



City Council

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

**Monday, November 24, 2014
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

(1) *adopt the minutes of the Regular Council meeting held on Monday, November 10, 2014 (distributed previously);*

CNCL-10 (2) *adopt the **minutes** of the Special Council meeting held on Monday, November 17, 2014; and*

CNCL-12 (3) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on Monday, November 17, 2014.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Brendan McEwen, Manager, Sustainability, to present on the Sustainability Progress Report.

COMMITTEE OF THE WHOLE

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



Pg. # ITEM

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. 20.)

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- BC Ambulance Service – Dispatch Protocol Changes
- 0973581 BC Ltd., doing business as Legend's Pub, 9031 Blundell Road
- Business Regulation Bylaw 7538, Amendment Bylaw 9191
- Agricultural Land Reserve Non-Farm Use Application by British Columbia Muslim Association at 12300 Blundell Road
- Land use application for first reading (to be further considered at the Public Hearing on Monday, December 15, 2014):
 - 10726 Hollybank Drive – Rezone from RS1/E to RS2/B (Li Qin Chen – applicant)
- Application to Conduct Annual Santa Claus Parade with Revised Date and Routing
- Sustainability Progress Report
- Construction Program Updates
- Alexandra District Energy Utility Phase 3 Capital Project
- Creosote Covered Rail Ties in Richmond

5. *Motion to adopt Items 6 through 16 by general consent.*



Pg. # ITEM

Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-17 (1) the **Community Safety Committee** meeting held on Wednesday, November 12, 2014;
- CNCL-23 (2) the **General Purposes Committee** meeting held on Monday, November 17, 2014;
- CNCL-55 (3) the **Planning Committee** meeting held on Tuesday, November 18, 2014; and
- CNCL-63 (4) the **Public Works & Transportation Committee** meeting held on Wednesday, November 19, 2014;

be received for information.



Consent
Agenda
Item

7. BC AMBULANCE SERVICE – DISPATCH PROTOCOL CHANGES

(File Ref. No. 09-5125-01) (REDMS No. 4364121)

CNCL-68

See Page CNCL-68 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the Fire Chief continue to update Council on the impacts of the BC Ambulance Service (BCAS) dispatch protocol changes; and*
- (2) *That Council write a letter to the BC Emergency Health Services, requesting that no further changes to the BCAS Resource Allocation Plan be implemented without consultation and agreement with the City of Richmond.*



Consent
Agenda
Item

8. 0973581 BC LTD., DOING BUSINESS AS LEGEND'S PUB, 9031 BLUNDELL ROAD

(File Ref. No. 12-8275-05) (REDMS No. 4329493)

CNCL-76

See Page CNCL-76 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application from 0973581 BC Ltd., doing business as Legend's Pub, for an amendment under Liquor Primary Licence No. 033298 to:*

- (a) *increase the hours of liquor service from Monday through Thursday 10:00 am. to 12:00 am and Friday through Sunday 10:00 a.m.to 1:00 a.m. to Monday through Sunday from 9:00 a.m. to 1:00 a.m.; and*
- (b) *increase the occupant load from 160 patrons to 200 patrons;*
be supported only for an earlier service at 9 a.m. Monday to Sunday;
- (2) *That a letter be sent to the Liquor Control and Licensing Branch advising that:*
 - (a) *Council supports an earlier service time but does not support later service hours or an increase in their liquor license occupant load.*
 - (b) *Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
 - (i) *the potential for additional noise and traffic in the area was considered; and*
 - (ii) *the impact on the community was assessed through a community consultation process;*
 - (c) *as the operation of a licensed establishment may affect nearby residents the City gathered the view of the residents as follows:*
 - (i) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted; and*
 - (ii) *signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*
 - (d) *Council's comments and recommendations respecting the views of the residents are as follows:*
 - (i) *that based on the letters sent and the responses received from all public notifications, Council considers that an earlier opening would not have an impact on the community; and*
 - (ii) *Council considered the comments received from residents in the area do not support later operating hours or to increase to the establishments' occupant load.*



Pg. # ITEM

Consent
Agenda
Item

9. **BUSINESS REGULATION BYLAW 7538, AMENDMENT BYLAW 9191**

(File Ref. No. 12-8275-01; 12-8060-007538/009191) (REDMS No. 4384681)

CNCL-85

See Page **CNCL-85** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Schedule A to Business Regulation Bylaw No. 7538 be amended to include the premises at Unit 170 -3411 No. 3 Road among the sites which permit an Amusement Centre to operate with more than 4 amusement machines; and*
- (2) *That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9191, which replaces Schedule A of Bylaw No. 7538 in its entirety with an updated Schedule A listing all addresses which permit an Amusement Centre to operate with more than 4 amusement machines, be introduced and given first, second and third readings.*



Consent
Agenda
Item

10. **AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION BY BRITISH COLUMBIA MUSLIM ASSOCIATION AT 12300 BLUNDELL ROAD**

(File Ref. No. AG 13-636059) (REDMS No. 4367461)

CNCL-94

See Page **CNCL-94** for full report

PLANNING COMMITTEE RECOMMENDATION

That the application by the British Columbia Muslim Association for a non-farm use at 12300 Blundell Road to allow for the expansion of the existing mosque be endorsed and forwarded to the Agricultural Land Commission.



Consent
Agenda
Item

11. **APPLICATION BY LI QIN CHEN FOR REZONING AT 10726 HOLLYBANK DRIVE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-009196; RZ 14-663343) (REDMS No. 4408486)

CNCL-111

See Page **CNCL-111** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9196, for the rezoning of 10726 Hollybank Drive from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



Pg. # ITEM

Consent
Agenda
Item

12. **APPLICATION TO CONDUCT ANNUAL SANTA CLAUS PARADE WITH REVISED DATE AND ROUTING**

(File Ref. No. 11-7400-01) (REDMS No. 4388840)

CNCL-128

See Page CNCL-128 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the Rotary Club of Steveston be granted approval to conduct the annual Santa Claus Parade on December 24th of each year using the route shown in Attachment 1 of the staff report titled Application to Conduct Annual Santa Claus Parade with Revised Date and Routing, dated October 17, 2014, from the Director, Transportation.

Consent
Agenda
Item

13. **SUSTAINABILITY PROGRESS REPORT**

(File Ref. No. 10-6125-07-01) (REDMS No. 4334105)

CNCL-64

See Page CNCL-64 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That staff examine communication strategies to best relay the City's widespread sustainability initiatives to the community and to Metro Vancouver municipalities and report back; and*
- (2) *That the staff report titled Sustainability Progress Report, dated October 15, 2014, from the Director, Engineering, be received for information and be forwarded to Council for its information.*

Consent
Agenda
Item

14. **CONSTRUCTION PROGRAM UPDATES**

(File Ref. No. 10-6340-01)

CNCL-65

See Page CNCL-65 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That construction program updates, including sustainable practice highlights, be made available to the public.

Pg. # ITEM

Consent
Agenda
Item

- 15. **ALEXANDRA DISTRICT ENERGY UTILITY PHASE 3 CAPITAL PROJECT**
(File Ref. No. 10-6600-10-02) (REDMS No. 4402488)

CNCL-131

See Page CNCL-131 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That \$8.0 million from unspent utility capital projects, previously approved by Council, be utilized to fund design, construction and commissioning expenditures related to the expansion of Alexandra District Energy Utility Phase 3.



Consent
Agenda
Item

- 16. **CREOSOTE COVERED RAIL TIES IN RICHMOND**
(File Ref. No. 106405-02)

CNCL-66

See Page CNCL-66 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the disposition of creosote covered rail ties in Richmond be referred to staff and to the Advisory Committee on the Environment and report back.



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

NON-CONSENT AGENDA ITEMS

PLANNING COMMITTEE

Councillor Bill McNulty, Chair

- 17. **APPLICATION BY ORIS CONSULTING LTD./CITYMARK PROPERTIES FOR REZONING AT 5440 MONCTON STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**
(File Ref. No. 12-8060-009194; RZ 14-666142) (REDMS No. 4398541)

Pg. # ITEM

CNCL-135

See Page CNCL-135 for full report

PLANNING COMMITTEE RECOMMENDATION

Opposed: Cllrs. McNulty and Steves

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9194, for the rezoning of 5440 Moncton Street from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, be introduced and given first reading.

PUBLIC DELEGATION ON NON-AGENDA ITEMS

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

CNCL-154

David Beattie and Allan Hunt, Lead Organizers of **The HELLO Project**, a non-profit, multi-partner coalition aiming to erode social isolation.

19. *Motion to rise and report.*

RATIFICATION OF COMMITTEE ACTION

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

Pg. # ITEM

BYLAW FOR ADOPTION

- CNCL-160** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9055**
(5160 and 5180 Blundell Road, RZ 13-627627)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

20. RECOMMENDATION

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

- CNCL-162** (1) *That the **minutes** of the Development Permit Panel meeting held on
Wednesday, November 12, 2014, and the **Chair's report** for the
CNCL-170 Development Permit Panel meeting held on August 27, 2014 be
received for information; and*
- (2) *That the recommendation of the Panel to authorize the issuance of a
Development Permit (DP 13-648221) for the property at 5180
Blundell Road be endorsed, and the Permit so issued.*

ADJOURNMENT



**Special Council
Monday, November 17, 2014**

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Corporate Officer – David Weber

Call to Order: Mayor Brodie called the meeting to order at 4:42 p.m.

RES NO. ITEM

SP14/2-1 It was moved and seconded
That the Special Council meeting notice requirements be waived.

CARRIED UNANIMOUSLY

GENERAL PURPOSES COMMITTEE

1. **VAPOR SOCIETY – UPDATE ON THE VANCOUVER AIRPORT
FUEL FACILITIES CORPORATION'S JUDICIAL REVIEW**
(File Ref. No. 10-6125-30-002)



Special Council
Monday, November 17, 2014

RES NO. ITEM

SP14/2-2

It was moved and seconded

- (1) *That Richmond City Council remains opposed to the transport of jet fuel on the Fraser River and supports the intent of the VAPOR / Otto Langer Judicial Review case to have the Environmental Certificate quashed so that the VAFFC is required to adopt an environmentally friendly and socially safer mode of transport for jet fuel to YVR;*
- (2) *That Richmond City Council agrees that the environmental review process as conducted by the BC Environmental Assessment Office and Port Metro Vancouver was not fair, not transparent, and did not properly consult with the public nor address the concerns of the City; and*
- (3) *That a letter of support reflecting the above principles be provided to VAPOR.*

CARRIED

ADJOURNMENT

SP14/2-3

It was moved and seconded

That the meeting adjourn (4:43 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special meeting of the Council of the City of Richmond held on Monday, November 17, 2014.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)



**Regular Council Meeting for Public Hearings
Monday, November 17, 2014**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Hanieh Berg, Acting Corporate Officer

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

APPOINTMENT OF ACTING CORPORATE OFFICER

PH14/10-1

It was moved and seconded
That Hanieh Berg be appointed as Acting Corporate Officer as provided under Section 148 of the Community Charter for the purposes of this meeting.

CARRIED

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9175
(RZ 13-648179)**

(Location: 7440 Williams Road; Applicant: Rav Bains)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.



**Regular Council meeting for Public Hearings
Monday, November 17, 2014**

Submissions from the floor:

None.

PH14/10-2

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9175 be given second and third readings.

