prepared for emergencies, both human-made and natural disasters.

Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.2 Clear accountability through transparent budgeting practices and effective public communication.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Analysis

Water Utility

Table 2. 2023 Water Utility Budget

Key Budget Areas	2022 Base Level Budget (Restated for Comparison ¹)	Option 1 Non-discretionary increases, including a 1% increase for the multi-family water metering program and three no additional cost Work Control Technician PCCs	Option 2 Option 1 + \$350,000 reduction in rate stabilization	Option 3 (Recommended) Option 2 + removal of rate stabilization	% of Total Expenditure Increase for the Recommended Option²
<u>Expenditures</u>					
Salary	\$6,720,700	\$245,000	\$245,000	\$245,000	41.5%
Operating Expenditures	\$3,824,900	\$5,000	\$5,000	\$5,000	0.8%
Water Meter Reading and Maintenance	\$182,400	\$0	\$0	\$0	
Toilet Rebate Program	\$100,000	\$0	\$0	\$0	
Metro Vancouver Water Purchases	\$28,900,900	\$334,500	\$334,500	\$334,500	56.7%
Capital Infrastructure Replacement Program	\$7,500,000	\$0	\$0	\$0	
Residential Water Metering Program	\$3,085,900	\$0	\$0	\$0	
Firm Price/Receivable	\$2,817,200	\$72,500	\$72,500	\$72,500	
Overhead Allocation	\$1,154,800	\$5,800	\$5,800	\$5,800	1.0%
Total Base Level Expenditure Budget	\$54,286,800	\$54,949,600	\$54,949,600	\$54,949,600	
<u>Revenues</u>					
Provision (Rate Stabilization)	-\$700,000	\$0	\$350,000	\$700,000	
Investment Income	-\$196,000	-\$24,000	-\$24,000	-\$24,000	
Firm Price/Receivable	-\$2,817,200	-\$72,500	-\$72,500	-\$72,500	
Meter Rental	-\$1,969,800	-\$12,600	-\$12,600	-\$12,600	
YVR Maintenance	-\$30,000	\$0	\$0	\$0	
Provision (Toilet Rebate/Flushing)	-\$289,000	-\$6,300	-\$6,300	-\$6,300	
Meter Re-Reads and Other Services	-\$233,300	\$0	\$0	\$0	
Reserve (Residential Water Metering Program)	-\$1,350,000	\$450,000	\$450,000	\$450,000	
Total Base Level Revenue Budget	-\$7,585,300	-\$7,250,700	-\$6,900,700	-\$6,550,700	
Net Budget	\$46,701,500	\$47,698,900	\$48,048,900	\$48,398,900	
Net Difference Over 2022 Base Level Budget		\$997,400	\$1,347,400	\$1,697,400	

¹ The 2022 Base Level budget has been restated to include approved budget reallocations.

² Excludes increase in the Firm Price/Receivable expenditure because there is a matching revenue increase.

Table 2 presents three budget options for the Water Utility. Italicized values represent the difference between the 2022 rates and the 2023 rate options. The 2023 base budget for each option is equal to the sum of the 2022 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections.

The following is an explanation of the budget reductions and increases outlined in Table 2.

Metro Vancouver Water Purchases

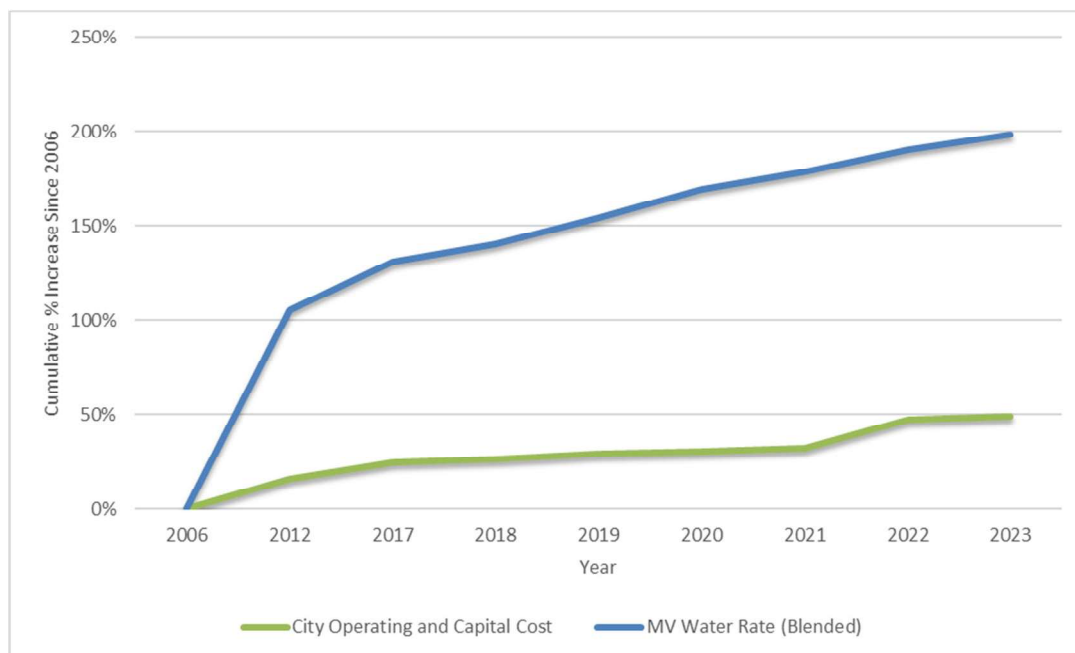
Bulk water is purchased from Metro Vancouver on a volumetric basis. Metro Vancouver’s water rate will increase by 2.8% in 2023, with a corresponding increase in water purchase cost from Metro Vancouver of \$0.3M. This accounts for a significant component of Richmond’s non-discretionary expenditure increase. The City’s 2023 water rates are based on Metro Vancouver’s proposed 2023-2027 Financial Plan (Table 3).

Table 3. Metro Vancouver Water Rate Projection – Proposed 2023-2027 Financial Plan

	2023	2024	2025	2026	2027
Blended Rate (\$/m³)	\$0.8676	\$0.9457	\$1.0762	\$1.2140	\$1.3815
% Change	2.8%	9.0%	13.8%	12.8%	13.8%

Metro Vancouver’s water rate increases are forecasted to be significant in 2024 and beyond due to major upcoming infrastructure projects required to improve system capacity, resilience, and reliability. Since 2006, the Metro Vancouver water rate has increased by 198%, or an average annual increase of 6.6%. These increases are notably higher than the City’s water utility rates, which increased by 49% over the same period. Figure 4 provides the City’s annual operating and capital cost increases compared to Metro Vancouver’s annual water rate increases.

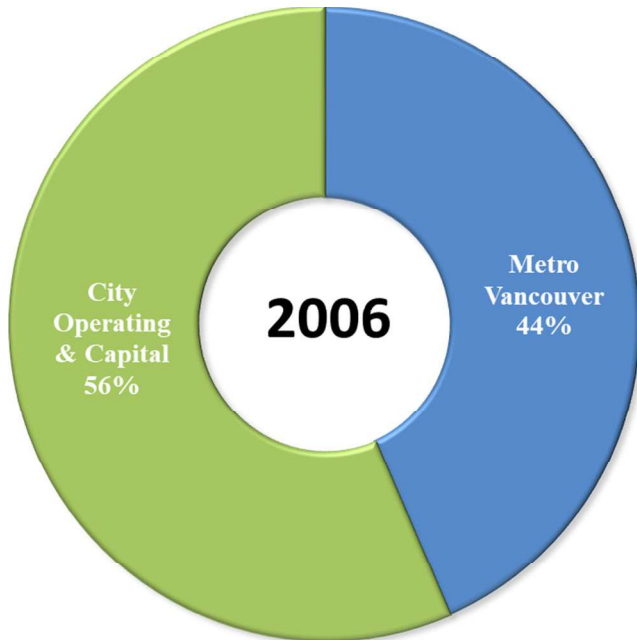
Figure 4. City Operating and Capital Cost Increases vs. Metro Vancouver Water Rate Increase



As a result of these increases, Metro Vancouver costs have increased from accounting for 44% of Richmond’s water utility rate in 2006 (Figure 5) to 56% in 2023 (Figure 6). The increases in Metro Vancouver costs are a primary budget driver for the water utility.

Figure 5. 2006 Water Utility User Fee Breakdown

Figure 6. 2023 Water Utility User Fee Breakdown



Water Metering (Avoided Water Purchase Costs)

Water metering plays a significant role in the City’s water demand management program, which improves equity to ratepayers by providing volume-based user fees and reduces bulk water purchases costs by promoting water conservation and reducing private-side leakage. Since the inception of the program in 2003, the City’s total water use has decreased by 12% despite an increase in population of 26%. The reduction in per capita water usage is estimated to result in annual savings of \$12M in avoided water purchase cost.

The City has made significant advances in water metering since the program was first introduced. Approximately 83% of the City’s water use is currently metered. All single-family and Industrial, Commercial and Institutional (ICI) properties are metered and 56% of multi-family units are metered.

At the November 8, 2021 Regular Council Meeting, through the 2022 Utility Budgets and Rates report, Council endorsed increasing the annual funding level for the water metering program to \$3M to implement a universal multi-family water metering program. The increased funding was to be achieved through a phased annual 1% increase to the water rate over the next four years, along with utilization of the Watermain Replacement Reserve to make up the difference over that period. All options include this 1% annual rate increase.

Three Work Control Technicians

Work Control Technicians are responsible for managing work orders by entering and assigning work orders, performing BC1Calls, applying for permitting when required, and coordinating schedules with City crews, private utility companies, and other contractors as necessary. These roles also ensure that receivables and capital projects are billed in a timely manner.

All options include new Position Complement Controls (PCCs) for three Regular Full-Time Work Control Technicians. This work is currently being completed by staff on a temporary assignment basis, with funding available in the existing operating budget. Given the importance of this position in ensuring City crews are used effectively and work is completed in a timely manner, staff recommend that these positions be converted to Regular Full Time positions with PCCs. Formalizing these roles with dedicated staffing will provide efficiencies and allow the City to deliver better service at no additional cost.

Operating Expenditures

The City's total operating expenditures (excluding Metro Vancouver costs and the increased funding to implement universal multi-family water metering) is below the Consumer Price Index (CPI). The main cost drivers for the operating expenditure increase include:

- Salary and fringe benefit impacts per union agreements and senior government increases; and
- Equipment cost increases.

The City's operating expenditures are carefully managed and considerable measures have been taken to minimize cost increases where possible. The average increase to the City's non-discretionary operating expenditures since 2018 has been 1.7%, which is below the CPI over the same period.

Construction Period Revenues

The City receives construction period revenues from development customers for water use during construction. This revenue is not budgeted due to its long-term variability. Any actual revenue will be transferred to the Water Levy Stabilization Provision for future rate stabilization funding.

Capital Infrastructure Replacement Program Contribution

The Capital Infrastructure Replacement Program facilitates proactive management of the City's water assets, allowing the City to maintain a high level of service by minimizing watermain breaks and service disruptions. Through proactive management of ageing infrastructure and implementation of the City's water pressure management program, the City has also successfully reduced water losses due to pipe leakage in the water distribution system. This has resulted in additional cost savings from avoided Metro Vancouver water purchase costs.

The annual capital contribution for water-related infrastructure replacement is currently \$7.5M, excluding the amount currently dedicated to the water metering program. The "Ageing Utility and Road Infrastructure Planning – 2022 Update" report identified a long-term annual funding requirement of \$10.4M, with a target funding range of \$8.4M to \$12.3M. All options include maintaining the current contribution to the Capital Infrastructure Replacement Program at this

time, as it is relatively close to the target funding range. Current funding levels are adequate for short- to medium-term water infrastructure replacement needs. However, the funding gap defers the financial obligation to future years and bridging the funding gap will be an important consideration in future utility budgets.

Water Supply Reserve Fund

Historically, funding for the capital infrastructure replacement program and the water metering program are transferred into the Watermain Replacement Reserve. A report titled Establishment of New Utility Reserve Fund dated September 22, 2022 from the Acting Director, Finance is being brought forward for Council's consideration separately from this report, recommending the creation of a new Water Supply Reserve Fund through the Water Supply Reserve Fund Establishment Bylaw No. 10402. Should this bylaw be adopted, funding for the capital infrastructure replacement program and the water metering program identified in the Water Utility Budget will be transferred to the Water Supply Reserve Fund.

Water Levy Stabilization Provision Contribution (Water Rate Options)

The Water Levy Stabilization Provision was established by Council as a funding source for water rate stabilization. The Provision has a balance of \$14.9M as of September 30, 2022, and is intended to offset significant increases in regional water purchase costs.

The Water Utility currently has a \$700,000 drawdown to partially offset rate increases. Option 1 maintains this drawdown from the Provision; Option 2 reduces the drawdown by \$350,000 to \$350,000; Option 3 reduces the drawdown to \$0. Staff recommend Option 3 as Metro Vancouver's rate increase for 2023 is significantly lower than what has been projected for future years in Metro Vancouver's 2023-2027 Financial Plan. This will preserve the Provision balance so it can be utilized in future years to help stabilize significant rate fluctuations.

Impact on 2023 Water Rates

The impact of the three budget options on water rates is shown in Table 4 and Table 5. Table 4 shows the various options for metered customers; Table 5 shows the options for flat rate customers. The rates presented include fixed costs for metering, such as meter reading, billing, and maintenance. Italicized numbers represent the difference between 2022 rates and the various rate options for 2023.

Option 1 represents non-discretionary increases necessary to meet demands placed on the City by factors outside of the City's direct control; Option 2 includes a reduction in rate stabilization from the Provision of \$350,000; Option 3 results in the highest rates as it eliminates the drawdown from Provision.

Table 4. 2023 Metered Rate Water Options (net of discount)

Customer Class	2022 Rates	Option 1	Option 2	Option 3 (Recommended)
Single-Family Dwelling (based on 325 m ³ average consumption)	\$484.36	\$501.45 \$17.09	\$504.96 \$20.60	\$508.47 \$24.11
Townhouse (based on 218 m ³ average consumption)	\$331.91	\$343.38 \$11.47	\$345.73 \$13.82	\$348.09 \$16.18
Apartment (based on 157 m ³ average consumption)	\$222.11	\$230.37 \$8.26	\$232.07 \$9.96	\$233.76 \$11.65
Metered Rate (\$/m ³)	\$1.3574	\$1.4100 \$0.0526	\$1.4208 \$0.0634	\$1.4316 \$0.0742
<i>% Change (Metered Rate)</i>		3.9%	4.7%	5.5%

Table 5. 2023 Flat Rate Water Options (net of discount)

Customer Class	2022 Rates	Option 1	Option 2	Option 3 (Recommended)
Single-Family Dwelling	\$720.83	\$748.78 \$27.95	\$754.52 \$33.69	\$760.26 \$39.43
Townhouse	\$590.05	\$612.93 \$22.88	\$617.63 \$27.58	\$622.32 \$32.27
Apartment	\$380.23	\$394.97 \$14.74	\$398.00 \$17.77	\$401.03 \$20.80
<i>% Change</i>		3.9%	4.7%	5.5%

The Waterworks and Water Rates Bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery. The rates outlined in Table 4 and Table 5 are net discounted rates.

Options Summary

Option 1

- Represents the minimum increase necessary to maintain the current level of service;
- Includes an additional 1% rate increase as part of the multi-year phased increase to fund the multi-family water metering program, in accordance to the Council-endorsed staff report titled “2022 Utility Budgets and Rates”, dated October 22, 2021 and endorsed during the November 8, 2021 Regular Council Meeting;
- Includes conversion of three Work Control Technician positions to Regular Full Time positions with PCCs at no additional cost; and
- Maintains a drawdown of \$700,000 from the Water Levy Stabilization Provision.

Option 2

- Includes everything in Option 1; and
- Reduces the drawdown from the Water Levy Stabilization Provision to \$350,000.

Option 3 (Recommended)

- Includes everything in Option 2; and
- Reduces the drawdown from the Water Levy Stabilization Provision to \$0.

Recommended Option

Staff recommend the budgets and rates identified in Option 3 for the Water Utility. This option will support the City's progress in the multi-family water metering program and includes conversion of three Work Control Technician positions to Regular Full Time positions with PCCs at no additional cost. The existing \$700,000 drawdown from the Water Levy Stabilization Provision will be eliminated, preserving the Provision for future years when Metro Vancouver imposes more significant rate increases.

Sewer Utility

Table 6. 2023 Sewer Utility Budget

Key Budget Areas	2022 Base Level Budget (Restated for Comparison ¹)	Option 1 Non Discretionary Increases	Option 2 Option 1 + zero net cost Sewer Coordinator ² + \$0.25M increase in the annual contribution to sewer reserve for ageing infrastructure	Option 3 (Recommended) Option 1 + zero net cost Sewer Coordinator ² + \$0.5M increase in the annual contribution to sewer reserve for ageing infrastructure	% of Total Expenditure Increase for the Recommended Option³
<u>Expenditures</u>					
Salary	\$3,644,900	\$130,900	\$130,900	\$130,900	6.0%
Operating Expenditures	\$2,561,500	\$17,600	\$17,600	\$17,600	0.8%
Metro Vancouver Sewer Levy O&M Component	\$24,886,500	\$1,539,300	\$1,539,300	\$1,539,300	70.2%
Metro Vancouver Sewer Levy Debt Component	\$3,817,700	\$934,400	\$934,400	\$934,400	
Capital Infrastructure Replacement Program	\$5,806,400	\$0	\$250,000	\$500,000	22.8%
Firm Price/Receivable	\$674,100	\$16,200	\$16,200	\$16,200	
Overhead Allocation	\$764,100	\$5,600	\$5,600	\$5,600	0.3%
Total Base Level Expenditure Budget	\$42,155,200	\$44,799,200	\$45,049,200	\$45,299,200	
<u>Revenues</u>					
Provision (Rate Stabilization)	\$0	\$0	\$0	\$0	
Investment Income	-\$76,000	-\$9,000	-\$9,000	-\$9,000	
Firm Price/Receivable	-\$674,100	-\$16,200	-\$16,200	-\$16,200	
Property Tax for Metro Vancouver Sewer Debt	-\$3,817,700	-\$934,400	-\$934,400	-\$934,400	
Total Base Level Revenue Budget	-\$4,567,800	-\$5,527,400	-\$5,527,400	-\$5,527,400	
Net Budget	\$37,587,400	\$39,271,800	\$39,521,800	\$39,771,800	
Net Difference Over 2022 Base Level Budget		\$1,684,400	\$1,934,400	\$2,184,400	

¹ The 2022 Base Level budget has been restated to include approved budget reallocations.

² Funded from the capital program, refer to "Sewer Coordinator (Sewer Rate Options)" discussion on page 19

³ Excludes increase in the Firm Price/Receivable expenditure and Metro Vancouver Sewer Levy Debt component because there is a matching revenue increase.

Table 6 presents three budget options for the Sewer Utility. Italicized values represent the difference between the 2022 rates and the 2023 rate options. The 2023 base budget for each option is equal to the sum of the 2022 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent sub-sections.

The following is an explanation of the budget reductions and increases in Table 6.

Metro Vancouver Sewer Levy (Operations and Maintenance Component)

Richmond pays Metro Vancouver a Sewer Levy for bulk transmission and treatment of liquid waste on a flat rate basis. The Metro Vancouver Sewer Levy comprises of an operations and maintenance (O&M) component as well as a debt component. The debt component has historically been levied through the Property Tax bill, as is discussed in a separate section of this report. The O&M component, funded through utility rates, is increasing by \$1.5M (6%) to \$26.4M in 2023. This increase accounts for 70% of the non-discretionary expenditure increases proposed for the 2023 sewer rates.

Richmond’s 2023 sewer rates are based on Metro Vancouver’s proposed 2023-2027 Financial Plan (Table 7).

Table 7. Metro Vancouver 5-Year Overall Sewer Levy Cost¹ – Projected Rate Increases from the Proposed 2023-2027 Financial Plan (Lulu Island Sewerage Area)

	2023	2024	2025	2026	2027
% Change	9.1%	14.9%	25.6%	13.4%	10.6%

¹ Includes both Operations and Maintenance and Debt Component of the Metro Vancouver Sewer Levy

Metro Vancouver rate increases for the Lulu Island Sewerage Area are significant, and are anticipated to continue rising in future years due to major sewer infrastructure projects such as the Gilbert Trunk Sewer construction and wastewater treatment plant upgrades. Metro Vancouver’s O&M sewer levy has increased by 189% since 2006, which is an average annual increase of 6.4%. This is notably higher than the City’s sewer utility rate increases, which have increased by 68% over the same period. Figure 7 provides a comparison of the City’s annual operating and capital cost increases compared to Metro Vancouver operations and maintenance sewer levy.

Figure 7. City Operating and Capital Cost Increases vs. Metro Vancouver Operations and Maintenance Sewer Levy Increase

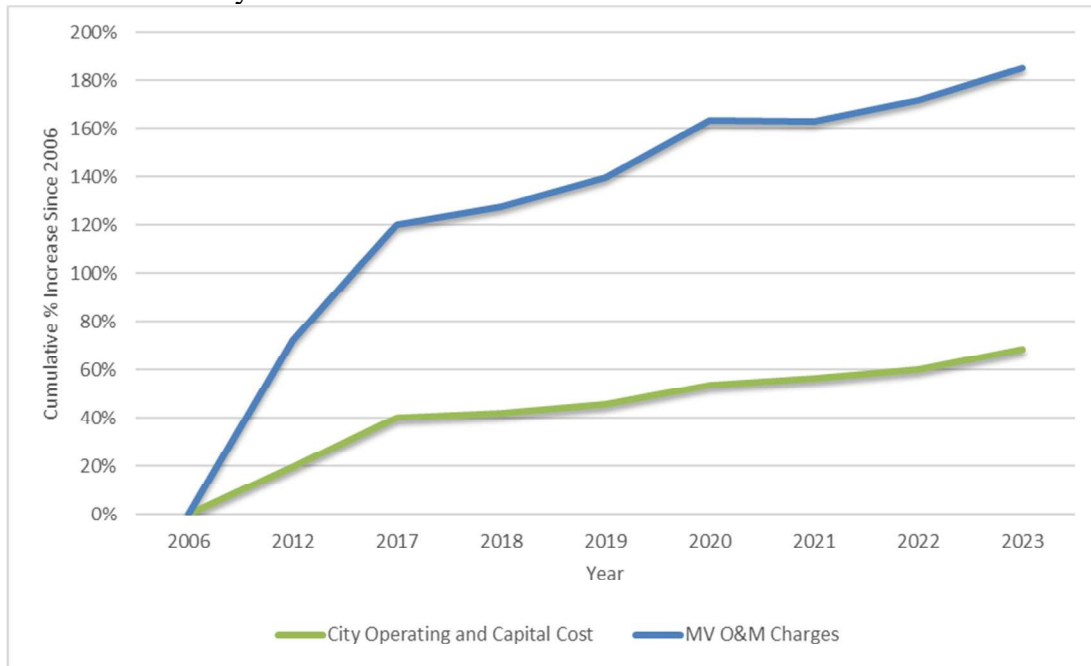


Figure 8. 2006 Sewer Utility User Fee Breakdown

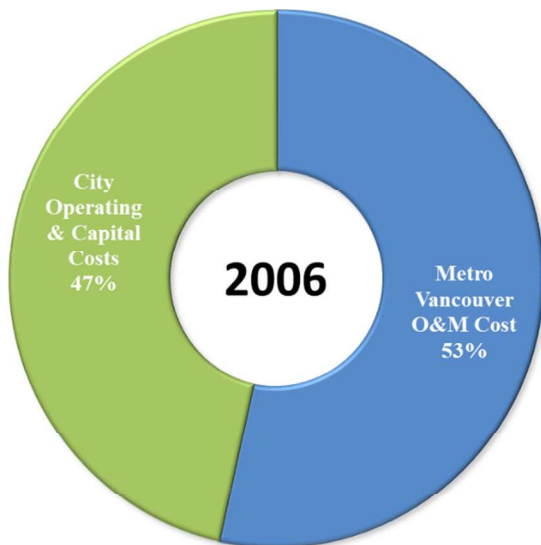


Figure 9. 2023 Sewer Utility User Fee Breakdown



The figures above exclude the debt component of the Metro Vancouver Sewer Levy, which is discussed in a separate section of this report. As a result of these increases, Metro Vancouver sewer levy costs have increased from accounting for 53% of Richmond’s sewer utility rate in 2006 to 66% in 2023. The increases in Metro Vancouver costs are a primary budget driver for the sewer utility.

Operating Expenditures

The City's operating budget expenditures have increased due to factors beyond the City's control and contractual obligations, including:

- Salary and fringe benefit impacts per union agreements and senior government increases;
- Electricity increases; and
- Equipment cost increases.

The City's operating expenditures are carefully managed and considerable measures have been taken to minimize cost increases where possible. The average increase to the City's operating expenditures (excluding Metro Vancouver costs and increases to the funding levels for the capital infrastructure program) since 2018 has been 1.9%, which is significantly below CPI over the same period.

Construction Period Revenues

The City receives construction period revenues from development customers for sewer use during construction. This revenue is not budgeted due to its long-term variability. Any actual revenue will be transferred to the Sewer Levy Stabilization Provision for future rate stabilization funding.

Sewer Coordinator (Sewer Rate Options)

Options 2 and 3 include a request for a Regular Full-Time Sewer Coordinator position with PCC funded from the capital program to oversee the City's ongoing CCTV inspection program. The program assesses the condition of sanitary sewers to inform the capital program, fulfills Metro Vancouver's requirement of inspecting all sanitary sewers on a 20-year cycle, and mitigates the risk of failure and unplanned service interruptions by identifying rehabilitation and replacement requirements. This work is currently carried out in an ad-hoc manner by existing staff with other duties. Without a dedicated resource, there is an increased risk of delayed identification of issues which can lead to service disruptions, errors in data entries resulting in increased costs for duplicate inspections, and impacts to service levels for the staff members' regular duties.

As CCTV inspections are ongoing to meet capital planning needs and fulfill Metro Vancouver requirements, a regular full-time position is recommended to provide cost efficiencies by ensuring data is consistently managed and accessible. CCTV inspections to inform capital upgrade needs are completed annually as part of the sanitary capital program. This position supports this work and will be funded from the capital program with no additional budget or rate impact.

Capital Infrastructure Replacement Program (Sewer Rate Options)

The annual capital contribution for sewer-related infrastructure replacement is currently \$5.8M. The report titled "Ageing Utility and Road Infrastructure Planning – 2022 Update" identified a long-term annual funding requirement of \$12.2M, with a target funding range of \$9.2M to \$15.2M.

Options 2 includes a \$0.25M increase in the annual contribution to the Sanitary Sewer Reserve for replacement of ageing infrastructure to begin to bridge the gap between the current and target funding level; Option 3 includes a \$0.5M increase in the annual contribution to Sanitary Sewer Reserve. The proposed funding levels are adequate for short- to medium-term sanitary

infrastructure replacement needs. However, the continued funding gap defers the financial obligation to future years and bridging the funding gap will be an important consideration in future utility budgets.

Sanitary Sewer Reserve Fund

Historically, funding for the capital infrastructure replacement program is transferred into the Sanitary Sewer Reserve. A report titled Establishment of New Utility Reserve Fund dated September 22, 2022 from the Acting Director, Finance is being brought forward for Council's consideration separately from this report, recommending the creation of a new Sanitary Sewer Reserve Fund through the Sanitary Sewer Reserve Fund Establishment Bylaw No. 10401. Should this bylaw be adopted, funding for the capital infrastructure replacement program identified in Sewer Utility Budget will be transferred to the new Sanitary Sewer Reserve Fund.

Sewer Levy Stabilization Provision

The Sewer Levy Stabilization Provision was established by Council as a funding source for sewer rate stabilization. The Provision has a balance of \$8.7M as of September 30, 2022 and is intended to offset increases in regional sewer collection and treatment costs.

The drawdown from the Sewer Levy Stabilization Provision was eliminated in the 2022 utility budget to preserve the Provision for the future, when larger Metro Vancouver sewer levy increases are anticipated. All options maintain a \$0 drawdown from the Sewer Levy Provision.

Impact on 2023 Sewer Rates

The impact of the three budget options on sewer rates is shown in Table 8 and Table 9. Table 8 shows the various options for metered customers. Table 9 shows the options for flat rate customers. Italicized numbers represent the difference between 2022 and the various rate options for 2023.

Option 1 includes the non-discretionary increases necessary to meet demands placed on the City by factors outside of the City's direct control. Options 2 and 3 includes a new PCC for a Sewer Coordinator at zero net cost to coordinate the City's ongoing CCTV program. Option 2 includes a \$0.25M increase in the annual contribution to the sewer reserve for replacement of ageing infrastructure; and Option 3 includes a \$0.5M increase in the annual contribution to the sewer reserve for replacement of ageing infrastructure.

Table 8. 2023 Metered Rate Sewer Options (net of discount)

Customer Class	2022 Rates	Option 1	Option 2	Option 3 (Recommended)
Single-Family Dwelling (based on 325 m ³ average consumption)	\$422.05	\$446.42 \$24.37	\$449.31 \$27.26	\$452.21 \$30.16
Townhouse (based on 218 m ³ average consumption)	\$283.09	\$299.44 \$16.35	\$301.39 \$18.30	\$303.33 \$20.24
Apartment (based on 157 m ³ average consumption)	\$203.88	\$215.66 \$11.78	\$217.05 \$13.17	\$218.45 \$14.57
Metered Rate (\$/m ³)	\$1.2986	\$1.3736 \$0.0750	\$1.3825 \$0.0839	\$1.3914 \$0.0928
<i>% Change</i>		5.8%	6.5%	7.1%

Table 9. 2023 Flat Rate Sewer Options (net of discount)

Customer Class	2022 Rates	Option 1	Option 2	Option 3 (Recommended)
Single-Family Dwelling	\$532.43	\$563.16 \$30.73	\$566.81 \$34.38	\$570.47 \$38.04
Townhouse	\$487.16	\$515.27 \$28.11	\$518.61 \$31.45	\$521.95 \$34.79
Apartment	\$405.73	\$429.14 \$23.41	\$431.93 \$26.20	\$434.71 \$28.98
<i>% Change</i>	-	5.8%	6.5%	7.1%

The Drainage, Dike and Sanitary Sewer System Bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery. The rates outlined in Tables 7 and 8 are net discounted rates.

Options Summary

Option 1

- Represents the minimum increase necessary to maintain the current level of service.

Option 2

- Includes everything in Option 1;
- Includes a new PCC for a regular full-time Sewer Coordinator position funded from the capital budget, with no additional rate impact; and
- Includes a \$0.25M increase to the annual contribution to the Capital Infrastructure Replacement Program, which provides funding for the Sanitary Capital program budget, bringing the annual funding level to \$6.1M and reducing the funding gap.

Option 3 (Recommended)

- Includes everything in Option 1;
- Includes a new PCC for a regular full-time Sewer Coordinator position funded from the capital budget, with no additional rate impact; and
- Includes a \$0.5M increase to the annual contribution to the Capital Infrastructure Replacement Program, which provides funding for the Sanitary Capital program budget, bringing the annual funding level to \$6.3M and reducing the funding gap.

Recommended Option

Staff recommend the budgets and rates identified in Option 3 for the Sewer Utility. This option includes a new PCC for a Sewer Coordinator funded from the capital budget at no additional cost to the utility. A \$0.5M increase to the annual contribution to the sewer reserve is also included to begin to bridge the \$6.4M funding gap for replacement of ageing infrastructure. There will continue to be no drawdown from Sewer Levy Stabilization Provision, in order to preserve the Provision for utilization in the future when larger Metro Vancouver sewer levy increases are anticipated.

Metro Vancouver Sewer Levy (Debt Component)

Metro Vancouver Sewer Levy comprises of an O&M component as well as a debt component. The O&M component of Metro Vancouver's Levy is funded through the sewer utility and is collected through Sewer rates. The portion of Metro Vancouver's levy that relates to their debt servicing costs (Debt Levy) has historically been collected as an independent levy on the property tax bill.

This has caused some members of the public to believe that they have been double-billed for sanitary sewer services, and a number of complaints have been received by staff over the years. Property owners on septic systems have also expressed concerns over being charged for sewer through property taxes although they do not receive sewer service. An administrative shift has been made to collect this Debt Levy through the Sewer Utility instead of through property taxes. This provides better transparency and clarity for property owners, improves equity by charging property owners for sewer services according to their sewer usage, and improves administration by capturing all revenues and expenditures associated with sewer servicing through the Sewer Utility.

Metro Vancouver's Debt Levy for Richmond in 2023 is \$4.8M. Through this administrative shift, property owners would see an increase in Sewer Rates and a reduction in property taxes for 2023. Table 10 and Table 11 illustrates the impact of this administrative shift on metered and flat rate households with average water consumption and land assessment values. For metered properties, which account for a majority of Richmond's residential properties, this shift would result in nominal changes to net fees collected for the Debt Levy. While apartments and townhouses on a flat rate may see a net fee increase as a result of this shift, through the City's implementation of the universal multi-family water metering program, these properties have the option to be metered and realize savings on their water and sewer bills.

Table 10 - Impact of Collecting Sewer Debt Levy through Sewer Rates Rather than Property Tax on Metered Properties (net of discount)

Customer Class	2023 Recommended Sewer Rate (Option 3)	2023 Recommended Sewer Rate (Option 3) + Shift of Debt Levy to the Sewer Utility	Average Savings on Property Tax through Shift of Debt Levy to Sewer Utility
Single-Family Dwelling (based on 325 m3 average consumption and \$1.5M property assessment value)	\$452.21	\$507.26 \$55.05	<i>-\$76.59</i>
Townhouse (based on 218 m3 average consumption and \$0.8M property assessment value)	\$303.33	\$340.25 \$36.92	<i>-\$40.58</i>
Apartment (based on 157 m3 average consumption and \$0.4M property assessment value)	\$218.45	\$245.05 \$26.60	<i>-\$20.42</i>
Metered Rate (\$/m ³)	\$1.3914	\$1.5608 \$0.1694	

Table 11 - Impact of Collecting Sewer Debt Levy through Sewer Rates Rather than Property Tax on Flat Rate Properties (net of discount)

Customer Class	2023 Recommended Sewer Rate (Option 3)	2023 Recommended Sewer Rate (Option 3) + Shift of Debt Levy to the Sewer Utility	Average Savings on Property Tax through Shift of Debt Levy to Sewer Utility
Single-Family Dwelling (based on \$1.5M property assessment value)	\$570.47	\$639.92 \$69.45	<i>-\$76.59</i>
Townhouse (based on \$0.8M property assessment value)	\$521.95	\$585.50 \$63.55	<i>-\$40.58</i>
Apartment (based on \$0.4M property assessment value)	\$434.71	\$487.64 \$52.93	<i>-\$20.42</i>

Drainage and Diking Utility

The Drainage and Diking Utility was created to fund the operation, maintenance, and upgrade of Richmond's flood protection infrastructure. Since 2003, Council has approved increasing annual funding levels for the utility from \$0.6M to its current level of \$14.6M, which has facilitated significant improvements to the City's flood protection system.

The City's Flood Protection Management Strategy 2019 outlines Richmond's strategy for implementing flood protection works, which has grown to encompass more than only drainage and diking works. To be consistent with the City's Flood Protection Management Strategy and better reflect the scope of the program, staff propose to rename the Drainage and Diking Utility to the Flood Protection Utility. Should this recommendation be supported, staff will introduce bylaw amendments to change references to the Drainage and Diking Utility to the Flood Protection Utility in applicable City bylaws. Future City documents will also reference the Flood Protection Utility.

Accelerated Flood Protection Program

Climate change scientists predict up to 1 m of sea level rise and 0.2 m of ground settlement by 2100. The City's Flood Protection Management Strategy identifies a need to raise the City's dikes by approximately 1.2 m to protect the City against flooding. At the April 12, 2021 Regular Council Meeting, Council adopted a 50-year implementation period for an accelerated flood protection program with the objective of upgrading the City's dikes within 50 years, well in advance of anticipated climate change impacts. The program requires an annual capital budget of \$30M by 2031, with implementation of the new rates to start in 2023. All options presented in the report include increasing the annual capital budget from \$10.9M to \$13.0M to support acceleration of this program.

As a result of the City's proactive flood protection planning efforts, the City has been successful in obtaining approximately \$40 million in senior government grants since 2010 to support the advancement of this work. A strong capital program allows the City to continue leveraging opportunities to secure grant funding, so that every dollar collected from Richmond's residents is multiplied and results in greater value invested into Richmond's flood protection infrastructure.

[Resources for Implementation of the Accelerated Flood Protection Program](#)

As outlined in the report titled "Accelerated Flood Protection Program Concept and Flood Protection Rate Structure Review" dated February 26, 2021 and endorsed during the April 12, 2021 Regular Council Meeting, implementation of the accelerated flood protection program requires additional regular full-time staff to manage the design, environmental permitting, compensation, and monitoring, regulatory permitting, property and legal negotiations, and project management for this program. These positions directly support capital infrastructure upgrades for the accelerated flood protection program. Funding for these positions will be through the capital budget, and are captured within the annual capital budget increase proposed.

The five positions listed below with PCC's are proposed for 2023 and included in all Drainage and Diking options:

- **Senior Project Manager** – This position will oversee the strategic planning and implementation of the accelerated flood protection program and is required at the onset of the program to establish the program's roadmap over the next 50 years.
- **Project Coordinator (x2)** – These positions will assist with the delivery of dike upgrade projects, including administration of grant funding and managing regulatory approvals and permitting requirements. Requirements from regulatory bodies such as the Ministry of Forests and the Department of Fisheries and Oceans have increased in recent years. Long lead times associated with these permit applications have significantly delayed the implementation of flood protection upgrade projects. These positions will help ensure that permits are initiated early in the process and allow implementation of the program to proceed according to the approved schedule.
- **Environmental Coordinator 2** – This position will manage environmental compensation requirements associated with flood protection upgrade capital projects. Environmental compensation is key towards acquiring necessary approvals for flood protection upgrades. Early engagement of an environmental coordinator will help define habitat compensation work required for the flood protection program, allow the City to better leverage existing opportunities, and expedite permit approvals to ensure timely delivery of the program.
- **Real Estate Negotiator** – This position will be responsible for identifying property impacts and requirements related to the flood protection program and negotiating property needs to facilitate the delivery of capital flood protection upgrade works.

Additional positions required to support this program may be requested as part of future budget processes.

Flood Protection Reserve Fund

Historically, funding for the capital infrastructure replacement program is transferred into the Drainage Improvement Reserve Fund. A report titled Establishment of New Utility Reserve Fund dated September 22, 2022 from the Acting Director, Finance is being brought forward for Council's consideration separately from this report, recommending the creation of a new Flood Protection Reserve Fund through the Flood Protection Reserve Fund Establishment Bylaw No. 10403. Should this bylaw be adopted, Capital Infrastructure Replacement Program identified in Drainage and Diking Utility Budget will be transferred to the new Flood Protection Reserve Fund.

Rate Classes

Since 2016, new rate classes have been progressively introduced to provide greater equity between ratepayers and reflect the different levels of demand that properties place on the City's drainage and diking systems. At the April 12, 2021 Regular Council Meeting, Council endorsed that new rate classes be introduced for the Drainage and Diking Utility as presented in Table 2 of the report titled "Accelerated Flood Protection Program Concept and Flood Protection Rate Structure Review" dated February 26, 2021 and endorsed during the April 12, 2021 Regular Council Meeting. The proposed 2023 rates include new rate classes as outlined in the

aforementioned report. The increases for each rate class are proportional to the total increase required for each rate class to achieve the target 2031 rates.

Project Manager (Flood Protection Rate Options)

As part of the report titled “2018 Utility Budgets and Rates” dated October 31, 2017 and endorsed during the November 14, 2017 Regular Council Meeting, Council approved a Dike Repair Program, funded through the Drainage and Diking Utility as part of the drainage and diking operating budget, to address erosion, vegetation growth and human activity that damages the dike. The scope of work involves completing annual inspections of the City’s dikes and completing maintenance work to address defects in a timely manner. While the City’s capital construction work associated with the accelerated flood protection program works to raise the City’s dikes in anticipation of sea level rise, this program ensures that the City’s dikes continue to be well-maintained and well-protected against issues such as erosion and seepage.

Requirements from regulatory bodies such as the Ministry of Forests and the Department of Fisheries and Oceans have increased significantly in recent years, impacting the completion of dike maintenance work. Additional resources are required to address these changes and ensure that the appropriate permits and approvals are in place to facilitate timely completion of maintenance work, so the City’s dikes continue to be well-maintained.

Options 2 and 3 include a request for a PCC for a Regular Full-Time Project Manager position as part of the Dike Repair Program to support this change in regulatory requirements and ensure that dike maintenance work can continue to be completed in a timely and proactive manner. These options also include annual operating costs and monthly repayment costs for the acquisition of a vehicle to support this Project Manager position.

Drainage Operations and Maintenance Costs

Non-Discretionary Increases

The City’s operating budget expenditures have increased due to factors beyond the City’s control and contractual obligations, including:

- Salary and fringe benefit impacts per union agreements and senior government increases;
- Material cost increases; and
- Electricity increases.

Transfer of Operations and Maintenance Costs to the Drainage and Diking Utility (Flood Protection Rate Options)

The City’s operating expenditures are carefully managed and considerable measures have been taken to minimize cost increases where possible. The drainage operations and maintenance cost has been included in the City’s operating budget since its inception in 2001. It is appropriate for the Drainage and Diking Utility to fund both capital and operating expenditures, consistent with the Water Utility and Sewer Utility. Since 2021, drainage operations and maintenance costs have been gradually re-allocated from the operating budget to the Drainage Diking Utility as part of a multi-year phased approach. To date, \$3.8M has been re-allocated to the Drainage and Diking Utility. The total drainage operating cost for 2023 is approximately \$6.7M.