CARRIED

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9177 (RZ 14-656004)**
(Location: 10231 No. 5 Road; Applicant: Amar Bhullar)

Applicant's Comments:

The applicant was not available to respond to queries.

Written Submissions:

- (a) William R. Woodgate, 11891 Seabrook Crescent (Schedule 1)

Submissions from the floor:

None.

PH14/10-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9177 be given second and third readings.

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9178 (RZ 14-658540)**
(Location: 10211 No. 5 Road; Applicant: 0868256 BC Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

- (a) William R. Woodgate, 11891 Seabrook Crescent (Schedule 1)



**Regular Council meeting for Public Hearings
Monday, November 17, 2014**

Submissions from the floor:

Edna Davey, 10191 No. 5 Road, expressed concern with regard to the lack of adequate drainage in the lane behind the subject property. She noted that when it rains, the lane floods and as a result, her backyard also floods. Also, Ms. Davey cited concern with access to the lane during construction, noting that the lane provides the only vehicle access to and from her property.

In response to queries from the Chair, Wayne Craig, Director of Development, stated that improvements to the rear lane from the subject property to Seacliff Road are listed as rezoning considerations to the proposed application, including street lighting, storm drains and new asphalt. Also, Mr. Craig noted that if the application is approved, the Applicant would be requested to submit a transportation management plan, which would be reviewed by the City's Transportation division.

PH14/10-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9178 be given second and third readings.

ADJOURNMENT

PH14/10-5

It was moved and seconded

That the meeting adjourn (7:12 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, November 17, 2014.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Hanieh Berg)

Schedule 1 to the Minutes of the
 Council Meeting for Public
 Hearings held on Monday,
 November 17, 2014.

Mayor and Councillors

From: Webgraphics
Sent: Sunday, 09 November 2014 17:16
To: Mayor and Councillors
Subject: Send a Submission Online (response #808)

<p>To Public Hearing Date: <u>NOV 17 2014</u> Item # <u>2 & 3</u> Re: _____ BYLAW 9177-22 14-656004-1 BYLAW 9178-22 14-658540</p>

Send a Submission Online (response #808)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/9/2014 5:15:34 PM

Survey Response

Your Name	William R. Woodgate
Your Address	11891 Seabrook Crescent
Subject Property Address OR Bylaw Number	10211 & 10231 No. 5 Rd.
Comments	<p>I live on the other side of the lane from the above subject properties up for re-zoning. Re-zoning approval must include improvements to the lane. About 10 years ago I had a representative from the city look at the lack of drainage behind my property. When it rains the water does not drain off and backs up onto my lot and the one across the lane. Cars driving through it splash water. At that time the representative said, in his opinion, work needed to be done and that I would hear from City Hall. I have never had a call back nor has an improvement been made and the city employee has since retired. All it really needs is a drain to have an outlet for the water to run off. Right now it's a mess anytime after a rain. If the rain is heavy enough water covers the whole lane so nobody can walk down the lane. If there are going to be improvements for the new homes this must be addressed as more cars will be using the lane. I can tell you that if re-zoning is approved engineering work to fix this water problem must be part of that upgrade. I EXPECT this improvement</p>

to be included.



Community Safety Committee

Date: Wednesday, November 12, 2014
Place: Anderson Room
Richmond City Hall
Present: Councillor Derek Dang, Chair
Councillor Linda McPhail
Councillor Ken Johnston
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Wednesday, October 15, 2014, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, December 9, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

1. RCMP'S MONTHLY REPORT - SEPTEMBER ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 4377017)

Superintendent Renny Nessel, Officer in Charge, Richmond RCMP, commented on the increased crime statistics and continued efforts to reduce residential and property thefts in an effort to reach specific targets. Also, Supt. Nessel advised that current figures vary from those of the past perhaps due to the success of previous enforcement measures.

Committee commended community policing volunteers who distribute notices on vehicles at specific parking lots in an effort to promote vehicle safety. Also, Committee expressed appreciation for the number of Auxiliary Officers and their involvement at local events to foster community safety.

It was moved and seconded

That the report titled RCMP's Monthly Report – September Activities dated October 6, 2014, from the Officer in Charge, Richmond RCMP be received for information.

CARRIED

2. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – SEPTEMBER 2014

(File Ref. No.) (REDMS No. 4381069)

Committee thanked staff for their efforts in addressing unsafe illegal suites in the City, and commented on the importance of neighbourhood involvement in identifying such issues.

Discussion ensued and Committee raised concern with regard to the muzzling of dangerous dogs at off-leash dog parks and directed staff to post appropriate signage at the No. 3 Road dog park.

It was moved and seconded

That the staff report titled Community Bylaws Monthly Activity Report – September 2014, dated October 20, 2014, from the General Manager, Law & Community Safety, be received for information.

CARRIED

Community Safety Committee
Wednesday, November 12, 2014

3. **RICHMOND FIRE-RESCUE – SEPTEMBER 2014 ACTIVITY REPORT**

(File Ref. No. 09-5000-01) (REDMS No. 4389363)

Deputy Fire Chief Tim Wilkinson, Richmond Fire-Rescue (RFR), highlighted the importance of training with regard to RFR's ability to respond to critical incidents; for instance, he noted that a variety of skills were utilized in the upside down vehicle incident on River Road.

Committee expressed appreciation for the RFR's efforts throughout the River Road incident and acknowledged support for training.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – September 2014 Activity Report, dated October 20, 2014, from the Fire Chief, Richmond Fire-Rescue be received for information.

CARRIED

4. **BC AMBULANCE SERVICE – DISPATCH PROTOCOL CHANGES**

(File Ref. No. 09-5125-01) (REDMS No. 4364121)

Deputy Fire Chief Wilkinson provided background information regarding the BC Ambulance Service (BCAS) dispatch protocol changes.

Discussion ensued regarding the importance of RFR's attendance at medical events and that staff examine and report back to Committee on options for maintaining RFR's current level of service should BC Emergency Health Services implement Phase Two of the Resource Allocation Plan (RAP).

In response to a query from Committee, Phyllis Carlyle, General Manager, Law and Community Safety, advised that RFR has not been excluded from attending medical events under Phase One of the dispatch protocol changes. She noted that the staff report is seeking Council's support in requesting that BC Emergency Health Services suspend implementing Phase Two of the RAP until an agreement has been reached on service levels for the City. Also, Ms. Carlyle noted that the BC Fire Chief Association and the Metro Vancouver Mayors Committee support the request before Committee.

It was moved and seconded

(1) *That the Fire Chief continue to update Council on the impacts of the BC Ambulance Service (BCAS) dispatch protocol changes; and*

(2) *That Council write a letter to the BC Emergency Health Services, requesting that no further changes to the BCAS Resource Allocation Plan be implemented without consultation and agreement with the City of Richmond.*

CARRIED

Community Safety Committee
Wednesday, November 12, 2014

4A. **TRAFFIC CALMING PEDESTRIAN ZONE SIGNS**

(File Ref. No.)

Committee requested that staff provide an update on a pilot project regarding traffic calming measures on Tweedsmuir Avenue near Maple Lane Elementary School.

4B. **SPEEDING ON RUSS BAKER WAY AND HOV LANE VIOLATIONS**

(File Ref. No.)

Committee commented on excessive speeds along Russ Baker Way and HOV lane violations and requested increased enforcement.

5. **RCMP AND FIRE CHIEF BRIEFING**

(Verbal Report)

(i) Halloween Update

Insp. Nessel and Deputy Fire Chief Wilkinson advised that there were few incidents on Halloween and that crews were present at areas of interest.

(ii) RFR Christmas Open House Events

Deputy Fire Chief Wilkinson advised that planning is underway for the "Light Up the Firehall" Christmas Open House events that will be held from December 1 to 5, 2014 at Brighthouse Fire Hall No. 1, Steveston Fire Hall No. 2, Sea Island Fire Hall No 4, Shellmont Fire Hall No. 6, and Hamilton Fire Hall No. 5, respectively, between 3:30 p.m. to 5 p.m.

Committee thanked RFR staff involved in erecting the light display at Stanley Park, noting that proceeds of the event are directed towards camps for burn victims.

6. **MANAGER'S REPORT**

(i) Electronic Cigarettes

Ed Warzel, Manager, Community Bylaws, provided an update on the research being conducted regarding electronic cigarettes and that a report from Dr. James Lu, Medical Health Officer, Vancouver Coastal Health (VCH), is expected to be issued in early 2015. Mr. Warzel advised that a staff report would be provided to Committee once the VCH statement has been released.

Discussion ensued regarding nicotine inhalers and that an amendment to Public Health Protection Bylaw No. 6989 may be required to regulate certain electronic cigarettes.

(ii) Eboli Update

Community Safety Committee
Wednesday, November 12, 2014

Deborah Procter, Manager, Emergency Programs, provided information on a tabletop exercise held at the Vancouver International Airport by the Public Health Agency of Canada in response to the current Ebola health concern. Ms. Procter outlined the procedures regarding (i) patient care and transportation to isolation facilities at Richmond General Hospital or Surrey Memorial Hospital, (ii) passenger safety, and (iii) aircraft decontamination. She then advised that meetings will take place in order to ensure that first responders have the proper personal protective equipment.

(iii) Changes to the Police Act

Barbara Sage, Staff Solicitor, provided an update on legislative changes to the BC *Police Act* and provided the following information:

- Bill 4, given first reading on October 23, 2014, proposes to grant the Province sweeping powers to impose a specialized service provider for the provision of specialized policing services on a municipality and to allocate the costs for such services between the municipalities and the Province;
- former Bill 14, now known as the *Justice Statutes Amendment Act 2014*, amended a number of statutes including the *Police Act*; however, not all amendments are in force;
- currently in force, the number of persons the Provincial Cabinet can appoint to a municipal police board has been raised by two, thereby increasing the Province's involvement in the constitution of the police board; a municipal police board will now consist of the mayor, one person appointed by Council and not more than seven (formerly five) persons appointed by the Province;
- an amendment not yet in force gives the Province greater power to (i) require cooperation and coordination among the provincial police force, municipal police departments, and designated policing units in relation to the investigations into the whereabouts of missing persons, (ii) establish standards respecting principles, practices and strategies to be used in missing persons cases and complex investigations and major crimes and community consultation; and
- a further amendment not yet in force adds Part (8.1) of the Act, which deals with internal and external audits of major case investigations.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:44 p.m.).

CARRIED

Community Safety Committee
Wednesday, November 12, 2014

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, November 12, 2014.

Councillor Derek Dang
Chair

Heather Howey
Committee Clerk



General Purposes Committee

Date: Monday, November 17, 2014

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

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

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on Monday, October 20, 2014, be adopted as circulated.

CARRIED

DELEGATION

1. Otto Langer, President, VAPOR Society, accompanied by fellow Directors Barbara Huisman, James Ronback, and Judy Williams, provided an update on the Vancouver Airport Fuel Facilities Corporation's judicial review and read from a written submission (attached to and forming part of these minutes as Schedule 1).
Judy Williams, Co-Chair, Fraser River Coalition, strongly endorsed the VAPOR Society's petition, noting that the outcome of the judicial review is critical and therefore Council's support would be appreciated.

1.

General Purposes Committee

Monday, November 17, 2014

Committee reiterated Council's continued opposition to the planned jet fuel pipeline and terminal on the Fraser River. Discussion ensued regarding the court action and Committee queried whether the City should be a part of it, and whether the City should contribute financially towards the VAPOR Society's legal expenses.

In response to queries from Committee, Mr. Langer provided the following additional information:

- the judicial review is scheduled for November 26 and 27, 2014, and a ruling is not anticipated until 2015; and
- the ruling will not change existing provincial environmental assessment legislation and related public processes.

Also, Mr. Langer stated that he was of the understanding that the City of Surrey had joined the court action challenging Port Metro Vancouver's Fraser Surrey Docks Coal Transfer Facility and coal barge transportation on the Fraser River; however, Mr. Langer noted that he was not aware whether the City of Surrey was contributing to the legal expenses.

Councillor Steves referenced information pertaining to the City of New Westminster's direction to apply for intervenor status against the proposed Fraser Surrey Docks Coal Transfer Facility (copy on file, City Clerk's Office).

In reply to a query from Committee, Mr. Langer commented that the intervenor status would be ideal as it would allow the City of Richmond to appear before the judge for the judicial review.

Discussion ensued with respect to the flawed environmental process, which examined only one option rather than the best options for jet fuel delivery. Committee expressed support for the principles outlined in Items 1 and 2 on Page 2 of Mr. Langer's written submission (attached to and forming part of these minutes as Schedule 1); however, it was noted that advice from staff would be required prior to any commitment for financial contribution.

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

It was moved and seconded

- (1) *That Richmond City Council remains opposed to the transport of jet fuel on the Fraser River and supports the intent of the VAPOR / Otto Langer Judicial Review case to have the Environmental Certificate quashed so that the VAFFC is required to adopt an environmentally friendly and socially safer mode of transport for jet fuel to YVR;*

General Purposes Committee
Monday, November 17, 2014

- (2) *That Richmond City Council agrees that the environmental review process as conducted by the BC Environmental Assessment Office and Port Metro Vancouver was not fair, not transparent, and did not properly consult with the public nor address the concerns of the City; and*
- (3) *That a letter of support reflecting the above principles be provided to VAPOR.*

CARRIED

Discussion ensued regarding the potential to obtain legal opinion on the meaning of and obligations associated with the intervenor status, and to clarify the City's legal position related to the VAPOR Society's legal action, including any financial contribution toward their legal expenses. Committee then emphasized Council's unanimous opposition to the proposed jet fuel pipeline and terminal on the Fraser River.

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

It was moved and seconded

That the VAPOR Society submission be referred to staff to provide options on the City's legal situation relating to VAPOR's legal action, including the possibility of intervenor status, and/or financial contributions towards VAPOR's legal fees.

CARRIED

Committee directed that, if possible, staff provide the legal opinion prior to the Monday, November 24, 2014, Regular Council meeting. Additionally, the Chair suggested that a Special Council meeting be held immediately following the open General Purposes Committee meeting in order to ratify the main motion, thus allowing the correspondence to be sent to the VAPOR Society in a timely manner.

FINANCE AND CORPORATE SERVICES DEPARTMENT

2. **0973581 BC LTD., DOING BUSINESS AS LEGEND'S PUB, 9031 BLUNDELL ROAD**

(File Ref. No. 12-8275-05) (REDMS No. 4329493)

Glenn Jensen, Applicant, accompanied by Jenny Yates, Co-owner, Legend's Pub, spoke to the proposed Liquor Licence Amendment application and provided the following information:

- the extended hours of operation from 9:00 a.m. to 1:00 p.m. would permit the proprietors to better service the community during special events;

3.

General Purposes Committee
Monday, November 17, 2014

- approximately \$3,500 in application fees and associated costs are incurred for each application to extend business hours for special events, such as the FIFA World Cup;
- they are working with the community to address concerns with regard to potential increased noise and vehicular traffic as a result of the proposed business hours and increased occupancy; also, it is proposed that a free shuttle service for patrons be implemented; and
- Building Approvals staff identified the need for expanded washroom facilities in order to accommodate an increased occupant load, and such renovations have been completed.

In response to queries from Committee, Mr. Jensen advised that he is in discussions with the owner of an adjacent commercial property to enter into a parking agreement; however, no formal agreement has been reached. He was of the opinion that limited vehicular traffic to the Pub was a reasonable solution, as the current growth in the adjacent residential areas would sufficiently support the neighbourhood pub. Additionally, Mr. Jensen advised that applications have been made for temporary opening and closing hours during special events; however, the costs and fees applicable for each event can be upwards of \$3,500.

In reply to a query from Committee, Glenn McLaughlin, Chief Licence Inspector and Risk Manager, advised that the Liquor Control and Licensing Branch (LCLB) would likely not consider a trial licensing period.

It was moved and seconded

- (1) *That the application from 0973581 BC Ltd., doing business as Legend's Pub, for an amendment under Liquor Primary Licence No. 033298 to:*
 - (a) *increase the hours of liquor service from Monday through Thursday 10:00 am. to 12:00 am and Friday through Sunday 10:00 a.m. to 1:00 a.m. to Monday through Sunday from 9:00 a.m. to 1:00 a.m.; and*
 - (b) *increase the occupant load from 160 patrons to 200 patrons; be supported only for an earlier service at 9 a.m. Monday to Sunday;*
- (2) *That a letter be sent to the Liquor Control and Licensing Branch advising that:*
 - (a) *Council supports an earlier service time but does not support later service hours or an increase in their liquor license occupant load.*

General Purposes Committee
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- (b) *Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
- (i) *the potential for additional noise and traffic in the area was considered; and*
 - (ii) *the impact on the community was assessed through a community consultation process;*
- (c) *as the operation of a licensed establishment may affect nearby residents the City gathered the view of the residents as follows:*
- (i) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted; and*
 - (ii) *signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*
- (d) *Council's comments and recommendations respecting the views of the residents are as follows:*
- (i) *that based on the letters sent and the responses received from all public notifications, Council considers that an earlier opening would not have an impact on the community; and*
 - (ii) *Council considered the comments received from residents in the area do not support later operating hours or to increase to the establishments' occupant load.*

The question on the motion was not called as discussion ensued regarding the applicant continuing to work with staff to find a favourable solution.

In response to queries from Committee, Mr. McLaughlin provided the following information:

- the LCLB is expecting to issue new regulations for liquor licensing in the second quarter of 2015, which may allow the applicant to take advantage of any changes;
- the liquor licensing hours are approved by the LCLB with provisions that allow owners to apply to amend business hours for special occasions;

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- Council has delegated authority to the Chief Licence Inspector and Risk Manager to approve short-term temporary changes to liquor licensing hours for special occasions at a maximum of two per year per establishment; and
- under the Richmond Zoning and Development Bylaw No. 8500, the establishment of neighborhood public houses are restricted to a maximum occupancy of 125 persons.

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

3. **BUSINESS REGULATION BYLAW 7538, AMENDMENT BYLAW 9191**

(File Ref. No. 12-8275-01; 12-8060-007538/009191) (REDMS No. 4384681)

It was moved and seconded

- (1) *That Schedule A to Business Regulation Bylaw No. 7538 be amended to include the premises at Unit 170 -3411 No. 3 Road among the sites which permit an Amusement Centre to operate with more than 4 amusement machines; and*
- (2) *That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9191, which replaces Schedule A of Bylaw No. 7538 in its entirety with an updated Schedule A listing all addresses which permit an Amusement Centre to operate with more than 4 amusement machines, be introduced and given first, second and third readings.*

CARRIED

ADJOURNMENT

It was moved and seconded

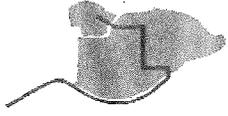
That the meeting adjourn (4:41 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, November 17, 2014.

Mayor Malcolm D. Brodie
Chair

Heather Howey
Committee Clerk



**To: City of Richmond
General Purposes Committee**

**Schedule 1 to the Minutes of the
General Purposes Committee
Meeting of Monday, November 17,
2014.**

From: VAPOR Society

Date: November 17th, 2014 -- GPC Meeting, City Hall, Anderson Room - 4PM

Re: VAPOR Request for City of Richmond Support for the November 26-27, 2014 Judicial Review in the BC Supreme Court in the matter of -- VAPOR and Otto E. Langer vs. BC AG (representing Ministers Mary Polak, Rich Coleman and BC EAO) and VAFFC.

VAPOR is a citizens group formed to oppose the transport of jet fuel on the Fraser River and construct an offloading terminal and tank farm immediately upstream of the Richmond Ice Centre, SilverCity Cinemas, Watermania and the large apartment complexes on the north side of the South Arm of the river.

We all agree that this facility is a high risk project to the environment, property and human safety. Jet fuel is highly toxic and flammable and its transport in the Fraser is not acceptable to anyone.

Indeed after VAPOR presentations to Richmond and Delta City Councils they unanimously passed motions opposing any jet fuel transport into the Fraser River.

Before and after approval of the project VAPOR sought legal advice from two different sources. Both legal firms agreed that the public consultation process was not held in a fair and open manner and thus there were good grounds for a legal appeal of a flawed decision making process. We accordingly then engaged the firm of CliffeTobias to challenge the BC Government's approval of this project.

In January VAPOR lawyers met with Mayor Brodie at a fund raising dinner and there was an offer from the Mayor that the City staff would provide VAPOR lawyers with full cooperation in VAPOR's planned legal challenge. In response to an email in June 2014 VAPOR did receive a letter from the Mayor that Richmond would not support VAPOR's case nor any legal costs without a motion to that effect.

After VAPOR filed the case in BC Supreme Court the cooperation from the City seemed to diminish and Mayor Brodie publicly said he had huddled with Richmond City legal staff and determined that the VAPOR case did not have a good chance of winning and the City would not support it. They would only support a certain win in the courts (see *Richmond News attachment*).

We are here today to ask the City to reconsider this position and to re-articulate it so as to not undermine what VAPOR is trying to accomplish for the City and the Citizens of the Lower Fraser River. We ask the City at minimum to acknowledge to the BC Government that what VAPOR is doing is in the public interest and support us in some manner. We feel there is an overarching moral and ethical issue here if we sit back and now allow this terrible precedent to occur in our river. The Fraser River has indeed defined Richmond (Lulu Island) as a natural legacy along with its abundant life. This project approval runs totally contrary to that claim.

We respectfully request that the General Purposes Committee recommend to City Council that the City:

1. Indicate in clear terms that they still oppose to jet fuel transport on the Fraser River and note that it does support the intent of the VAPOR / Otto Langer Judicial Review case i.e. to have the Environmental Certificate quashed and force VAFFC to adopt an environmentally friendly and socially safer transport of jet fuel to YVR.
2. Again clearly state that the environmental review process as run by BC EAO and PMV was unfair, not transparent and did not properly consult with the public or address the concerns of the City of Richmond.
3. Rearticulate certain statements made to the press that VAPOR is simply objecting to an issue of principle after our legitimate concerns were overruled by Ministers Polak and Coleman and the BC EAO and PMV. The view stated by Richmond spokesperson(s) diminishes the efforts of VAPOR when Richmond seems to have abandoned this environmental and public safety issue.
4. Appreciate that VAPOR did apply due diligence and did not lightly take this judicial review upon ourselves and a \$50,000 legal bill just to protest a principle. VAPOR is serious about keeping tankers out of the Fraser River and we respectfully ask that the City show the same resolve as the city of Surrey has shown on coal transport on the river and the City of Burnaby on the increased export of bitumen out of that city.
5. Consider that a small contribution of uncommitted monies from the City be granted to VAPOR to cover legal expenses incurred in launching this Judicial Review.