Option 3 includes an additional \$1M transfer of drainage operations and maintenance from the operating budget to the Drainage and Diking Utility.

Impact on Flood Protection Rates

Table 12 provides a summary of the proposed flood protection rates for each rate class and the impact on the net utility budget. Numbers in italics represent the difference between 2022 and the various rate options for 2023. Rows in green denote the key budget areas with options.

The Drainage, Dike and Sanitary Sewer System Bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery. The rates outlined in Table 12 are net discounted rates.

Table 12. 2023 Flood Protection Rate Options (net of discount)

Rate Class	2022 Rates	Option 1 Non-discretionary increases + Capital budget increases per the Accelerated Flood Protection Report ¹ , including five new positions	Option 2 Option 1 + Project Manager (Dike Repair Program)	Option 3 (Recommended) Option 2 + additional \$1M transfer of drainage O&M to Drainage and Diking Utility
Single-family Residential	\$172.51	\$204.49 \$31.98	\$207.76 \$35.25	\$224.08 \$51.57
Agricultural	\$172.51	\$204.49 \$31.98	\$207.76 \$35.25	\$224.08 \$51.57
Multi-family Residential	\$153.71	\$167.94 \$14.23	\$169.39 \$15.68	\$176.66 \$22.95
Small or Stratified ICI (less than 800m ²)	\$172.51	\$204.49 \$31.98	\$207.76 \$35.25	\$224.08 \$51.57
Non-Stratified ICI (between 800m ² and 2,000m ²) ²	\$498.04	\$513.49 \$15.45	\$515.07 \$17.03	\$522.96 \$24.92
Medium Non-Stratified ICI (between 2,000m ² and 10,000m ²) ²	\$498.04	\$599.11 \$101.07	\$609.43 \$111.39	\$661.03 \$162.99
Large Non-Stratified ICI (between 10,000m ² and 20,000m ²) ²	\$1,090.71	\$1,292.93 \$202.22	\$1,313.57 \$222.86	\$1,416.79 \$326.08
Large Non-Stratified ICI (between 20,000m ² and 50,000m ²) ²	\$1,090.71	\$1,348.99 \$258.28	\$1,375.36 \$284.65	\$1,507.19 \$416.48
Large Non-Stratified ICI (between 50,000m ² and 100,000m ²) ²	\$1,090.71	\$1,442.80 \$352.09	\$1,478.75 \$388.04	\$1,658.48 \$567.77
Large Non-Stratified ICI (between 100,000m ² and 500,000m ²) ²	\$1,090.71	\$1,489.90 \$399.19	\$1,530.65 \$439.94	\$1,734.42 \$643.71
Largest Non-Stratified ICI (above 500,000m ²) ²	\$1,090.71	\$1,537.08 \$446.37	\$1,582.66 \$491.95	\$1,810.51 \$719.80
Net Budget	\$14,628,600	\$16,800,000	\$17,000,000	\$18,000,000
Capital Infrastructure Replacement Program	\$10,862,600	\$13,000,000	\$13,000,000	\$13,000,000
Drainage Operations and Maintenance	\$3,766,000	\$3,800,000	\$4,000,000	\$5,000,000
Net Difference Over 2022 Base Level Budget		\$2,171,400	\$2,371,400	\$3,371,400
<i>Overall % Change Over 2022 Base Level Budget</i>		<i>14.8%</i>	<i>16.2%</i>	<i>23.0%</i>

¹ Refer to report titled “Accelerated Flood Protection Program Concept and Flood Protection Rate Structure Review”, dated February 26, 2021 and endorsed during the April 12, 2021 Regular Council Meeting and “Accelerated Flood Protection Program” on page 24.

² Denotes new rate classes added to provide greater definition and equity among rate payers. Refer to “Rate Classes” on page 25.

Options Summary

Option 1

- Includes a \$2.1M increase to the annual contribution to the Capital Infrastructure Replacement Program, which provides funding for the Drainage Capital program budget;
- Includes the addition of new PCCs for five regular full-time positions required to support acceleration of the flood protection program. These positions will be funded from the capital budget and will have no additional rate or budget impact;
- Introduces new rate classes for ICI properties based on parcel size to improve equity among rate payers; and
- Maintains \$3.8M of funding for drainage operations and maintenance, with the balance to continue to be funded from the City's operating budget.

Option 2

- Includes everything in Option 1; and
- Includes a new PCC for a Project Manager position to be funded from the drainage operations and maintenance budget, bringing the total drainage operations and maintenance budget funded from the utility to \$4.0M. The remaining drainage operations and maintenance costs will continue to be funded from the City's operating budget.

Option 3 (Recommended)

- Includes everything in Option 2; and
- Includes an additional \$1.0M transfer of operations and maintenance to the utility, bringing the total drainage operations and maintenance funded from the utility to \$5.0M. The remaining drainage operations and maintenance costs will continue to be funded from the City's operating budget.

Recommended Option

Staff recommend the budgets and rates identified in Option 3 for the Drainage and Diking Utility. This option includes increases to the capital budget and the addition of new positions to support acceleration of the flood protection program. Additional capital budget increases and new positions will be added in future years to support this program. Option 2 also includes a PCC for a new Project Manager position to address changes in regulatory requirements and ensure dike maintenance work can continue to be completed in a timely and proactive manner. The cost of this new position will be funded from the drainage operations and maintenance budget, bringing the total drainage operations and maintenance budget funded from the utility to \$4.0M. The balance of the drainage operations and maintenance budget will continue to be funded from the City's operating budget, with relocation of the drainage operations and maintenance budget from the operating budget to the Drainage and Diking Utility to take place in future years.

Solid Waste and Recycling

Table 13. 2023 Solid Waste and Recycling Budget

Key Budget Areas¹	2022 Base Level Budget²	Option 1 Base Level Services	Option 2 (Recommended) Option 1 + Waste Reduction and Recycling Coordinator PCC for the Green Ambassador program	Option 3 Option 2 + Ongoing Single-Use Management/ Circular Waste Initiatives, including two PCCs
<u>Expenditures</u>				
Salaries	\$4,686,500	\$186,700	\$285,300	\$380,000
Contracts	\$10,681,100	\$116,100	\$116,100	\$32,300
Equipment/Materials	\$1,195,700	\$133,700	\$133,700	\$133,700
Disposal Costs	\$1,506,600	\$79,300	\$79,300	\$79,300
Recycling Materials Processing	\$4,445,600	\$242,500	\$242,500	\$242,500
Container Rental/Collection	\$475,700	-\$71,800	-\$71,800	-\$71,800
Operating Expenditures	\$361,200	\$17,300	\$17,900	\$17,900
Agreements	\$125,000	\$0	\$0	\$0
Rate Stabilization	\$668,400	\$0	\$0	\$0
Base Level Expenditure Budget	\$24,145,800	\$24,849,600	\$24,948,800	\$24,959,700
<u>Revenues</u>				
General Application Fees	-\$112,600	\$0	\$0	\$0
Recycling Materials	-\$330,100	-\$211,200	-\$211,200	-\$211,200
Garbage Tags	-\$20,000	\$0	\$0	\$0
Unrealized Discounts	-\$108,000	\$0	\$0	\$0
Revenue Sharing Grant/Other	-\$109,100	-\$17,500	-\$17,500	-\$17,500
Recycling Commission	-\$281,900	\$0	\$0	\$0
Recycle BC Incentive	-\$2,396,000	-\$226,800	-\$226,800	-\$226,800
Provision (OBI Adjustment)	-\$1,094,200	\$253,600	\$253,600	\$562,100
Base Level Revenue Budget	-\$4,451,900	-\$4,653,800	-\$4,653,800	-\$4,345,300
Net Budget	\$19,738,900	\$20,195,800	\$20,295,000	\$20,614,400
Net Difference Over 2022 Base Level Budget		\$456,900	\$556,100	\$875,500

¹ Rows in green denote key budget areas with options.

² The 2022 Base Level budget has been restated to include approved budget reallocations.

Table 13 presents three budget options for the Solid Waste and Recycling Utility. Italicized values represent the difference between the 2022 rates and the 2023 rate options. The 2023 base budget for each option is equal to the sum of the 2022 base budget plus the changes in italics. Rows in green denote the key budget areas with options, which are further discussed in subsequent subsections.

The following is an explanation of the budget reductions and increases outlined in Table 13.

Salaries

Salary and fringe benefit impacts per union agreements and senior government increases, and job evaluation reclassifications are the primary driver for non-discretionary utility budget increases.

Costs under Options 2 and 3 include a request for a PCC for a Regular Full-Time Waste Reduction and Recycling Coordinator to manage the Green Ambassador program. This youth engagement initiative started as a short term project to involve youth in waste and recycling management during the 2010 Olympics. The concept was well embraced and very successful, principally because it allowed youth to apply what they were learning in practical applications such as coordinating waste management at events and other related activities. It also satisfies student graduation requirements for volunteer hours. To date, the duties to manage and coordinate the program have been added to various staff workloads. The demands created by the City's growing solid waste and recycling programs is taxing staff's ability to continue to support the administrative and coordination efforts required for the program. A dedicated position would ensure no deterioration to the program, allow for ongoing focus and increased partnership opportunities with the school district and other agencies, and provide the ability to grow not only the Green Ambassador program, but also youth outreach initiatives more broadly.

Salary costs under Option 3 include the request for two new PCCs for a Regular Full-Time Waste Reduction and Recycling Coordinator and a Regular Full-Time Sanitation and Recycling Assistant, to support the implementation and management of the City's *Single-Use Plastic and Other Items Bylaw No. 10000* (Bylaw 10000). These positions were envisioned as part of Bylaw 10000's implementation plans originally presented to Council on May 19, 2019 and July 22, 2019. One position has been in place on a temporary basis since 2021, and the work of the second position is provided through consulting services. The associated costs are currently offset by provision funding.

Bylaw 10000 transitioned to the enforcement phase on September 27, 2022 and is expected to require ongoing management and administration in the future. Additionally, there will be new actions at the federal and provincial levels to further reduce plastic waste, beyond just single-use plastic, particularly since the federal government has classified plastic manufactured items as a toxic substance. At the federal level under the new *Single Use Plastics Prohibition Regulation*, six categories of single-use plastics will be banned in a staged manner as indicated in Table 14.

Table 14: Summary of banned single-use categories and implementation dates

Ban Implementation Timeline			
Category	Manufacture & Import	Sale	Export
Checkout bags	December 20, 2022	December 20, 2023	December 20, 2025
Cutlery	December 20, 2022	December 20, 2023	December 20, 2025
Foodservice ware ¹	December 20, 2022	December 20, 2023	December 20, 2025
Stir sticks	December 20, 2022	December 20, 2023	December 20, 2025
Straws	December 20, 2022	December 20, 2023	December 20, 2025
Ring carriers	June 20, 2023	June 20, 2024	December 20, 2025
Flexible straws packaged together with a beverage container ²	N/A	June 20, 2024	December 20, 2025

¹ Includes expanded or extruded polystyrene, PVC, oxodegradable plastic, and black plastic made with carbon black

² Single-use plastic flexible straws that are not packaged with beverage containers are excluded and will remain available for sale in stores, under certain conditions, for people who need them

Understanding the evolving regulatory landscape, and evaluating and developing further programs and initiatives to keep Richmond compliant and at the leading edge of plastic waste reduction will be an ongoing requirement. Option 3 would formalize this work into two positions by shifting the current funding for one of the positions from consulting to salaries and formalizing the role of the second temporary position to create two regular full time roles. Also under Option 3, funding would shift from provision funding to being embedded as part of the solid waste and recycling utility rates to formalize this program moving forward. Formalizing these roles would also allow the opportunity to explore other emerging waste management concepts, such as advancing waste circularity.

Given the lack of clarity at this time on the role of local governments as federal and provincial directions on plastic waste emerge, staff suggest that consideration for these permanent roles could be delayed until 2024 by which time more information should be available. The mix of temporary and contracted support to maintain the program will be continued in 2023 with the costs offset by provision funding under Options 1 and 2.

Contracts

Contract costs are increased in accordance with overall growth in the number of units serviced and escalation clauses as stipulated in the City’s various solid waste and recycling services contracts. These increases are partly offset by a reduction in contract costs associated with the implementation of Bylaw 10000, which included those implementation engagement costs of a one-time nature. As Bylaw 10000 costs were provision funded, there is a corresponding reduction in the use of provision funding for those one-time costs for no net impact to rates.

Reduction in contract costs under Option 3 are associated with the shift of costs associated with the ongoing management of Bylaw 10000 to salaries from consulting, as previously noted.

Equipment and Material Costs

Equipment and material cost increases are associated with demand replacement of recycling receptacles for residents. There has also been a notable increase in the cost of equipment, materials and supplies in general, principally associated with inflationary cost factors. The various items and equipment needs to support litter collection and recycling depot operations has also increased to maintain service levels and meet demand growth.

Disposal Costs

The Metro Vancouver regional tipping fee projections for local governments indicate a \$6 per tonne increase, or from \$121/tonne in 2022 to \$127/tonne in 2023. The \$5 per load transaction fee remains in effect and is unchanged. Cost increases are partly offset by a reduction in bin removal fees associated with revised pricing obtained through the award of a new service contract.

Recycling Materials Processing

Recycling materials processing costs increases are primarily associated with yard trimmings disposal fee costs for materials received at the Recycling Depot under revised pricing obtained from a new service contract. Processing costs are increased marginally to manage increasing volumes of yard trimmings materials dropped off at EcoWaste by residents.

Container Collection Costs

Container collection costs are reduced due to revised pricing obtained through a new service contract for bin servicing at the Recycling Depot and Works Yard.

Operating Expenditures

The marginal increases in operating expenditures under Option 1 represents utility and postage cost increases and cleaning costs for safety attire for litter and recycling depot operations staff. Options 2 and 3 include a small operating cost addition associated with supplies for the proposed new Green Ambassador position.

Agreements

There is no change to costs associated with agreements, which principally support the rodent and mosquito control programs administered by City staff.

General Solid Waste & Recycling Rate Stabilization provision (Rate Options)

The General Solid Waste and Recycling Provision was established by Council as a funding source for rate stabilization. The provision has a balance of \$5.2M as of September 30, 2022.

Single-Use Plastic and Other Items

Single-Use Plastic and Other Items Bylaw No. 10000 is fully implemented and has transitioned to the enforcement phase effective September 27, 2022. The original implementation cost was identified at approximately \$560,000. Under Options 1 and 2, budget and provision offset funding amounts are reduced by \$253,600 to reflect one-time implementation costs which are not anticipated to be required moving forward. The remaining funding of approximately \$306,400 will be required to continue management of the bylaw and to respond to future plastics reduction based initiatives and anticipated regulatory changes. This cost impacts rates under Option 3, which would formalize this program and recover the associated costs through the rates charged to residents and no longer fund these costs from provision.

Commercial Recycling Services Review

This initiative involves a detailed review and scoping exercise to establish opportunities for enhanced recycling for the commercial sector and was previously approved by Council. Metro Vancouver's waste composition audits estimate recycling rates in the commercial sector to be among the lowest at 43%. The need for improved commercial recycling was also identified by residents as part of community engagement for the ban on single-use plastic and through the Rethink Waste Think Tank.

The first phase of the Commercial Recycling Services Review is complete. This initial phase included door-to-door visits to a cross-section of commercial businesses including restaurants, retail stores, entertainment businesses, grocery stores, medical offices, the hospitality sector and education facilities. The door-to-door visits included a survey, which was also available online. There will also be a review of how commercial recycling is managed in other jurisdictions, and an analysis of the legislation and regulations currently in place at federal, provincial, regional and local levels.

The data and research compiled to date are now being used to develop the discussion points for a series of workshops planned for this fall. Local businesses and organizations that represent the various commercial sectors will be invited to participate in workshops for more in-depth discussions based on the initial research. As well, recycling service providers will be invited to participate in one-on-one meetings. The goal for these workshops and meetings is to develop recommendations for how the City can help address barriers and support increased commercial recycling in Richmond.

The costs and temporary resources needed to undertake this project are included under all options at a cost of approximately \$370,000. This project was delayed due to the COVID 19 pandemic, but is now underway and will continue into 2023. As the suggested review involves a scoping study to identify potential options for the commercial sector, the associated costs are offset by a contribution from provision in order that there is no impact to rates. Only after the results of the study are completed and reported back to Council would a recommended approach for City supported solutions be identified.

Multi-Family Grease Collection Pilot

Council previously approved this pilot initiative, which is designed to collect waste grease from a small number of multi-family locations. The goal is to measure the feasibility of resident willingness to participate in such a program, which could prove beneficial in reducing

maintenance and repair costs associated with grease accumulations. If successful, this program could help to reduce blockages, backups and expensive repair costs to homeowner's internal and City sewer systems alike.

Implementation of this project was delayed due to the COVID 19 pandemic, but was recently launched. There are six multi-family complexes comprising 934 units in the pilot. Each participating unit has been provided with City approved containers with lids for residents to collect used cooking oil and grease. Residents are provided with a small supply of collection containers, and extra containers are available through their strata or at the Recycling Depot. Once the container is full, residents are asked to deposit them into a centralized collection cart provided by the City for regular pickup. Staff have established methods to evaluate the effectiveness of the collection program on the City's system by measuring grease build up in sewer pipes adjacent to these complexes.

The collected grease will be recycled at processing facilities, and converted into renewable natural gas or animal food products. Staff will report findings and recommendations from this pilot initiative to Council.

As the nature of this initiative is an exploratory pilot, the associated costs are offset from provision funding, resulting in no increase in the rates charged to residents.

Water-Based Trash Skimmer Pilot Project

Council previously approved this pilot initiative, which is designed to reduce plastic litter floating in the waters within Steveston Harbour and further increase overall awareness of the issue of marine plastic pollution. The trash skimmer is a floating debris interception device that is designed to be installed in any water body with a calm environment. A floating structure with electrical service is required, which works by gently pumping water through a catch bag. All floating materials are collected through the process, leaving litter and debris trapped for collection and disposal. City staff will collect the trapped debris.

The original concept was to use the 'Seabin', which is a branded product. However, this company transitioned to a service based model, with minimum commitment costs of over \$1 million US to initiate. The market for these types of products is very limited. Staff were able to source an alternative product, the 'Collec'Thor'. Additionally, an agreement with the Steveston Harbour Authority was required for permission to mount the skimmer on a floating dock at the Fisherman's Wharf. These issues and supply chain challenges have delayed the project, with implementation expected in the fourth quarter of 2022.

Staff will work with a registered charity organization, Swim Drink Fish, to collect data and waste characterization information on the debris collected. This data will inform and help to develop plastics data in the Lower Mainland generally and be further evaluated for future actions, as appropriate. Staff will present information to Council with findings and recommendations once further information from the pilot is available.

Construction Period Revenues

The City receives construction period revenues from development customers for solid waste and recycling during construction. This revenue is not budgeted due to the long term variability in

these revenues. Any actual revenues will be transferred to the General Solid Waste and Recycling provision for future rate stabilization funding.

Revenues – General Solid Waste and Recycling Provision

Recycling Materials

Recycling material revenue increases associated with higher recycling commodity amounts from revised pricing obtained under a new service contract for bin servicing at the Recycling Depot. These revenues are applied to program costs to help offset the rates charged to residents.

Other Revenues

The marginal increase in other revenues is associated with approved rate increases for yard trimmings dropped off at the recycling depot.

Recycle BC Incentive

The net Recycle BC revenue incentive is increased due to changes to the financial incentive paid to collectors. Additionally, the revenue is adjusted to offset inflationary cost increases in order to maintain no net impact in the Blue Box/Multi-Family Recycling Rate. Overall, the Recycle BC program is expected to generate net revenues of approximately \$460,000 for 2023 and can be deposited into the General Solid Waste and Recycling provision account subject to Council approval. This is in alignment with previous Council direction (November 25, 2013) when the decision to join Recycle BC was made.

Provision

All options include a reduction in use of rate stabilization funding associated with the one-time costs for the implementation of Bylaw 10000. Option 3 removes the balance of provision funding for the remaining ongoing costs necessary for the ongoing management of Bylaw 10000, and instead draws the necessary funding from the rates charged to residents.

Impact on 2023 Solid Waste and Recycling Rates

The impact of the budget options to ratepayers is provided in Table 15 and Table 16. The principal reason for the increase in 2023 relates to negotiated wage settlements, inflationary contract costs stipulated in existing contracts, disposal cost increases, and revised contract pricing under a new service contract for the recycling depot. Numbers in italics represent the difference between 2022 rates and the various rate options for 2023.

Table 15 provides total costs based on standard garbage cart sizes for single-family (240L) and townhouse (120L). Table 16 provides a more detailed breakdown of Option 2 rates based on the four different garbage cart size options that are available to residents in single-family and townhouse units. The percentage of container sizes subscribed by each customer class is also presented for reference. Residents are able to reduce or increase the amount they pay based on the cart size they select for garbage collection services.

Table 15. 2023 Solid Waste and Recycling Rate Options (net of discount)

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Customer Class	2022 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling (Standard 240L Cart)	\$401.00	\$409.20 \$8.20	\$410.35 \$9.35	\$414.15 \$13.15
Townhouse (Standard 120L Cart)	\$279.50	\$285.80 \$6.30	\$286.95 \$7.45	\$290.75 \$11.25
Apartment	\$133.15	\$133.90 \$0.75	\$135.05 \$1.90	\$138.85 \$5.70
Business Rate	\$41.61	\$42.28 \$0.67	\$42.51 \$0.90	\$43.27 \$1.66
% Change		0.6% to 2.3%	1.4% to 2.7%	3.3% to 4.3%

Table 16. 2023 Single-Family and Townhouse Net Rates by Garbage Cart Size (Per Recommended Option 2)

Cart Size	Single Family		Townhomes	
	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size
80L	\$356.85	4%	\$260.45	14%
120L	\$383.35	11%	\$286.95	77%
240L	\$410.35	78%	\$313.95	8%
360L	\$522.60	7%	\$426.20	1%

The rates outlined in Table 15 and Table 16 are net rates. The Solid Waste & Recycling Regulation bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery.

Regional Issues

In addition to standard operating programs, Metro Vancouver is continuing to undertake consultation as part of preparing an update to the region’s solid waste management plan. The United Boulevard and Central Surrey Recycling and Waste Centres were opened in 2022 and the region remained focused on supporting various campaigns including textiles, single-use items, food waste, illegal dumping, the annual Zero Waste Conference, and related initiatives. Metro Vancouver will also continue to support the National Zero Waste Council to advance waste prevention and circularity within Metro Vancouver and across Canada.

Options Summary

Option 1

- Represents full recovery via rates of all program costs, including costs associated with managing increasing costs for recycling equipment and recycling material processing fees;

- Meets the City's contractual obligations related to inflationary aspects of agreements and contracts, including updated contract pricing for new service agreements as obtained through the competitive tendering process;
- Includes funding to manage the enforcement and ongoing measures necessary to support the City's *Single-Use Plastic and Other Items Bylaw No. 10000*, offset by provision funding; and
- Continues the work of various pilot initiatives such as the commercial scoping review, grease collection pilot and installation of a trash skimming device at Fisherman's Wharf, offset by provision funding.

Option 2 (Recommended)

- Includes everything in Option 1; and
- Includes a new PCC request for a full time Waste Reduction and Recycling Coordinator position to coordinate and administer the Green Ambassador Program and other youth outreach initiatives.

Option 3

- Includes everything in Option 2; and
- Includes funding to support the City's *Single-Use Plastic and Other Items Bylaw No. 10000* by monitoring new advancements in plastic waste reduction associated with regulatory changes. This option includes a request for two new PCC's for this work to be undertaken by City staff, with the costs recovered through the rates charged to residents.

Recommended Option

Staff recommend the budget and rates identified in Option 2 for Solid Waste and Recycling. This option provides full funding for all existing programs and ensures appropriate resources are in place to support these programs. Additionally, this option continues the work of current pilot initiatives related to a review of commercial recycling practices, the multi-family grease collection pilot program, and the trash skimmer pilot initiative in Steveston at Fisherman's Wharf.

Total Recommended 2023 Utility Rate Option

In light of the significant challenges associated with the impacts of regional costs and new programs in the City, staff recommend the budget and rate options as follows:

- Option 3 is recommended for Water
- Option 3 is recommended for Sewer
- Option 3 is recommended for Drainage and Diking
- Option 2 is recommended for Solid Waste and Recycling

In addition, an administrative shift has been made to collect the Metro Vancouver Sewer Debt Levy through the Sewer Utility instead of through property tax.

Table 17 summarizes the estimated total metered rate utility charge, based on average water and sewer consumption. Table 18 summarizes the total flat rate utility charge. Numbers in italics represent the difference between 2022 rates and 2023 proposed rates.

Table 17. 2023 Estimated Total Net Rates to Metered Customers

Customer Class	2022 Estimated Net Metered Rates	2023 Estimated Net Metered Rates (excluding Metro Vancouver Sewer Debt Levy)	% Change	2023 Estimated Net Metered Rates (including Metro Vancouver Sewer Debt Levy shifted from Property Taxes)	% Change
Single-Family Dwelling	\$1,479.92	\$1,595.11 <i>\$115.19</i>	7.8%	\$1,650.16	11.5%
Townhouse (on City garbage service)	\$1,048.21	\$1,115.03 <i>\$66.82</i>	6.4%	\$1,151.95	9.9%
Townhouse (not on City garbage service)	\$947.66	\$1,049.96 <i>\$102.30</i>	10.8%	\$1,086.88	14.7%
Apartment	\$712.85	\$763.92 <i>\$51.07</i>	7.2%	\$790.52	10.9%
Commercial/Industrial					
Metered Water (\$/m ³)	\$1.3574	\$1.4316 <i>\$0.0742</i>	5.5%	\$1.4316	5.5%
Metered Sewer (\$/m ³)	\$1.2986	\$1.3914 <i>\$0.0928</i>	7.1%	\$1.5608	20.2%
Business: Garbage	\$41.61	\$42.51 <i>\$0.90</i>	2.2%	\$42.51	2.2%
Business: Drainage & Diking (less than 800 m ²)	\$172.51	\$224.08 <i>\$51.57</i>	29.9%	\$224.08	29.9%
Business: Drainage & Diking (800 m ² to 2,000 m ²)	\$498.04	\$522.96 <i>\$24.92</i>	5.0%	\$522.96	5.0%
Business: Drainage & Diking (2,000 m ² to 10,000 m ²)	\$498.04	\$661.03 <i>\$162.99</i>	32.7%	\$661.03	32.7%
Business: Drainage & Diking (10,000 m ² to 20,000 m ²)	\$1,090.71	\$1,416.79 <i>\$326.08</i>	29.9%	\$1,416.79	29.9%
Business: Drainage & Diking (20,000 m ² to 50,000 m ²)	\$1,090.71	\$1,507.19 <i>\$416.48</i>	38.2%	\$1,507.19	38.2%
Business: Drainage & Diking (50,000 m ² to 100,000 m ²)	\$1,090.71	\$1,658.48 <i>\$567.77</i>	52.1%	\$1,658.48	52.1%
Business: Drainage & Diking (100,000 m ² to 500,000 m ²)	\$1,090.71	\$1,734.42 <i>\$643.71</i>	59.0%	\$1,734.42	59.0%
Business: Drainage & Diking (above 500,000 m ²)	\$1,090.71	\$1,810.51 <i>\$719.80</i>	66.0%	\$1,810.51	66.0%

Table 18. 2023 Total Net Rates to Flat Rate Customers

Customer Class	2022 Net Flat Rates	2023 Net Flat Rates (excluding Metro Vancouver Sewer Debt Levy)	% Change	2023 Net Flat Rates (including Metro Vancouver Sewer Debt Levy shifted from Property Taxes)	% Change
Single-Family Dwelling	\$1,826.77	\$1,965.16 \$138.39	7.6%	\$2,034.61	11.4%
Townhouse (on City garbage service)	\$1,510.42	\$1,607.88 \$97.46	6.5%	\$1,671.43	10.7%
Townhouse (not on City garbage service)	\$1,409.88	\$1,569.44 \$159.56	11.3%	\$1,632.99	15.8%
Apartment	\$1,072.82	\$1,147.45 \$74.63	7.0%	\$1,200.38	11.9%

The rates outlined in Table 17 and Table 18 are net rates. The bylaws provide a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery; the resulting gross rates charged to residents are outlined in Attachment 1. These rates would be reflected in the amending bylaws for each utility area, should they be approved by Council.

Flat Rate and Metered Customers

All single-family and ICI properties in the City are metered. The single-family residential flat rate will continue to apply to duplex units that share one water service. These units require significant internal plumbing separation work to facilitate metering and were not included in the universal metering program. 44% of townhouses and apartments are still on flat rate utility services. However, the number of units with meters will continue to increase with on-going implementation of the universal multi-family water metering program. The number of units by customer class is presented in Table 19.

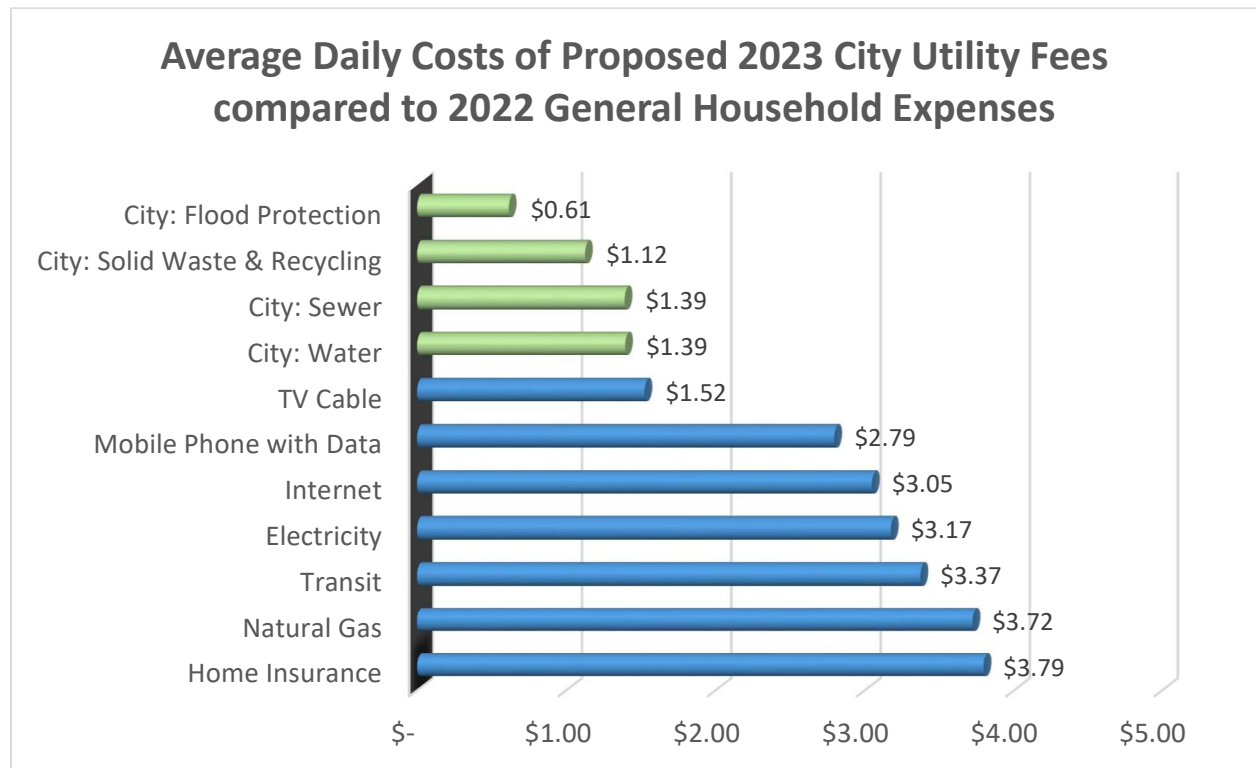
Table 19. Flat Rate and Metered Property Unit Counts

	2022 percentages (Mid-Year)	2022 Counts (Mid-Year)	2023 Counts (Mid-Year Estimated)	Difference
Single-Family Residential	Flat Rate (3%)	765	765	0
	Metered (97%)	27,841	27,885	44
Townhouse	Flat Rate (61%)	11,144	10,606	-538
	Metered (39%)	7,015	7,610	595
Apartment	Flat Rate (40%)	14,647	14,303	-344
	Metered (60%)	22,217	23,692	1,475
Total Residential Units		83,629	84,861	1,232
Commercial Units	Metered	3,540	3,540	0
Farms	Metered	51	51	0

Comparison of 2023 City Utility Rates to Other Major Household Expenses

The proposed 2023 City utility fees represent approximately 17% of total average daily household expenses (2022 values) and are of good value when compared with common household expenses. Water, sewer, solid waste and recycling, and flood protection services are fundamental to the quality of life for residents and necessary infrastructure to support the local economy. Figure 10 illustrates the value of these services based on the proposed 2023 rates when compared to 2022 costs for other common daily household expenses.

Figure 10. Cost Comparison of Main Household Expenses for a Single-Family Dwelling



Sources: BC Hydro, Fortis BC, Rogers, Shaw, TD Insurance, and Translink

Comparison of Proposed 2023 City Utility Rates with 2022 Comparator Municipality Utility Fees

The City’s utility budgets are carefully managed to provide high levels of service at good value to Richmond’s residents, despite external increases that are outside of the City’s control. Figure 11 provides a comparison between the City's proposed 2023 average single-family dwelling utility fees with 2022 fees for comparator municipalities. 2022 rates are presented for comparator municipalities as 2023 rates have not been established yet. With the increases proposed for 2023, Richmond’s utility rates remain below the average of 2022 rates for comparator municipalities.

All utility fees presented below are net of applicable discounts. Richmond and Surrey water and sewer rates include applicable metering costs and are based on an average annual consumption of 325m³ and 345m³ respectively, as single-family dwellings in these cities are 100% and 70% metered respectively. All other comparator municipalities are predominately charging a flat rate for water and sewer services. Blue box, general recycling and waste management fees have been excluded in the garbage and organics fee presented for comparison purposes, as not all municipalities offer the same services.

Unlike comparator municipalities, Richmond’s flat topography, high water table and proximity to the water places unique challenges on the City’s utility infrastructure, resulting in larger and deeper pipes, the need for over 200 drainage and sanitary pump stations and the need for an extensive flood protection system that includes 49 kilometers of perimeter dikes. This significantly increases demand for capital and operating costs. Despite these challenges and the additional infrastructure needs, the City of Richmond continues to offer a high level of service while still maintaining a competitive combined fee for utility services.

Figure 11. Comparison of Proposed 2023 Richmond Utility Fees with 2022 Comparator Municipalities for an Average Single Family Dwelling



Sources:

City of Surrey - Based on metered rate

*Waterworks Regulation and Charges By-law 2007, No. 16337; Amendment Bylaw No. 20498
Sanitary Sewer Regulation and Charges By-law 2008, No. 16611; Amendment Bylaw No. 20496
Waste Management Regulations and Charges Bylaw 2015, No. 18412; Amendment Bylaw No. 20686
Drainage Parcel Tax By-law 2001, No. 14593; Amendment Bylaw No. 20495*

City of Coquitlam - Based on flat rate

*Water Distribution Bylaw No. 4428; Amendment Bylaw No. 5178
Sewer and Drainage Bylaw No. 4429; Amendment Bylaw No. 5198
Solid Waste Management Bylaw No. 4679; Amendment Bylaw No. 5180*

City of Burnaby - Based on metered rate

*Waterworks Regulation Bylaw No 1953; Amendment Bylaw No. 14414
Sewer Charge Bylaw No. 1961; Amendment Bylaw No. 14416
Solid Waste & Recycling Bylaw No. 2010; Amendment Bylaw No. 14397
Sewer Parcel Tax Bylaw No. 1994; Amendment Bylaw No. 14415*

City of Vancouver - Based on flat rate

*Water Works By-law No. 4848; Amendment Bylaw No. 13187
Sewer & Watercourse By-law No. 8093; Amendment Bylaw No. 13186
Solid Waste By-law No. 8417; Amendment Bylaw No. 13185*

Financial Impact

The budget and rate impacts associated with each option are outlined in detail in this report. In all options, the budgets and rates represent full cost recovery for each City service.

Staff recommend the following budgets by utility:

- Option 3 is recommended for Water, for a net budget of \$48.4M;
- Option 3 is recommended for Sewer, for a net budget of \$44.6M;
- Option 3 is recommended for Drainage and Diking, for a net budget of \$18.0M;
- Option 2 is recommended for Solid Waste and Recycling, for a net budget of \$20.3M; and
- An overall net utility budget of \$131.3M.

This includes an administrative shift of the 2023 Metro Vancouver Sewer Debt Levy of \$4.8M into the Sewer Utility.

Considerable effort has been made to minimize City costs and other costs within our ability, in order to minimize the impact to property owners.

Conclusion

This report presents the 2023 proposed utility budgets and rates for City services relating to the provision of water, sewer, drainage and diking, as well as solid waste and recycling. Considerable measures have been taken to reduce costs where possible in order to minimize rate increases. A significant portion of the City's costs relate to impacts from influences outside of the City's direct control, such as regional and contract cost impacts. Regional costs are expected to continue increasing to meet demands for high quality drinking water and sewer treatment. Staff recommend that the budgets and rates, as outlined in this report, be approved and that the appropriate amending bylaws be brought forward to Council to bring these rates into effect.



Milton Chan, P.Eng.
Director,
Engineering
(604- 276-4377)



Suzanne Bycraft
Director,
Public Works Operations
(604-233-3338)



Melissa Shiau, CPA, CA
Manager,
Financial Planning and Analysis
(604-276-4231)

Att. 1: 2023 Annual Utility Charges – Recommended Gross Rates per Bylaw

Att. 2: 2023 Recommended Utility-Funded Additional Level Positions

**2023 Annual Utility Charges – Recommended Gross Rates per Bylaw
(Estimated Metered and Actual Flat Rates, including Administrative Shift of Sewer Debt
Levy from Property Tax to the Sewer Utility)**

	Water	Sewer	Drainage/ Diking	Garbage/ Recycling	Total
Metered (Based on Average Consumption)					
Single-Family Dwelling	\$564.97	\$563.62	\$248.98	\$455.94	\$1,833.51
Townhouse (with City garbage)	\$386.77	\$378.06	\$196.29	\$318.83	\$1,279.95
Townhouse (no City garbage)	\$386.77	\$378.06	\$196.29	\$205.50	\$1,166.62
Apartment	\$259.73	\$272.28	\$196.29	\$150.06	\$878.36
Flat Rate (Actual)					
Single-Family Dwelling	\$844.73	\$711.03	\$248.98	\$455.94	\$2,260.68
Townhouse (with City garbage)	\$691.47	\$650.56	\$196.29	\$318.83	\$1,857.15
Townhouse (no City garbage)	\$691.47	\$650.56	\$196.29	\$205.50	\$1,743.82
Apartment	\$445.59	\$541.82	\$196.29	\$150.06	\$1,333.76
General – Other/Business					
Metered Water (\$/m ³)	\$1.5907				
Metered Sewer (\$/m ³)		\$1.7342			
Business: Garbage				\$47.23	
Small or Stratified ICI (less than 800m ²)			\$248.98		
Non-Stratified ICI (between 800m ² and 2,000m ²)*			\$581.07		
Medium Non-Stratified ICI (between 2,000m ² and 10,000m ²)*			\$734.48		
Large Non-Stratified ICI (between 10,000m ² and 20,000m ²)*			\$1,574.21		
Large Non-Stratified ICI (between 20,000m ² and 50,000m ²)*			\$1,674.66		
Large Non-Stratified ICI (between 50,000m ² and 100,000m ²)*			\$1,842.76		
Large Non-Stratified ICI (between 100,000m ² and 500,000m ²)*			\$1,927.13		
Largest Non-Stratified ICI (above 500,000m ²)*			\$2,011.68		
ICI: Drainage and Diking (Others)			\$248.98		

2023 Recommended Utility-Funded Additional Level Positions

Position	Classification	Funding Source	Description
Work Control Technician (x3)	CUPE 394	Water Utility (existing budget)	Conversion of existing positions from temporary to regular full-time for planning, coordination and documentation of work for Public Works operations.
Sewer Coordinator (CCTV)	CUPE 394	Capital (Sewer)	Position to coordinate and expand the City's CCTV inspection program to inform capital upgrade needs and meet Metro Vancouver's inspection requirements.
Senior Project Manager	Exempt	Capital (Drainage and Diking)	Position to support the advanced planning and implementation of the Council-endorsed accelerated flood protection program.
Project Coordinator (x2)	CUPE 718	Capital (Drainage and Diking)	Positions to support the delivery of capital flood protection upgrade projects as part of the Council-endorsed accelerated flood protection program.
Environmental Coordinator 2	CUPE 718	Capital (Drainage and Diking)	Position to support habitat enhancement and permitting for the delivery of capital flood protection upgrade projects as part of the Council-endorsed accelerated flood protection program.
Real Estate Negotiator	Exempt	Capital (Drainage and Diking)	Position to support land acquisition and negotiations to facilitate capital flood protection upgrade projects as part of the Council-endorsed accelerated flood protection program.
Project Manager	Exempt	Drainage and Diking Utility (rate impact)	Position to address regulatory changes and permitting requirements and support dike maintenance and operating activities.
Waste Reduction & Recycling Coordinator	CUPE 718	Solid Waste and Recycling Utility (rate impact)	Position to oversee and expand the Green Ambassador program as well as look for opportunities to increase community engagement.