Presented to the General Purposes Committee by Otto Langer (VAPOR President) on behalf of the VAPOR Society.



Attachments:

1. Recent letters of support from Council of Canadians, David Suzuki Foundation, Fraser River Keepers
2. September 16, 2014 article in the Richmond News "Jet fuel opposition 'vaporizes' from within Richmond City Hall".
3. VAPOR Petition to the Courts.

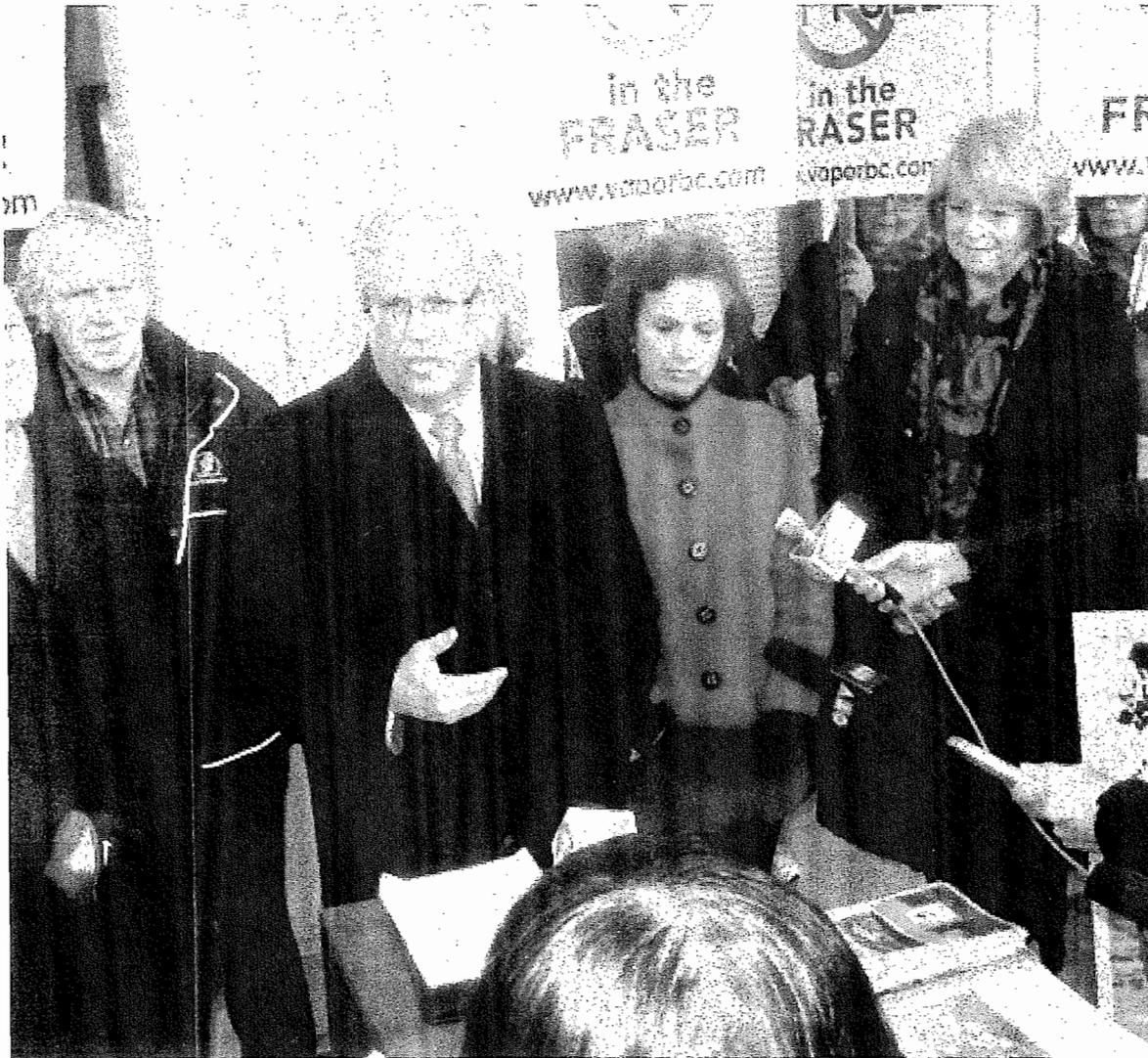
OEL Nov 16, 2014 10PM

Jet fuel opposition 'vaporizes' from within Richmond City Hall

Residents opposed to jet fuel being moved by tanker on the Fraser River say city councillors and the mayor have abandoned their fight.

Graeme Wood / Richmond News

September 16, 2014 05:12 PM



Mayor Malcolm Brodie, seen here at Garry Point Park two weeks ago making a final plea against the fuel delivery plan, is highly critical of the province's decision. Photograph By Alan Campbell/Richmond News

Richmond city council and Mayor Malcolm Brodie talk the talk, but don't walk the walk when it comes to their opposition to a planned jet fuel pipeline and terminal and on the Fraser River.

That's according to VAPOR, a grassroots group of residents that is now taking the province to court over the BC Environmental Assessment Office's December decision to conditionally green light the facility, which will be able to

store up to just over 100 million litres of fuel next to the Riverport entertainment and recreation complex in east Richmond.

After years of strongly worded letters and statements to the provincial government on the issue, Brodie told the *Richmond News* the city will not be taking part in any court action now that it's a go.

"In terms of the jet fuel line, we did everything (to oppose it.) We devoted staff resources; we did everything politically and administratively to voice our displeasure with the VAFFC, the airline consortium that was addressing the jet fuel and it was their project," said Brodie, adding that he and city lawyers "huddled" and determined it was not prudent to take on a legal battle.

"The courts are no place to make a statement of principle and just demonstrate you're opposed to something. You have to be assured that when you come out of that court that you're going to have a decision that's in your favour," said Brodie, a lawyer to trade.

Although when the project was approved, the City of Richmond said it had "significant flaws."

VAPOR chair Otto Langer, a retired DFO marine biologist, said he and the group are challenging the EAO decision via a petition for a judicial review by BC Supreme Court because the public consultation process was flawed.

"VAPOR is, of course, very disappointed with the position Mayor Brodie has taken," said Langer.

Langer said the city pledged outside support early on but since the group filed its lawsuit Brodie and his bureaucrats have since "disappeared."

He said the group has good legal grounds to challenge VAFFC and noted Burnaby's mayor Derek Corrigan who is taking the National Energy Board to court over its decision to subvert municipal bylaws.

"He (Corrigan) is using action to support his rhetoric. Such is apparently not forthcoming from Richmond City Council," said Langer.

The longtime Richmond resident also critiqued the city's decision in June to forward a report outlining a set of project objectives for a bridge at the George Massey Tunnel, including a demand that its design be "iconic."

Only Coun. Harold Steves opposed the report.

The bridge is critical for the jet fuel terminal to proceed as the tunnel is an impediment to fuel tankers.

Brodie denied endorsing a bridge, stating he merely endorsed objectives the city wants to see.

Langer scoffed at the notion Brodie had any reasonable intention to actually oppose the bridge and, ultimately, the jet fuel facility.

"Why (have) councillors and the mayor lost their voices on an issue that will open up the Fraser to all sorts of undesirable heavy industry over the next many years? Have they turned their backs on the Fraser River and its wealth of salmon and wildlife resources and the public interest found in 'an island by nature' community?" asked Langer.

He said he hopes to reinvigorate council's once-determined opposition to the fuel terminal by making a presentation soon.

He said it would be ironic to have Burnaby win its case, which could potentially result in an additional fuel/oil terminal on the Fraser River Estuary.

VAPOR says it presented a 6,000-signature petition to independent Delta MLA Vicki Huntington. Langer said Richmond's Liberal MLA's merely "sat on the fence" during the four-year approval process, bowing to cabinet solidarity.

MLA John Yap told the *Richmond News* Langer skipped a meeting with him last year. Langer acknowledged doing so, calling a previous meeting with Yap "useless."

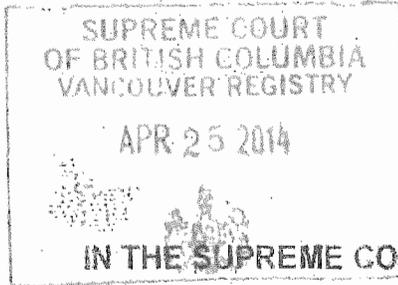
The group is now fundraising money to pay for legal fees. It requires close to \$20,000, said Langer, who will be hosting a burger and drink event on Oct. 1 at the Buck and Ear Pub and Grill.

Pending VAPOR has enough money to proceed, the challenge could be heard as early as early next year.

[@WestcoastWood](https://twitter.com/WestcoastWood) (<http://www.twitter.com/WestcoastWood>)

gwood@richmond-news.com (<mailto:gwood@richmond-news.com>)

© Richmond News



Court File No. _____
Vancouver Registry

IN THE MATTER OF THE JUDICIAL REVIEW PROCEDURE ACT
R.S.B.C. 1996, c.241

BETWEEN:

VAPOR –
A Society For Vancouver Airport Fuel Project
Opposition For Richmond
and
Otto Emil LANGER,

PETITIONERS

AND

Her Majesty the Queen in Right of the Province of British Columbia as
represented by the Minister of Environment for the Province of British Columbia,
the Minister of Natural Gas Development for the Province of British Columbia, the
Attorney General of the Province of British Columbia,
and
The Executive Director of the British Columbia Environmental Assessment
Office, and
The Vancouver Airport Fuel Facilities Corporation,

RESPONDENTS

PETITION TO THE COURT

ON NOTICE TO:

The Honourable Mary Polak, Minister of Environment
PO Box 9047 STN PROV GOVT
Victoria, BC, V8W 9E2

The Honourable Rich Coleman, Minister of Natural Gas Development
PO Box 9060 STN PROV GOVT
Victoria, BC, V8W 9E2

The Attorney General of British Columbia
Duty Counsel Clerk, Law Services Branch
PO BOX 9044
Victoria, BC
V8W 9E2

Executive Director of the British Columbia Environmental Assessment Office
2nd Floor, 836 Yates Street
PO Box 9426 STN PROV GOVT
Victoria, BC V8W 9V1

Vancouver Airport Fuel Facilities Corporation (VAFFC)
#103 – 12300 Horseshoe Way
Richmond, BC V7A 4Z1

Port Metro Vancouver
100 The Pointe
999 Canada Place
Vancouver, BC V6C 3T4

This proceeding has been started by the petitioner for the relief set out in Part 1 below.

If you intend to respond to this petition, you or your lawyer must

- (a) File a response to petition in Form 67 in the above-named registry of this court within the time for response to petition described below, and
- (b) Serve on the petitioner(s)
 - (i) 2 copies of the filed response to petition, and
 - (ii) 2 copies of each filed affidavit on which you intend to rely at the hearing.

Orders, including orders granting the relief claimed, may be made against you, without any further notice to you, if you fail to file the response to petition within the time for response.

Time for Response to Petition

A response to petition must be filed and served on the petitioner(s)

- (a) If you were served with the petition anywhere in Canada, within 21 days after that service,
- (b) If you served with the petition anywhere in the United States of America, within 35 days after that service,
- (c) If you were served with the petition anywhere else, within 49 days after that service, or
- (d) If the time for response has been set by order of the court, within that time.

(1)	The address of the registry is: Law Courts, 800 Smithe Street Vancouver, BC V6Z 2E9
(2)	THE ADDRESS FOR SERVICE of the petitioner is: Cliffe Tobias, Barristers & Solicitors 1570 – 789 West Pender Street Vancouver, BC V6C 1H2 Fax number address for service of the petitioner: (604) 684-1512 E-mail address for service of the petitioner: ctobias@cliffetobias.ca
(3)	The name and office address of the petitioner's lawyer is: Cheryl J. Tobias, Q.C. Cliffe Tobias, Barristers & Solicitors 1570 – 789 West Pender Street Vancouver, BC V6C 1H2

CLAIM OF THE PETITIONER

PART 1: ORDERS SOUGHT

1. An order declaring that the environmental assessment of the Vancouver Airport Fuel Delivery Project conducted pursuant to the *Environmental Assessment Act*, S.B.C. 2002 c.43, (the "EAA"), failed to satisfy the public consultation requirements of the EAA and regulations made pursuant to the EAA including the *Public Consultation Policy Regulation*, B.C. Reg 373/2002, and the *Prescribed Time Limits Regulation*, B.C. Reg 372/2002.
2. An order declaring that the Assessment Report and Recommendations of the Executive Director, made pursuant to s.17(2) of the EAA, and the issuance of the Environmental Assessment Certificate #E13-02 by the Honourable Mary Polak, Minister of the Environment, and the Honourable Rich Coleman, Minister of Natural Gas Development, on December 11, 2013, to the Vancouver Airport Fuel Facilities Corporation (the "VAFFC") for the Vancouver Airport Fuel Delivery Project (the "proposed project") failed to comport with the common law requirements of natural justice and procedural fairness.
3. An order in the nature of *certiorari* quashing the Environmental Assessment Certificate #E13-02.
4. Costs of this Petition.
5. Such further and other relief as this Honourable Court may deem just.

PART 2: FACTUAL BASIS

The Parties to this Proceeding

1. VAPOR – A Society for Vancouver Airport Fuel Project Opposition for Richmond ("VAPOR") was formed in March, 2011, and was registered pursuant to the *Society Act*, RSBC 1996 Chapter 433 on May 11, 2012. The objects of the society are: (a) To oppose any jet fuel water borne transport on the Fraser River and to promote a safer and more secure fuel delivery system to the Vancouver International Airport by means of a land pipeline fuel delivery system; (b) To protect the wildlife and fish habitat and minimize the risks to the ecology and public safety in the Fraser River and associated waterways in British Columbia;

and (c) To undertake similar activities or initiatives as agreed upon by the membership and executive.

2. The directors of VAPOR are:

- a. Carol Day, a small business owner, who has resided in the City of Richmond, British Columbia ("Richmond"), for 50 years;
- b. The Petitioner, Otto Langer; a semi-retired marine biologist, who has resided in Richmond for over 40 years;
- c. Judy Emily Williams, a retired school teacher and a resident of Bradner, British Columbia;
- d. James Ronback, a retired systems safety engineer and a resident of Delta, British Columbia;
- e. Scott Carswell, an electrical mechanical engineering technologist, who was a resident of Richmond between 2006 and 2013;
- f. Barbara Huisman, a business sustainability consultant, who has resided in Richmond for over 30 years.

3. The Petitioner, Otto Langer, and many of the directors and members of VAPOR are directly affected by the proposed project.

4. The Respondent Minister for Environment for British Columbia, the Honourable Mary Polak, and the Respondent Minister of Natural Gas Development for British Columbia, the Honourable Rich Coleman, issued Environmental Assessment Certificate #E13-02 on December 11, 2013, to the VAFFC for the proposed project pursuant to s.17(3) of the *EAA*.

5. The Respondent Executive Director is appointed by the Lieutenant Governor in Council to oversee the operations of the British Columbia Environmental Assessment Office ("EAO") pursuant to s.3 of the *EAA* and is assigned various powers and duties under the *EAA*.

6. The Respondent Executive Director has the responsibility pursuant to s.11 of the *EAA* to determine the scope of the environmental assessment and the procedures and methods for

conducting the assessment. This responsibility includes determining what public consultation is required as part of an environmental assessment. The Respondent Executive Director also has the responsibility assigned by s.4 of the *Public Consultation Policy Regulation* to assess whether the public consultation that the proponent proposed was adequate. Section 4(1) of the *EAA* permits him to delegate these responsibilities to employees of the EAO. Project Assessment Managers at the EAO made most of the orders and directions in relation to the environmental assessment of the proposed project as the delegate of the Executive Director.

7. The Respondent, the VAFFC, is the proponent of the proposed project. The VAFFC is a not-for-profit company owned by a group of commercial airlines, including most of the domestic and international carriers operating at the Vancouver International Airport. VAFFC also owns and operates fuel storage and distribution facilities at the Vancouver International Airport, including mechanisms used to transfer fuel from storage tanks to airplanes.

The Vancouver Airport Fuel Delivery Project

8. The VAFFC's proposed project is the development of a new aviation fuel delivery system in Richmond. The proposed project consists of:
 - a. Upgrades to an existing marine terminal wharf located on the South Arm of the Fraser River to accommodate fuel cargo vessels and construction and operation/maintenance of new facilities at the marine terminal for off-loading fuel cargo;
 - b. Construction and operation/maintenance of a new fuel receiving facility that comprises six steel above-ground storage tanks capable of holding approximately 80 million litres of fuel;
 - c. Construction and operation/maintenance of a new pipeline to transfer fuel from the marine terminal to the fuel receiving facility and a pipeline approximately 15 kilometres long to deliver fuel from the fuel receiving facility to the Vancouver International Airport ("YVR"); and
 - d. Movement of fuel cargo vessels within the South Arm of the Fraser River to and from the marine terminal.

9. The marine terminal and the site proposed for the new fuel receiving facility are situated on the north shore of the South Arm of the Fraser River at the foot of Williams Road, in Richmond, approximately two kilometres east of Highway 99 and approximately 15 kilometres upstream from the mouth of the Fraser River. They are in close proximity to condominium complexes and to a large commercial and recreational area of Richmond. The South Arm of the Fraser River and the estuaries of the South Arm are highly valuable wildlife habitat and most of the Fraser River salmon travel through the South Arm to and from their spawning grounds.

Initiation of the Environmental Assessment

10. The proposed project was designated a reviewable project pursuant to s.7(3)(a) of the *EAA* in February, 2009, on the basis that:
 - a. It had the potential to result in significant adverse environmental, economic, health, heritage and social effects; and
 - b. Strong public interest was anticipated and a clear, transparent environmental assessment process would be in the public interest.
11. The environmental assessment was to be a cooperative environmental assessment between British Columbia and Canada on the basis that the proposed project is subject to the *Canadian Environmental Assessment Act* S.C. 1992, c.37.
12. By an order made pursuant to s.11 of the *EAA* on November 18, 2009 and amended on December 12, 2009, (the "scoping order") the environmental assessment was to include consideration of potential adverse environmental, economic, social, heritage and health effects and practical means to prevent any such effects or to reduce them to an acceptable level. The assessment was also to consider spill management control and emergency response.
13. The scoping order required the VAFFC to set out in its materials submitted in support of its application for an environmental assessment certificate (its "Application") the public consultation activities it had already carried out and a proposal for a public consultation program for the purpose of the review of its Application; this information was to be used to assess the adequacy of the proposed public consultation activities. The scoping order

required the VAFFC to carry out its proposed public consultation activities subject to any modifications ordered by the Project Assessment Manager. At least one formal comment period was to be established by the Project Assessment Manager.

14. The VAFFC's proposal for public consultation as set out in its Application for review of that Application included opportunities for public comment as follows:

- a. Open houses and any other activities directed by the EAO; and
- b. VAFFC would receive comments and respond to enquiries it received via its website, email and dedicated telephone line;
- c. Public review in accordance with regulations established by the EAO, to take place after the Application was accepted by the EAO;
- d. Comments and correspondence regarding the Application received by the EAO either in written form or via their online comment submittal portal would be documented and posted on the EAO website. The VAFFC would prepare responses to these comments within the timeframe established by the EAO following completion of the public comment period. The VAFFC's responses would in turn be posted on the EAO's website.

15. The public was given electronic access through the EAO's Project Information Centre internet site (e-PIC) to the VAFFC's Application and to the other information and records listed in s.6 of the *Public Consultation Policy Regulation* where such information and records were generated for the assessment of the proposed project.

The Environmental Assessment

16. On January 5, 2011, the EAO received the VAFFC's Application. On February 3, 2011, pursuant to s.16 of the *EAA*, the EAO formally accepted the VAFFC's Application for detailed review. The EAO did so without any explicit written assessment of the adequacy of the public consultation activities that the VAFFC had conducted or proposed to conduct in relation to its application for an environmental assessment certificate as specified in s.4 of the *Public Consultation Policy Regulation*. The EAO established a 45-day public comment

period on the Application from February 25 to April 11, 2011. On April 8, 2011, the public comment period was extended by 15 days to April 26, 2011.

17. The 180 day review period provided by s.3 of the *Prescribed Time Limits Regulation*, B.C. Reg. 372/2002, of VAFFC's application for an environmental assessment certificate began on February 18, 2011. On the same day, one week before the beginning of the public comment period, the VAFFC's Application, comprising over 1,500 pages, was posted to the e-PIC site. A paper copy of VAFFC's Application was placed in one branch of each of the Richmond and Vancouver Public Libraries. Notices in English only appeared in various English language newspapers and in one Chinese language newspaper. The notices gave no specific information about the location of either the proposed marine terminal and fuel receiving facility or of the proposed pipeline or any other details of the proposed project.
18. An open house and presentation by the EAO, the VAFFC and Port Metro Vancouver was held in Richmond on March 7, 2011, during which members of the public, including Otto Langer, were permitted to speak for a maximum of two minutes each.
19. Otto Langer and other VAPOR members submitted written comments on VAFFC's application during the public comment period. They did not receive any response to their submissions nor, in most cases, any acknowledgment that the EAO had received their submissions. VAFFC prepared a table of responses dated June, 2011, to all comments by members of the public during the public comment period. This table was not posted to the e-PIC site until January 3, 2012. Many of the responses to comments made by VAPOR members were not meaningful.
20. On April 8, 2011, after 69 days of the 180 day review period, at the request of VAFFC, the time period for the review was suspended pursuant to s.24(2) of the *EAA* to allow VAFFC to complete an assessment of an alternate pipeline route following Highway 99 and to prepare a report. The EAO received the report (the "Highway 99 Addendum") on November 3, 2011. The suspension was lifted approximately nine months later on January 4, 2012.
21. On January 3, 2012, the EAO announced a public comment period from January 11, 2012 to February 1, 2012, for comments relating only to the Highway 99 Addendum. The Highway 99 Addendum was posted to the e-PIC site on January 3, 2012. An open house was held in Richmond on January 28, 2012.