To: Richmond City Council
From: John Irving, P.Eng. MPA
General Manager, Engineering and Public Works
Jerry Chong, CPA, CA
General Manager, Finance and Corporate Services
Date: November 10, 2022
File: 10-6060-01/2022-Vol 01
Re: **2023 Utility Rate Bylaws and Amendment Bylaws**

Staff Recommendation



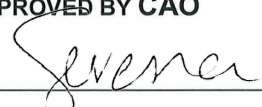
That each of the following bylaws be introduced and given first, second, and third readings:

- a) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10419;
- b) Flood Protection Bylaw No. 10426;
- c) Sanitary Sewer Bylaw No. 10427;
- d) Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10421;
- e) Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10358; and
- f) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 81282, Amendment Bylaw No. 10431.

John Irving, P.Eng. MPA
General Manager,
Engineering and Public Works
(604-276-4140)

Jerry Chong, CPA, CA
General Manager,
Finance and Corporate Services
(604-276-4064)

Att. 5

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

Staff Report

Origin

At the November 8, 2022 Finance Committee, the following resolutions were endorsed by Committee as part of their consideration of the 2023 Utility Budgets and Rates:

1. *That the 2023 utility budgets, as presented in Option 3 for Water (page 9), Option 3 for Sewer (page 16), Option 3 for Drainage and Diking (page 28), and Option 3 for Solid Waste and Recycling (page 30), as outlined in the staff report titled, “2023 Utility Budgets and Rates”, dated October 18, 2022, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2023 utility rates and included in the Consolidated 5 Year Financial Plan (2023-2027) Bylaw; and*
2. *That the Drainage and Diking Utility be renamed the Flood Protection Utility, and that the necessary bylaws be brought forward to effect this renaming.*

Subject to Council’s acceptance of the above Finance Committee recommendation, this report presents the amending bylaws required to bring the utility rates into effect for 2023.

This report supports the following strategies within Council’s Strategic Plan 2018-2022:

Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

1.3 Ensure Richmond is prepared for emergencies, both human-made and natural disasters.

Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.2 Clear accountability through transparent budgeting practices and effective public communication.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Analysis

User fees for the Water, Sewer, Drainage and Diking and Solid Waste and recycling utilities are currently outlined in the following City bylaws:

- Waterworks and Water Rates Bylaw No. 5637;
- Drainage, Dike and Sanitary Sewer System Bylaw No. 7551; and
- Solid Waste & Recycling Regulation Bylaw No. 6803.

The report titled “2023 Utility Budgets and Rates”, dated October 18, 2022, from the General Manager, Engineering and Public Works and the General Manager, Finance and Corporate Services presents updated utility rates for 2023 for each of the Water, Sewer, Drainage and Diking, and Solid Waste and Recycling utilities. This report presents new and amendment bylaws to reflect the updated 2023 rates.

The “2023 Utility Budgets and Rates” report also recommends renaming of the Drainage and Diking Utility to the Flood Protection Utility to better reflect the utility’s scope. The Drainage, Dike and Sanitary Sewer System Bylaw No. 7551 outlines provisions for connection to the City’s drainage and sewer systems and collection of utility fees. In order to reflect the re-naming of the Drainage and Diking Utility, staff propose to rescind the existing Bylaw No. 7551 and replace it with two bylaws:

- Flood Protection Bylaw No. 10426;
- Sanitary Sewer Bylaw No. 10427;

Staff recommend that separate bylaws be established for the flood protection and sanitary sewer utilities for clarity as the associated infrastructure for each utility is distinct and separate. Provisions set out in the bylaws for each utility remain unchanged. This report also presents amendments to the Consolidated Fees Bylaw No. 8636 and the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 to reference the new Flood Protection Bylaw and Sanitary Sewer Bylaw instead of the Drainage, Dyke and Sanitary Sewer System Bylaw.

The following is a summary of the new or amendment bylaws proposed to reflect the options endorsed by Committee at the November 8, 2022 Finance Committee Meeting, as outlined in the “2023 Utility Budgets and Rates” report, dated October 18, 2022:

1. Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw 10419:

- a. Changes to implement the 2023 water rates as outlined in Option 3 of the “2023 Utility Budgets and Rates” report;
- b. Correcting references to fees set out in the Consolidated Fees Bylaw No. 8636; and
- c. Minor grammatical corrections for clarity.

2. Flood Protection Bylaw No. 10426:

- a. Repeal the existing Drainage, Dike and Sanitary Sewer System Bylaw No. 7551 and establish this new bylaw to capture all requirements related to the flood protection utility; and
- b. Changes to implement the 2023 flood protection rates as outlined in Option 3 of the “2023 Utility Budgets and Rates” report.

3. Sanitary Sewer Bylaw No. 10427:

- a. New bylaw to capture all requirements related to the sewer utility, replacing the sanitary sewer portion of the Drainage, Dike and Sanitary Sewer System Bylaw No. 7551;
- b. Changes to implement the 2023 sewer rates to reflect:
 - i. Option 3 of the “2023 Utility Budgets and Rates” report; and
 - ii. Administrative shift to collect the Metro Vancouver Debt Levy through the sewer utility rather than through property taxes.

4. Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw 10421:

- a. Changes to implement the 2023 solid waste and recycling rates as outlined in Option 3 of the “2023 Utility Budgets and Rates” report, inclusive of rate increases consistent with those presented for optional commercial garbage and organic services. Rates for Option 3 includes ongoing single-use management and circular waste initiatives.

5. Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10358:

- a. Changes to replace the existing schedule referencing the Drainage, Dike and Sanitary Sewer System Bylaw No. 7551 to two schedules referencing the Sanitary Sewer Bylaw No. 10427 and the Flood Protection Bylaw No. 10426;
- b. Housekeeping amendments to:
 - i. Remove fees not referenced in the Drainage, Dike and Sanitary Sewer System Bylaw No. 7551; and

- ii. Capture the application fee associated with sanitary sewer user fee reduction through the Consolidated Fees Bylaw No. 8636 instead of the Sanitary Sewer Bylaw No. 10427. The value of the fee remains unchanged.

6. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10431:

- a. Changes to replace references to the Drainage, Dike and Sanitary Sewer System Bylaw No. 7551 with references to the Sanitary Sewer Bylaw No. 10427 and the Flood Protection Bylaw No. 10426.
- b. Amendments to penalties for violations to prohibition to discharge grease into the flood protection system and sanitary sewer system to match limits of the bylaw.

Financial Impact

The rates outlined in the proposed amending bylaws represent full cost recovery for each respective utility area including infrastructure utility-related Metro Vancouver imposed costs and City operating costs. The impact to ratepayers is outlined in the “2023 Utility Budgets and Rates” report, dated October 18, 2022.

Conclusion

The amending and replacement bylaws presented with this report require Council’s approval to charge for the various utility services in 2023. These services include the provision of high-quality drinking water for all residents and businesses, sewage conveyance and treatment, flood protection, and solid waste and recycling services.

A strong fiscal management approach is applied towards ensuring that on-going replacement costs are also included in the City’s rates, as part of ensuring sound capital investment for infrastructure. This ensures a high level of consistent services for the community. The costs and rates strategy has been developed to manage these competing costs effectively while balancing the fiscal challenges presented by increases in regional service rates, contract and other non-discretionary cost increases.



Milton Chan, P.Eng.
 Director, Engineering
 (604) 276-4377



Suzanne Bycraft
 Director, Public Works Operations
 (604) 233-3338

- Att. 1: Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10419
- 2: Flood Protection Bylaw No. 10426
- 3: Sanitary Sewer Bylaw No. 10427
- 4: Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10421
- 5. Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10358
- 6. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10431



**Waterworks and Water Rates Bylaw No. 5637,
Amendment Bylaw No. 10419**

The Council of the City of Richmond enacts as follows:

1. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by replacing Section 22(b)(ii) with the following:

“(ii) pay, prior to installation, the applicable connection charge and water meter installation fee specified in Schedule “D”, notwithstanding **water meters** installed as an outcome of 9(b), 14(b), or 22A(b); and”.
2. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by replacing the word “pluming” in Section 22A(b) with the word “plumbing”.
3. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by replacing Section 37(c) with the following:

“(c) An applicant who is required to have a water meter shall pay a refundable deposit for the water meter and the fees specified in the *Consolidated Fees Bylaw No. 8636*.”
4. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by replacing Section 37.1(c) and 37.1(d) with the following:

“(c) An applicant who is required to have a water meter shall pay a refundable deposit for the water meter and the fees specified in the *Consolidated Fees Bylaw No. 8636*.

(d) An applicant who is not required to have a water meter shall pay fees specified in the *Consolidated Fees Bylaw No. 8636*.”
5. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting Schedules A, B, C, E G and replacing them with the corresponding schedules attached as Schedule A to this bylaw and forming part thereof.
6. This Bylaw is cited as “**Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10419**”, and is effective January 1, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE "A" to BYLAW NO. 5637

**FLAT RATES FOR
RESIDENTIAL, AGRICULTURAL, AND INSTITUTIONAL PROPERTIES**

	Annual Fee
A. Residential dwellings per unit	
One-Family Dwelling or Two-Family Dwelling	\$844.73
Townhouse	\$691.47
Apartment	\$445.59
B. Stable or Barn per unit	\$170.20
C. Field Supply – each trough, water receptacle, or tap	\$106.40
D. Public Schools for each pupil based on registration January 1 st	\$10.08

SCHEDULE "B" TO BYLAW NO. 5637

**METERED RATES FOR
INDUSTRIAL, COMMERCIAL, INSTITUTIONAL, MULTI-FAMILY,
STRATA-TITLED AND FARM PROPERTIES**

1. RATES

Consumption per cubic metre:	\$1.5907
Minimum charge in any 3-month period (not applicable to Farms)	\$114.00

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

<u>Meter Size</u>	<u>Fixed Charge</u>
16 mm to 25 mm (inclusive)	\$15
32 mm to 50 mm (inclusive)	\$30
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated)	\$215
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SCHEDULE "C" TO BYLAW NO. 5637**METERED RATES FOR
ONE-FAMILY DWELLING AND TWO-FAMILY DWELLING****1. RATES**

Consumption per cubic metre: \$1.5907

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

<u>Meter Size</u>	<u>Fixed Charge</u>
16 mm to 25 mm (inclusive)	\$12
32 mm to 50 mm (inclusive)	\$14
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated) \$215

SCHEDULE “E” to BYLAW 5637

**CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
RESIDENTIAL**

MONTH (2023)	ONE-FAMILY DWELLINGS & EACH UNIT IN A TWO-FAMILY DWELLING (rate per unit)	START BILL YEAR	MULTI- FAMILY LESS THAN 4 STOREYS (rate per unit)	START BILL YEAR	MULTI- FAMILY 4 STOREYS OR MORE (rate per unit)	START BILL YEAR
January	\$845	2024	\$691	2024	\$916	2025
February	\$774	2024	\$1,363	2025	\$878	2025
March	\$704	2024	\$1,306	2025	\$841	2025
April	\$634	2024	\$1,248	2025	\$804	2025
May	\$563	2024	\$1,190	2025	\$767	2025
June	\$493	2024	\$1,133	2025	\$730	2025
July	\$422	2024	\$1,075	2025	\$693	2025
August	\$1,243	2025	\$1,017	2025	\$1,151	2026
September	\$1,173	2025	\$960	2025	\$1,114	2026
October	\$1,102	2025	\$902	2025	\$1,077	2026
November	\$1,032	2025	\$845	2025	\$1,040	2026
December	\$961	2025	\$787	2025	\$1,003	2026

**CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
COMMERCIAL AND INDUSTRIAL**

Water Connection Size	Consumption Charge
20mm (3/4”) diameter	\$165
25mm (1”) diameter	\$315
40mm (1 ½”) diameter	\$780
50mm (2”) diameter and larger	\$1,920

SCHEDULE “G” to BYLAW 5637

RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)

Applicable rate is \$1.3012 per cubic meter of water consumed, plus the following amounts:

- YVR’s share of future water infrastructure capital replacement calculated at \$0.3372 per m³
- 50% of the actual cost of operations and maintenance activities on water infrastructure shared by the **City** and YVR, as shown outlined in red on the plan attached as Schedule H
- 100% of the actual cost of operations and maintenance activities on water infrastructure serving only YVR, as shown outlined in red on the plan attached as Schedule H
- 76 m³ of water per annum at a rate of \$1.3012 per cubic meter for water used annually for testing and flushing of the tank cooling system at Storage Tank Farm TF2 (in lieu of metering the 200 mm diameter water connection to this facility)

(Note: water infrastructure includes water mains, pressure reducing valve stations, valves, hydrants, sponge vaults and appurtenances)



CITY OF RICHMOND

FLOOD PROTECTION

BYLAW NO. 10426

EFFECTIVE DATE – January 1, 2023



Flood Protection Bylaw No. 10426

The Council of the City of Richmond enacts as follows:

PART ONE: DRAINAGE CONNECTIONS

1.1 Requirement to Connect to City Drainage System

1.1.1 Unless specifically exempted in this Bylaw, every **property owner** must:

- (a) ensure that all surface water originating from such **property owner's** property is contained entirely on that property and connected to and discharged into the **City drainage system**, when such system is available to the property;
- (b) ensure that no **groundwater** originating from such **property owner's** property is discharged into the **City drainage system**, unless otherwise permitted by the **General Manager of Engineering & Public Works**; and
- (c) pay the connection charges specified in Schedule A for connection to the **City drainage system** (including without limitation the charges relating to the supply and installation of **inspection chambers, manholes, service pipes, and connections to main**).

1.1.2 Where the **property owner** does not connect the **property owner's** property to the **City drainage system**, as required in subsection 1.1.1, the **General Manager, Engineering & Public Works** may direct that the **City** undertake such connections at the expense of the **property owner**.

1.1.3 Any costs incurred by the **City** under the provisions of subsection 1.1.2 if not paid by December 31st in the year in which they were incurred are considered to be taxes in arrears on the property in question.

1.2 Imposition of Connection Charges

1.2.1 Subject to subsection 1.2.2, every **property owner** wishing to connect a property to the **drainage system** must, prior to installation:

- (a) apply to the **City** to make the connection or connections;

- (b) pay to the **City** the connection charges specified in Schedule A, as applicable (including without limitation the charges relating to the supply and installation of **inspection chambers, manholes**, service pipes, and connections to main);
- (c) submit a design plan or a drawing of each proposed connection, including:
 - (i) existing services;
 - (ii) proposed services; and
 - (iii) the location of buildings, trees, driveways and sidewalks;

which plan or drawing has been prepared by a professional engineer in accordance with the current version of Design Specifications and Supplementary Specifications and Detail Designs, publications of the **City's Engineering & Public Works Department**; and

- (d) at the request of the **property owner** of a **one-family dwelling** or **two-family dwelling**, a design plan or drawing referred to in paragraph (c) may be prepared by the **City** for the fee specified in the Consolidated Fees Bylaw No. 8636.

1.2.2 Notwithstanding subsection 1.2.1(b), the **property owner** must pay to the **City** an amount quoted by the **City** for the cost of construction where:

- (i) the connection charge is not specified in Schedule A; or
- (ii) due to utility conflict or any other reason, the connection charge specified in Schedule A does not apply.

The construction cost will be quoted by the **City** based on approved final design drawings. The **property owner** will make an advance payment equal to the total quoted construction cost, prior to commencement of the construction. If a design change is required during construction, it will be considered as scope change or extra work. The **property owner** will be responsible for the cost of the extra work, in addition to the quoted construction cost.

1.2.3 Where access required for the purpose of connecting to the **City drainage system** is, in the opinion of the **General Manager, Engineering & Public Works**, blocked or impeded, the **property owner** must immediately remove the blockage or impediment to the extent determined necessary by the **General Manager, Engineering & Public Works**.

1.2.4 Where the **property owner** does not remove the blockage or impediment pursuant to subsection 1.2.3, the **General Manager, Engineering & Public Works** may direct that the **City** undertake the work at the expense of the **property owner**.

1.2.5 No connection to the **City drainage system** will be made until all required connection charges and any other related costs have been paid in full.

1.3 Requirements Prior to Demolition

- 1.3.1 A **property owner** wishing to demolish a **building** connected to the **City drainage system** must not do so until all connections the **drainage system** have been disconnected and capped in a manner satisfactory to the **General Manager, Engineering & Public Works**.
- 1.3.2 Where a **property owner** chooses not to disconnect and cap the connection to the **City drainage system**, the **General Manager, Engineering & Public Works** may direct that the **City** undertake such disconnections and capping at the expense of the **property owner** and the **property owner** shall forthwith pay the **City** the demolition charges set out in Schedule A.
- 1.3.3 Where a **property owner** fails to disconnect the connection from such **property owner's** property to the **City drainage system** in accordance with this Bylaw and such failure results in damage to the **City drainage system**, the **property owner** must pay the actual costs incurred by the **City** in repairing the resulting damage.
- 1.3.4 Any costs incurred by the **City** under the provisions of subsection 1.3.2 or 1.3.3 if not paid by December 31st of the year in which they were incurred are considered to be taxes in arrears on the property in question.

1.4 Inspection and Maintenance

- 1.4.1 Subject to section 16 of the *Community Charter*, an employee of, or other person authorized by, the **City** may access, enter into or upon private property to:
- (a) inspect and determine compliance with the provisions of this Bylaw;
 - (b) inspect and investigate the **City's drainage system**, including **inspection chambers, manholes**, fixtures and any other works or infrastructure associated with the **City's drainage system**; and
 - (c) repair, replace and maintain the **City's drainage system**, at the discretion of the **General Manager of Engineering & Public Works**.
- 1.4.2 No person shall prevent or obstruct, or attempt to prevent or obstruct, access or entry permitted pursuant subsection 1.4.1 of this Bylaw.

PART TWO: FLOOD PROTECTION USER FEES

2.1 Imposition of Flood Protection System User Fees

- 2.1.1 Every **property owner** in the **City** must pay a **flood protection system** fee in the amount specified in Schedule B for the period from January 1 to December 31 of each year.

2.2 Date of User and Flood Protection System Fee Payments

- 2.2.1 All **flood protection system** fees must be paid on or before the invoice due date.
- 2.2.2 Extensions to the invoice due date may be granted at the discretion of the **General Manager, Engineering & Public Works**.

2.3 Discounts

- 2.3.1 All **flood protection system** fees which are paid on or before the due dates specified in section 2.2 will be subject to a ten (10%) percent discount.

2.4 Private Property Service Requests

- 2.4.1 Where the **City** responds to a request for maintenance or emergency service to the **drainage system** and the **City** determines that the problem originates on private property, the **property owner** must pay the fees specified in Consolidated Fees Bylaw No. 8636.

PART THREE: GENERAL

3.1 Grease Management

- 3.1.1 No person responsible for a **food sector establishment** or a **building**, including an **operator, property owner**, agent or contractor, shall discharge or suffer, allow, cause or permit **fat, oil or grease** to be discharged into a **drainage system** within the **City**.

3.2 Offences and Penalties

- 3.2.1 (a) A violation of any of the provisions identified in this Bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*; and
- (b) A violation of any of the provisions identified in this Bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60*.
- 3.2.2 Every person who contravenes any provision of this Bylaw is considered to have committed an offence against this Bylaw and is liable on summary conviction, to a fine of not less than One Thousand Dollars (\$1,000) and not more than Fifty Thousand Dollars (\$50,000), and each day that such violation is caused, or allowed to continue, constitutes a separate offence.

3.3 Interpretation

In this Bylaw, unless the context requires otherwise:

BUILDING	means a structure or portion of a structure, including foundations and supporting structures for equipment or machinery or both, which is used or intended to be used for supporting or sheltering a use, occupancy, persons, animals, or property.
CITY	means the City of Richmond.
COUNCIL	means the current Council of the City .
DRAINAGE SYSTEM	means all storm sewer works and appurtenances owned, controlled, maintained and operated by the City , including storm sewers, storm service connections, ditches, channels, detention facilities, pumping stations and outfalls laid within any highway, City right-of-way or easement or City -owned property.
DWELLING UNIT	means a room or suite of two or more rooms designed for or occupied by one family only as a single housekeeping unit providing cooking, sanitary and sleeping facilities.
DIKE SYSTEM	means an embankment, wall, fill, piling, pump, gate, floodbox, pipe, sluice, culvert, canal, ditch, drain or any other thing that is constructed, assembled or installed to prevent the flooding of land.
FAT, OIL OR GREASE	means any solvent or extractable material of animal, vegetable or mineral origin, including but not limited to hydrocarbons, esters, fats, oils, waxes and high molecular weight carboxylic acids.
FLOOD PROTECTION SYSTEM	means all components of the drainage system or the dike system .
FOOD SECTOR ESTABLISHMENT	means: <ul style="list-style-type: none"> (a) a business establishment or institutional facility where food is prepared or made ready for eating or packaged and shipped to any establishment described in (b) or (c) below; (b) a retail establishment or institutional facility where food is prepared and made ready for

retail sale or sold to the public and includes grocery stores, fresh produce stores, bakeries, butcher shops and similar establishments; and

- (c) a business or institutional eating or drinking establishment or facility where food is prepared or made ready for eating and is sold or served to the public or to persons employed at, served by or attending the establishment, whether or not consumed on the premises, and includes restaurants, delicatessens, fast-food outlets, cafeterias, hospitals, pubs, bars, lounges, or other similar establishments

**GENERAL MANAGER OF
ENGINEERING & PUBLIC WORKS**

means the person appointed to the position of General Manager of Engineering & Public Works, and includes a person designated as an alternate.

GROUNDWATER

means water found beneath the surface of the ground.

INSPECTION CHAMBER

means a covered chamber which provides an access point for making connections or performing maintenance on the underground **drainage system** or related service lines.

MANHOLE

means a covered chamber which provides an access point for making connections or performing maintenance on the underground **drainage system** or related service mainlines.

MULTIPLE-FAMILY DWELLING

means a detached, multi-floor **building** containing three or more residential **dwelling units**.

ONE-FAMILY DWELLING

means a detached **building** used exclusively for residential purposes, containing one **dwelling unit** only.

OPERATOR

means a proprietor, lessee, manager, employee, or other person who carries on the operations of a facility or business on behalf of the owner of the business and includes any person managing or supervising such facility or business.

PROPERTY OWNER

means the registered owner of a parcel of land in the **City**.

TWO-FAMILY DWELLING

means a detached **building** used exclusively for residential purposes containing two **dwelling units** only, which **building** is not readily convertible into additional **dwelling units** and the plans for which have been filed with the Building Inspector showing all areas of the **building** finished, and the design of the **building** showing each **dwelling unit** consisting of:

- (a) one storey only, not set upon another storey or upon a basement; or
- (b) two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement; or
- (c) a split level arrangement of two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement.

PART FOUR: PREVIOUS BYLAW REPEAL

- 4.1 Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551 (adopted December 9, 2002) and the following amendment bylaws are repealed:

<u>AMENDMENT BYLAW</u>	<u>EFFECTIVE DATE</u>
No. 7615	January 1, 2004
No. 8752	January 1, 2005
No. 8004	January 1, 2006
No. 8151	January 1, 2007
No. 8284	January 1, 2008
No. 8452	January 1, 2009
No. 8549	January 1, 2010
No. 8595	January 1, 2011
No. 8679	January 1, 2011
No. 8848	January 1, 2012
No. 8977	January 1, 2013
No. 9081	January 1, 2014
No. 9101	March 10, 2014
No. 9081	January 1, 2015
No. 9203	February 10, 2015
No. 9219	October 13, 2015
No. 9495	January 1, 2016
No. 9634	January 1, 2017
No. 9751	October 10, 2017
No. 9718	October 23, 2017
No. 9782	January 1, 2018
No. 9943	January 1, 2019

No. 10114	January 1, 2020
No. 10169	March 30, 2020
No. 10221	January 1, 2021
No. 10331	March 14, 2022

PART FIVE: SEVERABILITY AND CITATION

- 5.1 If any part, section, sub-section, clause, or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Bylaw.
- 5.2 This Bylaw is cited as “**Flood Protection Bylaw No. 10426**”, and is effective January 1st, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW NO. 10426
DRAINAGE SYSTEM CONNECTION CHARGES

1. DEMOLITION CHARGES

- | | |
|---|---------------|
| a) Cap and abandon existing service | \$ 1,300 each |
| b) Adjustment to top elevation of inspection chamber or manhole | \$ 1,300 each |
| c) Repair of inspection chamber | \$ 1,300 each |

2. INSPECTION CHAMBERS

- | | |
|---|---------------|
| a) Supply and installation of inspection chamber | \$ 3,300 each |
| b) Adjust existing inspection chamber | \$ 1,000 each |

3. CONNECTION TO MAIN

- | | |
|---|---------------|
| a) Connection to sewer main up to 1.5 metres deep | \$ 4,000 each |
| b) Connection to sewer main over 1.5 metres deep | By Estimate |

4. SERVICE PIPE

- | | |
|---|-----------------|
| a) Supply and install 100 to 150 mm dia lateral pipe, up to 1.5 m in depth | \$500 per metre |
| b) Supply and install 200 mm dia lateral pipe, up to 1.5 metres in depth | \$600 per metre |
| c) Supply and install lateral pipes greater than 200mm dia or greater than 1.5 metres in depth. | By Estimate |

5. MANHOLES

- | | |
|--|---------------|
| a) Supply and install 1050 mm dia manhole, up to 1.5 metres in depth | \$ 8,000 each |
| b) Supply and install 1200 mm dia manhole, up to 1.5 metres in depth | \$ 8,700 each |
| c) Supply and install 1500 mm dia manhole, up to 1.5 metres in depth | \$ 9,400 each |
| d) Supply and install 1800 mm dia manhole, up to 1.5 metres in depth | \$10,000 each |
| e) Supply and install manholes over 1800 mm dia | By Estimate |
| f) Supply and install manholes over 1.5 metres deep | By Estimate |

SCHEDULE B to BYLAW NO. 10426**FLOOD PROTECTION USER FEES**

	Annual Fee
(a) Residential Dwellings (per dwelling unit)	
(i) One-Family Dwelling or Two-Family Dwelling	\$248.98
(ii) Multiple-Family Dwellings	\$196.29
(b) Agricultural properties	\$248.98
(c) Stratified industrial, commercial and institutional properties (per strata lot)	\$248.98
(d) Non-stratified industrial, commercial and institutional properties with lot areas less than 800 m ²	\$248.98
(e) Non-stratified industrial, commercial and institutional properties with lot areas between 800 m ² and 2,000 m ²	\$581.07
(f) Non-stratified industrial, commercial and institutional properties with lot areas between 2,000 m ² and 10,000 m ²	\$734.48
(g) Non-stratified industrial, commercial and institutional properties with lot areas between 10,000 m ² and 20,000 m ²	\$1,574.21
(h) Non-stratified industrial, commercial and institutional properties with lot areas between 20,000 m ² and 50,000 m ²	\$1,674.66
(i) Non-stratified industrial, commercial and institutional properties with lot areas between 50,000 m ² and 100,000 m ²	\$1,842.76
(j) Non-stratified industrial, commercial and institutional properties with lot areas between 100,00 m ² and 500,000 m ²	\$1,927.13
(k) Non-stratified industrial, commercial and institutional properties with lot areas greater than 500,000 m ²	\$2,011.68



CITY OF RICHMOND

SANITARY SEWER

BYLAW NO. 10427

EFFECTIVE DATE – January 1, 2023



Sanitary Sewer Bylaw No. 10427

The Council of the City of Richmond enacts as follows:

PART ONE: SEWER CONNECTIONS

1.1 Requirement to Connect to City Sanitary Sewer System

1.1.1 Unless specifically exempted in this Bylaw, every **property owner** must:

- (a) ensure that all **sewage** originating from any **building** located on such **property owner's** property is connected to and discharged into the **City sanitary sewer** system, when such system is available to the property;
- (b) ensure that no **groundwater** originating from such **property owner's** property is discharged into the **City sanitary sewer** system, unless otherwise permitted by the **General Manager of Engineering & Public Works**; and
- (c) pay the connection charges specified in the Schedule A for connection to the **City sanitary sewer** system (including without limitation the charges relating to the supply and installation of **inspection chambers, manholes, service pipes, and connections to main**).

1.1.2 Where the **property owner** does not connect the **property owner's** property to the **City sanitary sewer** system, as required in subsection 1.1.1, the **General Manager, Engineering & Public Works** may direct that the **City** undertake such connections at the expense of the **property owner**.

1.1.3 Any costs incurred by the **City** under the provisions of subsection 1.1.2 if not paid by December 31st in the year in which they were incurred are considered to be taxes in arrears on the property in question.

1.2 Imposition of Connection Charges

1.2.1 Subject to subsection 1.2.2, every **property owner** wishing to connect a property to the **sanitary sewer** system must, prior to installation:

- (a) apply to the **City** to make the connection or connections;

- (b) pay to the **City** the connection charges specified in the Schedule A, as applicable (including without limitation the charges relating to the supply and installation of **inspection chambers, manholes**, service pipes, and connections to main);
- (c) submit a design plan or a drawing of each proposed connection, including:
 - (i) existing services;
 - (ii) proposed services; and
 - (iii) the location of buildings, trees, driveways and sidewalks,

which plan or drawing has been prepared by a professional engineer in accordance with the current version of Design Specifications and Supplementary Specifications and Detail Designs, publications of the **City's Engineering & Public Works Department**; and

- (d) at the request of the **property owner** of a **one-family dwelling** or **two-family dwelling**, a design plan or drawing referred to in paragraph (c) above may be prepared by the **City** for the fee specified in the *Consolidated Fees Bylaw No. 8636*.

1.2.2 Notwithstanding subsection 1.2.1(b), the **property owner** must pay to the **City** an amount quoted by the **City** for the cost of construction where:

- (i) the connection charge is not specified in Schedule A; or
- (ii) due to utility conflict or any other reason, the connection charge specified in the Schedule A does not apply.

The construction cost will be quoted by the **City** based on approved final design drawings. The **property owner** will make an advance payment equal to the total quoted construction cost, prior to commencement of the construction. If a design change is required during construction, it will be considered as scope change or extra work. The **property owner** will be responsible for the cost of the extra work, in addition to the quoted construction cost.

1.2.3 Where access required for the purpose of connecting to the **City sanitary sewer** system is, in the opinion of the **General Manager, Engineering & Public Works**, blocked or impeded, the **property owner** must immediately remove the blockage or impediment to the extent determined necessary by the **General Manager, Engineering & Public Works**.

1.2.4 Where the **property owner** does not remove the blockage or impediment pursuant to subsection 1.2.3, the **General Manager, Engineering & Public Works** may direct that the **City** undertake the work at the expense of the **property owner**.

1.2.5 No connection to the **City sanitary sewer** system will be made until all required connection charges and any other related costs have been paid in full.

1.3 Requirements Prior to Demolition

- 1.3.1 A **property owner** wishing to demolish a **building** connected to the **City sanitary sewer** system must not do so until all connections to the **sanitary sewer** system have been disconnected and capped in a manner satisfactory to the **General Manager, Engineering & Public Works**.
- 1.3.2 Where a **property owner** chooses not to disconnect and cap the connection to either the **City sanitary sewer** system, the **General Manager, Engineering & Public Works** may direct that the **City** undertake such disconnections and capping at the expense of the **property owner** and the **property owner** shall forthwith pay the **City** the demolition charges set out in the Schedule A.
- 1.3.3 Where a **property owner** fails to disconnect the connection from such **property owner's** property to the **City sanitary sewer** system in accordance with this Bylaw and such failure results in damage to the **City sanitary sewer**, the **property owner** must pay the actual costs incurred by the **City** in repairing the resulting damage.
- 1.3.4 Any costs incurred by the **City** under the provisions of subsection 1.3.2 or 1.3.3 if not paid by December 31st of the year in which they were incurred are considered to be taxes in arrears on the property in question.

1.4 Inspection and Maintenance

- 1.4.1 Subject to section 16 of the *Community Charter*, an employee of, or other person authorized by, the **City** may access, enter into or upon private property to:
- (a) inspect and determine compliance with the provisions of this Bylaw;
 - (b) inspect and investigate the **City's sanitary sewer** system, including **inspection chambers, manholes**, fixtures and any other works or infrastructure associated with the **City's sanitary sewer** system; and
 - (c) repair, replace and maintain the **City's sanitary sewer** system, at the discretion of the **General Manager of Engineering & Public Works**.
- 1.4.2 No person shall prevent or obstruct, or attempt to prevent or obstruct, access or entry permitted pursuant subsection 1.4.1 of this Bylaw.

PART TWO: SANITARY SEWER USER FEES

2.1 Imposition of Sanitary Sewer System User Fees

2.1.1 Unless otherwise provided in this Bylaw, every **property owner** whose property has been connected to the **City sanitary sewer** must pay user fees as follows:

- (a) for properties which are not **metered properties**, the flat-rate **sanitary sewer system** user fees specified in Part 1 of Schedule B for the period from January 1 to December 31 of each year;
- (b) for **metered properties** which are not commercial, industrial, institutional, or agricultural properties, the **sanitary sewer** metered rate or rates specified in Part 2 of Schedule B;
- (c) notwithstanding any other provisions herein, user fees on **one-family dwellings** and **two-family dwellings** will be capped in the third quarter (July-September) of each year at a quarterly equivalent of the flat rate;
- (d) except where subsection 2.1.1(e) applies, for **metered properties** which are commercial, industrial, institutional or agricultural properties, the greater of:
 - (i) the **sanitary sewer** metered rate or rates specified in Part 2 of Schedule B; or
 - (ii) minimum **sanitary sewer** charge specified in Part 3 of Schedule B; and
- (e) for industrial, commercial, and institutional properties which are **metered properties**, operate under a Metro Vancouver permit, and do not receive fee reductions in accordance with subsection 2.3.2 or 2.4.2 of this Bylaw, 75% of the rates specified in subsection 2.1.1(d).

2.1.2 Every **property owner** whose property has been connected to the **sanitary sewer** system, discharges **sewage** under an issued Metro Vancouver permit, and discharges greater volumes of **sewage** into the **sanitary sewer** system than the metered volume of water delivered to the property (e.g. **sewage** produced using a water source other than that provided by the **City**), must pay the following **sanitary sewer** system user fees in addition to those payable under subsection 2.1.1:

- (a) 34% of the **sanitary sewer** metered rate specified in Part 2 of Schedule B applied to the volume of **sewage** discharged to the **sanitary sewer** system less the metered volume of water delivered to the property; and

- (b) for the purposes of subsection 2.1.2(a) above, the volume of **sewage** discharged shall be the lesser of:
 - (i) the maximum daily discharge rate listed on the issued Metro Vancouver permit applied across the duration of the permit (if applicable);
 - (ii) the **sewage** discharge volumes listed in the quarterly monitoring reports submitted to Metro Vancouver as a condition of a Metro Vancouver permit (if applicable); and
 - (iii) the **sewage** discharge volume measured using an alternative method proposed by the **property owner** and approved in writing by the **General Manager, Engineering & Public works**.

2.1.3 Every owner of a **one-family dwelling** or **two-family dwelling** which has a water meter installed:

- (a) pursuant to the universal or voluntary water metering program under section 14(b), 14(d) or 22A of the *Waterworks and Water Rates Bylaw No. 5637*; or
- (b) as a consequence of a **City** infrastructure renewal program,

will receive a credit to be applied to future sewer charges payable under subsection 2.1.1 equal to the difference between the metered charges for the first 12 months of consumption subsequent to the initial meter reading for billing purposes and the amount that would have been payable on a flat rate basis, provided:

- (c) the metered charges exceed the flat rate by more than Ten Dollars (\$10);
- (d) the **property owner** submits a request for the credit to the **City** in writing within 15 months of the initial metered billing start date; and
- (e) there has been no change in ownership of the property since the installation of the water meter.

2.1.4 Every owner of a **multiple-family dwelling** which has a **water meter** installed pursuant to section 9(b) or section 14(b) of the *Waterworks and Water Rates Bylaw No. 5637* will receive a credit to be applied to future sewer charges payable under subsection 2.1.1 equal to the difference between the metered charges for the first 60 months of consumption subsequent to the initial meter reading for billing purposes and the amount that would have been payable on a flat rate basis, provided:

- (a) the metered charges exceed the flat rate by more than Ten Dollars (\$10); and
- (b) the **property owner(s)** submit a request for the credit to the **City** in writing within 15 months of the calendar year over which the credit shall be applied. The credit will be the difference of the metered charges and the flat rate charge for the applicable calendar year.

2.2 Construction Period Sanitary Sewer User Fees

2.2.1 Where a **property owner** applies for a building permit for a **one-family dwelling**, a **two-family dwelling**, or a **multiple-family dwelling** and such dwelling is located within an area where the **City sanitary sewer** system is available to the property, such **property owner** is required to pay the construction period **sanitary sewer** user fee specified in Part 4 of Schedule B on or before the issuance of the building permit.

2.2.2 The construction period **sanitary sewer** user fees in subsection 2.2.1 apply for the following time periods commencing the month in which the building permit is issued:

- (a) six (6) months for **one-family dwellings** and **two-family dwellings**;
- (b) 12 months for **multiple-family dwellings** of less than 4 storeys in **building** height; and
- (c) 18 months for **multiple-family dwellings** of 4 or more storeys in **building** height.

2.3 Application for Sanitary Sewer User Fee Reduction

2.3.1 A **property owner** of a **metered property** who reasonably believes that the volume of **sewage** output from a **building** is significantly less than the volume of water delivered to that **building** may apply in writing to the **General Manager, Engineering & Public Works** for a review of the volume of cubic metres assessed for the payment of the **sanitary sewer** system user fees under subsection 2.1.1 above, which application must include:

- (a) a report prepared by a professional engineer showing the actual volume of water consumed through internal processes which is not discharged to the **City's sanitary sewer**; and
- (b) payment of an application fee as specified in the Consolidated Fees Bylaw No. 8636

2.3.2 If, after reviewing an application pursuant to this section 2.3 and conducting any further review by the **City** that they considers necessary, the **General Manager, Engineering & Public Works** is satisfied that the amount of water being

consumed for internal processes within the **building** is thirty (30%) percent or greater than the total volume of water delivered to the **building**, the **sanitary sewer** system user fees payable by the **property owner** under subsection 2.1.1, shall be assessed based a volume equal to the difference between the volume of water delivered and the volume of water consumed for those internal processes.

2.4 Leaks

2.4.1 In the case of a leak in a **metered property's** waterworks, the **property owner** may submit a request to the **City** for reassessment of their user fees, which if:

- (a) the **General Manager, Engineering and Public Works** is satisfied that the **property owner** did not know, or could not reasonably have known, about the leak; and
- (b) the **property owner** repairs the leak to the satisfaction of the **General Manager, Engineering and Public Works** within 14 days of the **property owner's** discovery of the leak,

the **City** will determine and charge **sanitary sewer** system user fees in accordance with subsection 2.4.2 below for both the billing period in which the leak was discovered and the previous billing period.

2.4.2 If a **metered property** qualifies under subsection 2.4.1 above:

- (a) the **City** will determine the average amount of water recorded for the **metered property** per billing period for the last twelve months, and if that information is unavailable, by using the average for the same type of property over the past 12 months (the "**average amount**");
- (b) if the amount of water recorded for the **metered property** for:
 - (i) the billing period in which the leak was discovered is greater than the **average amount**, the **property owner** will pay **sanitary sewer** system user fees under subsection 2.1.1 based upon the metered rate specified in Part 2 of Schedule B applied to all amounts recorded up to the **average amount** for that billing period; and
 - (ii) the billing period previous to that in which the leak was discovered is greater than the **average amount**, the **property owner** will pay **sanitary sewer** system user fees under subsection 2.1.1 based upon the metered rate specified in Part 2 of Schedule B applied to all amounts recorded up to the **average amount** for that billing period.

2.5 Date of User Fee Payments

- 2.5.1 All **sanitary sewer** system user fees must be paid on or before the invoice due date.
- 2.5.2 Extensions to the invoice due date may be granted at the discretion of the **General Manager, Engineering & Public Works**.
- 2.6 Discounts**
 - 2.6.1 All **sanitary sewer** system user fees which are paid on or before the due dates specified in section 2.5 will be subject to a ten (10%) percent discount.
- 2.7 Private Property Service Requests**
 - 2.7.1 Where the **City** responds to a request for maintenance or emergency service to the **sanitary sewer** system and the **City** determines that the problem originates on private property, the **property owner** must pay the fees specified in *Consolidated Fees Bylaw No. 8636*.

PART THREE: GREASE MANAGEMENT

- 3.1 Restriction**
 - 3.1.1 No person responsible for a **food sector establishment** or a **building**, including an **operator, property owner**, agent or contractor, shall discharge or suffer, allow, cause or permit **fat, oil or grease** to be discharged into a **sanitary sewer** within the **City**.
- 3.2 Inspection and Maintenance**
 - 3.2.1 The **General Manager of Engineering & Public Works**, an employee of the **City** acting under his or her direction, or a **bylaw enforcement officer** may enter on and into a property to inspect, investigate and determine whether all provisions and regulations under Part Three of this Bylaw are being met.
 - 3.2.2 The **operator**, agent, or contractor of a **food sector establishment** must maintain and repair all **grease traps or grease interceptors**, according to established schedules and standards provided by the manufacturer, so that they are fully operational and effective at all times.
 - 3.2.3 At least one (1) person among the **operator, property owner**, agent, or contractor responsible for the operation of a **food sector establishment** at any given time is required to have the knowledge, ability, and tools to open and provide access to a **grease trap or grease interceptor**, upon request, during inspection and investigation by a **bylaw enforcement officer** or **City** employee under subsection 3.2.1 of this Bylaw.
 - 3.2.4 The **operator** of a **food sector establishment** must keep and maintain on site:

- (a) all **maintenance records**, for a minimum period of two (2) years, of all **grease trap or grease interceptor** inspections and maintenance conducted, recording the date of the inspection, the date of cleaning or maintenance, the type and quantity of material removed from the **grease trap or grease interceptor**, and the disposal location and address,

which must be available, upon request, for inspection and investigation by a **bylaw enforcement officer** or **City** employee under subsection 3.2.1 of this Bylaw.

- 3.2.5 The maximum depth of **fat, oil or grease** which an **operator** of a **food sector establishment** may allow to accumulate in a **grease trap or grease interceptor** prior to servicing must not exceed the lesser of 15.2cm (six inches) or 25% of the wetted height of the **grease trap or grease interceptor**.
- 3.2.6 Each **grease trap or grease interceptor** within a **food sector establishment** must have a visible label that shows its rated flow capacity, or documents from the manufacturer that state its rated flow capacity must be kept at the **food sector establishment**. The documentation must be available for viewing, upon request, by a **bylaw enforcement officer** or **City** employee during an inspection or investigation under section 3.2.1 of this Bylaw.
- 3.2.7 No person shall use enzymes, solvents, hot water, or other agents in order to facilitate the passage of **fat, oil or grease** through a **grease trap or grease interceptor**.
- 3.2.8 Every **food sector establishments** shall implement **best management practices** in its operation to minimize the discharge of **fat, oil or grease** into a **sanitary sewer system** within the **City**.

PART FOUR: GENERAL

4.1 Violations and Penalties

- 4.1.1 (a) A violation of any of the provisions identified in this Bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*; and
- (b) A violation of any of the provisions identified in this Bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60*.

- 4.1.2 Every person who contravenes any provision of this Bylaw is considered to have committed an offence against this Bylaw and is liable on summary conviction, to a fine of no less than One Thousand Dollars (\$1,000) and not more than Fifty Thousand Dollars (\$50,000), and each day that such violation is caused, or allowed to continue, constitutes a separate offence.

4.2 In this Bylaw, unless the context requires otherwise:

BEST MANAGEMENT PRACTICES means schedules of activities, prohibitions of practices, maintenance procedures and other management practices to prevent or reduce the discharge of **fat, oil or grease** into a **sanitary sewer** or **drainage system**, as outlined in Schedule C attached to and forming part of this Bylaw.

BUILDING means a structure or portion of a structure, including foundations and supporting structures for equipment or machinery or both, which is used or intended to be used for supporting or sheltering a use, occupancy, persons, animals, or property.

BYLAW ENFORCEMENT OFFICER means an employee of the **City**, appointed to or holding the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.

CITY means the City of Richmond.

COUNCIL means the current Council of the **City**.

DRAINAGE SYSTEM means all storm sewer works and appurtenances owned, controlled, maintained and operated by the **City**, including storm sewers, storm service connections, ditches, channels, detention facilities, pumping stations and outfalls laid within any highway, **City** right-of-way or easement or **City**-owned property.

DWELLING UNIT means a room or suite of two or more rooms designed for or occupied by one family only as a single housekeeping unit providing cooking, sanitary and sleeping facilities.

FAT, OIL OR GREASE means any solvent or extractable material of animal, vegetable or mineral origin, including but not limited to hydrocarbons, esters, fats, oils, waxes and high molecular weight carboxylic acids.

FOOD SECTOR ESTABLISHMENT	means: <ul style="list-style-type: none"> (a) a business establishment or institutional facility where food is prepared or made ready for eating or packaged and shipped to any establishment described in (b) or (c) below; (b) a retail establishment or institutional facility where food is prepared and made ready for retail sale or sold to the public and includes grocery stores, fresh produce stores, bakeries, butcher shops and similar establishments; and (c) a business or institutional eating or drinking establishment or facility where food is prepared or made ready for eating and is sold or served to the public or to persons employed at, served by or attending the establishment, whether or not consumed on the premises, and includes restaurants, delicatessens, fast-food outlets, cafeterias, hospitals, pubs, bars, lounges, or other similar establishments
GENERAL MANAGER OF ENGINEERING & PUBLIC WORKS	means the person appointed to the position of General Manager of Engineering & Public Works, and includes a person designated as an alternate.
GREASE TRAP OR GREASE INTERCEPTOR	means a device designed and installed to separate and retain fat, oil or grease from wastewater, while permitting wastewater to discharge into a sanitary sewer or drainage system .
GROUNDWATER	means water found beneath the surface of the ground.
INSPECTION CHAMBER	means a covered chamber which provides an access point for making connections or performing maintenance on the underground sanitary sewer system or related service lines.
MAINTENANCE RECORDS	means the written documentation of the complete removal of all contents, including fat, oil or grease , floating materials, wastewater, and bottom sludge and solids, from a grease trap or grease interceptor .
MANHOLE	means a covered chamber which provides an access point for making connections or performing

maintenance on the underground **sanitary sewer** system or related service mainlines.

METERED PROPERTY

means a property which is equipped with a water meter which measures the quantity of water delivered to such property.

MULTIPLE-FAMILY DWELLING

means a detached, multi-floor **building** containing three or more residential **dwelling units**.

ONE-FAMILY DWELLING

means a detached **building** used exclusively for residential purposes, containing one **dwelling unit** only.

OPERATOR

means a proprietor, lessee, manager, employee, or other person who carries on the operations of a facility or business on behalf of the owner of the business and includes any person managing or supervising such facility or business.

PROPERTY OWNER

means the registered owner of a parcel of land in the **City**.

SANITARY SEWER

means a pipe or conduit for conveying **sewage**.

SEWAGE

means human excretion, water-carried wastes from drinking, culinary purposes, ablutions, laundering, food processing or ice producing activities, or other water-carried wastes discharged into the **sanitary sewer** system.

TWO-FAMILY DWELLING

means a detached **building** used exclusively for residential purposes containing two **dwelling units** only, which **building** is not readily convertible into additional **dwelling units** and the plans for which have been filed with the Building Inspector showing all areas of the **building** finished, and the design of the **building** showing each **dwelling unit** consisting of:

- (a) one storey only, not set upon another storey or upon a basement; or
- (b) two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement; or

- (c) a split level arrangement of two storeys only, the upper storey not containing a kitchen; not set upon another storey or upon a basement.

PART FIVE: SEVERABILITY AND CITATION

- 5.1 If any part, section, sub-section, clause, or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Bylaw.
- 5.2 This Bylaw is cited as “Sanitary Sewer Bylaw No. 10427”, and is effective January 1st, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW NO. 10427
SANITARY SEWER CONNECTION CHARGES

1. DEMOLITION CHARGES

- | | |
|---|---------------|
| a) Cap and abandon existing service | \$ 1,300 each |
| b) Adjustment to top elevation of inspection chamber or manhole | \$ 1,300 each |
| c) Repair of inspection chamber | \$ 1,300 each |

2. INSPECTION CHAMBERS

- | | |
|---|---------------|
| a) Supply and installation of inspection chamber | \$ 3,300 each |
| b) Adjust existing inspection chamber | \$ 1,000 each |

3. CONNECTION TO MAIN

- | | |
|---|---------------|
| a) Connection to sewer main up to 1.5 metres deep | \$ 4,000 each |
| b) Connection to sewer main over 1.5 metres deep | By Estimate |

4. SERVICE PIPE

- | | |
|---|-----------------|
| a) Supply and install 100 to 150 mm dia lateral pipe, up to 1.5 m in depth | \$500 per metre |
| b) Supply and install 200 mm dia lateral pipe, up to 1.5 metres in depth | \$600 per metre |
| c) Supply and install lateral pipes greater than 200mm dia or greater than 1.5 metres in depth. | By Estimate |

5. MANHOLES

- | | |
|--|---------------|
| a) Supply and install 1050 mm dia manhole, up to 1.5 metres in depth | \$ 8,000 each |
| b) Supply and install 1200 mm dia manhole, up to 1.5 metres in depth | \$ 8,700 each |
| c) Supply and install 1500 mm dia manhole, up to 1.5 metres in depth | \$ 9,400 each |
| d) Supply and install 1800 mm dia manhole, up to 1.5 metres in depth | \$10,000 each |
| e) Supply and install manholes over 1800 mm dia | By Estimate |
| f) Supply and install manholes over 1.5 metres deep | By Estimate |

SCHEDULE B to BYLAW NO. 10427**SANITARY SEWER USER FEES****1. FLAT RATES FOR NON-METERED PROPERTIES**

	Annual User Fee
(a) Residential Dwellings (per dwelling unit)	
(i) One-Family Dwelling or Two-Family Dwelling	\$711.02
(ii) Townhouses	\$650.56
(iii) Apartments	\$541.82
(b) Public School (per classroom)	\$488.94
(c) Shops and Offices (per unit)	\$578.98

2. RATES FOR METERED PROPERTIES**User Rate**Calculated as rate per cubic metre (m³) of water delivered to the property: \$ 1.7342**3. MINIMUM USER FEE FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, AND AGRICULTURAL**

Minimum charge in any quarter of a year: \$ 86.00

4. CONSTRUCTION PERIOD USER FEE (per dwelling unit per month)

Month (2023)	One-Family Dwellings & Each Unit in a Two-Family Dwelling (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling Less than 4 Storeys (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling 4 Storeys or More (fee per dwelling unit)	Start Bill Year
January	\$634	2024	\$580	2024	\$1,001	2025
February	\$581	2024	\$1,153	2025	\$960	2025
March	\$528	2024	\$1,105	2025	\$920	2025
April	\$475	2024	\$1,056	2025	\$880	2025
May	\$423	2024	\$1,008	2025	\$840	2025
June	\$370	2024	\$960	2025	\$799	2025
July	\$317	2024	\$911	2025	\$759	2025
August	\$943	2025	\$863	2025	\$1,273	2026
September	\$890	2025	\$815	2025	\$1,233	2026
October	\$838	2025	\$766	2025	\$1,193	2026
November	\$785	2025	\$718	2025	\$1,153	2026
December	\$732	2025	\$670	2025	\$1,112	2026

SCHEDULE C to Bylaw No. 10427**BEST MANAGEMENT PRACTICES
FATS, OILS AND GREASE (FOG) CONTROL AT FOOD SECTOR ESTABLISHMENTS**

All **food sector establishments** should implement the provisions of the following **best management practices**:

1) **Installation of Drain Screens**

Drain screens shall be installed on all drainage pipes in food preparation and kitchen areas.

2) **Collection of Waste Cooking Oil**

All **food sector establishment** employees must properly dispose of cooking oil and recycle FOG.

3) **Disposal of Food Waste**

All food waste shall be disposed of directly into the trash or garbage, and not in sinks or toilets.

4) **Food Sector Establishment Employee training**

Persons responsible for operating a **food sector establishment** must ensure that all employees are trained within 180 days of the effective start date of the establishment, and twice each calendar year thereafter, on the following:

- i. How to “dry wipe” pots, pans, dishware and work areas before washing to remove grease.
- ii. How to properly dispose of food waste and solids prior to disposal in trash bins or containers to prevent leaking and odours.
- iii. How to properly dispose of grease or oils from cooking equipment into a grease receptacle such as a barrel or drum without spilling.
- iv. How to properly use a sink strainer, and remove solids from the sink strainer.



**Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment
Bylaw No. 10421**

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and replacing them with Schedule A attached to and forming part of this Bylaw as new Schedules A through D.
2. This Bylaw is cited as “**Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10421**” and is effective January 1, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

BYLAW YEAR: 2023**SCHEDULE A to BYLAW NO. 6803**

FEES FOR CITY GARBAGE COLLECTION SERVICE	
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 80L container	\$ 83.89
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 80L container	\$ 100.67
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 120L container	\$ 113.33
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 120L container	\$ 136.00
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 240L container	\$ 143.33
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 240L container	\$ 172.00
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 360L container	\$ 268.06
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 360L container	\$ 321.67
Annual City garbage collection service fee for each unit in a multi-family dwelling	
- Weekly service	\$ 52.22
- Twice per week service	\$ 91.11
Optional Monthly City garbage collection service fee for Commercial customers	
- Weekly service	\$ 77.87
- Cost per additional cart	\$ 42.67
Optional Monthly City garbage collection service fee for Commercial customers	
- Twice weekly service	\$ 132.84
- Cost per additional cart	\$ 60.43
Fee for garbage cart replacement	\$ 25.00
Fee for each excess garbage container tag	\$ 2.00
Large Item Pick Up fee	\$ 22.39
Non-compliant large item collection fee	\$ 75.00

SCHEDULE B to BYLAW NO. 6803

FEES FOR CITY RECYCLING SERVICE	
Annual City recycling service fee:	
(a) For residential properties, which receive blue box service (per unit)	\$ 73.17
(b) For multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$ 57.72
Annual City recycling service fee:	
(a) For yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling (per unit)	\$ 180.28
(b) For yard and garden trimmings and food waste from townhome dwellings that receive City garbage or blue box service (per unit)	\$ 73.17
(c) For yard and garden trimmings and food waste from multi-family dwellings	
- Weekly Service	\$ 55.56
- Twice per week service	\$ 75.56
Cardboard bin recycling service for multi-family dwellings, collected once every 2 weeks	\$ 65.00/bin/month
Cardboard bin recycling service for multi-family dwellings, collected weekly	\$ 75.00/bin/month
Fee for yard/food waste cart replacement	\$ 25.00
Annual City recycling service fee for non-residential properties	\$ 7.08
Optional Monthly City organics collection service fee for Commercial customers	
- Weekly service	\$ 74.12
- Cost per additional cart	\$ 32.77
Optional Monthly City organics collection service fee for Commercial customers	
- Twice weekly service	\$ 102.21
- Cost per additional cart	\$ 62.35
City recycling service fee for the Recycling Depot:	
	\$25.00 per cubic yard for the second and each subsequent cubic yard
(a) (i) for yard and garden trimmings from residential properties	\$ 0.00
(ii) for recyclable material from residential properties	\$25.00 per cubic yard
(b) For yard and garden trimmings from non-residential properties	\$ 0.00
(c) For recycling materials from non-residential properties	
(d) For upholstered furniture from residential properties	
(i) office/dining chair, ottoman, bench	\$ 0.00
(ii) arm chair, loveseat, couch, recliner, chaise	\$ 0.00
(iii) sectional, sofabed, reclining loveseat/couch, massage chair	\$ 0.00
(e) For upholstered furniture from non-residential properties	
(i) office/dining chair, ottoman, bench	\$ 20.00
(ii) arm chair, loveseat, couch, recliner, chaise	\$ 35.00
(iii) sectional, sofabed, reclining loveseat/couch, massage chair	\$ 50.00

SCHEDULE C to BYLAW NO. 6803

FEES FOR CITY LITTER COLLECTION SERVICE	
Annual City litter collection service fee for both residential properties and non-residential properties	\$ 41.00

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE												
GARBAGE, RECYCLING & LITTER COLLECTION FEE						RECYCLING & LITTER COLLECTION FEE PER STRATA LOT						
Month in Current Year in which Building Permit is Issued	Single-Family Dwellings & Each Unit in a Duplex Dwelling			Townhouse Development			Townhouse Development			Multi-Family Development		
	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January 2023	\$ 207	2024	\$ -	2024	\$ -	2024	\$ -	2024	\$ -	2024	\$ 71	2025
February 2023	\$ 173	2024	\$ 272	2025	\$ 158	2025	\$ 59	2025	\$ 59	2025	\$ 59	2025
March 2023	\$ 138	2024	\$ 247	2025	\$ 143	2025	\$ 47	2025	\$ 47	2025	\$ 47	2025
April 2023	\$ 104	2024	\$ 222	2025	\$ 129	2025	\$ 35	2025	\$ 35	2025	\$ 35	2025
May 2023	\$ 69	2024	\$ 198	2025	\$ 115	2025	\$ 24	2025	\$ 24	2025	\$ 24	2025
June 2023	\$ 35	2024	\$ 173	2025	\$ 100	2025	\$ 12	2025	\$ 12	2025	\$ 12	2025
July 2023	\$ -	2024	\$ 148	2025	\$ 86	2025	\$ -	2025	\$ -	2025	\$ -	2025
August 2023	\$ 387	2025	\$ 124	2025	\$ 72	2025	\$ 132	2025	\$ 132	2025	\$ 132	2026
September 2023	\$ 352	2025	\$ 99	2025	\$ 57	2025	\$ 120	2025	\$ 120	2025	\$ 120	2026
October 2023	\$ 317	2025	\$ 74	2025	\$ 43	2025	\$ 108	2025	\$ 108	2025	\$ 108	2026
November 2023	\$ 282	2025	\$ 49	2025	\$ 29	2025	\$ 96	2025	\$ 96	2025	\$ 96	2026
December 2023	\$ 246	2025	\$ 25	2025	\$ 14	2025	\$ 84	2025	\$ 84	2025	\$ 84	2026



**Consolidated Fees Bylaw No. 8636,
Amendment Bylaw No. 10358**

The Council of the City of Richmond enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by:
 - (a) deleting “Schedule – Drainage, Dike, and Sanitary Sewer System”; and
 - (b) adding Schedule A attached to and forming part of this Bylaw as new “Schedule - Flood Protection” and “Schedule – Sanitary Sewer”.

2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10358**”, and is effective January 1, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE – FLOOD PROTECTION**Flood Protection Bylaw No. 10426**

Description	Fee
<u>Design Plan Prepared by City [s. 1.2.1(d)]</u> a) Design plan prepared by City for One -Family Dwelling or Two-Family Dwelling	\$1,024.00 each
<u>Service Requests [s. 2.4.1]</u> For responses by the City in connection with a request for maintenance or emergency services	\$308.00 each

SCHEDULE – SANITARY SEWER**Sanitary Sewer Bylaw No. 10427**

Description	Fee
<u>Design Plan Prepared by City [s. 1.2.1(d)]</u> a) Design plan prepared by City for One -Family Dwelling or Two-Family Dwelling	\$1,024.00 each
<u>Service Requests [s. 2.7.1]</u> For responses by the City in connection with a request for maintenance or emergency services	\$308.00 each
<u>Application for Sanitary Sewer User Fee Reduction [s.2.3.1(b)]</u> Application fee	\$300.00 each



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 10431**

The Council of the City of Richmond enacts as follows:

1. The **Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122**, as amended, is further amended by:

a. deleting Section 1.1 and replacing it with the following:

“1.1 This bylaw applies only to those contraventions included in the following bylaws as enacted by the City of Richmond:

Animal Control Regulation Bylaw No. 7932, as amended;

Business Licence Bylaw No. 7360, as amended;

Business Regulation Bylaw No. 7538, as amended;

Commercial Vehicle Licencing Bylaw No. 4716, as amended;

Demolition Waste and Recyclable Materials Bylaw No. 9516;

Dog Licencing Bylaw No. 7138, as amended;

Donation Bin Regulation Bylaw No. 9502;

Election and Political Signs Bylaw No. 8713;

Fire Protection and Life Safety Bylaw No. 8306, as amended;

Flood Protection Bylaw No. 10426;

Newspaper Distribution Regulation Bylaw No. 7954;

Noise Regulation Bylaw No. 8856, as amended;

Parking (Off-Street) Regulation Bylaw No. 7403, as amended;

Public Parks and School Grounds Regulation Bylaw No. 8771, as amended;

Richmond Zoning Bylaw No. 8500, as amended;

Sanitary Sewer Bylaw No. 10427;

Sign Regulation Bylaw No. 9700;

Soil Deposit and Removal Bylaw No. 10200, as amended

Traffic Bylaw No. 5870, as amended;
 Unsightly Premises Regulation Bylaw No. 7162, as amended;
 Vehicle For Hire Regulation Bylaw No. 6900, as amended;
 Water Use Restriction Bylaw no. 7784, as amended;
 Watercourse Protection and Crossing Bylaw No. 8441;”.

- b. deleting “Schedule – Drainage, Dyke, and Sanitary Sewer System Bylaw No. 7551” from Schedule A to Bylaw No. 8122 ; and
 - c. adding Schedule A attached to and forming part of this Bylaw as new “Schedule – Flood Protection Bylaw No. 10426” and new “Schedule – Sanitary Sewer Bylaw No. 10427”.
2. This bylaw is cited as “Notice of Bylaw Violation Bylaw 8122, Amendment Bylaw No. 10431”, and is effective January 1, 2023.

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER

Schedule – Flood Protection Bylaw No. 10426 Designated Bylaw Contraventions and Corresponding Penalties							
A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Flood Protection Bylaw No. 10426	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Prohibited discharge into drainage system						
	First Offence	3.1	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Second Offence	3.1	No	\$ 250.00	\$ 225.00	\$ 275.00	n/a
	Third and Subsequent Offences	3.1	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a

Schedule –Sanitary Sewer Bylaw No. 10427							
Designated Bylaw Contraventions and Corresponding Penalties							
A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Sanitary Sewer Bylaw No. 10427	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Prohibited discharge into sanitary sewer						
	First Offence	3.1	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Second Offence	3.1	No	\$ 250.00	\$ 200.00	\$ 275.00	n/a
	Third and Subsequent Offences	3.1	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a
	Failure to permit access by authorized Officer to food sector establishment	3.2.1	No	\$ 200.00	\$ 150.00	\$ 225.00	n/a
	Failure to maintain and repair all grease traps or grease interceptors	3.2.2	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
	Failure to have person who can provide access to grease trap or grease interceptor	3.2.3	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
	Failure to maintain or produce maintenance records	3.2.4	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
	Failure to limit maximum depth of fats,	3.2.5	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a

oils or grease in trap or interceptor									
Failure to display or provide documentation on flow rate of grease trap or grease interceptor	3.2.6	No	\$ 200.00	\$ 150.00	\$ 225.00				n/a
Use of prohibited enzymes, solvents, hot water or agents in grease trap or grease interceptor	3.2.7	No	\$ 300.00	\$ 250.00	\$ 325.00				n/a
Failure to implement best management practices	3.2.8	No	\$ 200.00	\$ 150.00	\$ 225.00				n/a



Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10398

The Council of the City of Richmond enacts as follows:

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended:
 - a) by deleting, in their entirety, the schedules attached to Bylaw No. 8636, as amended, and substituting the schedules attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2023.
3. This Bylaw is cited as **“Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10398”**.

FIRST READING	<u>OCT 11 2022</u>
SECOND READING	<u>OCT 11 2022</u>
THIRD READING	<u>OCT 11 2022</u>
ADOPTED	_____
_____	_____
MAYOR	CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>MC</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

SCHEDULE – ANIMAL CONTROL REGULATION

Animal Control Regulation Bylaw No. 7932
Cat Breeding Permit Fee
 Section 2.2

Description	Fee
Cat breeding permit for three years	\$46.00

Animal Control Regulation Bylaw No. 7932
Impoundment Fees
 Section 8

Description	Fee
1st time in any calendar year	
Neutered male or spayed female dog	\$52.50
Non-neutered male or unspayed female dog	\$158.00
Dangerous Dog*	\$646.00
2nd time in any calendar year	
Neutered male or spayed female dog	\$104.00
Non-neutered male or unspayed female dog	\$327.00
Dangerous Dog*	\$1,283.00
3rd time and subsequent times in any calendar year	
Neutered male or spayed female dog	\$327.00
Non-neutered male or unspayed female dog	\$646.00
Dangerous Dog*	\$1,283.00
Bird	\$8.00
Domestic farm animal	\$78.25
<i>Impoundment fee also subject to transportation costs</i>	
Other animal	\$39.50
<i>Impoundment fee also subject to transportation costs</i>	

**Subject always to the power set out in Section 8.3.12 of Animal Control Regulation Bylaw No. 7932 to apply for an order that a dog be destroyed.*

Note: In addition to the fees payable above (if applicable), a licence fee will be charged where a dog is not currently licenced.

Animal Control Regulation Bylaw No. 7932
Maintenance Fees
 Section 8

Description	Fee
Dog	\$17.00
Cat	\$17.00
Bird	\$5.00
Domestic farm animal	\$39.50
Other animal	\$13.75

Note: For all of the Animal Control Regulation Maintenance Fees, a charge is issued for each day or portion of the day per animal.

SCHEDULE – ARCHIVES AND RECORDS

Archives and Records
Image Reproduction Fees

Description	Fee	Units
<u>Copying Records</u>		
<i>Note: careful consideration will be given to requests for copying of fragile archival records. The City will not copy records if there is the possibility that an original record could be damaged during the copying process.</i>		
Photocopying and printing (First 4 pages free)	\$0.35 \$0.50	per b+w page per colour page
Scanned electronic copy of a paper record	\$0.50	per b+w or colour page
Digitization of audio recording	\$11.25	per audio file
<u>Photograph Reproductions</u>		
Scanned image (each)	\$20.75	

Archives and Records
Preliminary Site Investigation

Description	Fee
Active Records Check Survey (per civic address searched)	\$261.00

**Archives
Mail Orders**

Description	Fee
Mail orders	\$8.00

**Archives
Research Service Fee**

Description	Fee	Unit
Commercial Research Service Fee	\$51.75	per hour

Note: Rush orders available at additional cost; discounts on reproduction fees available to students, seniors, and members of the Friends of the Richmond Archives.

**Archives
Tax Searches Fees**

Description	Fee
<u>Tax Searches and Printing of Tax Records</u>	
Searches ranging from 1 to 5 years	\$33.75
Each year greater than 5 years	\$8.00

SCHEDULE – BILLING AND RECEIVABLES

**Billing and Receivables
Receivables Fees**

Description	Fee
Administrative charges for cost recovery billings undertaken for arm's length third parties	(20% of actual cost)
Non-Sufficient Fund (NSF) charges	\$39.00

SCHEDULE – BOARD OF VARIANCE**Board of Variance Bylaw No. 9259****Application Fees**

Section 3.1.2(c), 3.2.3

Description	Fee
Application for order under section 540 of <i>Local Government Act</i> [Variance or exemption to relieve hardship]	\$742.00
Application for order under section 543 of <i>Local Government Act</i> [Exemption to relieve hardship from early termination of land use contract]	\$742.00
Application for order under section 544 of <i>Local Government Act</i> [Extent of damage preventing reconstruction as non-conforming use]	\$742.00
Fee for notice of new hearing due to adjournment by applicant	\$175.00

SCHEDULE – BOULEVARD AND ROADWAY PROTECTION AND REGULATION**Boulevard and Roadway Protection and Regulation Bylaw No. 6366****Inspection Charges**

Section 12 (b), 14

Description	Fee
Additions & Accessory Buildings Single or Two Family Dwellings over 10 m ² in size; In-ground Swimming Pools & Demolitions	\$197.00
Move-Offs; Single or Two Family Dwelling Construction	\$197.00
Combined Demolition & Single or Two Family Dwelling Construction	\$197.00
Commercial; Industrial; Multi-Family; Institutional; Government Construction	\$261.00
Combined Demolition & Commercial; Industrial; Multi-family; Institutional or Government Construction	\$261.00
Each Additional Inspection as Required	\$97.75

SCHEDULE – BUILDING REGULATION**Building Regulation Bylaw No. 7230****Plan Processing Fees**

Section 5.4

Description	Fee
For a new one family dwelling	\$710.00
For other than a new one family dwelling (a) <i>or (b) 50% to the nearest dollar of the estimated building permit fee specified in the applicable Building Permit Fees in Subsection 5.13.6 and other Building Types to a maximum of \$10,000.00</i> <i>-whichever is greater of (a) or (b)</i>	\$81.75
For a sewage holding tank	\$167.00

Building Regulation Bylaw No. 7230**Building Permit Fees for those buildings referred to in Subsection 5.13.6**

Sections 5.2, 5.5, 5.6, 7.2

Description	Fee
Nil to \$1,000.00 (minimum fee)	\$81.75
Exceeding \$1,000.00 up to \$100,000.00	\$81.75
<i>*per \$1,000.00 of construction value or fraction of construction exceeding \$1,000.00</i> *Plus	\$13.25
Exceeding \$100,000.00 to \$300,000.00	\$1,393.50
<i>**per \$1,000.00 of construction value or fraction of construction exceeding \$100,000.00</i> **Plus	\$12.50
Exceeding \$300,000.00	\$3,893.50
<i>***per \$1,000.00 of construction value or fraction of construction exceeding \$300,000.00</i> ***Plus	\$10.00

Note: The building permit fee is doubled where construction commenced before the building inspector issued a building permit.

Building Regulation Bylaw No. 7230
Building Permit Fees for all Other Building Types
 Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
Nil to \$1,000.00 (minimum fee)	\$81.75
Exceeding \$1,000.00 up to \$100,000.00	\$81.75
<i>*per \$1,000.00 of construction value or fraction of construction exceeding \$1,000.00</i>	*Plus \$13.50
Exceeding \$100,000.00 up to \$300,000.00	\$1,418.25
<i>**per \$1,000.00 of construction value or fraction of construction exceeding \$100,000.00</i>	**Plus \$12.75
Exceeding \$300,000.00	\$3,968.25
<i>***per \$1,000.00 of construction value or fraction of construction exceeding \$300,000.00</i>	***Plus \$10.25

Note: The building permit fee is doubled where construction commenced before the building inspector issued a building permit.

Despite any other provision of the Building Regulation Bylaw No. 7230, the “construction value” of a:

- (a) one-family dwelling or two-family dwelling
- (b) garage, deck, porch, interior finishing or addition to a one-family dwelling or two-family dwelling is assessed by total floor area and deemed to be the following:

Description	Construction Value	Units
(i) new construction of first storey	\$1,357.00	per m ²
(ii) new construction of second storey	\$1,252.00	per m ²
(iii) garage	\$696.00	per m ²
(iv) decks or porches	\$574.00	per m ²
(v) interior finishing on existing buildings	\$643.00	per m ²
(vi) additions	\$1,357.00	per m ²

Building Regulation Bylaw No. 7230
Building Permit Fees for all Other Building Types (cont.)
 Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
<u>Building Design Modification Fee</u>	
Plan Review (per hour or portion thereof)	\$147.00
Building Permit Fee for Temporary Building for Occupancy	\$646.00
<u>Re-inspection Fees</u>	
(a) for the third inspection	\$97.75
(b) for the fourth inspection	\$135.00
(c) for the fifth inspection	\$261.00
<i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	
<u>Special Inspection Fees:</u>	
(a) during the City's normal business hours	\$147.00
(b) outside the City's normal business hours	\$568.00
<i>*for each hour or part thereof after the first four hours</i>	*Plus \$147.00
Building Permit Transfer or Assignment Fee (a)	\$81.75
<i>or (b) a fee of 10% to the nearest dollar of the original building permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	
Building Permit Extension Fee (a)	\$81.75
<i>or (b) a fee of 10% to the nearest dollar of the original building permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	
<u>Building Move Inspection Fee:</u>	
(a) within the City boundaries	\$147.00
(b) outside the City boundaries when travel is by City vehicle	\$147.00
<i>** per km travelled</i>	**Plus \$4.00

Note: Where the building inspector is required to use overnight accommodation, aircraft or ferry transportation in order to make a building move inspection, the actual costs of accommodation, meals and transportation are payable in addition to other applicable fees including salary cost greater than 1 hour.

Building Regulation Bylaw No. 7230**Building Permit Fees for all Other Building Types (cont.)**

Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
Provisional Occupancy Inspection Fee (per building permit inspection visit)	\$327.00
Provisional Occupancy Notice Extension Fee	\$517.00
Building Demolition Inspection Fee for each building over 50 m ² in floor area	\$509.00
Sewage Holding Tank Permit Fee	\$327.00
<u>Use of Equivalents Fees:</u>	
(a) each report containing a maximum of two separate equivalents	\$708.00
(b) for each equivalent greater than two contained in the same report	\$292.00
(c) for an amendment to an original report after the acceptance or rejection of the report	\$147.00
(d) for Air Space Parcels (treating buildings as one building)	\$2,520.00

Building Regulation Bylaw No. 7230**Gas Permit Fees**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.9, 12.10

Description	Fee	Units
Domestic Installation – one family dwelling (a)	\$81.75	per appliance
- <i>whichever is greater (a) or (b)</i> (b)	\$30.75	
Domestic/Commercial/Industrial Installations – two family dwellings , multiple unit residential buildings, including townhouse units)		
(a) appliance input up to 29 kW	\$81.75	
(b) appliance input exceeding 29 kW	\$135.00	
<u>Special Inspection Fees:</u>		
(a) during the City's normal business hours	\$147.00	
(b) outside the City's normal business hours	\$568.00	
<i>*for each hour or part thereof after the first four hours</i> *Plus	\$147.00	

Building Regulation Bylaw No. 7230
Gas Permit Fees (cont.)
 Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.9, 12.10

Description	Fee
<u>Re-Inspection Fee:</u>	
(a) for the third inspection	\$97.75
(b) for the fourth inspection	\$135.00
(c) for the fifth inspection	\$261.00
<i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	
For a vent and/or gas valve or furnace plenum (no appliance)	\$81.75
<u>Piping alteration – for existing appliances</u>	
First 30 metres of piping	\$81.75
Each additional 30 metres or part thereof	\$30.75
Gas permit transfer or assignment fee (a)	\$81.75
<i>or (b) a fee of 10% to the nearest dollar of the original gas permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	
Gas permit extension fee (a)	\$81.75
<i>or (b) a fee of 10% to the nearest dollar of the original gas permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	

Building Regulation Bylaw No. 7230
Plumbing Permit Fees
 Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee	Units
<u>Plumbing</u>		
(a) installation of each plumbing fixture	\$30.75	
(b) minimum plumbing fee	\$81.75	
(c) connection of City water supply to any hydraulic equipment	\$81.75	
<u>Sprinkler & Standpipes</u>		
(a) installation of any sprinkler system	\$81.75	
<i>*per additional head</i>	*Plus \$4.50	
(b) installation of each hydrant, standpipe, hose station, hose valve, or hose cabinet used for fire fighting (c)	\$81.75	
(d)	\$30.75	per item
<i>-whichever is greater of (c) or (d)</i>		

Building Regulation Bylaw No. 7230**Plumbing Permit Fees (cont.)**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee	Units
<u>Water Service</u>		
(a) for the first 30 metres of water supply service pipe to a building or structure	\$81.75	
(b) for each additional 30 metres of water supply service pipe to a building and structure	\$30.75	
<u>Sanitary & Storm Sewers: Building Drains & Water Distribution</u>		
(a) for the first 30 metres of a sanitary sewer, and/or storm sewer, and/or building drain, or part thereof	\$81.75	
(b) for each additional 30 metres of a sanitary sewer, and/or storm sewer, and/or building drain, or part thereof	\$30.75	
(c) for the first 30 metres of a rough-in installation for a water distribution system in a multiple unit non-residential building for future occupancy, or part thereof	\$81.75	
(d) for each additional 30 metres of a rough-in installation for a water distribution system in a multiple unit non-residential building for future occupancy, or part thereof	\$30.75	
(e) for the installation of any neutralizing tank, catch basin, sump, or manhole	(f) \$81.75 (g) \$30.75	per item
- whichever is greater of (f) or (g)		
<u>Special Inspections</u>		
(a) during the City's normal business hours	\$147.00	
(b) outside the City's normal business hours or each hour	\$568.00	
<i>*for part thereof exceeding the first four hours</i>	<i>*Plus</i> \$147.00	
<u>Design Modification Fees</u>		
Plan review	\$147.00	per hour
<i>Applicable to Plumbing, Sprinkler & Standpipes, Water Service, and Sanitary & Storm Sewers; Building Drains & Water Distributions</i>		

Building Regulation Bylaw No. 7230**Plumbing Permit Fees (cont.)**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee
<u>Plumbing Re-Inspection Fee</u> (a) for the third inspection (b) for the fourth inspection (c) for the fifth inspection <i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	\$97.75 \$135.00 \$261.00
Plumbing Permit Transfer or Assignment Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original plumbing permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$81.75
Plumbing Permit Extension Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original plumbing permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$81.75
Provisional Plumbing Compliance Inspection Fee (per permit visit) Provisional Plumbing Compliance Notice Extension Fee Potable Water Backflow Preventer Test Report Decal	\$167.00 \$261.00 \$26.75

SCHEDULE – BUSINESS LICENCE**Business Licence Bylaw No. 7360
Assembly Use Group 1**

Group 1 – Business Licence Fee Assessed by Total Floor Area <i>Except Food Caterers which are assessed a fee in accordance with Group 3</i>		
Square Metres (m²)	(Square Feet) (ft²)	Fee
0.0 to 93.0	(0 to 1,000)	\$190.00
93.1 to 232.5	(1,001 to 2,500)	\$287.00
232.6 to 465.0	(2,501 to 5,000)	\$493.00
465.1 to 930.0	(5,001 to 10,000)	\$783.00
930.1 to 1,860.1	(10,001 to 20,000)	\$1,385.00
1,860.2 to 2,790.1	(20,001 to 30,000)	\$1,982.00
2,790.2 to 3,720.2	(30,001 to 40,000)	\$2,584.00
3,720.3 to 4,650.2	(40,001 to 50,000)	\$3,177.00
4,650.3 to 5,580.3	(50,001 to 60,000)	\$3,779.00
5,580.4 and over	(60,001 and over)	\$4,284.00
Food Primary Liquor Licence Fee		\$393.00
Mobile Vendors (Food) Fee (per vehicle)		\$91.50

**Business Licence Bylaw No. 7360
Assembly Use Group 2**

Group 2 – Business Licence Fee Assessed by Number of Seats	
Seats	Fee
0 to 30	\$592.00
31 to 60	\$1,175.00
61 to 90	\$1,762.00
91 to 120	\$2,350.00
121 to 150	\$2,929.00
151 to 180	\$3,515.00
181 to 210	\$4,096.00
211 and over	\$4,284.00

Business Licence Bylaw No. 7360
Assembly Use Group 3

Group 3 – Business Licence Fee Assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$154.00
6 to 10	\$255.00
11 to 15	\$366.00
16 to 25	\$542.00
26 to 50	\$783.00
51 to 100	\$1,130.00
101 to 200	\$1,592.00
201 to 500	\$2,296.00
501 to 1,000	\$3,467.00
1,001 and over	\$4,284.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Adult Orientated Uses

Description	Fee
Adult entertainment establishment licence	\$4,284.00
Casino	\$6,774.00
<u>Body-Painting Studio</u>	
Studio licence	\$4,284.00
Each body-painting employee	\$154.00
<u>Body-Rub Studio</u>	
Studio licence	\$4,284.00
Each body-rub employee	\$154.00
<u>Escort Service</u>	
Escort service licence	\$4,284.00
Each escort employee	\$154.00

Business Licence Bylaw No. 7360
Bed & Breakfast Use

Description	Fee
Bed & Breakfast Business License	\$184.00

Business Licence Bylaw No. 7360
Farmer's Market

Description	Fee
Farmer's market licence	\$154.00

Business Licence Bylaw No. 7360
Industrial/Manufacturing Use

Industrial/Manufacturing Use – Business Licence Fee assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$184.00
6 to 10	\$301.00
11 to 15	\$418.00
16 to 25	\$592.00
26 to 50	\$831.00
51 to 100	\$1,175.00
101 to 200	\$1,645.00
201 to 500	\$2,342.00
501 to 1,000	\$3,509.00
1,001 and over	\$4,284.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Licence Transfers, Changes and Reprints

Description	Fee
Requests for comfort letters (per address/business)	\$83.00
Transferring a licence from one person to another, or for issuing a new licence because of a change in information on the face of such licence, except a change between licence categories or subcategories	\$52.75
Changing the category or subcategory of a licence (a) or (b) the difference between the existing licence fee and the fee for the proposed category or subcategory - whichever is greater of (a) or (b)	\$52.75
Licence reprint	\$13.50

Business Licence Bylaw No. 7360
Mercantile Use

Mercantile Use – Business Licence Fee Assessed by Total Floor Area		
Square Metres (m²)	(Square Feet) (ft²)	Fee
0.0 to 93.0	(0 to 1,000)	\$154.00
93.1 to 232.5	(1,001 to 2,500)	\$242.00
232.6 to 465.0	(2,501 to 5,000)	\$442.00
465.1 to 930.0	(5,001 to 10,000)	\$740.00
930.1 to 1,860.1	(10,001 to 20,000)	\$1,337.00
1,860.2 to 2,790.1	(20,001 to 30,000)	\$1,941.00
2,790.2 to 3,720.2	(30,001 to 40,000)	\$2,533.00
3,720.3 to 4,650.2	(40,001 to 50,000)	\$3,128.00
4,650.3 to 5,580.3	(50,001 to 60,000)	\$3,728.00
5,580.4 and over	(60,001 and over)	\$4,284.00

Business Licence Bylaw No. 7360
Off-Leash Permits

Description	Fee
Annual permit	\$132.00

Business Licence Bylaw No. 7360
Residential Use

Residential Use – Business Licence Fee Assessed by Number of Rental Units	
Units	Fee
0 to 5	\$184.00
6 to 10	\$282.00
11 to 25	\$476.00
26 to 50	\$772.00
51 to 100	\$1,356.00
101 to 200	\$1,940.00
201 to 300	\$2,525.00
301 to 400	\$3,105.00
401 to 500	\$3,682.00
501 and over	\$4,284.00

Business Licence Bylaw No. 7360
Service Use

Service Use – Business Licence Fee Assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$154.00
6 to 10	\$262.00
11 to 15	\$382.00
16 to 25	\$561.00
26 to 50	\$800.00
51 to 100	\$1,161.00
101 to 200	\$1,627.00
201 to 500	\$2,356.00
501 to 1,000	\$3,544.00
1,001 and over	\$4,284.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Short Term Boarding and Lodging Use