22. Otto Langer and other members of VAPOR sent written comments to VAFFC and to the EAO during this public comment period. Once again, they did not receive any response or, in most cases, any acknowledgment that their submissions had been received. The VAFFC provided summary responses to the comments from VAPOR members and other members of the public in a single table dated February 14, 2012 that was posted to the e-PIC site February 20, 2012.
23. No further public comment periods or open houses took place to permit any public comment with respect to further studies required by the Project Assessment Manager or by the Minister of Environment.
24. On March 7, 2012, the time period for the review was once again suspended after 133 days of review at the request of VAFFC to complete several studies in response to Environment Canada's request for further information related to potential effects of an aviation fuel spill. These studies were expected to take several months to complete. The VAFFC was also required to provide additional information regarding potential effects of medium and small fuel spills and the effectiveness of proposed mitigation measures.
25. The EAO received one of the studies, entitled "Spill Risk in the South Arm of the Fraser River", in June, 2012. On November 19, 2012, the suspension of the review was lifted on the basis that the information required had been adequately supplied by two reports: "Fraser River Delta Biofilm: Sensitivity to Jet A Fuel Spills Summary Report" (September, 2012) and the above "Spill Risk in the South Arm of the Fraser River".
26. On December 14, 2012, the VAFFC's Application, the Assessment Report prepared pursuant to s.16 of the *EAA* and the Recommendations of the Executive Director (collectively the "Referral Package") were referred to the Minister of Environment and the Minister of Energy, Mines and Natural Gas pursuant to s.17 of the *EAA*.
27. On February 25, 2013, then Minister of Environment, the Honourable Terry Lake, suspended the assessment pursuant to s. 30(1) of the *EAA* until the later of two reports was received by him: an Interim Report, consisting of internal evaluations of consultations and a symposium held in the development of a Land Based Spill Preparedness and Response study; and a Marine Report, providing insight on the requirements of establishing a world-class marine spill regime. The suspension order specified that the Minister had directed the

Executive Director to consider the findings of the Interim Report and the Marine report and provide a supplement to the Referral Package that the Executive Director considered appropriate.

28. On October 10, 2013, the suspension was lifted and the environmental assessment resumed with 75 days remaining in the assessment period. The reports, entitled "West Coast Spill Reponse Study" and "Ministry of Environment Spill Preparedness and Response Interim Report", were posted to the e-PIC site on October 10, 2013. Responses to the reports were solicited by November 8, 2013, from members of a Working Group that the EAO had established at the beginning of the assessment process, to be referred to the Ministers for their consideration.
29. On November 18, 2013, the Executive Director completed his Recommendations. On December 11, 2013, the Respondent Ministers issued Environmental Certificate #E13-02 to the VAFFC for the proposed project. The Assessment Report of December 14, 2012, the Recommendations of the Executive Director of November 18, 2013, and the Environmental Certificate #E13-02 and Reasons for Ministers' Decision, both of December 11, 2013, were posted to the e-PIC on December 12, 2013.

PART 3: LEGAL BASIS

1. The Petitioner will rely on:
 - a. The *Supreme Court Civil Rules*, B.C. Reg. 168/2009, generally, particularly Rules 2, 14 and 16;
 - b. The *Judicial Review Procedure Act*, R.S.B.C. 1996, c.241;
 - c. The *Environmental Assessment Act*, S.B.C. 2002, c.43;
 - d. The *Public Consultation Policy Regulation*, B.C. Reg. 373/2002;
 - e. The *Prescribed Time Limits Regulation*, B.C. Reg. 372/2002; and
 - f. The *Interpretation Act*, R.S.B.C. 1996, c.238, particularly s.8.

2. The *EAA*, read together with the *Public Consultation Regulation*, requires consultation of the public as well as various other entities as an integral part of an environmental assessment.
3. The Respondent Executive Director had the duty under s.11 of the *EAA* to determine the means by which the public was to be provided with notice of the assessment, access to information during the assessment and opportunities to be consulted, and also the opportunities for the public to provide comments during the assessment. In making that determination, he was subject to the direction in s.3 of the *Public Consultation Policy Regulation* that he take into account the policies it sets out and ensure that they are reflected in the assessment.
4. Those policies include "general policy requirement[s]" in s.4(2) to (3) of the *Public Consultation Policy Regulation* that, when the Executive Director makes a decision under s.16 of the *EAA* to accept for review an application for an environmental assessment certificate, he make a written assessment of the adequacy of the public consultation that the proponent has carried out or proposes to carry out. In his assessment, he must order further public consultation activities if required "to ensure adequate public consultation".
5. The Executive Director also has the power, provided by s.13 of the *EAA*, to modify his order made under s.11 of the *EAA*, and he was thereby able to modify the public consultation requirements during the assessment to deal with evolving circumstances.
6. To be adequate, consultation must be meaningful. In the context of an environmental assessment under the *EAA* and the Vancouver Airport Fuel Delivery project in particular, meaningful public consultation means that the public is given a reasonable opportunity to comment on the significant assertions, information and justifications relied upon by the proponent in its application for the environmental assessment certificate. Meaningful consultation also requires that the public's comments receive serious consideration. A reasonable opportunity to comment includes timely access to the materials, filed by the proponent or other parties, to be included in the application for the environmental assessment certificate and that form the basis for the Report of the Environmental Assessment Office and the Recommendation of the Executive Director made pursuant to s.17(2) of the *EAA*. These materials, together with the Report and Recommendation, are to be considered by the Ministers in making their decision under s.17(3) on the application for the environmental assessment certificate, as required by s.17(3) of the *EAA*.

7. The Executive Director unreasonably failed to fulfill the obligation to take into account the general policy requirements established by the *Public Consultation Policy Regulation* and to ensure that they were reflected in the environmental assessment of the proposed project, in that:
- a. The opportunities afforded to the public to be consulted and provide comments in relation to key issues and to Application of the VAFFC and the additional important studies and other information provided by the proponent, EAO and other participants, including the Highway 99 Addendum, the Fraser River Delta Biofilm: Sensitivity to Jet A Fuel Spills Summary Report (September, 2012), the Spill Risk in the South Arm of the Fraser River (June 2012), the West Coast Spill Response Study and the Spill Preparedness and Response Internal Interim Report, that supported the application for the environmental assessment certificate were seriously inadequate.
 - b. The Executive Director failed to make the written assessment specified by s.4(2) of the *Public Consultation Policy Regulation* of the adequacy of the public consultation activities that the VAFFC had conducted or proposed to conduct in deciding to accept for review the VAFFC's application for an environmental assessment certificate under s.16(1) of the *EAA*;
 - c. Materials that were key parts of the information upon which the Assessment Report and the Executive Director's Recommendations were based and which were referred to the Respondent Ministers for their decision under s.17 of the *EAA* to issue the environmental assessment certificate for the proposed project were not provided to the public in a timely way. These materials included the Application submitted by the VAFFC, the Highway 99 Addendum, and the report on Spill Risk in the South Arm of the Fraser River (June 2012).

The combined effect of these failures was that there was materially inadequate public consultation in relation to VAFFC's application for an environmental assessment certificate for the proposed project.

8. The Assessment Report to the Respondent Ministers and the recommendation of the Executive Director made pursuant to s.17(2)(a) and s.17(2)(b) of the *EAA*, respectively, were made on the basis of inadequate public consultation and are therefore invalid.

Accordingly, the Environmental Assessment Certificate #E13-02 issued on December 11, 2013, by the Respondent Ministers to the VAFFC for the proposed project pursuant to s.17(3)(c), on the basis of the Assessment Report and ED's recommendation, is invalid, and should be quashed.

9. In addition, and in the alternative, the Environmental Assessment Certificate #E13-02 should be quashed because the environmental assessment process on which the certificate was based failed to comport with the requirements of natural justice and procedural fairness in that:
 - a. the Applicants were not given reasonable notice of the materials upon which the Assessment Report and Executive Director's recommendation were based, and
 - b. the Applicants were not permitted an adequate opportunity to be heard.

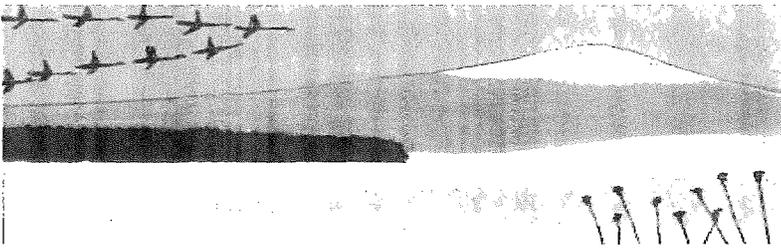
PART 4: MATERIAL TO BE RELIED UPON

30. Affidavit of Otto Emil Langer, made April 14, 2014
31. Affidavit of James Ronback, made April 22, 2014,
32. Affidavit of Carol Day, made April 22, 2014, and
33. Affidavit of Scott Carswell, made April 20, 2014.
34. Affidavit of Katie Lohrasb, made April 24, 2014.

The Petitioner estimates that the hearing of the petition will take approximately 6 hours.

Dated: April 25, 2014

Cheryl J. Tobias, Q.C.
Counsel for the Petitioners



DELTA NATURALISTS' SOCIETY

PO Box No. 18136
1215C 56th Street
DELTA, B.C. V4L 2M4

2014 November 17

The Honourable Christy Clark, Premier of British Columbia
Legislative Assembly,
501 Bellville St.
Victoria, BC, V8V 2L8

Dear Madam Premier:

Subject: The Fraser River jet fuel issue is an environmental and public safety issue.

Re: Judicial review on lack of proper public consultation during an Environmental Assessment

The Delta Naturalists Society is concerned with preservation of the Fraser Delta for the benefit of wildlife, birds, fish, and the ensuing economic and environmental benefits to society. The approval of the Vancouver Airport Fuel Facilities which will allow supertankers conveying toxic and flammable jet fuel on the Fraser River poses a clear and present danger to wildlife, migratory bird habitat and salmon fishery in the lower reaches of the Fraser. This proposed facility provides an offloading marine terminal and tank farm that stores 80,000,000 liters of hazardous jet fuel near condominiums and an entertainment and sports complex. The impacts of a spill would be serious; the impacts of a fire and an explosion would be catastrophic.

The Delta Naturalists Society supports VAPOR (a citizens group formed in 2011) in their launch of a judicial review on the lack of proper public consultation for this high risk project. Four polls indicated over 85% of Lower Fraser citizens were opposed to jet fuel transport and handling on the Fraser River. Richmond and Delta city councils were unanimously opposed to it. The vulnerable Fraser River and its estuary needs much better environmental, property and public safety protection than seen in this granting of an Environmental Certificate that allows a corporation to ship hazardous jet fuel into the heart of the Fraser River Estuary for unloading and storage.

Limited environmental assessments do not allow a safer, more reliable and environmentally friendlier jet fuel transport options to be pursued. The environment, our safety, the ALR and our quality of life in Delta and Richmond will greatly suffer. Also if this jet fuel facility is built it will open up the Fraser River to heavy industrial development by Port Metro Vancouver. The hazardous jet fuel issue is just the tip of the iceberg.

The Delta Naturalists Society supports the public's right to challenge the consultation process used in these government decisions. We support VAPOR on their concerns for protecting the public and the environment and applaud their opposition to hazardous jet fuel transport on the Fraser River.

We urge your government to review how you conduct environmental assessments, especially in light of on-going harmonization efforts, and revise legislation and procedures to ensure the public has the opportunity to provide formal comments on that process in a full and transparent manner. Also, the reviews should seriously consider all options, not just the one favored by the proponent. Your government's reconsideration of the high risk threats to the Fraser River and its estuary is long overdue.