Description	Fee
Short Term Boarding and Lodging Business Licence	\$154.00

Business Licence Bylaw No. 7360
Vehicle for Hire Businesses

Description	Fee
<u>Vehicle for Hire Business Fee</u>	
Each vehicle for hire applicant must pay (1) and (2)*:	
(1) Vehicle for hire office fee	\$154.00
(2) Per vehicle licence fee*	
<i>based on the number of vehicles</i>	
CLASS "A" Taxicab	\$143.00
CLASS "B" Limousine	\$91.50
CLASS "C" Sightseeing Taxicab	\$143.00
CLASS "D" Airport Taxicab	\$143.00
CLASS "E" Private Bus	\$143.00
CLASS "T" Charter Minibus	\$143.00
CLASS "J" Rental Vehicle	
Group 1	\$18.50
Group 2	\$91.50
CLASS "K" Driver Training Vehicle	\$68.75
CLASS "M" Tow-Truck	\$143.00
CLASS "N" Taxicab for Persons with Disabilities	\$143.00
CLASS "P" Pedicab	\$143.00
<i>*Notwithstanding the per-vehicle licence fees stipulated in Section 2, the maximum licence fee for any Vehicle for Hire business</i>	\$4,284.00
Transferring a vehicle for hire licence within any calendar year	\$52.75
Replacing a vehicle for hire licence plate or decal	\$22.00

Business Licence Bylaw No. 7360
Vending Machine Uses

Description	Fee
<u>Vending Machine Business Licence Fee</u>	
Group 1 (per machine)	\$34.75
Group 2 (per machine)	\$48.00
Group 3 (per machine)	\$11.00
Banking machine licence fee (per machine)	\$148.00
Amusement machine licence fee (per machine)	\$34.75

SCHEDULE – COMMUNITY BYLAWS DOCUMENTATION FEES

Community Bylaws Documentation Fees

Description	Fee
Requests for Comfort Letters (per civic address & per unit)	\$83.00

SCHEDULE – DEMOLITION WASTE AND RECYCLABLE MATERIALS

Demolition Waste and Recyclable Materials Bylaw No. 9516

Section 4.1

Description	Fee
Application Fee	\$288.00 per waste disposal and recycling services plan submission
Waste Disposal and Recycling Service Fee	\$3.25 per square feet of structure to be demolished

SCHEDULE – DEVELOPMENT APPLICATION FEES**Zoning Amendments No. 8951**

Section	Application Type	Base Fee	Incremental Fee
Section 1.2.1 (a)	Zoning Bylaw Text Amendment	\$1,986.00	Not Applicable
Section 1.2.1 (b)	Zoning Bylaw Designation Amendment for Single Detached (RS) No lot size policy applicable Requiring a new or amended lot size policy *plus all associated public notification costs	\$2,524.00 \$3,152.00	Not Applicable Not Applicable
Section 1.2.1	Zoning Bylaw Designation Amendment for 'site specific zones'	\$3,780.00	For residential portion of development: - \$48.50 per dwelling unit for first 20 dwelling units and \$24.50 per dwelling unit for each subsequent dwelling unit For non-residential building area: - \$31.25 per 100 m ² of building area for the first 1,000 m ² and \$19.50 per 100 m ² thereafter
	Zoning Bylaw Designation Amendment for all other zoning districts		\$2,524.00
Section 1.2.3	Additional Public Hearing for Zoning Bylaws Text or Designation Amendments	\$952.00	\$908.00 for each subsequent Public Hearing required
Section 1.2.5	Expedited Timetable for Zoning Designation Amendment (Fast Track Rezoning)	\$1,266.00	Not Applicable

Official Community Plan Amendments No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.3.1	Official Community Plan Amendment without an associated Zoning Bylaw Amendment	\$3,780.00	Not Applicable
Section 1.3.2	Additional Public Hearing for Official Community Plan Amendment <i>for second public hearing</i>	\$952.00	\$952.00 for each subsequent Public Hearing required

Development Permits No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.4.1	Development Permit for other than a Development Permit referred to in Sections 1.4.2 and 1.4.3 of the Development Application Fees No. 8951	\$1,895.00	\$630.00 for the first 464.5 m ² of gross floor area plus: - \$132.00 for each additional 92.9 m ² or portion of 92.9 m ² of gross floor area up to 9,290 m ² , plus - \$26.00 for each additional 92.9 m ² or portion of 92.9 m ² of gross floor area over 9,290 m ²
Section 1.4.2	Development Permit for Coach House or Granny Flat	\$1,212.00	Not Applicable
Section 1.4.3	Development Permit, which includes property: (a) designated as an Environmentally Sensitive Area (ESA); or (b) located within, or adjacent to the Agricultural Land Reserve (ALR)	\$1,895.00	Not Applicable
Section 1.4.4	General Compliance Ruling for an issued Development Permit	\$637.00	Not Applicable
Section 1.4.5	Expedited Timetable for a Development Permit (Fast Track Development Permit)	\$1,266.00	Not Applicable

Development Variance Permits No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.5.1	Development Variance Permit	\$1,895.00	Not Applicable

Temporary Use Permits No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.6.1	Temporary Use Permit	\$2,524.00	Not Applicable
	Temporary Use Permit Renewal	\$1,266.00	Not Applicable
	Temporary Use Permits for Seasonal Outdoor Patio	\$308.00	Not Applicable
	Temporary Use Permit Renewal for Seasonal Outdoor Patio	\$308.00	Not Applicable

Land Use Contract Amendments No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.7.1	Land Use Contract Amendment	\$1,212.00	Not Applicable

Liquor-Related Permits No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.8.2 (a)	Licence to serve liquor under the Liquor Control and Licensing Act and Regulations; or change to existing license to serve liquor	\$637.00	Not Applicable
Section 1.8.5 (b)	Temporary changes to existing liquor licence	\$338.00	Not Applicable

Subdivision and Consolidation of Property No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.9.1	Subdivision of property that does not include an air space subdivision or the consolidation of property	\$952.00	\$132.00 for the second and each additional parcel
Section 1.9.2	Extension or amendment to a preliminary approval of subdivision letter	\$326.00	\$326.00 for each additional extension or amendment
Section 1.9.3	Road closure or road exchange	\$952.00	(In addition to the application fee for the subdivision)
Section 1.9.4	Air space subdivision	\$7,404.00	\$185.00 for each air space parcel created
Section 1.9.5	Consolidation of property without a subdivision application	\$132.00	Not Applicable

Strata Title Conversion of Existing Building No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.10.1 (a)	Strata Title Conversion of existing two-family dwelling	\$2,524.00	Not Applicable
Section 1.10.1 (b)	Strata Title Conversion of existing multi-family dwelling, commercial buildings and industrial buildings	\$3,780.00	Not Applicable

Phased Strata Title Subdivisions No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.11.1	Phased Strata Title	\$637.00 for first phase	\$637.00 for each additional phase

Servicing Agreements and Latecomer Fees No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.12.1	Servicing Agreement	Processing fee of \$1,266.00	Subject to Section 1.12.2 of Development Application Fees Bylaw No.8951, an inspection fee of 4% of the approved off-site works and services
Section 1.12.3	Latecomer Agreement	\$6,044.00	Not Applicable

Civic Address Changes No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.13.1	Civic Address change associated with the subdivision or consolidation of property	\$326.00	Not Applicable
	Civic Address change associated with a new building constructed on a corner lot	\$326.00	Not Applicable
	Civic Address change due to personal preference	\$1,266.00	Not Applicable

Telecommunication Antenna Consultation and Siting Protocol No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.14.1	Telecommunication Antenna Consultation and Siting	\$2,524.00	Not Applicable

Heritage Applications No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.15.1(a)	<u>Heritage Alteration Permit</u> No Development Permit or Rezoning Application With Development Permit or Rezoning Application	\$279.00 (20% of the total applicable development permit or rezoning fee, whichever is greater)	Not Applicable Not Applicable
Section 1.15.1(b)	<u>Heritage Alteration Permit</u> For patios to be considered by the Director of Development with the City of Richmond Patio Permit Application	No Fee	Not Applicable
Section 1.15.1(c)	<u>Heritage Revitalization Agreement</u> No Development Permit or Rezoning Application With Development Permit or Rezoning Application	\$279.00 (20% of the total applicable development permit or rezoning fee, whichever is greater)	Not Applicable Not Applicable

Administrative Fees No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.16.1	Change in property ownership or authorized agent	\$326.00	Not Applicable
Section 1.16.2	Change in mailing address of owner, applicant or authorized agent	\$61.25	Not Applicable
Section 1.16.3	Submission of new information that results in any of the following changes: (a) increase in proposed density; or (b) addition or deletion of any property associated with the application	\$326.00	Not Applicable
Section 1.16.4	Approving Officer legal plan signing or re-signing fee	\$68.00 per legal plan	Not Applicable
Section 1.16.5	Site Disclosure Statement submission	\$68.00 per Site Disclosure Statement	Not Applicable
Section 1.16.6	Amendment to or discharge of legal agreement that does not require City Council approval	\$326.00 per legal agreement	Not Applicable
Section 1.16.7	Amendment to or discharge of legal agreement that requires City Council approval	\$1,266.00 per legal agreement	Not Applicable
Section 1.16.8	Additional landscape inspection because of failure to comply with City requirements	\$139.00 for second inspection	\$135.00 for each additional inspection required
Section 1.16.9	Preparation of information letter (comfort letter) for general land use	\$79.25 per property	Not Applicable
Section 1.16.10	Preparation of information letter (comfort letter) for building issues	\$79.25 per property	Not Applicable

SCHEDULE – DOG LICENCING**Dog Licencing Bylaw No. 7138**
Sections 2.1, 2.3

Description	Fee
<u>Dog – Not neutered or spayed</u>	
Normal Fee	\$89.25
Prior to March 1 st of the year for which the application is made	\$64.00
<u>Dog – Neutered or spayed</u>	
Normal Fee	\$39.00
Prior to March 1 st of the year for which the application is made	\$26.25
For seniors who are 65 years of age or older that have paid prior to March 1 st of the year for which the application is made	\$13.50
<u>Dangerous Dog – Not neutered or spayed</u>	
Normal Fee	\$318.00
Prior to March 1 st of the year for which the application is made	\$256.00
<u>Dangerous Dog – Neutered or spayed</u>	
Normal Fee	\$256.00
Prior to March 1 st of the year for which the application is made	\$194.00
For seniors who are 65 years of age or older that have paid prior to March 1 st of the year for which the application is made	\$96.50
Replacement tag* <i>*Fee for a replacement tag for each dog tag lost or stolen; or for each dog licence to replace a valid dog licence from another jurisdiction</i>	\$7.75

SCHEDULE – DONATION BIN REGULATION**Donation Bin Regulation Bylaw No. 9502**

Section 2.1.3

Description	Fee
Annual Permit Fee	\$118.00 per donation Bin
Damage Deposit Fee	\$1,117.00 per donation bin location to a maximum of \$3,000 per permittee

Donation Bin Regulation Bylaw No. 9502

Section 2.2.7

Description	Fee
Clean-up Fee	Actual Cost

Donation Bin Regulation Bylaw No. 9502

Section 2.4

Description	Fee
Bin Removal Fee	\$118.00 per donation bin
Bin Retrieval Fee	\$232.00 per donation bin
Storage Fee	\$18.00 per day per donation bin
Disposal Fee	\$91.75 per donation bin disposal

SCHEDULE – DRAINAGE, DIKE, AND SANITARY SEWER SYSTEM

Drainage, Dike, and Sanitary Sewer System Bylaw No. 7551

Description	Fee
Design Plan Prepared by City [s. 1.2.1(d)] a) Design plan prepared by City for One-Family Dwelling or Two-Family Dwelling b) Design plan prepared by City for all other buildings	\$1,024 each \$2,048 each
Service Requests [s. 2.6.1] For responses by the City in connection with a request for maintenance or emergency services.	\$308 each

SCHEDULE – EMPLOYMENT AND PAYROLL RECORDS

Description	Fee
Fee per request	\$118.00
Photocopying fees additional	\$1.75 per page \$2.00 per page (double sided)

Note: Employment and/or payroll record requests from Solicitors where such disclosure is authorized.

SCHEDULE – FILMING APPLICATION AND FEES**Filming Application and Fees Bylaw No. 8708****Administration Fees**

Section 2.1.1 and 2.1.2

Description	Fee
Application for Filming Agreement	\$221.00
Film Production Business Licence	\$154.00
Street Use Fee (100 feet/day)	\$61.00

Filming Application and Fees Bylaw No. 8708**City Parks & Heritage Sites**

Section 2.1.1 and 2.1.2

Description	Fee	Units
Major Park		
<i>Per day</i>	\$909.00	
<i>Per ½ day</i>	\$608.00	
Neighbourhood Park		
<i>Per day</i>	\$608.00	
<i>Per ½ day</i>	\$364.00	
<u>Britannia Shipyard</u>		
Filming	\$2,413.00	per day
Preparation & Wrap	\$1,209.00	per day
Per Holding Day	\$608.00	per day
City Employee		
<i>Per regular working hour</i>	\$43.75	
<i>Per hour after 8 hours</i>	\$64.00	
<u>Minoru Chapel</u>		
Filming		
<i>October through June</i>	\$3,014.00	per day
<i>July through September</i>	\$3,618.00	per day
Preparation & Wrap	\$1,209.00	per day
Per Holding Day	\$608.00	per day
City Employee		
<i>Per regular working hour</i>	\$43.75	
<i>Per hour after 8 hours</i>	\$64.00	

Filming Application and Fees Bylaw No. 8708
City Parks & Heritage Sites (cont.)
 Section 2.1.1 and 2.1.2

Description	Fee	Units
<u>Nature Park</u>		
Filming	\$1,209.00	per day
Preparation & Wrap	\$608.00	per day
City Employee		
<i>Per regular working hour</i>	\$43.75	
<i>Per hour after 8 hours</i>	\$64.00	
<u>Gateway Theatre</u>		
Filming	\$3,014.00	per day
Preparation & Wrap	\$1,209.00	per day
City Employee		
<i>Per regular working hour</i>	\$43.75	
<i>Per hour after 8 hours</i>	\$64.00	
<u>City Hall</u>		
Filming on regular business days	\$2,413.00	per day
Filming on weekends or statutory holidays	\$1,209.00	per day
Preparation & Wrap	\$1,209.00	per day
City Employee		
<i>Per regular working hour</i>	\$43.75	
<i>Per hour after 8 hours</i>	\$64.00	

Filming Application and Fees Bylaw No. 8708
Other Fees
 Section 2.1.1 and 2.1.2

Description	Fee	Units
<u>RCMP (4-hour minimum)</u>		
Per person	\$127.00	per hour
<u>Fire Rescue (4-hour minimum)</u>		
Fire Engine	\$157.00	per hour
Fire Captain	\$110.00	per hour
Firefighter (minimum 3 firefighters)	\$88.75	per hour, per person

SCHEDULE – FIRE PROTECTION AND LIFE SAFETY**Fire Protection and Life Safety Bylaw No. 8306
Fees & Cost Recovery**

Description	Section	Fee	Units
Permit	4.3	\$26.75	
Permit Inspection, first hour	4.3	\$105.00	
Permit Inspection, subsequent hours or part thereof	4.3	\$65.25	
Attendance – open air burning without permit <i>first hour</i>	4.5.1	\$540.00	per vehicle
Attendance – open air burning without permit <i>subsequent half-hour or part thereof</i>	4.5.1	\$275.00	per vehicle
Attendance – open air burning in contravention of permit conditions <i>first hour or part thereof</i>	4.5.3	\$540.00	per vehicle
Attendance – open air burning in contravention of permit conditions <i>subsequent half-hour or part thereof</i>	4.5.3	\$275.00	per vehicle
Attendance – false alarm – by Fire-Rescue - standby fee – contact person not arriving within 30 minutes after alarm <i>per hour or portion of hour Fire Dept standing by</i>	6.1.4 (b)	\$540.00	per vehicle
Vacant premises – securing premises	9.7.4	Actual cost	
Vacant premises – Richmond Fire- Rescue response	9.7.5 (a)	\$540.00	per vehicle
Vacant premises – additional personnel, consumables and damage to equipment	9.7.5 (b)	Actual cost	
Vacant premises – demolition, clean-up, etc.	9.7.5 (c)	Actual cost	
Damaged building – securing premises	9.8.1	Actual cost	
Display permit application fee, fireworks	9.14.6	\$135.00	
Work done to effect compliance with order in default of owner	14.1.6	Actual cost	
Fire Extinguisher Training	15.1.1 (h)	\$30.25	per person for profit groups
Fire Records (Research, Copying or Letter)	15.1.1 (i)	\$78.00	per address

**Fire Protection and Life Safety Bylaw No. 8306
Fees & Cost Recovery (cont.)**

Description	Section	Fee
Review – Fire Safety Plan any building	15.1.1 (b)	
Any building < 600 m ² area		\$135.00
Any building > 600 m ² area		\$197.00
High building, institutional		\$261.00
Revisions (per occurrence)		\$65.25
Inspection	15.2.1 (a)	
4 stories or less and less than 914 m ² per floor		\$261.00
4 stories or less and between 914 and 1,524 m ² per floor		\$391.00
5 stories or more and between 914 and 1,524 m ² per floor		\$646.00
5 stories or more and over 1,524 m ² per floor		\$899.00
Inspection or follow-up to an order <i>first hour</i>	15.2.1 (b)	\$105.00
Re-inspection or follow-up to an order <i>subsequent hours or part of hour</i>	15.2.1 (b)	\$65.25
Nuisance investigation, response & abatement	15.4.1	Actual cost
Mitigation, clean-up, transport, disposal of dangerous goods	15.4.2	Actual cost
<u>Attendance – False alarm</u>		
No false alarm reduction program in place	15.5.5	\$391.00
False alarm reduction program in place and participation	15.5.5	No charge
Attendance – false alarm – by bylaw, police or health officers where the intentional or unintentional activation of a security alarm system causes the unnecessary response of an inspector	15.5.10	\$132.00
Caused by security alarm system	15.6.1	\$261.00
Monitoring agency not notified	15.7.1	\$261.00
Alternate solution report or application review	General	\$197.00

SCHEDULE – GARDEN CITY LANDS SOILS DEPOSIT FEES**Garden City Lands Soils Deposits Fees Bylaw No. 9900**
Sections 2.1

Dump Truck Type	Approximate Volume per Load	Fee
Tandem	7m ³	\$106.00
Tri-Tandem	9m ³	\$132.00
Truck + Transfer	12m ³	\$168.00

SCHEDULE – NEWSPAPER DISTRIBUTION REGULATION**Newspaper Distribution Regulation Bylaw No. 7954**

Section	Application Type	Fee
Section 2.1.3	Each compartment within a multiple publication news rack (MPN) for paid or free newspaper	\$186.00, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution box for paid newspapers	\$91.50, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution box for free newspapers	\$125.00, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution agent for paid or free newspaper	\$306.00, plus applicable taxes, per year
Section 2.4.3	Storage fee for each newspaper distribution box	\$125.00, plus applicable taxes, per year

SCHEDULE – PARKING (OFF-STREET) REGULATION

PARKING (OFF-STREET) REGULATION Bylaw No. 7403

EV Charging – City EV Parking Stall User Fees
 Section 3.5.3

Description	Fee
<u>Charging Level of EV Supply Equipment</u>	<i>Per minute</i>
Level 2 – 3.1kW to 9.6kW Charging Session Parking Rate	Initial 2 hrs: \$0.0333/min (\$2.00/hr) After 2 hrs: \$0.0833/min (\$5.00/hr)
Level 3 – 25kW Charging Session Parking Rate	\$0.1333/min (\$8.00/hr)
Level 3 – 50kW Charging Session Parking Rate	\$0.2666/min (\$16.00/hr)

PARKING (OFF-STREET) REGULATION Bylaw No. 7403

Section 5.1.3, 6.1.2

Description	Fee
<p><i>Pay Parking Fees:</i></p> <p>All Off-Street City Property Locations, other than those set out below</p> <p>6131 Bowling Green Road</p> <p>6500 Gilbert Road</p> <p>7840 Granville Avenue</p> <p>5540 Hollybridge Way</p> <p>3500 McDonald Road</p>	<p>All rates include applicable taxes.</p> <p>\$3.00 per hour – 7:00 am to 9:00 pm</p> <p>\$3.00 per hour – 7:00 am to 9:00 pm</p> <p>\$3.00 per hour – 7:00 am to 9:00 pm Gateway Theater Productions - \$6.00 for maximum stay</p> <p>\$2.50 per hour – 7:00 am to 4:00 pm</p> <p>\$2.50 per hour – 7:00 am to 9:00 pm \$9.25 per day</p> <p>\$24.00 first day (vehicle towing watercraft trailer only) - Plus \$12.00 per additional day (to a maximum of 5 days)</p>
<p><i>Parking Permit / Decal Fees:</i></p> <p>All Off-Street City Property Locations, other than those set out below.</p> <p>Gateway Theater Staff Parking (6500 Gilbert Road)</p> <p>Richmond Lawn Bowling Club Members Parking (6131 Bowling Green Road)</p> <p>Richmond Seniors' Centre Members Parking (Minoru Park)</p> <p>Richmond Tennis Club Members Parking (Minoru Park)</p> <p>Richmond Winter Club Members Parking (5540 Hollybridge Way)</p> <p>McDonald Beach – Watercraft Trailer Parking (3500 McDonald Road)</p>	<p>\$43.25 per calendar month plus applicable taxes, subject to discounts of:</p> <p>- 10% for groups of 11 or more permit decals</p> <p>\$5.75 per calendar year, plus applicable taxes</p> <p>\$5.75 per calendar year, plus applicable taxes</p> <p>\$8.75 per calendar year, plus applicable taxes</p> <p>\$5.75 per calendar year, plus applicable taxes</p> <p>\$5.75 per calendar year, plus applicable taxes</p> <p>\$110.00 Richmond Residents, per calendar year, plus applicable taxes</p> <p>\$165.00 Non-Richmond Residents, per calendar year, plus applicable taxes</p>

SCHEDULE – PLAYING FIELD USER FEES

**Playing Field User Fees
Natural Turf Field Fees**

Description	Fee	Units
<u>Sand Turf (With Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$43.25	per hour
<i>Mini field</i>	\$22.00	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$35.00	per hour
<i>Mini field</i>	\$18.50	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$12.50	per hour
<i>Mini field</i>	\$7.00	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$26.00	per hour
<i>Mini field</i>	\$13.50	per hour
<u>Sand Turf (No Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$31.25	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$25.00	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$9.25	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$19.50	per hour
<u>Soil Turf (No Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$11.00	per hour
<i>Mini field</i>	\$6.25	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$9.00	per hour
<i>Mini field</i>	\$5.50	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$4.50	per hour
<i>Mini field</i>	\$3.25	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$7.00	per hour
<i>Mini field</i>	\$4.50	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 70% Richmond residents to receive this rate. Groups may be asked to provide proof of residency.*

Playing Field User Fees (cont.)
Artificial Turf Fees

Description	Fee	Units
Richmond Youth Groups*		
<i>Full size</i>	\$26.25	per hour
<i>Mini field</i>	\$13.50	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$44.00	per hour
<i>Mini field</i>	\$22.50	per hour
Commercial/Non-residents (all ages)		
<i>Full size</i>	\$63.75	per hour
<i>Mini field</i>	\$32.75	per hour

*As per City of Richmond Policy 8701 groups must have a minimum of 70% Richmond residents to receive this rate. Groups may be asked to provide proof of residency.

Playing Field User Fees
Ball Diamonds

Description	Fee	Units
<u>Sand Turf (With Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$28.00	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$22.25	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$8.25	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$17.50	per hour
<u>Sand Turf (No Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$25.00	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$20.50	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$7.75	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$16.25	per hour

**Playing Field User Fees
Ball Diamonds (cont.)**

<u>Soil Turf (No Lights)</u>		
Commercial (all ages) <i>Full size</i>	\$8.00	per hour
Private or Non-resident (all ages) <i>Full size</i>	\$6.75	per hour
Richmond Youth Groups* <i>Full size</i>	\$3.75	per hour
Richmond Adult Groups* <i>Full size</i>	\$5.75	per hour
<u>Artificial Turf (With Lights)</u>		
Commercial (all ages) <i>Full size</i>	\$68.25	per hour
Private or Non-resident (all ages) <i>Full size</i>	\$68.25	per hour
Richmond Youth Groups* <i>Full size</i>	\$28.00	per hour
Richmond Adult Groups* <i>Full size</i>	\$46.75	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 70% Richmond residents to receive this rate. Groups may be asked to provide proof of residency.*

**Playing Field User Fees
Track and Field Fees and Charges (Facilities at Minoru Park)**

Description	Fee	Units
Training Fee – all ages Track and Field Club	\$883.00	per year
Richmond Youth Meets*	\$167.00	per meet
Richmond Adult Meets*	\$259.00	per meet
Private Group Track Meets or Special Events	\$645.00	per day
Private Group Track Meets or Special Events	\$55.00	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 70% Richmond residents to receive this rate. Groups may be asked to provide proof of residency.*

SCHEDULE – POLLUTION PREVENTION AND CLEAN-UP

Permit Application Fees

Section 6.1.2

Description	Fee
Application Fee	\$3,207.00
Request for comfort letters per civic address and per unit	\$89.25

SCHEDULE – PROPERTY TAX FEES

Property Tax Billing Information

Description	Fee
Additional tax and/or utility bill reprints – per folio/account	\$7.00
Digital roll data report	\$965.00
Tax apportionment – per child folio	\$37.00
Mortgage company tax information request – per folio	12.00

Property Tax Certificate Fees

Description	Fee
Requested in person at City Hall	\$70.75
Requested through APIC	\$40.00

Property Tax Sale

Description	Fee
Tax Sale Registration Fee	\$180.00

SCHEDULE – PUBLIC SPACE PATIO FEES**Public Space Patio Regulation Bylaw No. 10350
Section 2.3(c)**

Public Space Patio Permit Application Fee	Fee
Permit	\$300.00
Renewal	\$300.00
Small Sidewalk Patio Permit Application Fee	Fee
Permit	\$100.00
Renewal	\$100.00

SCHEDULE – PUBLICATION FEES**Publication Fees**

Description	Fee
<u>As-Builts Drawings</u>	
A-1 Size, 24" x 36"	\$7.50
B Size, 18" x 24"	\$5.75
<u>Computer Sections Maps, 24" x 24"</u>	
Individual	\$7.50
Digital Download	\$95.00
<u>Custom Services</u>	
Custom Mapping (per hour)	\$76.50
<u>Engineering Manuals</u>	
Design Specifications (contents only)	\$122.00
Supplemental Specifications and Detail Drawings (contents only)	\$122.00
<u>GIS Data Requests</u>	
Non-refundable Data Request Fee	\$128.00
First Layer*	\$190.00
Each Additional Layer*	\$65.25
Digital download of GIS layers of Municipal Works of City of Richmond	\$7,661.00
<u>Street Maps</u>	
Large, 36" x 57"	\$10.25
Small, 22" x 34"	\$7.50
<u>Traffic Camera Video Recording Search Fee</u>	
Per Site (minimum charge)	\$384.00
Per hour additional for large requests	\$61.50
<u>Utility Section Maps, 15" x 24"</u>	
Individual	\$5.75
Digital Download	\$95.00

**Fees are multiplied by the number of sections requested.*

SCHEDULE – RCMP DOCUMENTATION FEES**RCMP Documentation Fees**

Description	Fee
Criminal Record Checks	\$71.00
Volunteer Criminal Record Checks – Volunteering outside the City of Richmond	\$25.00
Volunteer Criminal Record Checks – Volunteering within the City of Richmond	No Charge
Police Certificate (including prints)	\$71.00
Fingerprints	\$71.00
Record of Suspension / Local Records Checks	\$71.00
Name Change Applications	\$71.00
Collision Analyst Report	\$660.00
Field Drawing Reproduction	\$48.00
Scale Drawing	\$139.00
Mechanical Inspection Report	\$284.00
Police Report and Passport Letter	\$71.00
Insurance Claim Letter	\$71.00
Court Ordered File Disclosure	\$71.00
* per page	*Plus \$3.25
**Shipping cost	**Plus \$9.75
Photos 4" x 6" (per photo)	\$4.75
***Shipping cost	***Plus \$9.75
Photos (each laser)	\$3.75
Digital Photo Reproduction	\$22.75
Video Reproduction (first hour)	\$71.00
- per additional half-hour of staff time	\$35.75
Audio Tape Reproduction (first hour)	\$71.00
- per additional half-hour of staff time	\$35.75
Information transfer/storage to USB	\$9.50

SCHEDULE – RESIDENTIAL LOT (VEHICULAR) ACCESS REGULATION**Residential Lot (Vehicular) Access Regulation Bylaw No. 7222****Administration Fees**

Section 2.3

Description	Fee
<u>Driveway Crossing Application</u> Administration/Inspection Fee	\$97.75

SCHEDULE – SIGN REGULATION**Sign Regulation Bylaw No. 9700**

Sections 1.12, 1.14

Description	Fee
Base application fee (non-refundable)	\$88.00 (creditable towards appropriate permit fee)
Fee for home-based sign	\$88.00
Fee based on sign area (awning, banner, canopy, changeable copy, fascia, mansard roof, marquee, projected-image, projecting, under awning/canopy, window signs >25%)	<15.0m ² : \$112.00 15.01-45.0m ² : \$221.00 >45.01m ² : \$384.00
Fee for new freestanding signs	< 3.0m ² : \$221.00 3.01-9.0m ² : \$439.00 9.01-15.0m ² : \$658.00
Fee for temporary construction freestanding/fencing signs	Single/two family: \$112.00 \$55.25 for each additional 6 months. 3+ family construction: \$221.00 \$112.00 for each additional 6 months
Freestanding sign relocation fee (on same site)	\$221.00 (same as base f/s fee)
Permit processing fee for a sign without a permit	2x actual permit fee

SCHEDULE – SOIL DEPOSIT AND REMOVAL**Soil Deposit and Removal Bylaw No. 10200 Fees**

Sections 4.1.1d; 4.2.1; 4.4.1 (d); 4.7.1 (b)

Description	Fee
Soil and other Material Deposit or Removal Application Fee (over 100 cubic metres to 600 cubic metres)	\$615.00
Soil and Other Material Deposit or Removal Application Fee (over 600 cubic metres)	\$1,024.00
Security Deposit	\$5.00 per cubic metre (\$15,000 minimum to a maximum of \$200,000)
Volume Fee - Soil Removal	\$1.00 per cubic metre
Volume Fee - Soil Deposit (Soil or Other Material imported within the City)	\$1.00 per cubic metre
Volume Fee - Soil Deposit (Soil or Other Material imported from outside the City)	\$2.00 per cubic metre
Soil and Other Material Deposit or Soil Removal Permit Renewal Fee	\$308.00

SCHEDULE - TRAFFIC

Traffic Bylaw No. 5870

Parking Fees

Section 12A.3, 12B.4

Description	Fee
<i>Pay Parking Fees:</i> Block Meter Zones	All rates include applicable taxes. \$2.75 per hour – 8:00 am to 9:00 pm
<i>Parking Permit / Decal Fees:</i> Parking Permit Decal	\$52.50 per calendar month, plus applicable taxes, subject to discount of: <ul style="list-style-type: none"> • 10% for groups of 11 or more permit decals

Traffic Bylaw No. 5870

Construction Permit Zone with Block Meter and/or Metered Parking Spaces

Section 42.2A

Obstruction of Block Meter Machine	\$106.00 per day per block meter machine plus applicable taxes
Removal of Block Meter Machine	\$106.00 per block meter machine plus applicable taxes
Storage of Block Meter Machine	\$52.50 per month per block meter machine plus applicable taxes
Obstruction of Metered Parking Space	\$35.00 per day per metered parking space plus applicable taxes

SCHEDULE – TREE PROTECTION**Tree Protection Bylaw No. 8057****Permit Fees**

Sections 4.2, 4.6

Description	Fee
Permit application fee	No Fee
To remove a hazard tree	\$65.25
One (1) tree per parcel during a 12 month period	\$78.75 per tree
Two (2) or more trees	
Permit renewal, extension or modification fee	\$65.25

Tree Protection Bylaw No. 8057**Permit Fees**

Sections 4.4.1, 5.2.6, 7.6(c)

Section	Description	Fee
Section 4.4.1	Security Deposit for replacement tree under a permit: <ul style="list-style-type: none"> - not related to works - related to a building permit - related to subdivision 	\$0 per replacement tree \$0 per replacement tree \$750 per replacement tree
Section 5.2.6	Security Deposit for retained tree that is not a significant tree: <ul style="list-style-type: none"> - related to a building permit - related to subdivision <ul style="list-style-type: none"> - for trees 20cm to 30cm caliper - for trees 31cm to 91cm caliper 	\$0 per retained tree \$5,000 per retained tree \$10,000 per retained tree
Section 5.2.6	Security Deposit for retained tree, if significant tree	\$20,000 per significant tree
Section 7.6(c)	Security Deposit for replacement trees planted as compensation for a significant tree, if significant tree damaged, cut or removed without permit	\$20,000 per significant tree

SCHEDULE – USE OF CITY STREETS**Traffic Bylaw No. 5870**

Obstruction of Traffic – Traffic Management Plan Review and Lane Closure Permit
Section 6.3

Description	Fee
Application Review Fee	\$106.00

Traffic Bylaw No. 5870

Containers – Temporary Placement Permit
Section 9A

Description	Fee
Permit Fee	\$31.50 per day

Traffic Bylaw No. 5870

Shared Vehicle Parking Space – Permit
Section 12C

Description	Fee
Permit Fee	\$315.00 per year

Traffic Bylaw No. 5870
EV Charging – City EV Parking Stall User Fees
 Section 12D.4

Description	Fee
<u>Charging Level of EV Supply Equipment</u>	<i>Per minute</i>
Level 2 – 3.1kW to 9.6kW Charging Session User Fees	Initial 2 hrs: \$0.0333/min (\$2.00/hr) After 2 hrs: \$0.0833/min (\$5.00/hr)
Level 3 – 25kW Charging Session User Fees	\$0.1333/min (\$8.00/hr)
Level 3 – 50kW Charging Session User Fees	\$0.2666/min (\$16.00/hr)

Traffic Bylaw No. 5870
 Oversize Vehicles and Building Moves – Permit
 Section 25.1

Description	Fee
Individual Vehicle Trip	\$26.50
One Vehicle for More than One Trip	\$106.00
One Building Move	\$52.50
Re-issuance of Building Move Permit as a Result of Changes Requested to Original Permit	\$26.50

Traffic Bylaw No. 5870
 Construction Zones – Permit
 Section 42.1

Description	Fee
Permit Fee	\$315.00
* per day *Plus	\$31.50
** per metre of roadway to which permit applies, per day **Plus	\$0.75

SCHEDULE – UNDERPINNING WORKS AND CONSTRUCTION FENCE ENCROACHMENT

Underpinning Works and Construction Fence Encroachment Bylaw No. 9833
Sections 2.1, 2.2 and 3.4

Description	Fee
Underpinning Works	
Application Fee	\$548.00 per Underpinning Works Permit application
Encroachment Fee	\$57.75 per square meter of excavation face that will be supported by the Underpinning Works
Inspection Fee	\$261.00
Additional Inspection Fees	\$97.75 per additional inspection if additional inspection(s) are required as a result of initial inspection showing deficiencies
Security Deposit	\$5,461.00 plus such additional amounts set forth in section 2.2 of Bylaw No. 9833
Construction Fence	
Fee	
Application Fee	\$112.00 per Construction Fence Permit application
Encroachment Fee	\$11.25 per year per square meter of encroachment
Inspection Fee	\$261.00
Additional Inspection Fees	\$97.75 per additional inspection if additional inspection(s) are required as a result of initial inspection showing deficiencies
Security Deposit	\$5,461.00

SCHEDULE – VEHICLE FOR HIRE REGULATION

Vehicle for Hire Regulation Bylaw No. 6900
Permit & Inspection Fees
 Sections 3.7, 6.3

Description	Fee	Units
Transporting of trunks	\$8.00	per trunk
Towing permit	\$65.25	
Inspection fee for each inspection after the second inspection	\$33.75	

SCHEDULE – VISITING DELEGATION, STUDY TOUR AND CITY HALL TOUR

Visiting Delegation, Study Tour and City Hall Tour Bylaw No. 9068
 Section 2.1

Description		Fee
City Hall Tour		\$288.00 plus room rental fee
Visiting Delegation or Study Tour	Up to 2 hours	\$288.00 plus room rental fee
	2 to 4 hours	\$572.00 plus room rental fee
	More than 4 hours	\$1,141.00 plus room rental fee

SCHEDULE – WATER USE RESTRICTION

Water Use Restriction Bylaw No. 7784
Permit Fees
 Section 3.1

Description	Fee
Permit application fee for new lawns or landscaping (s.3.1.1(a))	\$39.50
Permit application fee for nematode applications for European Chafer Beetle control, where property does not have water meter service (s.3.1.1(b))	\$39.50
Permit application fee for nematode applications for European Chafer Beetle control, where property has water meter service (s.3.1.1(b))	NIL

SCHEDULE – WATERCOURSE PROTECTION AND CROSSING

**Watercourse Protection and Crossing Bylaw No. 8441
Application, Design Drawing and Inspection Fees**

Description	Fee
<u>Culvert</u> Application Fee City Design Option Inspection Fee	\$484.00 \$1,362.00 \$130.00 plus \$26.25 per additional linear metre of culvert over 5 metres wide
<u>Bridge</u> Application Fee Inspection Fee	\$132.00 \$256.00

Note: There is no City Design Option for bridges.

**Watercourse Protection and Crossing Bylaw No. 8441
Riparian Management Area Building Permit – Application Review Fees
Section 8.2**

Description	Fee
<u>Application Review Fees</u> (a) Single or two family dwelling construction (b) Single or two family dwelling demolition (c) Addition to and/or dogdog (d) accessory building over 10 m ² (for single or two family dwellings) construction (e) Addition to and/or accessory building over 10 m ² (for single or two family dwellings) demolition (f) Retaining wall over 1.2 m in height, for single or two family dwelling (g) Site services for single or two family dwelling (h) Combination of three (3) or more of the following: single or two family dwelling construction and/or demolition, addition to and/or accessory building over 10m ² for single or two family dwellings construction and/or demolition, retaining wall over 1.2 m in height, for single or two family dwelling, and/or site services for single or two family dwelling.	\$802.00 \$375.00 \$375.00 \$375.00 \$375.00 \$375.00 \$1,604.00

Note: Other than as set out above there are no Building Permit application review fees for activities in or adjacent to riparian management areas

Watercourse Protection and Crossing Bylaw No. 8441
Development in Riparian Management Area Inspection Fees
 Section 8.5

Description	Fee
<u>Initial Inspection Fee</u>	\$80.50
<u>Re-inspection Fees</u>	
(a) first additional inspection	\$80.50
(b) second additional inspection	\$161.00
(c) third additional inspection	\$322.00
<p><i>Note: the fee for each additional inspection after the third additional inspection, required as a result of prior inspection showing deficiencies, will be at double the cost of each immediately previous inspection</i></p>	

SCHEDULE – WATERWORKS**Waterworks and Water Rates Bylaw No. 5637**

Description [Section]	Fee
<u>Design Plan Prepared by City [s. 2(d)]</u>	
(a) Design plan prepared by City for One-Family Dwelling or Two-Family Dwelling	\$1,024 each
(b) Design plan for all other buildings	\$2,048 each
For each turn on or turn off [s. 11(a)(iii), s. 11(c)(i)]	\$111.00
For each non-emergency service call outside regular hours [s. 11(b)(i)]	Actual Cost
Fee for testing a water meter [s. 26(a)]	\$387.00
Fee for water meter verification request [s. 26(d)]	\$51.25
Troubleshooting on private property	Actual Cost
<u>Fire flow tests of a watermain</u>	
(a) First test	\$256.00
(b) For each subsequent test	\$154.00
Locate or repair of curb stop service box or meter box	Actual Cost
<u>Fee for use of City fire hydrants [s. 37]</u>	
(a) Where the installation of a water meter is required:	
(i) Refundable Deposit	\$349.00
(ii) Consumption fee: the greater of the rates set out in Item 1 of Bylaw No. 5637 Schedules “B” or “C”, or	\$224.00
(b) Where the installation of a water meter is not required:	
(i) First day	\$224.00
(ii) Each additional day of use beyond the first day	\$73.75
<u>Fee for use of Private fire hydrants [s. 37.1]</u>	
(a) Where the installation of a water meter is required:	
(i) Refundable Deposit	\$369.00
(ii) Consumption fee: the greater of the rates set out in Item 1 of Bylaw No. 5637 Schedules “B” or “C”, or	\$216.00
(b) Where the installation of a water meter is not required:	
(i) First day	\$103.00
(ii) Each additional day of use beyond the first day	\$66.75



Richmond Zoning Bylaw 8500
Amendment Bylaw No. 9842

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 2.6 by amending Sections 2.6.3 and 2.6.4 by deleting all references to "50.0 m" and replacing them with "100.0 m".
2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9842**".

FIRST READING

SEP 26 2022

PUBLIC HEARING

OCT 17 2022

SECOND READING

OCT 17 2022

THIRD READING

OCT 17 2022

ADOPTED

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

MAYOR

CORPORATE OFFICER



Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Development Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843

The Council of the City of Richmond enacts as follows:

1. Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Development Permit Procedure Bylaw No. 7273, as amended, is further amended at Section 3.1.1 (b)(ii) by deleting the reference to “50 metres” and replacing it with “100 metres”.
2. This Bylaw is cited as “**Richmond Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 9843**”.

FIRST READING

SEP 26 2022

SECOND READING

SEP 26 2022

THIRD READING

SEP 26 2022

ADOPTED

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

MAYOR

CORPORATE OFFICER



Board of Variance Bylaw No. 9259, Amendment Bylaw No.10080

The Council of the City of Richmond enacts as follows:

1. Board of Variance Bylaw No. 9259, as amended, is further amended as follows:
 - a) In Section 3.1 Completion of Application by inserting a new subsection 3.1.6 as follows:

“3.1.6 The person or owner making an **application** shall submit:

 - (a) the applicable fee for the Board of Variance meeting notifications, as specified in the *Consolidated Fees Bylaw No. 8636*, which fee is non-refundable except in accordance with Section 3.2.2 of this Bylaw.”;
 - b) In Section 3.1.1 by deleting the reference “section 901” and replacing it with “section 540”, deleting “section 901.1” and replacing it with “section 543”, and deleting “section 902” and replacing it with “section 544”;
 - c) In Section 3.1.5 by deleting “section 914.2” and replacing it with “section 548”;
 - d) In Section 4.1.2(c) by deleting the reference to “50 metres” and replacing it with “100 metres”; and
 - e) In Section 5.1 by deleting “RSBC 1996, c. 323” from the definition of *Local Government Act* and replacing it with “RSBC 2015, c.1”.
2. This Bylaw is cited as “**Board of Variance Bylaw No. 9259, Amendment Bylaw No. 10080**”.

FIRST READING

SEP 26 2022

SECOND READING

SEP 26 2022

THIRD READING

SEP 26 2022

ADOPTED

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

MAYOR

CORPORATE OFFICER



**Development Application Fees Bylaw No. 8951,
Amendment Bylaw No. 10083**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 8951, as amended, is further amended in Part One – Establishment of Fees as follows:

a) After sub-section 1.2.5, by inserting new sub-sections 1.2.6 and 1.2.7 as follows:

“1.2.6 In addition to the fees required pursuant to the other subsections of Section 1.2 (Zoning Amendments), every **applicant** for an amendment under Section 1.2 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.2.7 In addition to the fees required pursuant to the other subsections of Section 1.2 (Zoning Amendments), every **applicant** for an amendment under Section 1.2 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

b) After sub-section 1.3.3, by inserting new sub-sections 1.3.4 and 1.3.5 as follows:

“1.3.4 In addition to the fees required pursuant to the other subsections of Section 1.3 (Official Community Plan Amendments), every **applicant** for an amendment under Section 1.3 must submit the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.3.5 In addition to the fees required pursuant to the other subsections of Section 1.3 (Official Community Plan Amendments), every **applicant** for an amendment under Section 1.3 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

c) After sub-section 1.4.5, by inserting new sub-sections 1.4.6 and 1.4.7 as follows:

“1.4.6 In addition to the fees required pursuant to the other subsections of Section 1.4 (Development Permits), every **applicant** for a Development Permit under Section 1.4 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.4.7 In addition to the fees required pursuant to the other subsections of Section 1.4 (Development Permits), every **applicant** for a Development Permit under Section 1.4 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed Development Permit Panel meeting notices.”;

d) After sub-section 1.5.1, by inserting new sub-sections 1.5.2 and 1.5.3 as follows:

“1.5.2 In addition to the fees required pursuant to the other subsections of Section 1.5 (Development Variance Permits), every **applicant** for a Development Variance Permit under Section 1.5 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.5.3 In addition to the fees required pursuant to the other subsections of Section 1.5 (Development Variance Permits), every **applicant** for a Development Variance Permit under Section 1.5 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed Development Permit Panel meeting notices.”;

e) After sub-section 1.15.2, by inserting new sub-sections 1.15.3 and 1.15.4 as follows:

“1.15.3 In addition to the fees required pursuant to the other subsections of Section 1.15 (Heritage Alteration Permits and Heritage Revitalization Agreements), every **applicant** for a Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance and has no associated Development Permit, or a Heritage Revitalization Agreement, under Section 1.15 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the early public notices as described in the Council Policy titled “Early Public Notification – Land Use Applications.

1.15.4 In addition to the fees required pursuant to the other subsections of Section 1.15 (Heritage Alteration Permits and Heritage Revitalization Agreements), every **applicant** for a Heritage Revitalization Agreement under Section 1.15 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed **public hearing** notices.”;

2. This Bylaw is cited as “**Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10083**”.

FIRST READING

SEP 26 2022

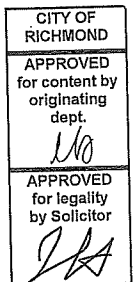
SECOND READING

SEP 26 2022

THIRD READING

SEP 26 2022

ADOPTED



MAYOR

CORPORATE OFFICER



**Heritage Procedures Bylaw No. 8400
Amendment Bylaw No. 10236**

The Council of the City of Richmond enacts as follows:

1. **Heritage Procedures Bylaw No. 8400**, as amended, is further amended:

- a. by inserting after Section 8.4 the following new heading and new Section 8.5:

“Notification of Public Hearing for a Heritage Revitalization Agreement

8.5 Where a Public Hearing is required for a Heritage Revitalization Agreement that would vary use or density of use, the application for the Heritage Revitalization Agreement is subject to the Public Hearing and Notification requirements required by the City for a zoning bylaw amendment in the City’s Zoning Bylaw 8500.”

- b. at Section 3.1 by deleting the reference “Section 972” and replacing it with “Section 617”, deleting the reference “Section 954” and replacing it with “Section 598”, deleting the reference “Section 966” and replacing it with “Section 610”;
- c. at subsection 4.1.3 deleting the reference “Section 967” and replacing it with “Section 611”;
- d. at subsection 4.1.4 deleting the reference “Section 964” and replacing it with “Section 608”;
- e. at subsection 5.1.1 deleting the reference “Section 956” and replacing it with “Section 600”;
- f. at subsection 5.1.2 deleting the reference “Section 958” and replacing it with “Section 602”;
- g. at Section 5.2 deleting the reference to “Section 972(4)” and replacing it with “Section 617(4)”, and deleting the reference “Section 972” and replacing it with “Section 617”;
- h. at Section 5.3 deleting the reference “Section 973(2)(c)” and replacing it with “Section 618(2)(c)”;
- i. at Section 9.1 deleting the reference “Section 967” and replacing it with “Section 611”; and

Bylaw No. 10236

- j. at Schedule A deleting the reference "Section 972" and replacing it with "Section 617", deleting the reference "Section 967" and replacing it with "Section 611", deleting the reference "Section 965" and replacing it with "Section 609", deleting the reference "Section 971" and replacing it with "Section 615", and the reference "Richmond Zoning and Development Bylaw No. 5300" is replaced with "Richmond Zoning Bylaw 8500".

2. This Bylaw is cited as "**Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10236**".

FIRST READING

SEP 26 2022

SECOND READING

SEP 26 2022

THIRD READING

SEP 26 2022

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>No</i>
APPROVED for legality by Solicitor <i>DA</i>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10173 (RZ 18-824503)
8231 and 8251 Williams Road**

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

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

P.I.D. 004-871-693

Lot 11 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

P.I.D. 003-674-991

Lot 12 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10173**”.

FIRST READING

JUN 08 2020

A PUBLIC HEARING WAS HELD ON

JUL 20 2020

SECOND READING

JUL 20 2020

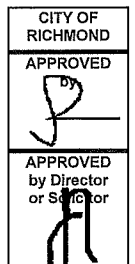
THIRD READING

JUL 20 2020

OTHER CONDITIONS SATISFIED

NOV 03 2022

ADOPTED

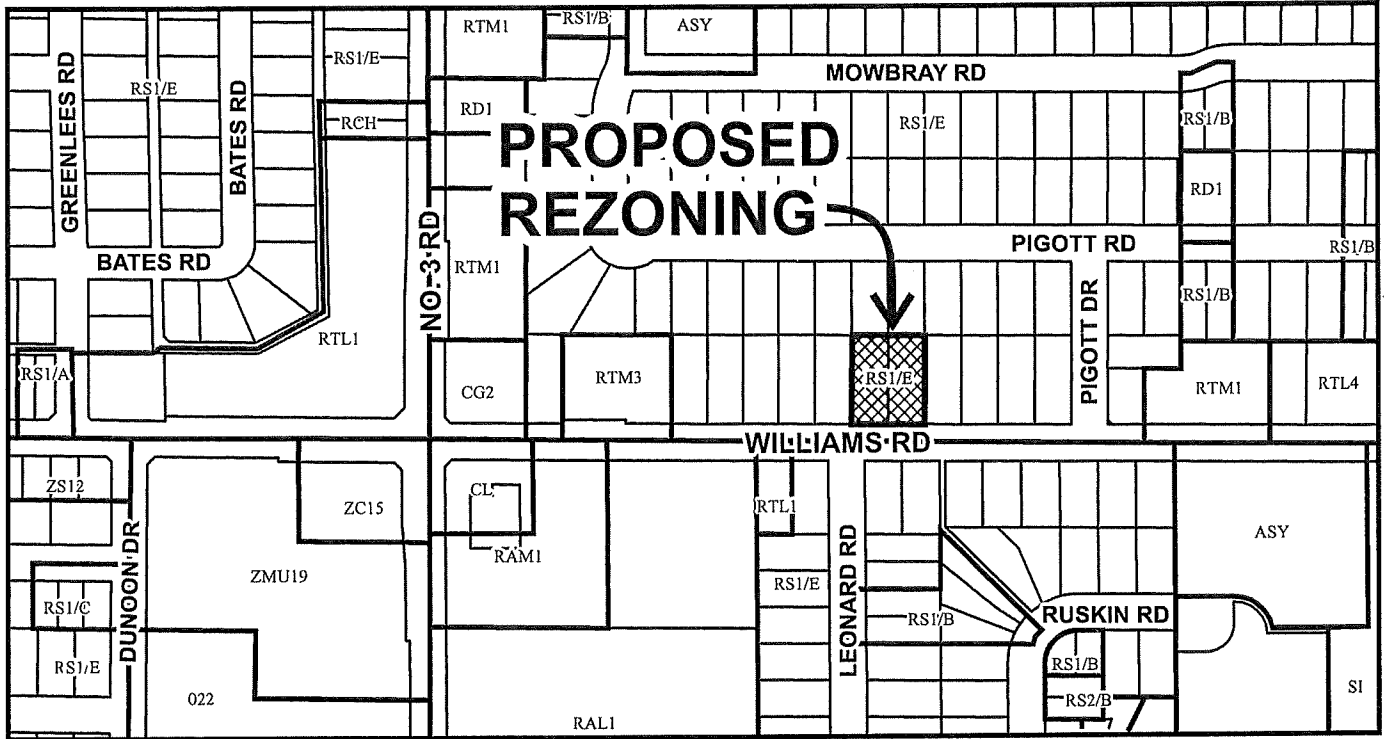


MAYOR

CORPORATE OFFICER



City of Richmond



20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12
48.72	48.73	48.73	48.73	48.73	48.73	48.73	48.73	48.73	48.73	48.73
8131	8151	8171	8191	8211	8231	8251	8291	8311	8331	8351
20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12

WILLIAMS RD

83.28	20.11	20.12	20.12	21.07	20.42	21.10
8140	8200	8240	8260	8300	8320	
	22	23	23	28		



RZ 18-824503

Original Date: 06/08/18

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Thursday, October 20, 2022**

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: John Irving, General Manager, Engineering and Public Works, Acting Chair
Cecilia Achiam, General Manager, Community Safety
Peter Russell, Director, Sustainability and District Energy

The meeting was called to order at 3:30 p.m.

The Chair noted that the agenda has been revised to remove Item No. 3 - Development Variance Permit 22-015216.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on September 14, 2022 be adopted.

CARRIED

**1. GENERAL COMPLIANCE – REQUEST BY CHUNGHWA HOTEL GROUP LTD.
FOR A GENERAL COMPLIANCE RULING AT 2899 and 2888 JOW STREET**
(File Ref. No.: DP 18-825006) (REDMS No. 6995159)

APPLICANT: Chunghwa Hotel Group Ltd.

PROPERTY LOCATION: 2899 and 2888 Jow Street

INTENT OF GENERAL COMPLIANCE RULING REQUEST:

To consider the attached plans involving changes to the design of the proposed landscaping and to the Environmentally Sensitive Area compensation plan to be in General Compliance with the approved Development Permit (DP 18-825006).

Development Permit Panel Thursday, October 20, 2022

Applicant's Comments

Salim Narayanan, IBI Group, Andrew Danielson, van der Zalm + Associates, Inc., and Jeremy Nilson, Keystone Environmental Ltd., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed changes to the design of the landscaping and to the Environmentally Sensitive Area (ESA) compensation plan associated with the issued Development Permit 18-825006, highlighting the following:

- there is an ESA between Hotel 1 Building (2899 Jow Street) and Office 2 Building (9250 Beckwith Road);
- there is a loss of 22 trees associated with the ESA area and corresponding habitat due to water retention in the ESA;
- the water retention in the ESA was due to heavy rains and a water main break in the area;
- the revised proposal will provide replacement planting at a 3:1 ratio;
- the original ESA compensation plan associated with the issued Development Permit 18-825006 will be revised to account for the loss of the trees, including measures such as retaining five existing trees that have died as wildlife trees, raising the grades within the ESA to match the grades of the adjacent sites, removing the invasive plants, replanting of 31 new trees in the ESA area and installing shrubs and groundcovers;
- the proposed revised ESA compensation plan would restore the habitat values that were lost as a result of the loss of 22 trees;
- a total of 66 trees are proposed to be planted on-site, with 31 trees to be installed within the ESA and 35 trees will be provided in the landscaped areas outside of the ESA; and
- in addition to the new trees, a portion of the trees to be planted on the site within and outside of the ESA will be upsized to provide additional landscape and habitat value.

Staff Comments

Wayne Craig, Director, Development, noted that (i) a five-year monitoring period is required for the ESA replacement planting, and (ii) an additional cash security will be secured to ensure the installation, retention and survival of planting.

Development Permit Panel
Thursday, October 20, 2022

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) excessive water caused the trees in the ESA to decline despite the measures taken to prevent the loss of 22 trees within the ESA, including installing drainage and pumping out the water that had accumulated around the trees, (ii) compared to the original ESA compensation plan associated with the issued Development Permit 18-825006, the proposed revised ESA compensation and restoration plan would provide an equal habitat value, (iii) the grade of the affected site within the ESA will be raised to match the grades of adjacent sites to prevent the retention of water within the ESA, (iv) the proposed plantings will include those suitable for use by local native pollinators as habitat, and (v) on-site areas outside of the proposed landscaped areas (which are mostly around the perimeter of the site) are not suitable locations for additional plantings due to the project's parking and underground utility requirements.

In reply to a query from the Panel, Mr. Craig confirmed that in addition to the required five-year monitoring plan for the replacement plantings and related works associated with the ESA compensation plan, the project arborist is required to be on-site during the construction period for any works in or around the tree protection zones including the installation of irrigation systems.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel noted that (i) while it is disappointing to see the loss of these trees, it appears best efforts were made to prevent the loss of retained trees, and (ii) the upsizing of trees proposed to be planted would provide an adequate level of compensation for the loss of the trees in the subject site.

Panel Decision

It was moved and seconded

That the attached plans involving changes to the design of the proposed landscaping and to the Environmentally Sensitive Area compensation plan be considered to be in General Compliance with the approved Development Permit (DP 18-825006).

CARRIED

Development Permit Panel
Thursday, October 20, 2022

2. DEVELOPMENT PERMIT 21-934726
(REDMS No. 6969951)

APPLICANT: Doxa Construction Ltd.

PROPERTY LOCATION: 6700 Francis Road

INTENT OF PERMIT:

Permit the construction of a total of two front-to-back duplexes at 6700 Francis Road (one on each new lot after subdivision), on lots zoned "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)".

Applicant's Comments

Jiang Zhu, Imperial Architecture Ltd., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the subject site will be subdivided to create two lots;
- the proposal includes two two-storey front-to-back duplex buildings, with one duplex building located on either side of a shared central drive aisle;
- each unit in the duplex building is separated by a carport that provides two side-by-side parking spaces for each unit;
- a shared visitor parking stall is located at the south end of the shared drive aisle;
- the architectural expression of the two duplex buildings has been differentiated through the use of different architectural treatments, colour schemes and materials;
- the deck in the middle of each duplex building breaks up the building mass; the decks are oriented towards the internal drive aisle to avoid overlook onto adjacent properties;
- smaller windows along the side yards are proposed to avoid overlook onto adjacent properties; and
- one convertible unit will be provided in the proposed development.

Lu Xu, RPL Projects, Ltd., with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) two colour tones are proposed for the permeable pavers on the entire shared central drive aisle to emphasize its use by both pedestrians and vehicles, (ii) trees are proposed to be planted in the front and back yards of each unit, (iii) existing trees in the backyards of rear units will be retained due to the existing right-of-way, (iv) a mix of deciduous and coniferous trees will be planted, and (v) a gravel pathway is proposed on the side yard of each duplex building and vine planting will be installed adjacent to the fence to provide greenery.

Development Permit Panel
Thursday, October 20, 2022

Staff Comments

Mr. Craig noted that (i) the project has been designed to meet Step Code 3 of the BC Energy Step Code with the provision of heat pumps for heating and cooling, (ii) the heat pump units will comply with the City's Noise Regulation Bylaw, and (iii) there is a Servicing Agreement associated with the project for frontage improvements along Francis Road.

Panel Discussion

A suggestion was made to install permeable pavers in lieu of concrete slabs for the patios of back units to further enhance on-site storm water permeability.

Staff were then directed to work with the applicant to investigate opportunities for installing permeable pavers for the rear patios prior to the application moving forward to Council for consideration.

In reply to queries from the Panel, the applicant noted that (i) there are no walls on the east and west sides of the carports, (ii) the perimeter fences along the east and west property lines will prevent headlight glare from the carport to spill out into neighbouring properties, and (iii) the view to adjacent properties from the deck on top of the carports will be blocked by the building mass and will therefore not pose overlook concerns.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a total of two front-to-back duplexes at 6700 Francis Road (one on each new lot after subdivision), on lots zoned "Two-Unit Dwellings (ZD7) – Francis Road (Blundell)".

CARRIED

3. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled on Wednesday, October 26, 2022 be cancelled.

CARRIED

5.

Development Permit Panel
Thursday, October 20, 2022

4. **Date of Next Meeting:** November 16, 2022

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:15 p.m.).

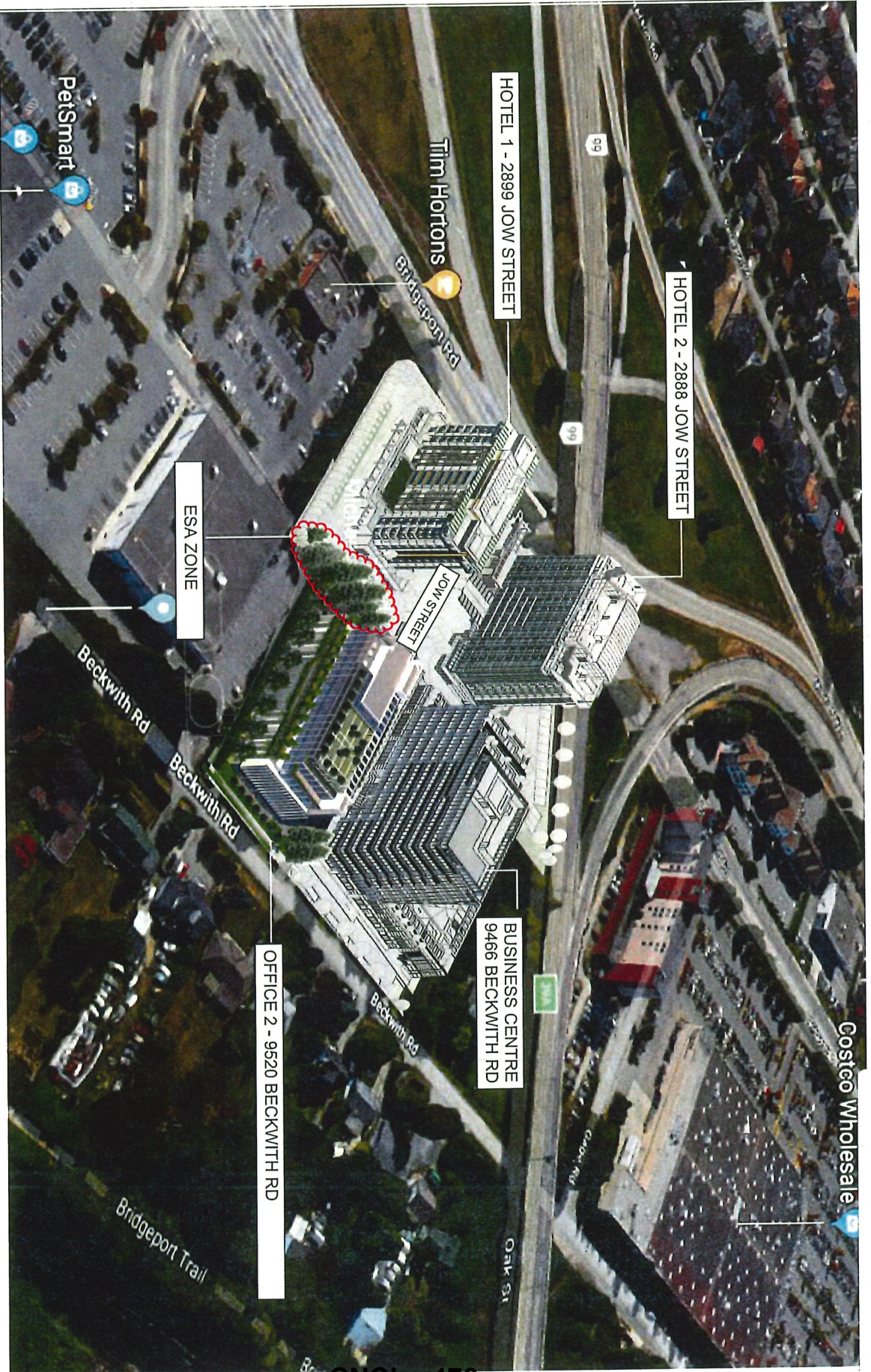
CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Thursday, October 20, 2022.

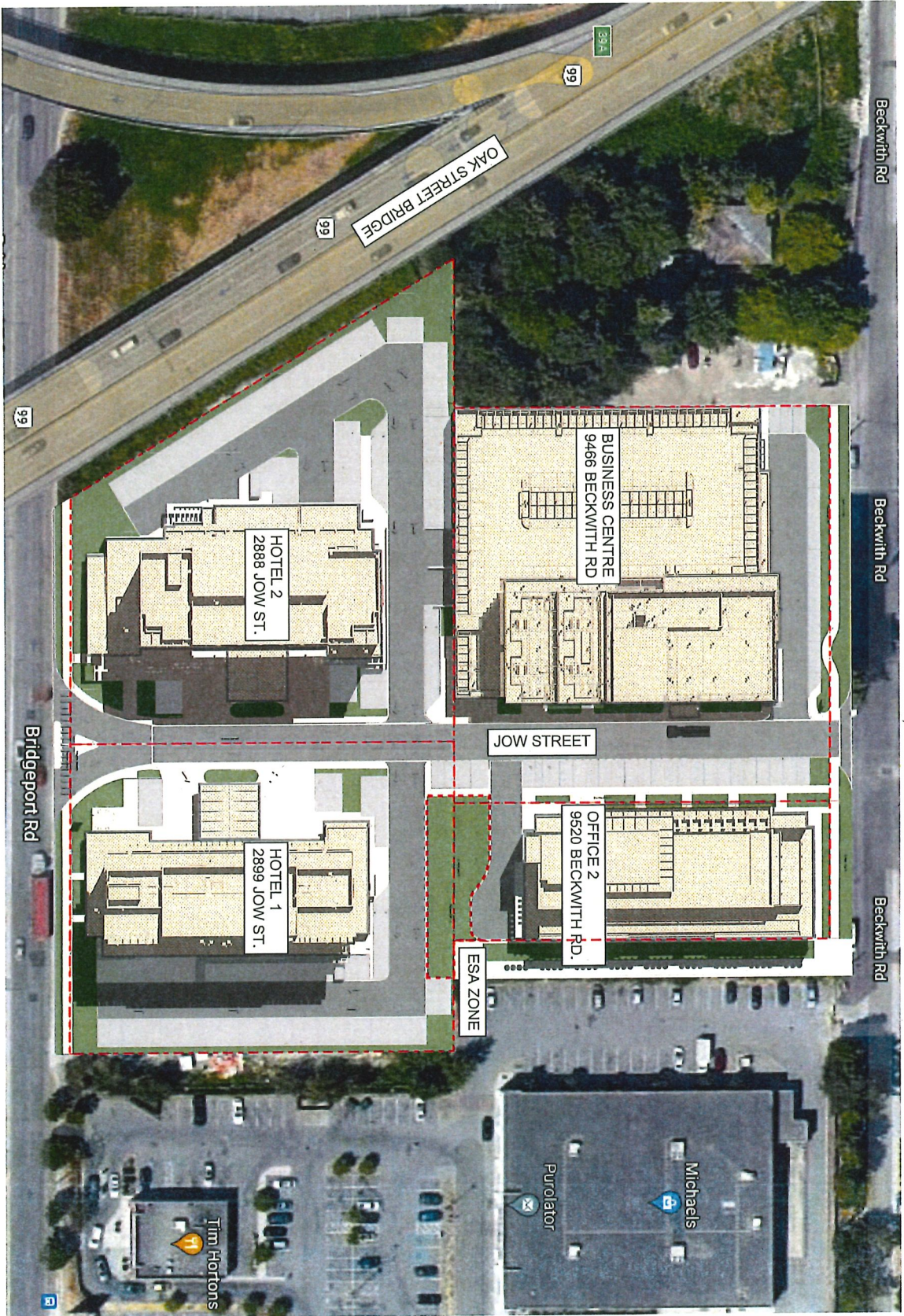
John Irving
Acting Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Thursday, October 20, 2022.



OVERALL AERIAL CONTEXT VIEW



OVERALL SCHEMATIC SITE PLAN

1.0 BACKGROUND

Several trees associated with development at and adjacent to 9520 Beckwith died recently. 9520 Beckwith was previously a single-family residential property with undeveloped land to the south and west. 9520 Beckwith was cleared in 2019, and the area to the south was cleared in 2018. A multi-story office building is under construction directly to the west. The entire site except for the area where the trees are located has been preleaded.

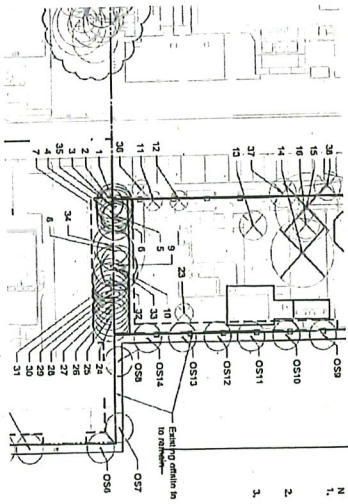


Figure 2 - Excerpt from tree management plan indicating tree numbers and locations.

Tree summary table – by species		Number of trees
Tree Type	Tree Species	
Conifers	Douglas-fir	11
	Western redcedar	4
	Western hemlock	2
	Lawson cypress	2
Total Conifers		19
Deciduous	European mountain ash	1
	Hazelnut	3
		2
Total Deciduous		3
Total Trees within ESA		22

Tree summary table – by size		Number of trees.
Tree size (cm)		
20-29		8
30-39		3
40-49		7
50-59		4
60+		0
Total		22

4.0 TREE ASSESSMENT TABLES

The following trees are located at 9520 Beckwith Road

Tree #	Common Name Botanical Name	DBH (cm)	Condition
1	Western redcedar <i>Thuja plicata</i>	47	DEAD
2	Western hemlock <i>Tsuga heterophylla</i>	37	DEAD
3	Western redcedar <i>Thuja plicata</i>	20	DEAD
4	Western redcedar <i>Thuja plicata</i>	27	DEAD
5	Douglas-fir <i>Pseudotsuga menziesii</i>	27	DEAD
6	Western redcedar	24	DEAD
7	Western hemlock <i>Tsuga heterophylla</i>	51	DEAD
8	European mountain-ash <i>Sorbus sp.</i>	22, 20, 11	DEAD
9	Lawson cypress <i>Chamaecyparis lawsoniana</i>	33	DEAD
10	Lawson cypress <i>Chamaecyparis lawsoniana</i>	37	DEAD
24	Douglas-fir <i>Pseudotsuga menziesii</i>	49	
25	Douglas-fir <i>Pseudotsuga menziesii</i>	44	
26	Douglas-fir <i>Pseudotsuga menziesii</i>	42	
27	Douglas-fir <i>Pseudotsuga menziesii</i>	26	
28	Douglas-fir <i>Pseudotsuga menziesii</i>	55	
29	Douglas-fir <i>Pseudotsuga menziesii</i>	20	
30	Douglas-fir <i>Pseudotsuga menziesii</i>	43	
31	Douglas-fir <i>Pseudotsuga menziesii</i>	48	
32	Douglas-fir <i>Pseudotsuga menziesii</i>	40	
33	Douglas-fir <i>Pseudotsuga menziesii</i>	50	
34	Hazelnut <i>Corylus sp.</i>	9, 9, 8, 6	
35	Hazelnut <i>Corylus sp.</i>	9, 9, 8, 8	

ESA TREES ASSESSMENT SUMMARY

5.0 REPLACEMENT TREES

A total of 22 trees were identified for retention within the ESA that overlaps 9520 Beckwith Road and 2899 Low Street. All of the trees are now dead.

The city of Richmond requires a 2:1 tree replacement ratio for all trees removed for new development. If these trees had been removed with an approved permit for development, 44 replacement trees would be required for this site.

A 3:1 replacement ratio has been proposed for these trees. This would require 66 replacement trees. The ESA is approximately 300m² and would not support the planting of 66 trees. 31 trees are proposed for planting within the ESA, with the remaining trees to be on the adjacent development sites.

6.0 RECOMMENDATIONS

All the trees are dead, and removal is recommended, except for trees 1, 24, 25, 28, 31, which should be considered for retention as wildlife trees.

If these trees are removed and replaced, the standing water must be addressed, or trees suitable for saturated conditions should be selected for replanting.

These trees are within an Environmentally Sensitive Area (ESA), and any changes to the site should be approved by a Qualified Environmental Professional (QEP).



Figure 3 – Trees 1-10, 24-35, looking north on November 5, 2021. All trees are dead.

4.0 SITE OBSERVATIONS



FIG. 1 - Aerial View of Risk Assessment Area

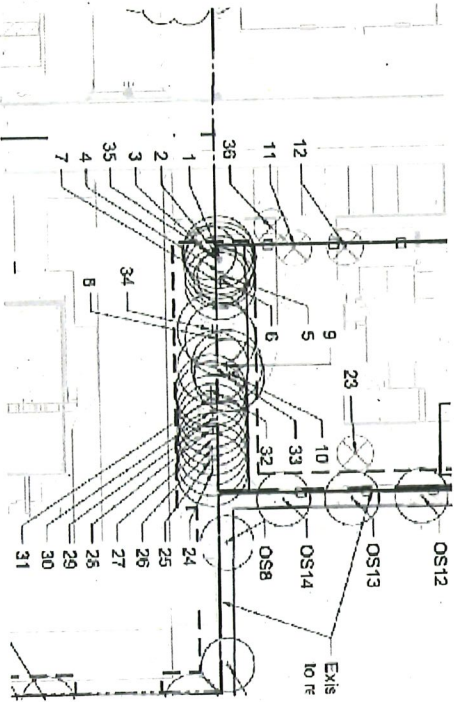


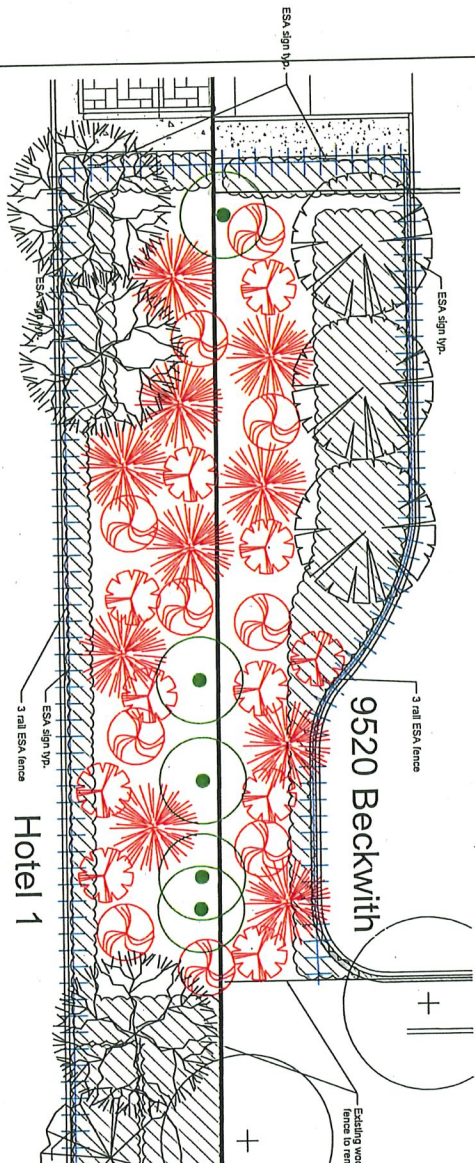
FIG. 2 - Site map indicating location of subject trees

ASSESSMENT OF WILD LIFE TREES PROPOSED FOR RETENTION

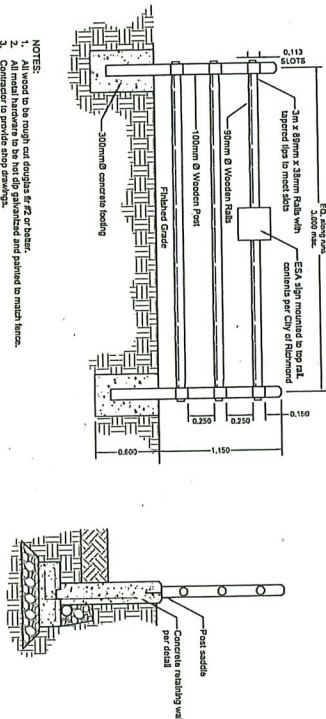
TABLE 2 - TREE ASSESSMENT

The following table outlines the observations and analysis made during the risk assessment. The column "risk condition" considers only the most likely highest risk condition.

Tree #	Common name	DBH (cm)	Risk Condition	Risk Analysis		Health Analysis
				Probability of Failure: Possible	Probability of Impact: Medium	
1	Western redcedar <i>Thuja plicata</i>	47	Dead scaffolds and trunk	Probability of Failure: Possible	Probability of Impact: Medium	Dead - Class 3
24	Douglas fir <i>Pseudotsuga menziesii</i>	49	Dead scaffolds and trunk	Probability of Failure: Possible	Probability of Impact: Medium	Dead - Class 3
25	Douglas fir <i>Pseudotsuga menziesii</i>	44	Dead scaffolds and trunk	Probability of Failure: Possible	Probability of Impact: Medium	Dead - Class 3
28	Douglas fir <i>Pseudotsuga menziesii</i>	55	Dead scaffolds and trunk	Probability of Failure: Possible	Probability of Impact: Medium	Dead - Class 3
31	Douglas fir <i>Pseudotsuga menziesii</i>	48	Dead scaffolds and trunk	Probability of Failure: Possible	Probability of Impact: Medium	Dead - Class 3



1 ESA FENCE LAYOUT
Scale 1/32



2
Scale 1/32

- NOTES:
1. Fence to be built out diagonals if as shown.
 2. All metal hardware to be hot dip galvanized and painted to match fence.
 3. Contractor to provide shop drawings.

9520 Beckwith Road - ESA AREA

Trees added to ESA ON 9520 Beckwith Road for ESA tree removal compensation

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	4	Abies grandis	Grand Fir	BB: 4.0m HL	Per Plan
	4	Acer macrophyllum	Big Leaf Maple	BB: 10cm	Per Plan
	6	Pinus contorta	Shore pine	BB: 4.0m HL	Per Plan
TOTAL	14				

HOTEL 1 - ESA AREA

Trees added to ESA on Hotel 1 Site for ESA tree removal compensation

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	4	Abies grandis	Grand Fir	BB: 4.0m HL	Per Plan
	4	Acer macrophyllum	Big Leaf Maple	BB: 10cm	Per Plan
	6	Pinus contorta	Shore pine	BB: 4.0m HL	Per Plan
TOTAL	14				

ESA AREA

TREE LEGEND

	Abies grandis		Acer macrophyllum		Pinus contorta		Existing tree to be removed
--	---------------	--	-------------------	--	----------------	--	-----------------------------

ESA TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	10	Abies grandis	Grand Fir	BB: 4.0m HL	Per Plan
	10	Acer macrophyllum	Big Leaf Maple	BB: 10cm	Per Plan
	11	Pinus contorta	Shore pine	BB: 4.0m HL	Per Plan
TOTAL	31				

Trees added to ESA for
ESA tree removal
compensation

2022 ESA COMPENSATION PROPOSAL - WITHIN ORIGINAL ESA ZONE

van der Zalm + associates Inc.
Professional Engineers
1000 West Broadway, Suite 1000
Vancouver, BC V6H 3G9
Tel: 604.681.1111
www.vdz.com



REVISIONS TABLE FOR DRAWINGS

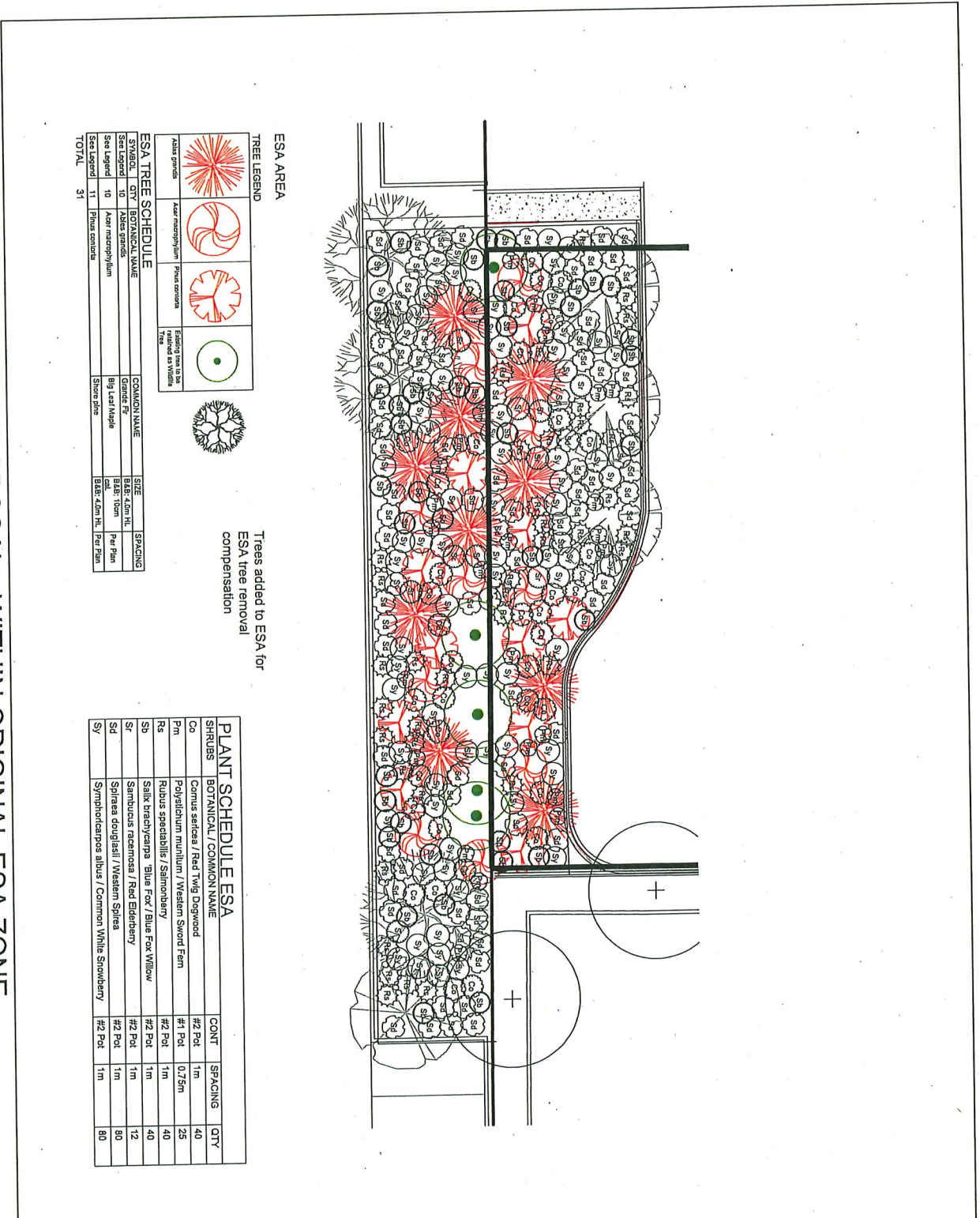
No.	Rev.	Description	Date
1	1	Issued for 70% Address	Oct 11, 2022
2	1	Issued for 70% Address	Oct 11, 2022
3	1	Issued for 70% Address	Oct 11, 2022
4	1	Issued for 70% Address	Oct 11, 2022
5	1	Issued for 70% Address	Oct 11, 2022
6	1	Issued for 70% Address	Oct 11, 2022
7	1	Issued for 70% Address	Oct 11, 2022
8	1	Issued for 70% Address	Oct 11, 2022
9	1	Issued for 70% Address	Oct 11, 2022
10	1	Issued for 70% Address	Oct 11, 2022

REVISIONS TABLE FOR SHEET

No.	Rev.	Description	Date
1	1	Issued for 70% Address	Oct 11, 2022

Project: Bridgeport Hotel 1 and 2
Location: 9520 Beckwith Rd & 9455 Bridgeport Rd

Drawn: [Blank]
Stamp: [Blank]
Checked: [Blank]
Approved: [Blank]
Scale: 1:1000



ESAA AREA

TREE LEGEND

	Aster grandis		Aster macrophyllum		Pinus contorta		Existing trees to be retained as Wildlife Trees
--	---------------	--	--------------------	--	----------------	--	---

ESAA TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
See Legend	10	Aster grandis	Garden Fir	BBB - 4.0m HL	Per Plan
See Legend	10	Aster macrophyllum	Big Leaf Maple	BBB - 7.0m HL	Per Plan
See Legend	11	Pinus contorta	Shore Pine	BBB - 4.0m HL	Per Plan
TOTAL	31				

Trees added to ESA for
ESA tree removal
compensation

PLANT SCHEDULE ESA

SHRUBS	BOTANICAL / COMMON NAME	COUNT	SPACING	QTY
Co	Cornus sericea / Red Twig Dogwood	#2 Pod	1m	40
Pm	Polystichum munifolium / Western Sword Fern	#1 Pod	0.75m	25
Rs	Rubus spectabilis / Salmonberry	#2 Pod	1m	40
Sb	Salix drachycaepa / Blue Fox / Blue Fox Willow	#2 Pod	1m	40
Sr	Sambucus racemosa / Red Elderberry	#2 Pod	1m	12
Sd	Spiraea douglasii / Western Spirea	#2 Pod	1m	80
Sy	Symphoricarpos albus / Common White Strawberry	#2 Pod	1m	80



REVISIONS TABLE FOR SHEET

NO.	DATE	DESCRIPTION	BY	CHKD
1	04/13/2022	Submittal per Title Addendum	MS	MS
2	04/13/2022	Submittal per Title Addendum	MS	MS
3	04/13/2022	Submittal per Title Addendum	MS	MS
4	04/13/2022	Submittal per Title Addendum	MS	MS
5	04/13/2022	Submittal per Title Addendum	MS	MS

Project:
Bridgeport Head 1 and 2

Location:
9520 Bridgeport Rd & 9455 Bridgeport Rd

Drawn: Stamp
Checked: Stamp
Approved: Stamp
MNOZ

Scale:
1:150

2022 ESA COMPENSATION PROPOSAL - WITHIN ORIGINAL ESA ZONE

Summary of ESA Compensation and Tree Replacement Benchmarks

- In response to the death of the 22 trees (previously proposed to be retained) within the ESA, the following benchmarks have been established to inform the compensation and tree replacement plans:
 - Assessment and development of an ESA compensation plan will be required for both sites where tree death has occurred.
 - Compensation plan in the ESA must be equivalent in terms of ecological function, biodiversity and habitat area when compared to the previous proposal involving retention of the existing grouping of trees in the ESA.
 - A tree replacement ratio of 3:1 will apply, resulting in a total of 66 replacement trees to be provided.
 - All replacement trees are required to meet minimum tree replacement sizing requirements (8 cm calliper or 4 m in height) in compliance with the OCP and Tree Protection Bylaw 8057 regulations.
 - Upsizing of a minimum of one-third of replacement trees (i.e. 22 trees) above the minimum requirements is required to be undertaken.
- The ESA compensation plan and tree replacement as detailed in this report and as attached (see Attachment 5) complies with the above referenced benchmarks.
- A summary of tree compensation proposed in this report is outlined in in Table 1. Additional information on tree compensation details are provided in forthcoming sections of this report.