Sincerely yours,

James Ronback, Director - on behalf of

Tom Bearss, President, Delta Naturalists Society

CNCL - 48

c.c. Mary Polak, Honourable Minister of the Environment
c.c. Rich Coleman, Minister of Energy, Mines and Natural Gas
cc. Kerry-Lynn Findlay, MP (Delta Richmond East)
cc. Vicki Huntington, MLA for Delta South
cc. VAPOR
c.c. Media

Council of Canadians Pacific Regional Office
700-207 West Hastings St., Vancouver, BC, V6B 1H7
Delta/Richmond Chapter

To:

Premier Christy Clark; Ministers Mary Polak and Rich Coleman
Legislative Assembly
501 Belleville St.
Victoria BC V8V 2L8

November 5, 2014

Dear Premier and Hon. Ministers:

As you are aware the VAPOR Society and Otto Langer are taking your decision to issue the Vancouver Airport Fuel Facilities Corp. an Environmental Certificate to BC Supreme Court for a Judicial Review due to the manner in which the public was involved in the environmental assessment. The certificate allows jet fuel barges, tankers, a terminal and tank farm in the Fraser River. The case is to be heard on Nov 26 - 27, 2014 in Vancouver Supreme Court.

We feel your approval has not been based on the best science and to some large degree has ignored the large amount of public opposition to the project as well as the unanimous opposition of Richmond and Delta City Councils. Key to the approval was the inability of government, its EA process and VAFFC to give the public the opportunity for any hearing during a four year review process. To make matters worse, your BC EA Office then partnered in recommending the approval when PMV was to financially benefit greatly from the approval – an obvious conflict of interest that has been totally ignored.

The Council of Canadians supports the public right to challenge such poorly made decisions in our court system. We urge your government to review how you conduct environmental assessments and revise your legislation and procedures to insure that the public is given better options of being heard.

In a time of great economic growth promotion in BC and the downsizing of environmental review and enforcement staff and the elimination of FREMP and the neutering of federal CEAA and Fisheries Act and NWPA legislation it is hoped that your government can at least attempt to do a better job to protect Beautiful BC or the Best Place on Earth!

Sincerely yours,

Cathy Wilander



Council of Canadians,
Chairperson, Delta/Richmond Chapter



David
Suzuki
Foundation

Vancouver (Head Office)
219-2211 West 4th Avenue
Vancouver BC V6K 4S2
604 732 4228

Toronto
102-179 John Street
Toronto ON M5T 1X4
416 348 9885

Montréal
540-50 rue Ste-Catherine Ouest
Montréal QC H2X 3V4
514 871 4932

The Honourable Christy Clark, Premier of British Columbia
Legislative Assembly
501 Belleville St.
Victoria, BC, V8V 2L8

October 27, 2014

Dear Premier,

As you are aware, your decision to issue the Vancouver Airport Fuel Facilities Corporation an Environmental Certificate is being challenged in the B.C. Supreme Court for a Judicial Review. This challenge is by the VAPOR Society* and Otto Langer and is based on limits to public involvement in the environmental assessment. The certificate allows jet fuel barges, tankers, a terminal and tank farm in the Fraser River.

The David Suzuki Foundation has engaged the province in email, phone conversations and via written concerns about the wisdom of allowing jet fuel transportation on the Fraser when there are cost-effective alternatives available that offer greater environmental security (DSF to BC EAO October 3, 2011).

We are concerned that your approval is not based on the best science and does not adequately address public opposition to the project or the unanimous opposition of Richmond and Delta city councils. We believe that the provincial approval and Environmental Assessment processes did not give the public a credible opportunity for a hearing during the four-year review. Attempts to formalize federal-provincial project review harmonization were underway, further confusing matters. Additionally, concerns have been raised that the BC Environmental Assessment Office did not deal appropriately with potential conflict of interest issues relating to their work on the approval with Port Metro Vancouver, an agency that benefits directly from the approval.

The David Suzuki Foundation supports the public's right to challenge these kinds of decisions in our court system. Court proceedings, however, are costly, time consuming and do not always leave room for reasoned compromise. The best way to avoid them is through a fair and open environmental review process led by government.

We urge your government to review how you conduct environmental assessments, especially in light of on-going harmonization efforts, and revise legislation and procedures to ensure that the public has the opportunity to provide formal comments as part of that process. In addition, environmental reviews should consider all options, not just those favored by the proponent.



**David
Suzuki
Foundation**

Vancouver (Head Office)
219-2211 West 4th Avenue
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514 871 4932

We believe it is essential that government provide rigorous processes, regular and meaningful public access to decision-making and direction to ministries and staff that this is a mandatory component of environmental assessments in the province.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jay Ritchlin".

Jay Ritchlin
Director-General, Western Canada

Copy to:
The Honourable Leona Aglukkaq, Minister of the Environment
The Honourable Gail Shea, Minister of Fisheries and Oceans
Vicki Huntington, MLA
John Yap, MLA
Linda Reid, MLA
Teresa Wat, MLA
Robin Silvester, President and CEO, Port Metro Vancouver

*VAPOR Society is a Lower Fraser River citizens group that opposes jet fuel tankers in the Fraser River and promotes an environmentally safer on-land option for jet fuel to YVR.



FRASER RIVERKEEPER®

October 23rd, 2014

Joe Daniels, Riverkeeper
Fraser Riverkeeper
90 - 425 Carrall Street
Vancouver, British Columbia, V6B 6E3
Tel: 250-600-6262
joe@fraserriverkeeper.ca

Premier Christy Clark; Ministers Mary Polak and Rich Coleman
Legislative Assembly
501 Belleville St.
Victoria, British Columbia, V8V 2L8

Dear Premier and Hon. Ministers:

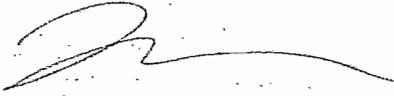
As you are aware, the VAPOR Society and Otto Langer is taking your decision to issue the Vancouver Airport Fuel Facilities Corp. an Environmental Certificate to the BC Supreme Court for a Judicial Review due to the manner in which the public was involved in the environmental assessment. The issuing of this certificate will allow jet fuel barges, tankers, a terminal and tank farm in the Fraser River. The case is to be heard on Nov 26 -27, 2014 in Vancouver Supreme Court.

We at Fraser Riverkeeper agree with VAPOR and Mr. Langer's view that your approval has not been based on the best available science and has largely ignored the considerable public opposition to the project; in addition to the unanimous opposition of Richmond and Delta City Councils. During a four-year review process neither the government, its environmental assessment process, or VAFFC gave the public the opportunity for any real hearing on the project.

Fraser Riverkeeper supports the public's right to challenge these sorts of poorly made decisions in our court system; however, such challenges are costly and should be avoided where we have a fair and open environmental review process, as well as strong leadership from government. We urge that your government review how you conduct environmental assessments and revise your legislation and procedures to insure that the public is given better opportunities to make their opinions heard. Furthermore, government must have a process in place that will consider better options than simply those preferred by the proponent who purchased the land for the project long before an EA was even contemplated.

At a time when Canadians are faced with a government agenda of economic growth at any cost, when environmental review and enforcement staff have been downsized, when the Federal environmental protections that have kept our fish and waters safe for generations have been utterly defanged; it falls to provincial government to show strong, thoughtful leadership in safe-guarding Super Natural BC: The approval of this project not only represents a failure in leadership, it also damages our democracy as it signals to BC citizens that the rights of deep-pocketed developers and special interests trump their own.

Sincerely,



Joe Daniels
Riverkeeper
Fraser Riverkeeper



Planning Committee

Date: Tuesday, November 18, 2014

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Chak Au
Councillor Linda Barnes
Councillor Harold Steves

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, November 4, 2014, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, December 3, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION BY BRITISH COLUMBIA MUSLIM ASSOCIATION AT 12300 BLUNDELL ROAD**
(File Ref. No. AG 13-636059) (REDMS No. 4367461)

Planning Committee
Tuesday, November 18, 2014

Wayne Craig, Director, Development commented on the proposed application and noted that the site is currently zoned for assembly and is currently within the Agricultural Land Reserve (ALR).

In reply to queries from Committee, Mr. Craig advised that over time the site has undergone some incremental adjustments. The current application will be the largest expansion to date and the Agricultural Land Commission (ALC) will record all historical adjustments. He added that the site will remain in the ALR.

It was moved and seconded

That the application by the British Columbia Muslim Association for a non-farm use at 12300 Blundell Road to allow for the expansion of the existing mosque be endorsed and forwarded to the Agricultural Land Commission.

CARRIED

2. **APPLICATION BY LI QIN CHEN FOR REZONING AT 10726 HOLLYBANK DRIVE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-009196; RZ 14-663343) (REDMS No. 4408486)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9196, for the rezoning of 10726 Hollybank Drive from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.

CARRIED

3. **APPLICATION BY ORIS CONSULTING LTD./CITYMARK PROPERTIES FOR REZONING AT 5440 MONCTON STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-009194; RZ 14-666142) (REDMS No. 4398541)

Mr. Craig spoke of the proposed application and noted that an updated Development Application Data Sheet and a preliminary landscape plan were distributed to the Committee (attached to and forming part of these minutes as **Schedule 1**).

In reply to queries from Committee, Mr. Craig advised that staff encourage applicants to build secondary suites to satisfy the City’s Affordable Housing Strategy requirements and as such, two secondary suites would be required from the proposed application. Alternatively, Mr. Craig noted that the Affordable Housing Strategy provides the developer with the option of providing a cash-in-lieu contribution to the Affordable Housing Reserve Fund instead of the secondary suites for single-family rezoning.

2.

Planning Committee

Tuesday, November 18, 2014

Discussion ensued with regard to the Affordable Housing Strategy requirements and the preference to include secondary suites in the proposed application. Mr. Craig noted that Council does have the option to place conditions on the proposed rezoning application to require the inclusion of secondary suites.

Discussion then ensued regarding parking on-site. Mr. Craig advised that parking on-site will be via a front driveway access which could accommodate vehicles from potential secondary suites.

In reply to queries from Committee, Mr. Craig advised that the conceptual site drawings in the staff report include the minimum setback requirements. He added that the applicant has the option to locate the building envelope towards the front or rear of the site, provided the minimum setback requirements are met.

Discussion ensued with respect to the City's policy on affordable housing requirements and remaining consistent when applying said requirements to all development applications.

In reply to queries from Committee, Nelson Chan, Citimark Properties, noted that the applicant prefers to provide a cash-in-lieu contribution to the Affordable Housing Reserve Fund but can review the design to examine if building secondary suites is feasible.

Discussion ensued with regard to (i) remaining consistent when applying affordable housing requirements to development applications in all areas of the city, (ii) working with the applicant to include secondary suites in the proposed application, (iii) reviewing the City's policy on affordable housing contributions, and (iv) affordability of housing in the Steveston area.

Discussion continued regarding future rezoning applications and opportunities to include secondary suites in the Steveston area. Mr. Craig noted that additional rezoning applications are anticipated for sites adjacent to the proposed application.

Discussion further ensued with respect to advancing the proposed application to the Public Hearing stage in order to give the applicant the opportunity to review the proposed application to include secondary suites.

In reply to queries from Committee, Mr. Chan advised that the lot size and proposed buildings are small. However, he added that further review of the building's design is required before a secondary suite can be considered.