Table 1 – Tree Compensation Summary

Property	ESA Compensation Area	On-Site (Outside of ESA)	Total
2899 Jow Street	17 replacement trees <ul style="list-style-type: none"> • 6 @ 10 cm/5 m size • 11 @ 8 cm/4 m size 	10 replacement trees <ul style="list-style-type: none"> • 7 @ 10 cm/5 m size • 3 @ 8 cm/4 m size 20 existing trees upsized to 8 cm/4m	17 additional replacement trees 20 existing trees to be upsized
2888 Jow Street	N/A	23 replacement trees <ul style="list-style-type: none"> • 8 @ 10 cm/5 m size • 15 @ 8 cm/4 m size 28 existing trees upsized to 8 cm/4 m	23 additional replacement trees
9520 Backwith Road (subject to future modified Development Permit)	14 replacement trees <ul style="list-style-type: none"> • 4 @ 10 cm/5m size • 10 @ 8cm/4 m size 	2 replacement trees @ 10 cm/5 m size	16 additional replacement trees
Total	31 replacement trees	35 replacement trees	66 additional replacement trees

Schedule 2 to the minutes of the Development Permit Panel meeting held on Thursday, October 20, 2022.



CNCL - 484

DUPLEX DEVELOPMENT 6700 FRANCIS ROAD, RICHMOND, BC
RZ 19-867880 / DP 21-934726
 ISSUED FOR DP RESUBMISSION 2022-09-22

CONTACT LIST

CLIENT
 DOXA CONSTRUCTION LTD.
 RICHMOND BC, V6V 2P4
 CONTACT: DAVID ZHANG, PRESIDENT
 TEL: 604-273-8211
 EMAIL: DAVID@DOXA.CONSTRUCTION.CO.UK

ARCHITECT
 IMPERIAL ARCHITECTURE LTD.
 1000 WEST 10TH AVENUE, SUITE 100
 RICHMOND BC, V6V 1C7
 TEL: 773-543-8888
 EMAIL: IMPERIAL_ARCHITECTURE@GMAIL.COM

LANDSCAPE ARCHITECT
 LANDSCAPE ARCHITECTURE INC.
 1000 WEST 10TH AVENUE, SUITE 100
 RICHMOND BC, V6V 1C7
 TEL: 604-273-8211
 EMAIL: LANDSCAPE@IMPERIAL.AU

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 CONCRETE CONSULTING LTD.
 1000 WEST 10TH AVENUE, SUITE 100
 RICHMOND BC, V6V 1C7
 TEL: 773-543-8888
 EMAIL: INFO@CONCRETECONSULTING.COM

ASBESTOS
 FRESH AIR CONSULTING INC.
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 RICHMOND BC, V6V 1C7
 TEL: 604-273-8211
 EMAIL: INFO@FRESHAIRCONSULTING.COM

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 RICHMOND BC, V6V 1C7
 TEL: 773-543-8888
 EMAIL: INFO@CONCRETECONSULTING.COM

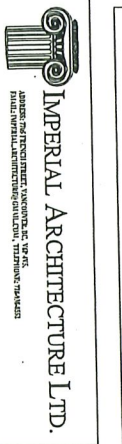
ENERGY
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 1000 WEST 10TH AVENUE, SUITE 100
 RICHMOND BC, V6V 1C7
 TEL: 604-273-8211
 EMAIL: INFO@VANCEENERGY.COM

ARCHITECTURAL:
 A0.0 COVER SHEET
 A0.1 COLOR RENDERINGS
 A0.2 PROJECT DATA & STATISTICS
 A0.3 SITE AERIAL PHOTO
 A0.4 SITE CONTEXT PLAN / STREET ELEVATION
 A0.5 SITE SURVEY PLAN
 A0.6 SITE FIGHTING PLAN

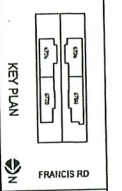
SITE PLAN:
 A1.1 PARKING PLAN
 A1.2 SITE COVERAGE OVERLAY
 A1.3 PRIVATE OUTDOOR SPACE OVERLAY
 A1.4 SUBDIVISION PLAN
 A1.5 FIRE FIGHTING PLAN
 A1.6 CONVERTIBLE UNIT FLOOR PLANS

ARCHITECTURAL:
 A2.1A BLDG A LEVEL 1 & LEVEL 2 FLOOR PLANS
 A2.2A BLDG A LEVEL 1 & LEVEL 2 AREA OVERLAY DIAGRAM
 A2.3A BLDG A ROOF PLANS
 A2.1B BLDG B LEVEL 1 & LEVEL 2 FLOOR PLANS
 A2.2B BLDG B LEVEL 1 & LEVEL 2 AREA OVERLAY DIAGRAM
 A2.3B BLDG B ROOF PLANS

SECTION:
 A3.1A BLDG A NORTH & SOUTH ELEVATIONS
 A3.2A BLDG A EAST ELEVATION
 A3.3A BLDG A WEST ELEVATION
 A3.1B BLDG B NORTH & SOUTH ELEVATIONS
 A3.2B BLDG B EAST ELEVATION
 A3.3B BLDG B WEST ELEVATION



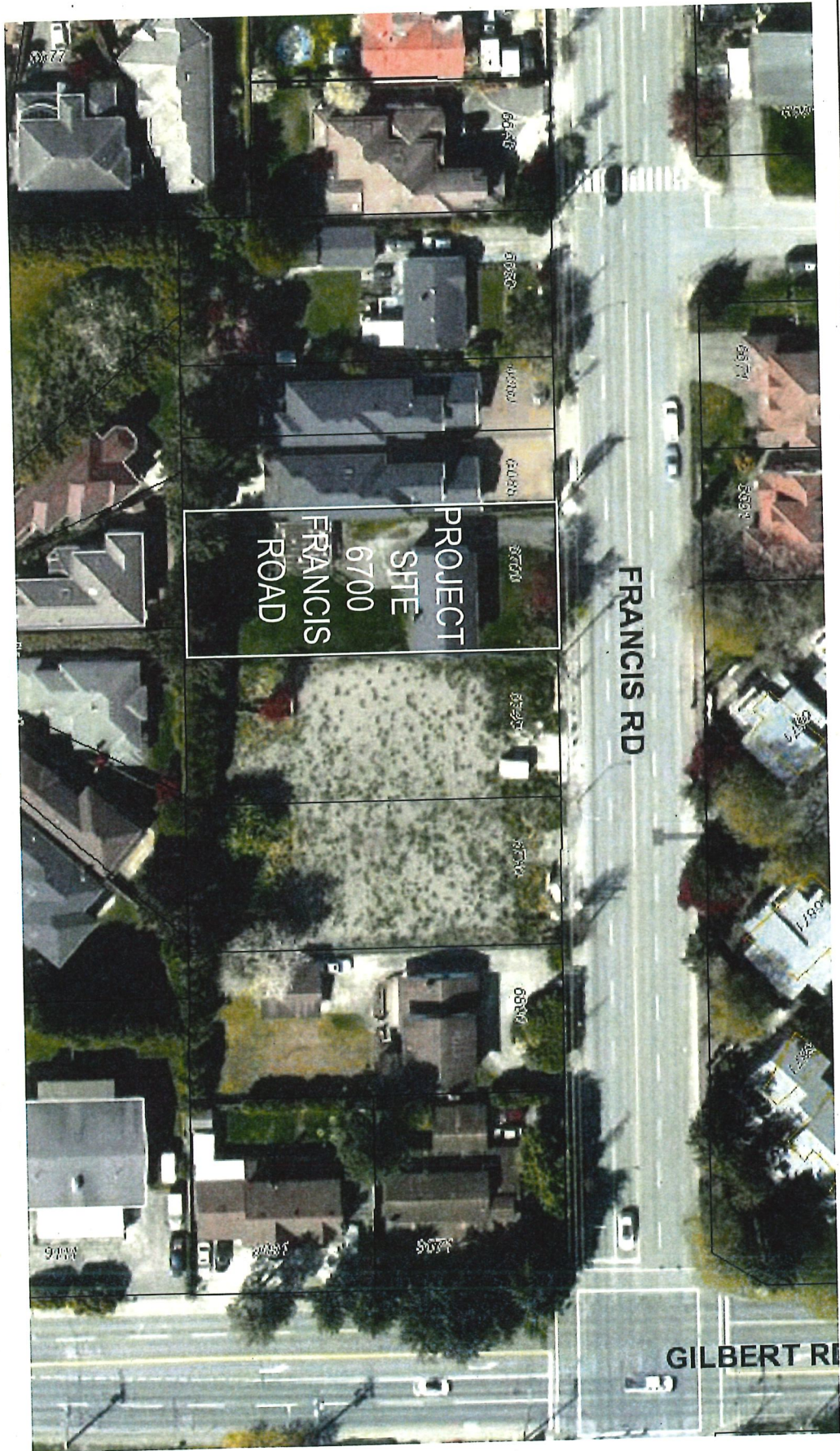
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 RICHMOND BC, V6V 1C7
 TEL: 773-543-8888
 EMAIL: IMPERIAL_ARCHITECTURE@GMAIL.COM



DUPLEX DEVELOPMENT
 6700, 6705, 6710, 6725 FRANCIS ROAD,
 RICHMOND BC, V6V 1C7
 RZ 19-867880 / DP 21-934726

NO.	DATE	DESCRIPTION	BY	CHKD	SCALE	STATUS
1	2022.09.22	ISSUED FOR DP RESUBMISSION	DAVID ZHANG	DAVID ZHANG	1:1	ISSUED

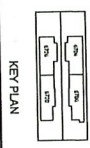
COVER SHEET
 SCALE: N.T.S.
A0.0



1 SITE ARIEL PHOTO
SCALE: 1"=20'-0"

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 14800 WEST 11TH AVENUE, SUITE 200, DENVER, CO 80233
 TEL: 303.733.1111 FAX: 303.733.1112
 WWW.IMPERIALARCHITECTURE.COM

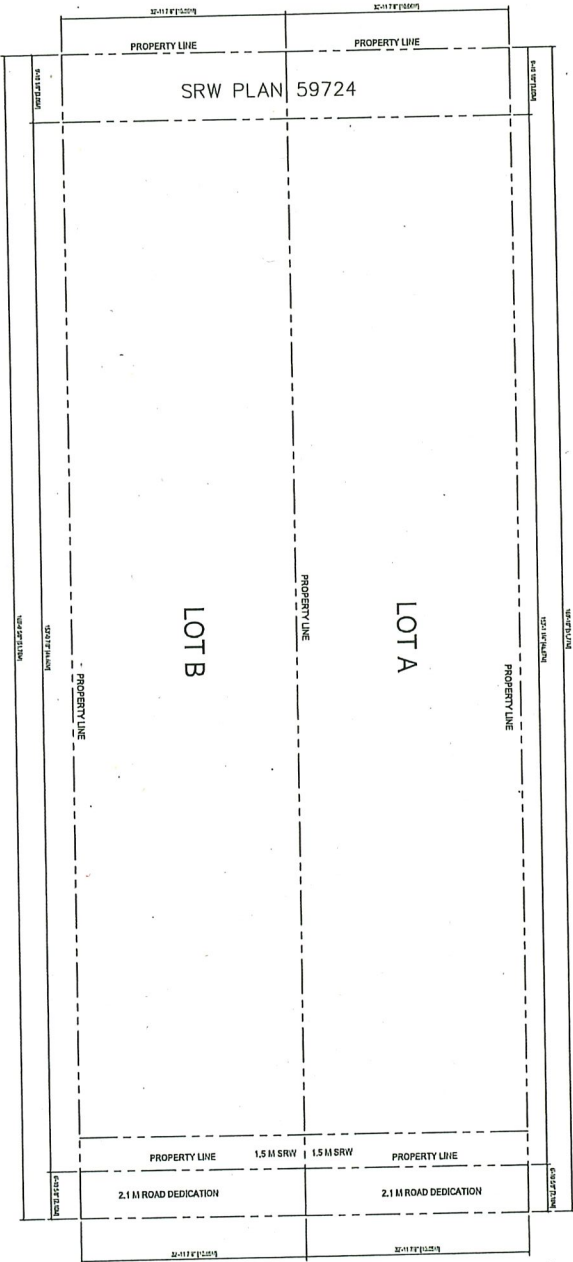
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DUPLEX DEVELOPMENT
DOXA
 6700, 6706, 6720, 6726 FRANCIS ROAD,
 R2, 1560 (SBI) OR 1540 (S2S)

DATE	BY	REVISION

SITE ARIEL PHOTO
 SHEET NO. 48746
 DATE: 1"=20'-0"
 SCALE: A0.4



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

Project Data	Client Address	Land Description	PID
6702 / 6705 Francis Road, Richmond	LOT 4 1/2 SEC 20, BK 24N, RG 05W, PL W/1974-1984 Lot 4, Block 49, Parish W/1974-1984, Section 20, Range 05W, New Westminster	Land District	001-337-955
Planning Area	5602-7H15F	55 Bunchall	524.51 SQM
2.1 Meter Road Dedication	2272-1H15F	*	231.11 SQM
Net Site Area	5724.06 SQF	*	656.62 SQM
Area 15% Allowed (207.72sqm)	0.0	*	299.04 SQM
Road Area Allowed	3242.38 SQF	*	299.04 SQM
Total Net floor Area provided	3242.38 SQF	*	299.04 SQM
Total SRW provided	0.00 SQF	*	0.00 SQM

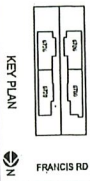
Project Data	Client Address	Land Description	PID
6720 / 6725 Francis Road, Richmond	LOT 4 1/2 SEC 20 BK 24N RG 05W PL W/1974-1984 Lot 4, Block 49, Parish W/1974-1984, Section 20, Range 05W, New Westminster	Land District	001-337-955
Planning Area	5602-2H15F	55 Bunchall	524.51 SQM
2.1 Meter Road Dedication	2272-1H15F	*	231.11 SQM
Net Site Area	5717.07 SQF	*	656.62 SQM
Area 15% Allowed (207.72sqm)	0.0	*	299.04 SQM
Road Area Allowed	3242.38 SQF	*	299.04 SQM
Total Net floor Area provided	3242.38 SQF	*	299.04 SQM
Total SRW provided	0.00 SQF	*	0.00 SQM

ROAD DEDICATION



IMPERIAL ARCHITECTURE LTD.
ARCHITECTS, ENGINEERS, INTERIORS, LANDSCAPE ARCHITECTS, PLANNING, ENVIRONMENTAL DESIGN, HISTORIC PRESERVATION

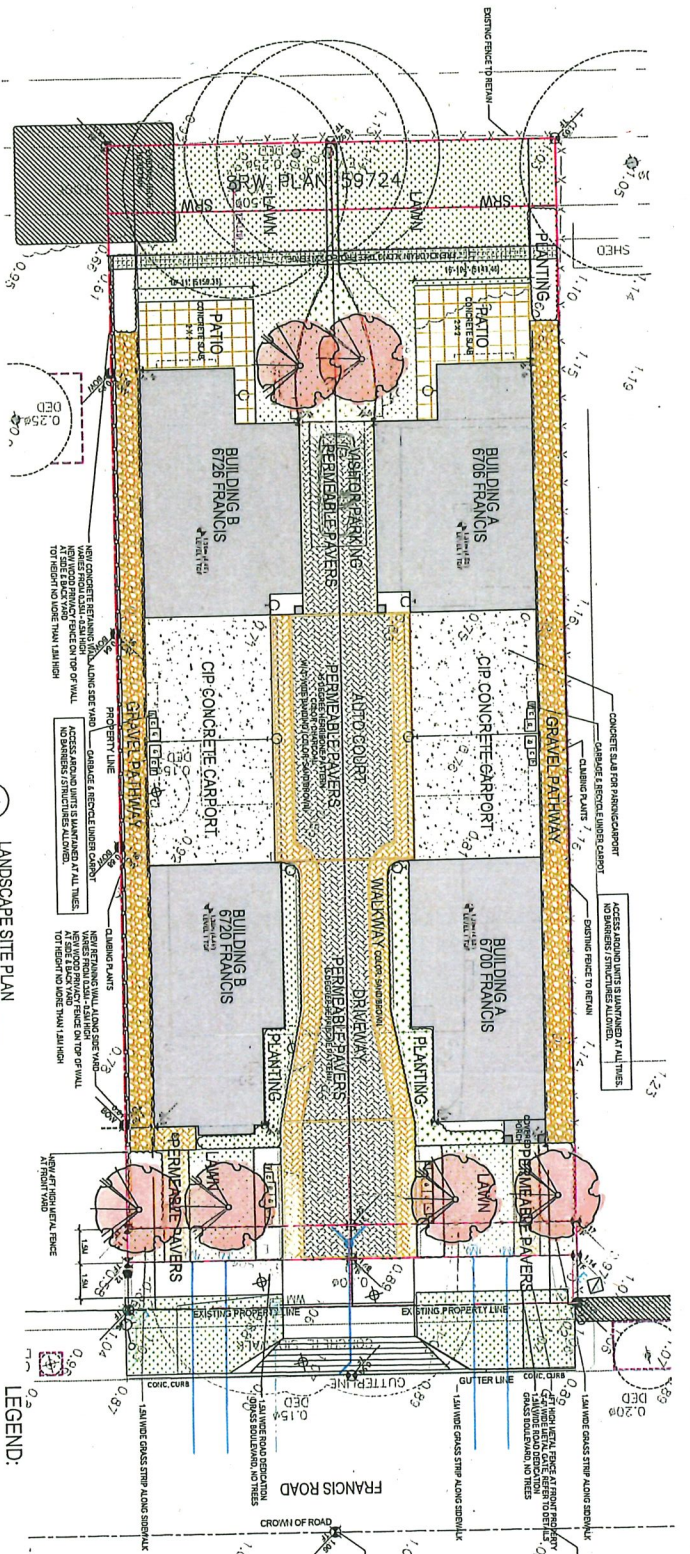
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DUPLEX DEVELOPMENT
1DOXA
6700, 6706, 6720, 6725 FRANCIS ROAD,
RICHMOND, BC
R2 19-8718801 DP 21-58-725

Checklist	By	Date
DESIGNED FOR SUBMISSION	J.L.	2018.12
REVISIONS		
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

Scale 1/8" = 1'-0"
Project #8246
Drawing Title
Date
Sheet #
1.5



1 LANDSCAPE SITE PLAN
SCALE 1/8" = 1'-0"

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE ACCORDING TO THE LATEST EDITION OF THE IBC AND THE IBCS.
2. ALL EXISTING UTILITIES TO REMAIN SHALL BE MAINTAINED AND PROTECTED.
3. ANY DISBURSALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL MATERIALS TO BE USED SHALL BE APPROVED BY THE ARCHITECT.

PROJECT NUMBER: 120

DATE: 1/17/20

SHEET: 12 OF 12

CONTRACTOR: [Name]

Aquapave
Standard

7/8" DIA. 1.315" THICK
3/4" DIA. 1.125" THICK
3/8" DIA. 0.875" THICK

Standard Colors: [Color swatches]

Standard Color: [Color swatches]

2 PERMEABLE PAVERS - ABBOTSFORD CONCRETE
SCALE NTS



PERMEABLE PAVERS
DRIVEWAY/AUTO COURT/ VISITOR PARKING
PERMEABLE PAVERS
ABBOTSFORD CONCRETE - AQUA PAVE
COLOR: CHARCOAL



2' X 2' CONCRETE SLAB
PERMEABLE PAVERS
ABBOTSFORD CONCRETE - AQUA PAVE
COLOR: SAND/BROWN

- PERMEABLE PAVERS
- DRIVEWAY/AUTO COURT/ VISITOR PARKING
- PERMEABLE PAVERS
- ABBOTSFORD CONCRETE - AQUA PAVE
- COLOR: CHARCOAL
- PEDESTRIAN WALKWAY
- PERMEABLE PAVERS
- ABBOTSFORD CONCRETE - AQUA PAVE
- COLOR: SAND/BROWN

LEGEND:

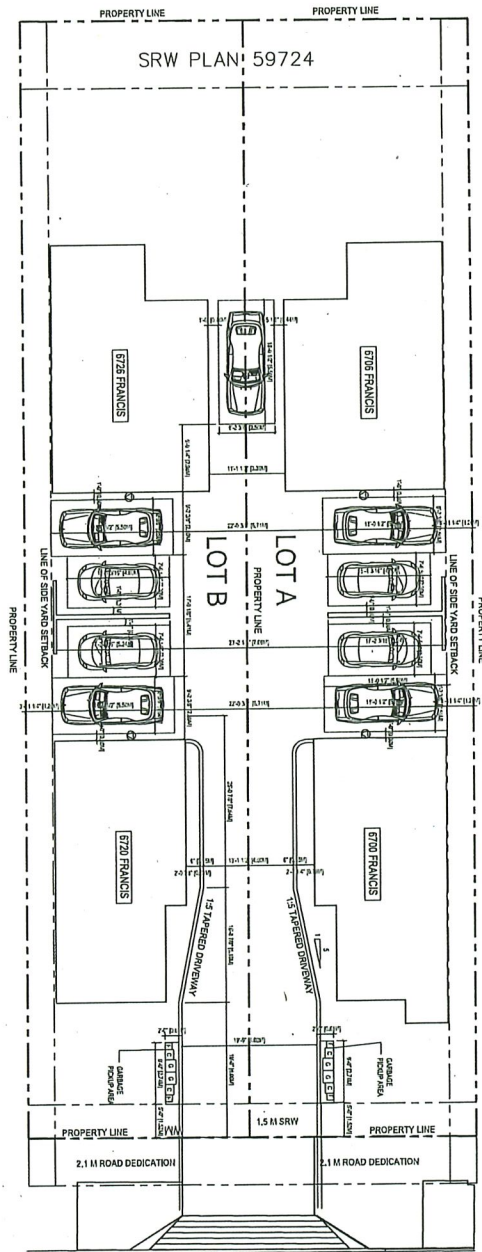
- [Symbol] SOD LAWN
- [Symbol] PLANTING BED
- [Symbol] PATIO
- [Symbol] 2' X 2' CONCRETE SLAB
- [Symbol] DRIVEWAY/AUTO COURT/ VISITOR PARKING
- [Symbol] PERMEABLE PAVERS
- [Symbol] ABBOTSFORD CONCRETE - AQUA PAVE
- [Symbol] COLOR: CHARCOAL
- [Symbol] PEDESTRIAN WALKWAY
- [Symbol] PERMEABLE PAVERS
- [Symbol] ABBOTSFORD CONCRETE - AQUA PAVE
- [Symbol] COLOR: SAND/BROWN
- [Symbol] CIP CONCRETE
- [Symbol] GRAVEL
- [Symbol] HEDGE

RPL PROJECTS
www.rplprojects.com
lu@rplprojects.com
804-338-5055

6700 - 6726 FRANICS RD
DUPLEX
RICHMOND, BC

CONTRACT TITLE:
LANDSCAPE
SITE PLAN

L2.1



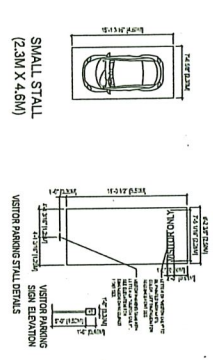
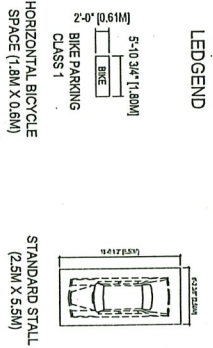
1 PARKING PLAN
SCALE: 1/8"=1'-0"

Parking Calculation

Residential Parking Required	4 =	2 per Unit X	2 Units
Residential Parking Provided	4 =	2 per Unit X	2 Units
Small Car Residential Parking Allowed	2 @	50%	
Small Car Residential Parking Provided	2		
Visitor Parking Required	0.4 =	0.2 per Unit X	
Visitor Parking Provided	1	Combined with Lot B	2 Units
EV Charging Provided (2 per Unit)	4	LEVEL 2 EV CHARGE METHOD IS DEFINED AS: VOLTAGE OF 208V TO 240V AC AND CURRENT OF 16A TO 80A	

Parking Calculation

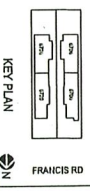
Residential Parking Required	4 =	2 per Unit X	2 Units
Residential Parking Provided	4 =	2 per Unit X	2 Units
Small Car Residential Parking Allowed	2 @	50%	
Small Car Residential Parking Provided	2		
Visitor Parking Required	0.4 =	0.2 per Unit X	
Visitor Parking Provided	1	Combined with Lot A	2 Units
EV Charging Provided (2 per Unit)	4	LEVEL 2 EV CHARGE METHOD IS DEFINED AS: VOLTAGE OF 208V TO 240V AC AND CURRENT OF 16A TO 80A	



TWO LEVEL 2 EV CHARGING OUTLET:
VOLTAGE OF 208V AC AND
CURRENT OF 16A TO 80A



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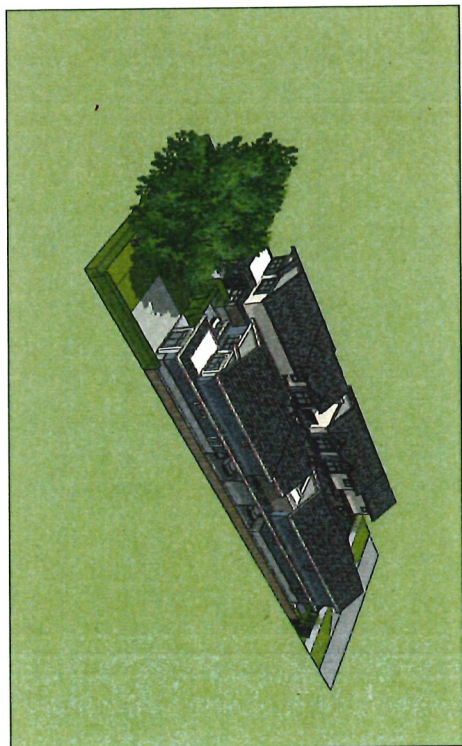
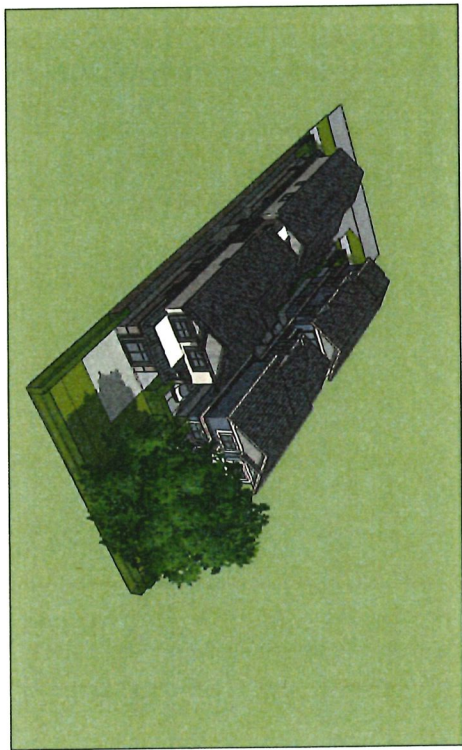
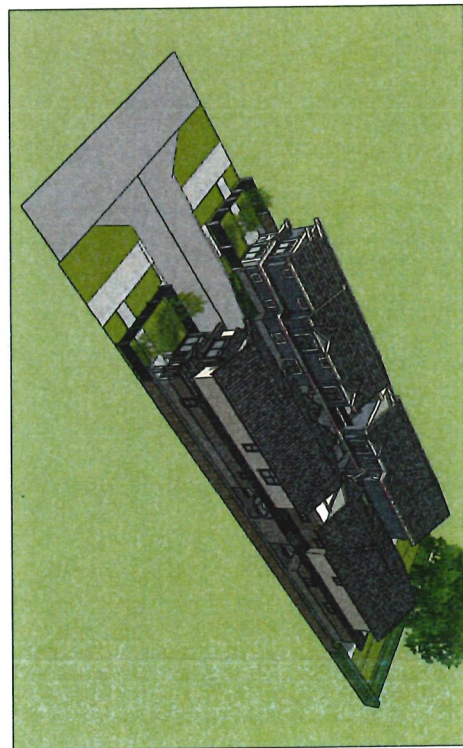
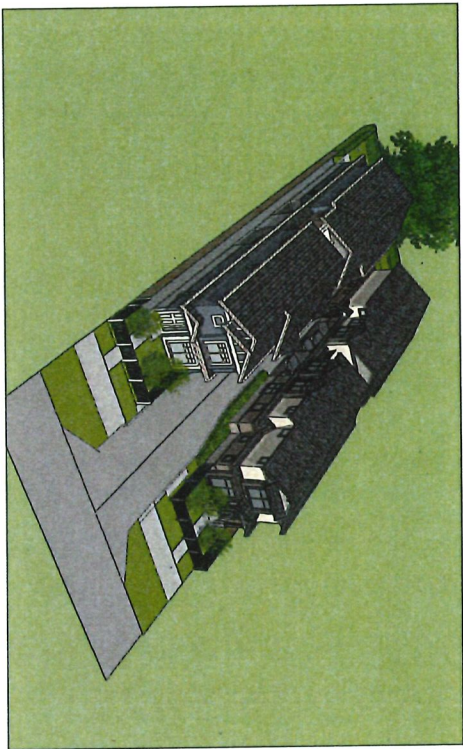


DUPLEX DEVELOPMENT
6701, 6706, 6726, 6728 FRANCIS ROAD,
RICHMOND, BC
RZ-19-657890 DP-21-934728

NO. 18
PARKING PLAN
Scale 1/8" = 1'-0"

DATE OF PRELIMINARY DESIGN	DATE OF FINAL DESIGN	DATE OF CONSTRUCTION

PROJECT NO. #26
DRAWING NO. A1.2



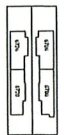
IMPERIAL ARCHITECTURE LTD.
 1400 WEST 10TH AVENUE, SUITE 100
 CALGARY, ALBERTA T2M 2K7, CANADA
 TEL: (403) 243-1111 FAX: (403) 243-1112
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KEY PLAN

FRANCIS RD

DUPLEX DEVELOPMENT



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 RICHMOND, BC
 RZ 15-69780 / DP 21-534728

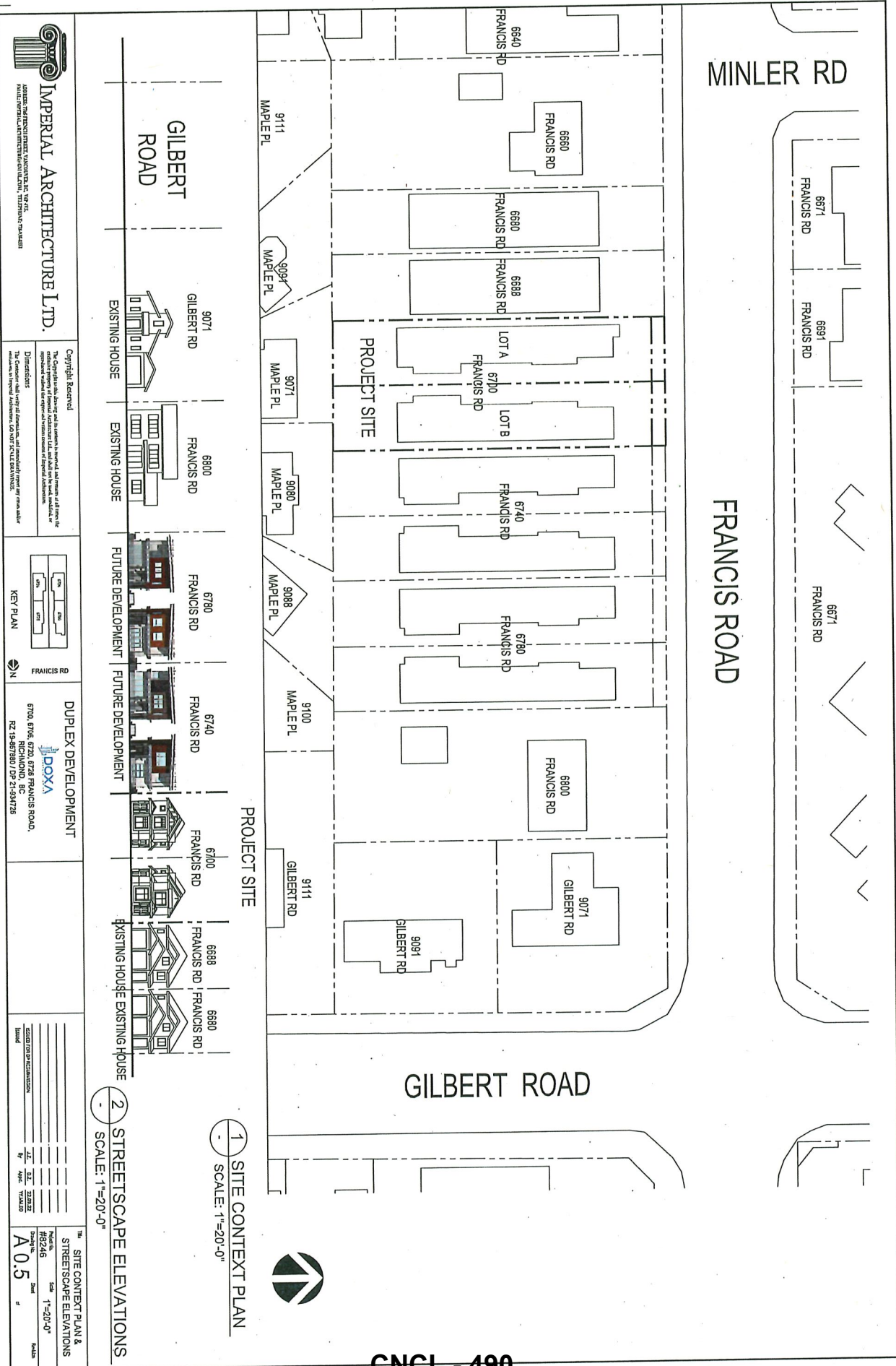
NO.	DATE	BY	APP.	REVISIONS

THE COLOR RENDERINGS (BIRD EYE PERSPECTIVES)	
Project No.	88246
Date	N.T.S.
Sheet	A 0 2
Pages	2

MINLER RD

FRANCIS ROAD

GILBERT ROAD



1 SITE CONTEXT PLAN
SCALE: 1"=20'-0"

2 STREETSCAPE ELEVATIONS
SCALE: 1"=20'-0"

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REGISTERED PROFESSIONAL ARCHITECTS, INC. 409 201
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KEY PLAN

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DUPLICATE DEVELOPMENT

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 RICHMOND, BC
 RC: (604) 273-1347

PROJECT SITE

EXISTING HOUSE

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

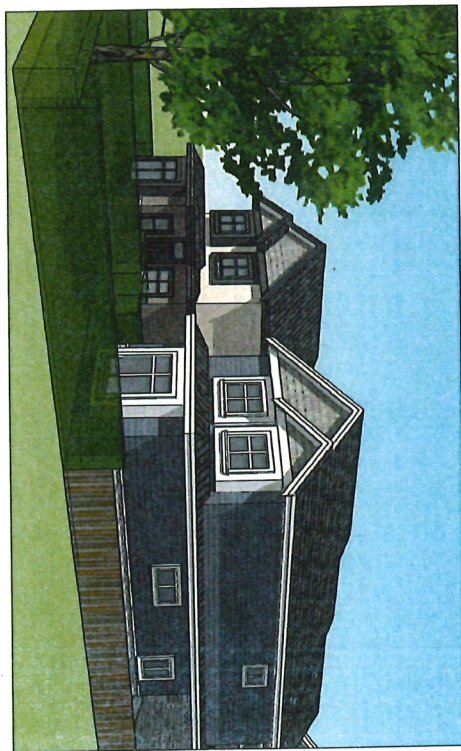
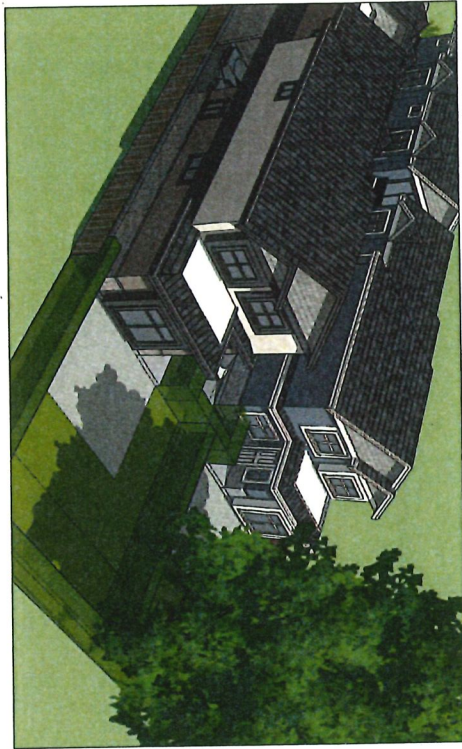
EXISTING HOUSE

EXISTING HOUSE

NO.	DATE	DESCRIPTION	BY	CHKD.

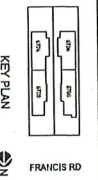
THE SITE CONTEXT PLAN & STREETSCAPE ELEVATIONS

Project: #8246
 Scale: 1"=20'-0"
 Date: A0.5
 Drawn: [Name]
 Checked: [Name]
 Title: [Name]



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 1400 WEST 10TH AVENUE, SUITE 100
 CALGARY, ALBERTA T2C 1K5

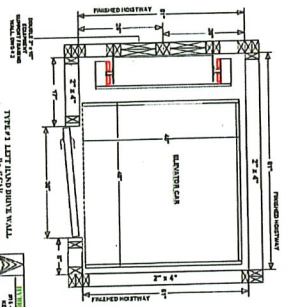
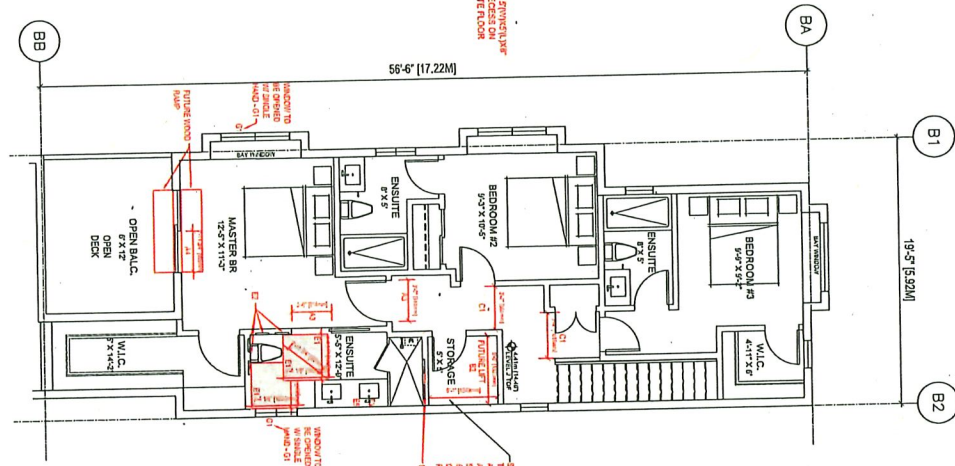
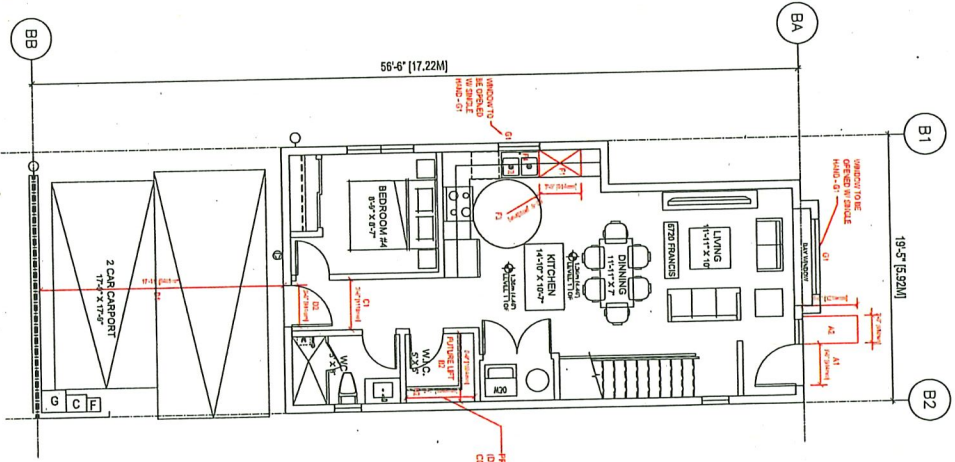
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 R2 (1488785) DP 2154726

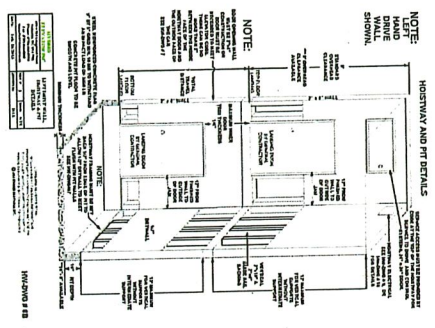
DATE	BY	REVISION

COLOR RENDERINGS (EYE LEVEL PERSPECTIVES)
 Project No: #9246
 Scale: N.T.S.
 Drawing No: A0.1
 Date: 11/20/23
 By: [Signature]

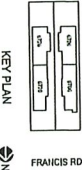


ITEM	DESCRIPTION	UNIT	QUANTITY
1	CONCRETE	m ³	1.2
2	REINFORCING BARS	kg	150
3	FORMWORK	m ²	10
4	PAINT	liters	50
5	GLASS	m ²	2

NO.	DESCRIPTION	UNIT	QUANTITY
1	CONCRETE	m ³	1.2
2	REINFORCING BARS	kg	150
3	FORMWORK	m ²	10
4	PAINT	liters	50
5	GLASS	m ²	2



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TEL: (604) 273-3428

NO.	DESCRIPTION	UNIT	QUANTITY
1	CONCRETE	m ³	1.2
2	REINFORCING BARS	kg	150
3	FORMWORK	m ²	10
4	PAINT	liters	50
5	GLASS	m ²	2

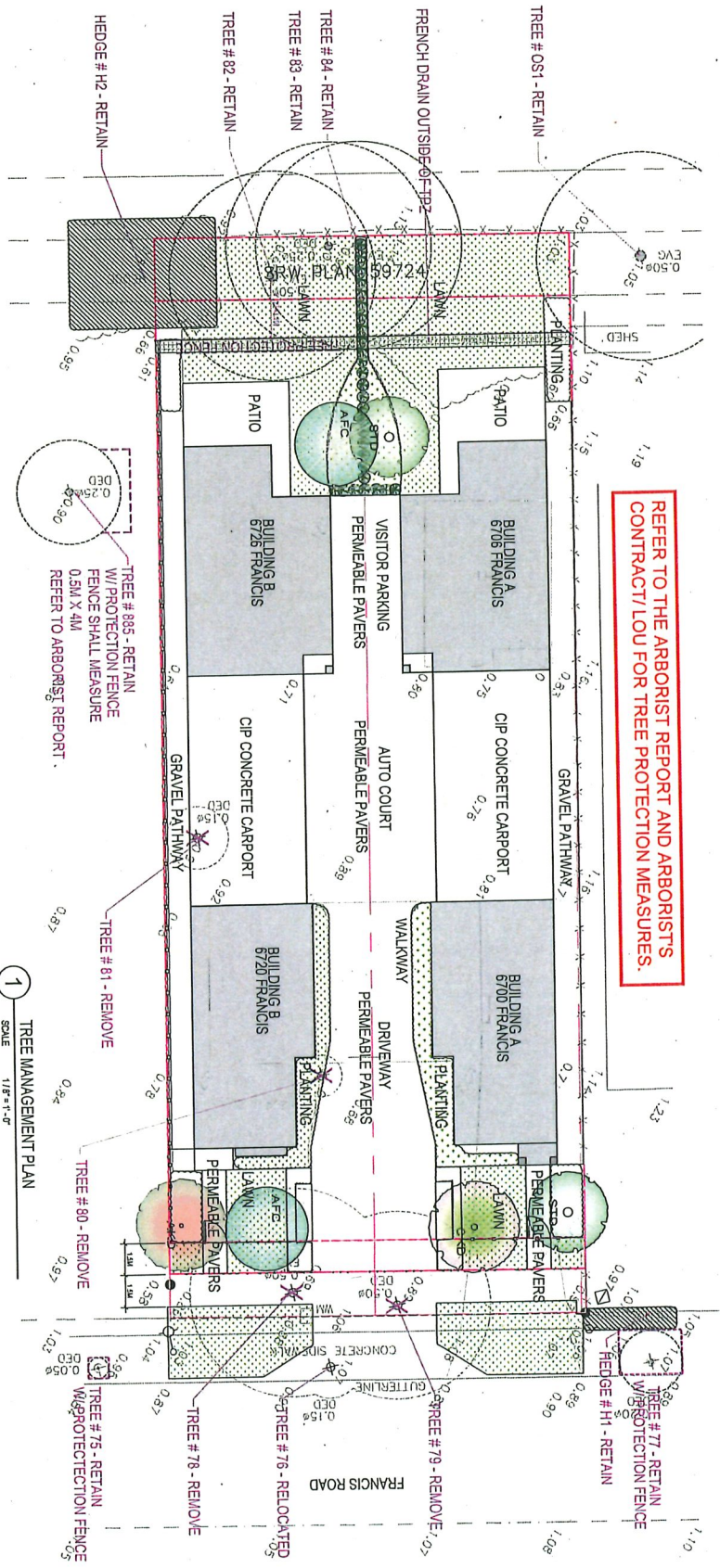
NO.	DESCRIPTION	UNIT	QUANTITY
1	CONCRETE	m ³	1.2
2	REINFORCING BARS	kg	150
3	FORMWORK	m ²	10
4	PAINT	liters	50
5	GLASS	m ²	2

Build Towards a Sustainable Future with Hybrid Elevator

Hybrid elevators combine the efficiency of traditional elevators with the energy-saving benefits of hybrid technology. They are designed to reduce energy consumption and carbon footprint while maintaining high performance and reliability.

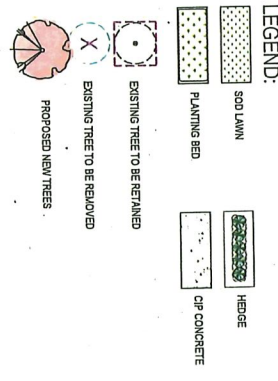
- Energy-efficient design
- Reduced carbon footprint
- High performance and reliability
- Low maintenance costs
- Quiet operation
- Space-saving design
- Enhanced safety features
- Long lifespan

REFER TO THE ARBORIST REPORT AND ARBORIST'S CONTRACT/LOU FOR TREE PROTECTION MEASURES.

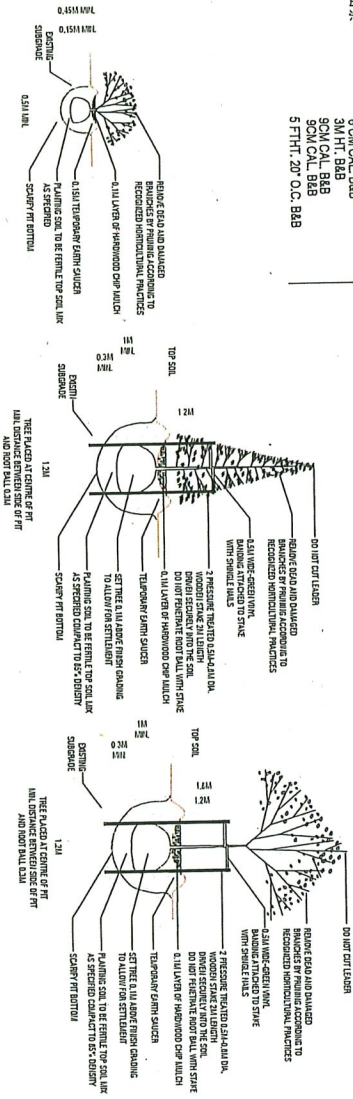


1 TREE MANAGEMENT PLAN
SCALE 1/8" = 1'-0"

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE & COND.
TREES				
STD	2	STEMMATA PSEUDOCAMELIA	JAPANESE STEMMATA 红山茶	6 CM CAL. B&B
AFB	2	STYLIANUS	FRASER FIR	3M HT. B&B
CND	1	CORNUS KOUSA 'SATOMI'	PINK DOGWOOD	90M CAL. B&B
AND	1	ACER PALMATUM 'BLUDDGOOD'	RED JAPANESE MAPLE	90M CAL. B&B
TND	28	TAXUS MEDIA 'HW EDDIE'	EDDIE YEW 红豆杉	5 FT HT. 20" O.C. B&B



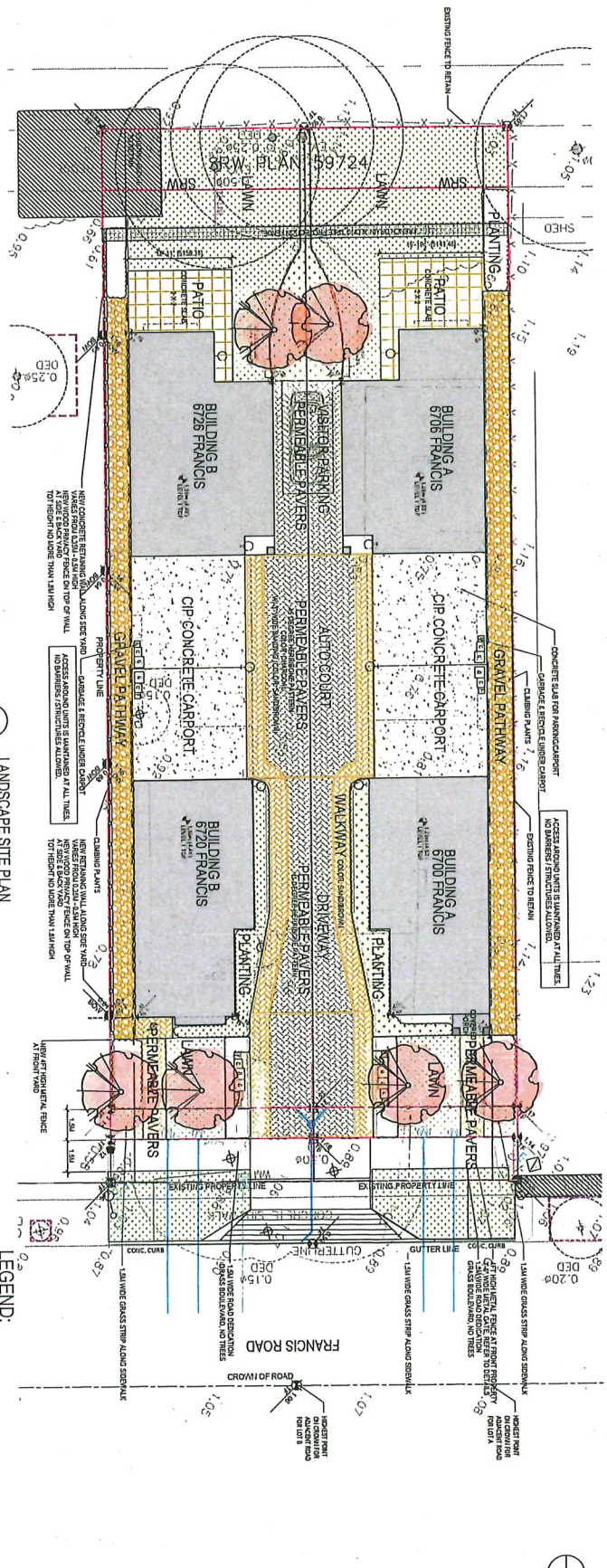
2 TYPICAL PLANTING DETAILS
SCALE NTS



GENERAL NOTES:

1. ALL LANDSCAPE MATERIAL AND CONSTRUCTION TO BE LEFT ON EXISTING THE LAYER EXCEPT AS INDICATED TO BE REMOVED.
2. VERIFY ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
3. APPROVED BY LANDSCAPE ARCHITECT AND ARBORIST.
4. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
5. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
6. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
7. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
8. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
9. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.
10. ALL TREE MEASUREMENTS TO BE MADE BY THE ARBORIST AND ARBORIST'S CONTRACT/LOU.

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TREE MANAGEMENT PLAN
L1



- GENERAL NOTES:**
1. CONSTRUCTION TO REFER TO EXISTING RECORD DRAWINGS AND SURVEY DATA.
 2. ALL EXISTING UTILITIES AND STRUCTURES TO BE PRESERVED UNLESS OTHERWISE NOTED.
 3. ANY DISCREPANCIES IN THE DRAWINGS SHALL BE RECORDED IN THE FIELD BOOKS TO THE CREDIT OF THE LANDSCAPE ARCHITECT.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
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 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.

AquaPave

Standard

79 LBS PER SQ YD
27.1 LBS PER SQ YD
2.00 LBS PER SQ YD

Standard Colors: 2008 Product Color Chart. AquaPave is available in a variety of colors and finishes. The color chart shows various shades of brown, tan, and grey.

Installation: 1. Prepare Subgrade. 2. Lay AquaPave. 3. Compact. 4. Seal. 5. Finish.



LEGEND:

- SOD LAWN
- PLANTING BED
- PATIO
- 2X2 CONCRETE SLAB
- PERMEABLE PAVERS ABBOTSFORD CONCRETE - AQUA PAVE COLOR: CHARCOAL
- PERMEABLE PAVERS ABBOTSFORD CONCRETE - AQUA PAVE COLOR: SANDBROWN
- PEDESTRIAN WALKWAY PERMEABLE PAVERS ABBOTSFORD CONCRETE - AQUA PAVE COLOR: SANDBROWN
- DRIVEWAY/AUTO COURT VISITOR PARKING PERMEABLE PAVERS ABBOTSFORD CONCRETE - AQUA PAVE COLOR: CHARCOAL
- CIP CONCRETE
- GRAVEL
- HERDGE
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED NEW TREES
- TOW: 43x43, 43x43, 43x43
- EDW: 43x43
- TOW: 43x43, 43x43, 43x43
- EDW: 43x43
- TOP OF WALL
- BOWL
- TOP OF WALL
- FINISHED GRADE
- +FC

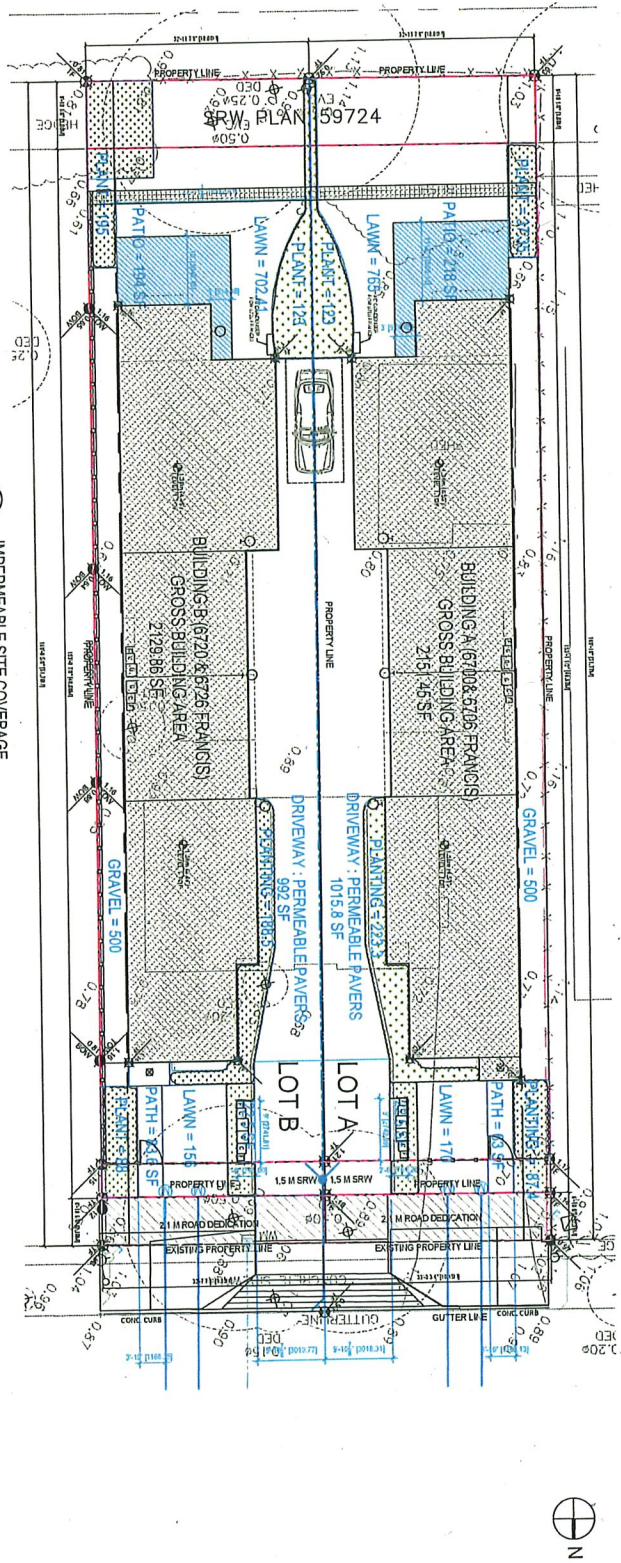
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7670 - 6726 FRANCIS RD.
DUPLIX
RICHMOND, BC

LANDSCAPE SITE PLAN

L2.1



1 IMPERMEABLE SITE COVERAGE
SCALE 1/8" = 1'-0"

**LOT A - 6700 & 6706 FRANCIS ROAD, RICHMOND
NON-POROUS SURFACE COVERAGE**

PROPOSED ZONING: Z07
 LOT A NET SITE AREA = 5375.60 SF
 PERMIT IMPERMEABLE COVERAGE = 70% = 3,762.92 SF
 PROPOSED NON-POROUS SURFACE = 2,369.45 SF (44%)

BUILDING A (A1+A2+C-CARPORT)	2151.45	40.0%
BACK YARD PATIO (A2)	218	4.0%
TOT PROPOSED IMPERMEABLE SURFACE	2,369.45 SF	44%

**LOT B - 6720 & 6726 FRANCIS ROAD, RICHMOND
NON-POROUS SURFACE COVERAGE**

PROPOSED ZONING: Z07
 LOT B NET SITE AREA = 5374.87 SF
 PERMIT IMPERMEABLE COVERAGE = 70% = 3,762.41 SF
 PROPOSED NON-POROUS SURFACE = 2,323.86 SF (43.2%)

BUILDING B (B1+B2+C-CARPORT)	2122.86	39.5%
BACK YARD PATIO (B2)	194	3.6%
TOT PROPOSED IMPERMEABLE SURFACE	2,323.86 SF	43.2%

**LOT A - 6700 & 6706 FRANCIS ROAD, RICHMOND
POROUS SURFACE COVERAGE**

PROPOSED POROUS SURFACE = 3,006.15 SF (56%)

SIDE YARD GRAVEL WALKWAY	500
DRIVEWAY/PERMEABLE PAVERS	1015.8
FRONT YARD PATHWAY + GC PAVING	63 + 22.5 =
PERMEABLE PAVERS	85.5
FRONT YARD LAWN & PLANTING	87.4 + 170 + 223.3
BACK YARD LAWN & PLANTING	765 + 37.35 + 123
TOT PROPOSED PERMEABLE SURFACE	3,006.15 SF

**LOT B - 6720 & 6726 FRANCIS ROAD, RICHMOND
POROUS SURFACE COVERAGE**

PROPOSED POROUS SURFACE = 3,051.01 SF (56.8%)

SIDE YARD GRAVEL WALKWAY	500
DRIVEWAY/PERMEABLE PAVERS	992
FRONT YARD PATHWAY + GC PAVING	83.6 + 22.5 =
PERMEABLE PAVERS	106.1
FRONT YARD LAWN & PLANTING	88 + 156 + 188.5
BACK YARD LAWN & PLANTING	702.41 + 195 + 123
TOT PROPOSED PERMEABLE SURFACE	3,051.01 SF

**LOT A - 6700 & 6706 FRANCIS ROAD, RICHMOND
LIVE PLANT COVERAGE**

PROPOSED LIVE PLANT COVERAGE = 1,404.85 SF (26%)

FRONT YARD LAWN & PLANTING	87.4 + 170 + 223.3	479.5
BACK YARD LAWN & PLANTING	765 + 37.35 + 123	925.35
TOT PROPOSED LIVE PLANT	1,404.85	26%

**LOT B - 6720 & 6726 FRANCIS ROAD, RICHMOND
LIVE PLANT COVERAGE**

PROPOSED LIVE PLANT COVERAGE = 1,452.91 SF (27%)

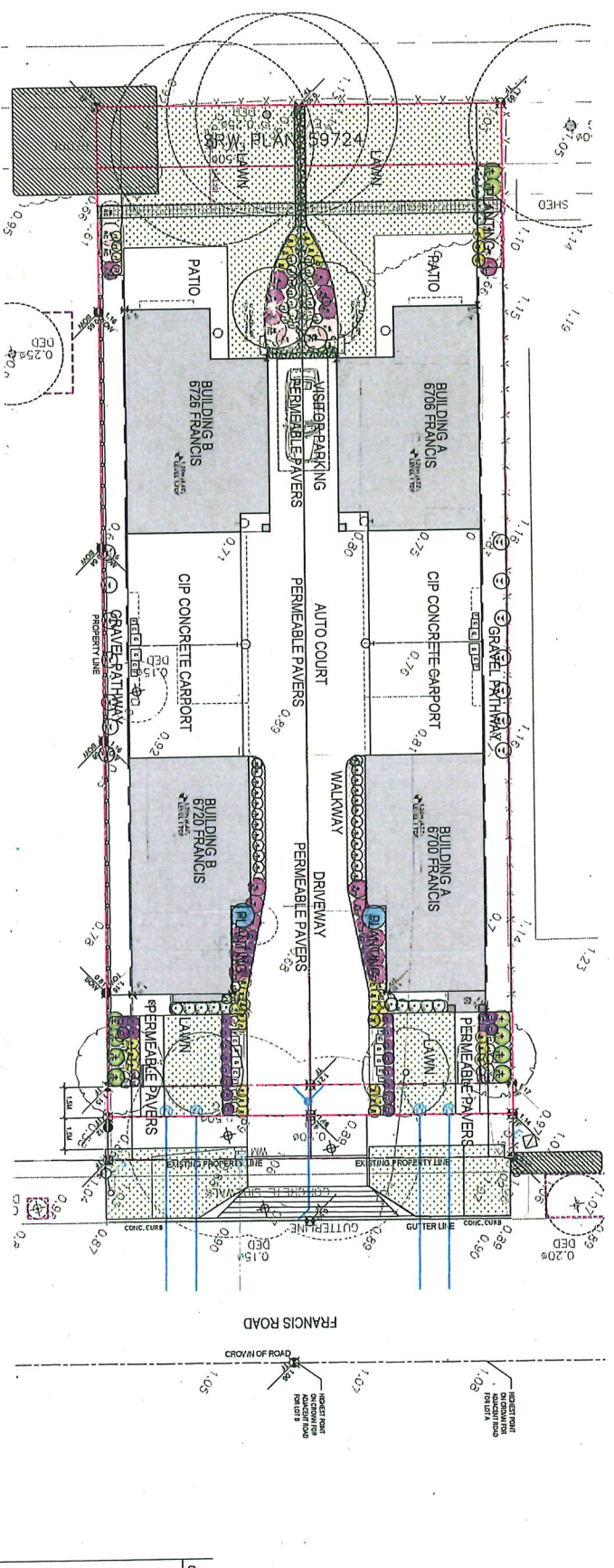
FRONT YARD LAWN & PLANTING	88 + 156 + 188.5	432.5
BACK YARD LAWN & PLANTING	702.41 + 195 + 123	1020.41
TOT PROPOSED LIVE PLANT	1,452.91	27%

- GENERAL NOTES:**
- ALL LANDSCAPE MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION AND SUPPLEMENT TO BE APPROVED BY THE CITY OF RICHMOND.
 - VERIFIED ON SITE PRIOR TO THE APPROVAL BY LANDSCAPE ARCHITECT ON THE BASIS OF THE INFORMATION TO BE PROVIDED BY THE LANDSCAPE ARCHITECT.
 - ALL HARD SCOUR LANDSCAPES SHALL BE SLOPED AND FINISHED TO THE SLOPE INDICATED ON THE DRAWING.
 - ALL HARD SCOUR LANDSCAPES SHALL BE SLOPED AND FINISHED TO THE SLOPE INDICATED ON THE DRAWING.

RPL PROJECTS
 6700 - 6726 FRANCIS RD.
 DUPLEX
 RICHMOND, VA

DRIVING TITLE
 IMPERMEABLE SITE COVERAGE

L2.2



REFER TO THE ARBORIST REPORT AND ARBORISTS CONTRACT/LOU FOR TREE PROTECTION MEASURES.

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE & COND.
PLANT LIST: *BIRD FRIENDLY PLANTS				
TREES				
ST	2	STYRACIA FURCATA	AMERICAN HORSE CHESNUT	6 CM CAL. B&B
ST	2	STYRACIA FURCATA	AMERICAN HORSE CHESNUT	3 M HT. B&B
ST	1	ACER YONIS 'SATOH'	YONIS MAPLE	9 CM CAL. B&B
ST	1	ACER YONIS 'SATOH'	YONIS MAPLE	9 CM CAL. B&B
ST	28	TAXUS MEDIANA 'EDGEMORE'	RED JAPANESE MAPLE	5 FT HT. 20" O.C. B&B
SHRUBS & GROUNDCOVERS				
AZ	20	GRAPIS PURPLE AZALEA	紫山茱萸	#2 @ 3' O.C.
HY	2	HYDRANGEA MACROPHYLLA 'MONMARCH'	大花山茱萸	#2 POT @ 3'-6" O.C.
RD	10	RHOODODENDRON 'CHRISTMAS CHEER'	大花杜鹃	#2 POT @ 3'-6" O.C.
EC	10	EUPHORBIA CHARAKAS 'WULFENI'	大花蕁麻	#2 POT @ 18" O.C.
LA	22	LAVANDULA ANGUSTIFOLIA	薰衣草	#1 POT @ 100M O.C.
SR	5	SAUROCOCA RUBROSCOLA	紫花地丁	#2 POT @ 1' O.C.
ORNAMENTAL GRASSES, PERENNIALS & VINES				
HA	33	HAKONECHLOA MACRA 'AUREOLA'	金邊玉帶草	#1 400M O.C.
RU	42	RUBROECIA FLUGIDA 'V. GOLDBRUM'	紅花玉帶草	#1 POT @ 18" O.C.
CO	24	COROPHIS VERTICILLATA 'MOONBEAM'	月光花	#1 800M O.C.
CE	14	CLEMATIS 'THE PRESIDENT'	威爾士公主	#1 800M O.C.

- NOTES:**
1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCNVA OR BCSLA GUIDELINES.
 2. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
 3. AMENDED TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS FOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
 4. TOPSOIL DEPTHS FOR PLANTINGS AS FOLLOWS:
 - A. GRASSED AREAS: 150MM (6")
 - B. GROUND COVERS: 300MM (12")
 - C. SHRUBS: 450MM (18")
 - D. TREE PITS: 1000MM (40") WITH 300MM (12") (BELOW ROOT BALL)
 5. LAWN AREAS SHALL BE SOEDED WITH #1 PREMIUM RESIDENTIAL SOE.
 6. ALL SHRUB PLANTING AREAS SHALL HAVE GROUND COVERS 350MM (14") O.C.
 7. ROAD GRADING AND OVERALL SITE GRADING BY CIVIL ENGINEERING OR ARCHITECTURAL & AUTOMATIC IRRIGATION SYSTEM OR ALL PLANTING AREAS.
- BIRD FRIENDLY RATIONALE:**
THE LANDSCAPE DESIGN GOAL IS TO PROTECT, ENHANCE AND CREATE BIRD FRIENDLY HABITAT IN THE PROJECT SITE.
1. THE PROJECT RETAINS THE ON SITE LARGE TREE ON THE SOUTH & NEIGHBORS HERDS & TREES. TO PROTECT EXISTING BIRD HABITAT.
 2. INCREASE VERTICAL VEGETATION STRUCTURE BY CREATING VARIETY OF TREES & LAYERS OF PLANTING.
 3. PROJECT PROPOSES A ROW OF CONTINUOUS VIEW HEDGES BETWEEN THE DRIVEWAY AND THE GARDEN WHICH GREEN THE PERIMETER OF STREET. REDUCE THE NOISE. FIVE NEW DECIDUOUS TREES WITH LARGE CANOPY CREATES ALL SEASON FLOWERS AND COLOR INTERESTS FOR BIRDS & BEE POLLINATION.
 4. INCORPORATE A MIX OF LAYERS PLANTING USING NATIVE FRUIT BEARING TALL SHRUBS, LOW GROUND COVERS AND SEASONAL PERENNIALS AND DROUGHT TOLERANT PLANTS SUCH AS LAVENDER, JAPANESE GOLD GRASS, AZALEA, ETC.

GENERAL NOTES:

1. ALL LANDSCAPE MATERIAL AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST EDITION. UNLESS OTHERWISE SPECIFIED TO THE CONTRARY, ALL MATERIALS AND METHODS TO BE USED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CANADIAN STANDARDS ASSOCIATION (CSA) AND THE LATEST EDITION OF THE CANADIAN NATIONAL CODE (CNC).
2. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND SHRUBS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING FOUNDATIONS AND WALLS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING DRIVEWAYS AND PATIOS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING FENCES AND GATES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING LANDSCAPE FEATURES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PLANTINGS.

PROJECT: 6700 - 6726 FRANCIS RD. DUPLEX REVISION: BC

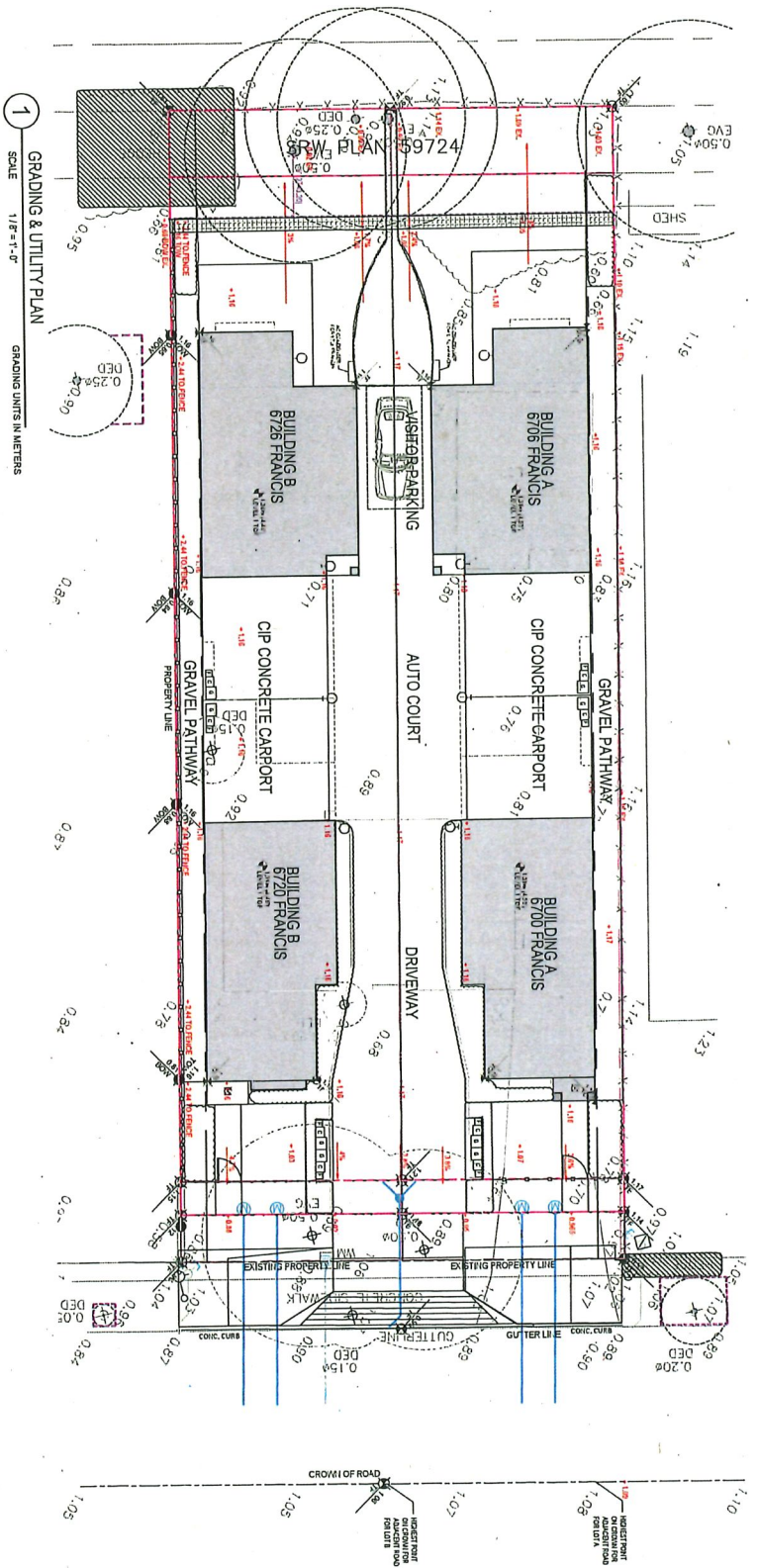
DATE: 1/18/24

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

PROJECT: RPL PROJECTS
www.rplprojects.com
804-338-5035

PROJECT TITLE: PLANTING PLAN & PLANT LIST

REVISION: L3



GENERAL NOTES:

1. ALL LANDSCAPE MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST EDITION, WHICH IS REFERENCED TO BE VERIFIED ON THE DATE OF THE PROJECT. APPROVED BY LANDSCAPE ARCHITECT. ANY CHANGES TO THE PLAN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF PRACTICE.
2. TO BE SLOPED A MINIMUM OF 2% TO THE STREET OR TO THE NEAREST DRAINAGE POINT.
3. TO BE SLOPED A MINIMUM OF 2% TO THE STREET OR TO THE NEAREST DRAINAGE POINT.
4. TO BE SLOPED A MINIMUM OF 2% TO THE STREET OR TO THE NEAREST DRAINAGE POINT.

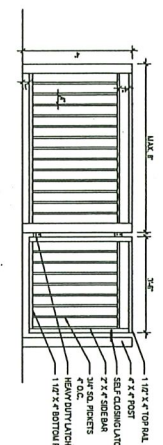
NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMIT	11/20/20
3	ISSUED FOR PERMIT	11/20/20
4	ISSUED FOR PERMIT	11/20/20
5	ISSUED FOR PERMIT	11/20/20
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8	ISSUED FOR PERMIT	11/20/20
9	ISSUED FOR PERMIT	11/20/20
10	ISSUED FOR PERMIT	11/20/20

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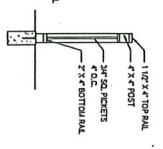
6700 - 6726 FRANCIS RD.
DUPLEX
INDUSTRIAL, NC

LANDSCAPE GRADING PLAN

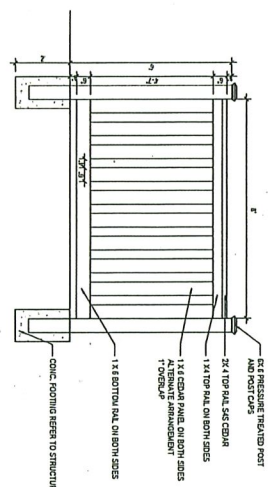
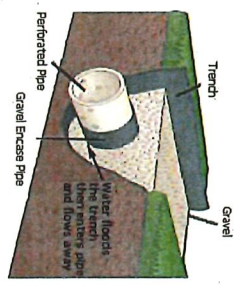
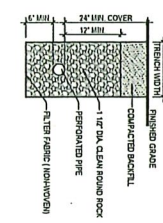
L4



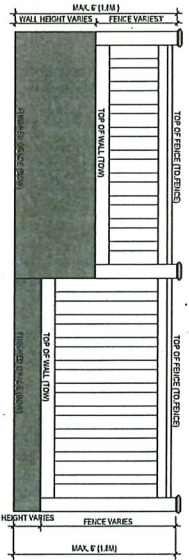
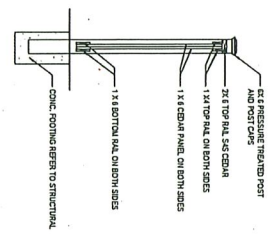
1 4 FT HIGH METAL FENCE
SCALE 1/2" = 1'-0"



3 FRENCH DRAIN DETAILS
SCALE 1" = 1'-0"



2 6 FT HIGH WOOD PRIVACY FENCE
SCALE 1/2" = 1'-0"



4 PRIVACY FENCE ON TOP OF WALL
SCALE 1/2" = 1'-0"

GENERAL NOTES:

1. ALL WORKMANSHIP TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.
2. ALL MATERIALS AND SUPPLIES TO BE USED SHALL BE OF THE HIGHEST QUALITY AND SHALL BE APPROVED BY THE ARCHITECT.
3. ANY DISCREPANCIES IN THE CONTRACT DOCUMENTS SHALL BE RESOLVED BY THE ARCHITECT.
4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP ALL DEBRIS AND WASTE.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL WORKERS AND THE PUBLIC.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ENVIRONMENTAL FEATURES.

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7700 - 6726 FRANCOIS RD.
DUPLEX
RICHMOND, BC

LANDSCAPE DETAILS

L5



City of Richmond

Report to Council

To: Richmond City Council

Date: November 2, 2022

From: Joe Erceg
Chair, Development Permit Panel

File: DP 19-858783

Re: **Development Permit Panel Meeting Held on March 16, 2022**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 19-858783) for the properties at 8231 and 8251 Williams Road, be endorsed and the Permit so issued.

Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 16, 2022.

DP 19-858783 - ZHAO XD ARCHITECT LTD. - 8231 AND 8251 WILLIAMS ROAD (March 16, 2022)

The Panel considered a Development Permit (DP) application to permit the construction of ten townhouse dwellings at 8231 and 8251 Williams Road with vehicle access from 8299 Williams Road on a site zoned “Low Density Townhouses (RTL4)”. A variance is included in the proposal to increase the permitted number of small parking spaces.

The applicant and Architect, Xuedong Zhao, of Zhao XD Architect Ltd. and Landscape Architect Denitsa Dimitrova, of PMG Landscape Architects provided a brief overview on the project, noting the following:

- The two on-site trees to be retained are located in the middle of the site and in the southeast corner of the site.
- Construction works on the site will be done under the supervision of the project arborist to ensure protection of the retained trees.
- The proposed shared outdoor amenity area at the rear of the site includes a children’s play equipment providing multiple play opportunities.
- Permeable pavers are proposed for the central pathway, visitor parking spaces and the west and east ends of the internal drive aisle.

Staff noted that (i) the Servicing Agreement associated with the project includes frontage works and site services, (ii) the frontage works include, among others, the installation of a two-meter wide sidewalk along Williams Road, (iii) the proposed small car parking variance is a technical variance and is consistent with parking variances granted to similar townhouse developments, and (iv) the applicant’s efforts to retain the trees along the Williams Road frontage are supported by staff.

In reply to a query from the Panel, staff confirmed that the architectural drawings submitted by the applicant are up-to-date and reflects the removal of one of the windows along the south elevation fronting Williams Road to minimize solar heat gain.

In reply to a query from the Panel, staff identified that the subject property recently changed ownership, that original applicant met with the adjacent developer regarding use of the shared driveway and that the new owner of the subject site has been advised to meet with the owner of the recently approved townhouse development to the east to discuss business terms for the cross access agreement between the two adjacent properties.

The Panel recommends the Permit be issued.