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

Planning Committee
Tuesday, November 18, 2014

It was moved and seconded

That the staff report titled Application by Oris Consulting Ltd./Citymark Properties for Rezoning at 5440 Moncton Street from Single Detached (RS1/E) to Single Detached (RS2/A), dated October 30, 2014, from the Director, Development, be referred back to staff to examine the option to include secondary suites.

The question on the referral was not called as discussion ensued with respect to (i) providing an opportunity for the applicant to include secondary suites in the proposed application, (ii) increasing affordable housing units in the Steveston area, and (iii) the timeline of the referral.

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

It was moved and seconded

That the staff report titled Application by Oris Consulting Ltd./Citymark Properties for Rezoning at 5440 Moncton Street from Single Detached (RS1/E) to Single Detached (RS2/A), dated October 30, 2014, from the Director, Development, be referred back to staff to examine the option to include secondary suites and report back to the Planning Committee meeting of Wednesday, December 3, 2014.

The question on the referral was not called as discussion ensued regarding the timeline of the referral.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, spoke of the referral timeline and advised that staff can provide Committee with a memorandum regarding the addition of secondary suites to the proposed application by the next scheduled Planning Committee meeting.

The question on the referral was then called and it was **DEFEATED** with Cllrs. Au, Barnes, and Halsey-Brandt opposed.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9194, for the rezoning of 5440 Moncton Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

CARRIED

Opposed: Cllrs. McNulty
Steves

Planning Committee
Tuesday, November 18, 2014

4. **MANAGER'S REPORT**

(i) Aspac Development Lands

Mr. Craig briefed Committee on the Aspac Development Lands with respect to the proposed modified development sequence, noting that the waterfront lot is proposed to be developed first. He added that there will be no anticipated impact on the proposed amenities and off-site servicing has been adjusted to ensure all required works are provided with the first phase.

Discussion ensued with regard to the anticipated traffic in the area as a result of the proposed modified development sequence. In reply to queries from Committee, Mr. Craig advised that less traffic is anticipated in the area since the waterfront lot will be a smaller development and the new River Road connector is expected to absorb vehicle traffic.

In reply to queries from Committee, Mr. Craig advised that the section of River Road adjacent to the site is open and the curb and sidewalk on the south side of road will be completed during the first phase of development.

(ii) Former Steveston Secondary School Site Public Consultation

Mr. Craig noted that staff are coordinating with Polygon Development for a third open house related to the proposed development of the former Steveston Secondary School site. The open house is tentatively scheduled for Tuesday, December 2, 2014 and notices will be sent to area residents.

(iii) Lions Manor Decommissioning

In reply to queries from Committee, Mr. Craig advised that there are currently no rezoning applications for the Lions Manor site. He added that there is a proposed development variance permit to relocate a cellular antenna during the site decommissioning. He noted that staff have not received information from Vancouver Coastal Health regarding the future use of the site.

Discussion ensued with regard to retaining the Lions Manor building.

Staff were directed to provide Council with an update of the Lions Manor decommissioning.

Discussion ensued with regard to single family subdivisions in relation to the Affordable Housing Strategy.

Mr. Erceg advised that an overall review of the City's Affordable Housing Strategy is being undertaken by Community Services staff. Also, he noted that staff can examine the status of affordable housing in the Steveston area.

Discussion then ensued regarding demand for affordable housing in the city.

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

5.

Planning Committee
Tuesday, November 18, 2014

It was moved and seconded

That staff examine the affordable housing contributions from upcoming rezoning applications in the Steveston area and report back.

The question on the referral was not called as discussion ensued regarding industrial buildings in the Steveston area.

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

It was moved and seconded

That staff examine affordable housing contributions from upcoming rezoning applications and future use of industrial buildings in the Steveston area and report back.

CARRIED

Discussion then ensued with regard to affordable housing contributions from other areas in the city.

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

It was moved and seconded

That staff examine the Affordable Housing Strategy requirements for single family developments to identify other areas in the city where affordable housing units should be provided and report back.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:29 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 18, 2014.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk



City of
 Richmond

Development Application Data Sheet
 Development Applications Division

RZ 14-666142

Attachment 3

Address: 5440 Moncton Street

Applicant: Oris Consulting Ltd./Citymark Properties

Planning Area(s): Steveston

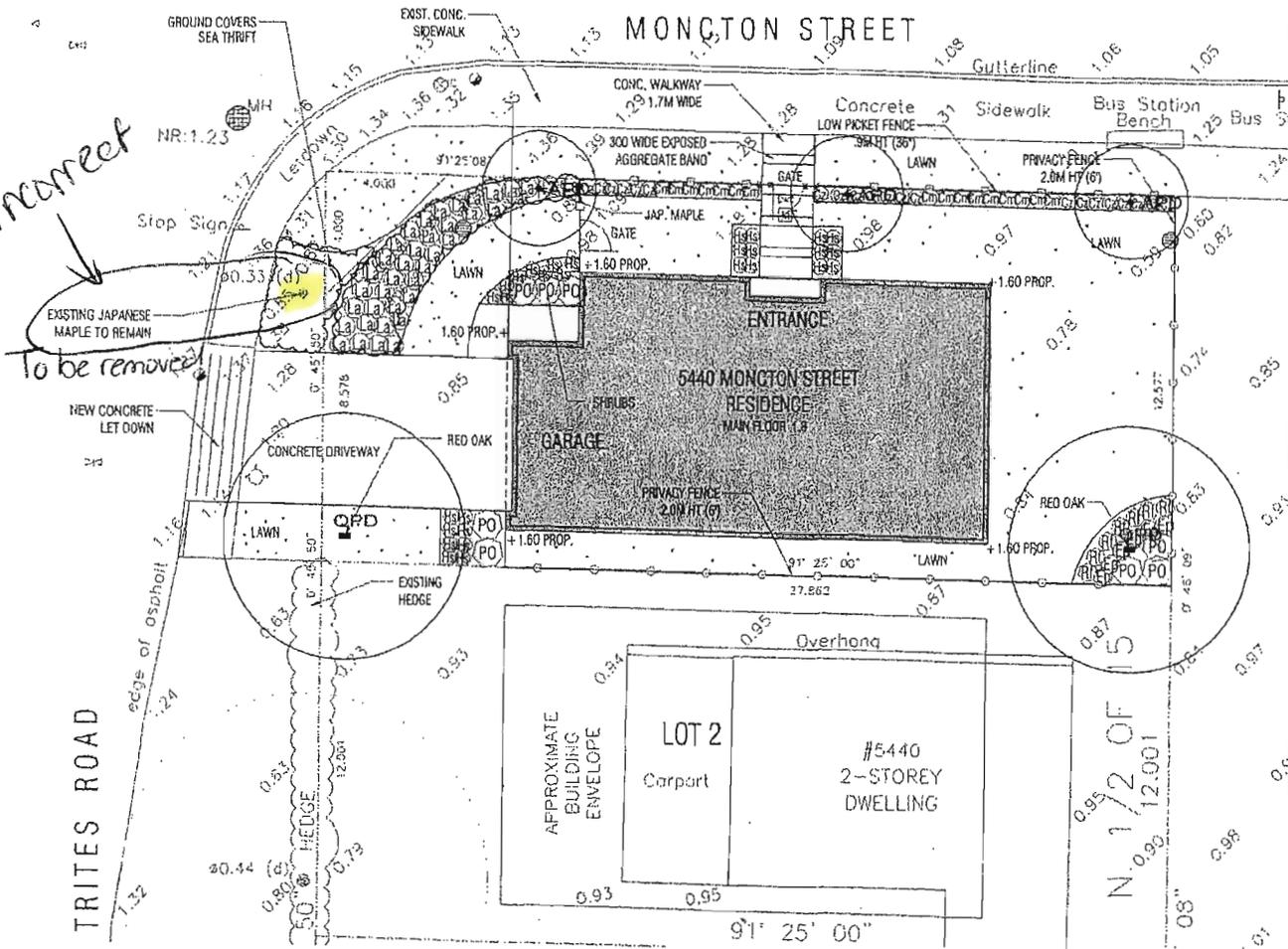
	Existing	Proposed
Owner:	Joe Yosuke Nishi Itoko Akune Albert Fumitake Nishi	To be determined
Site Size (m ²):	1,018 m ² (10,957 ft ²)	Three (3) lots, each approximately 334 m ² (3,595 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single-family lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family Housing	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)

← Correct
 ← incorrect

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m ²	Min. 334 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

**Preliminary*



SITE PLAN: LANDSCAPE
SCALE: 1:100 metric

GENERAL LANDSCAPE NOTES:

1. ALL LANDSCAPE MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BONTA 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. AMEND TOPSOIL PER SOL. ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
4. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
 - A. GRASSSED AREAS: 0" (150MM) ON GRADE
 - B. GRASSED COVERS: 12" (300MM)
 - C. SHRUBS: 18" (450MM)
 - D. TREE PTS: 36" (1000MM) WITH 12" (300MM) BELOW ROOT BALL
5. LAWN AREAS SHALL BE SODDED WITH #1 PREMIUM RESIDENTIAL SOD NON-MESHED.
6. 2" DEPTH OF 1" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.
7. ROAD GRADING AND OVERALL SITE GRADING BY CIVIL ENGINEERING OR ARCHITECTURAL.
8. NEW DRIVEWAY AND STREET LET DOWN BY OTHERS. SEE ARCH. OR CIVIL DWGS.

PLANT LIST:

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.
QFD	2	QUERCUS RUBRA	RED OAK	50 CM CAL 2.0 M HT.	B & B
APD	3	ACER PALMATUM	JAPANESE MAPLE	#3	B & B
PO	8	PRUNUS LAURO-CERASUS OTTO LUYKEN	OTTO LUYKEN LAUREL	#3	CONTAINER
EP	6	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1	CONTAINER
CM	16	COREOPSIS VERTICILLATA MOONBEAM	MOONBEAM TICKSEED	#1	CONTAINER
CZ	21	COREOPSIS VERTICILLATA ZAGREB	ZAGREB TICKSEED	#1	CONTAINER
HS	29	HEMEROCALIS STELLA DORO	DAY LILY	#1	CONTAINER
LA	39	LAVANDULA ANGIUSTIFOLIA	ENGLISH LAVENDER	#1	CONTAINER
RF	7	RHODOCKIA FULGIDA var GOLDSTILUM	BLACK EYED SUSAN	#1	CONTAINER
AM	88	APHERIA MARITIMA	SEA THRIFT	30CM O.C.	

PROJECT

SINGLE FAMILY RESIDENTIAL
5440 MONCTON, RICHMOND, B.C.
FOR: ORIS CONSULTING LTD.



DATE	DESIGN	DRAWN	CHECKED	SCALE	JOB NO.
AUG 19, 2014	RM	RM	RM	1:100	MAYE

SHEET TITLE
LANDSCAPE PLAN
SHEET NO.
L-1

PLN - 53

CNCL - 62

PREPARED AS PER: 1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE B.C. LANDSCAPE ACT AND REGULATIONS. 2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE B.C. LANDSCAPE ACT AND REGULATIONS. 3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE B.C. LANDSCAPE ACT AND REGULATIONS.



Public Works & Transportation Committee

Date: Wednesday, November 19, 2014

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, October 22, 2014, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, December 17, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION TO CONDUCT ANNUAL SANTA CLAUS PARADE WITH REVISED DATE AND ROUTING**
(File Ref. No. 11-7400-01) (REDMS No. 4388840)

It was moved and seconded

That the Rotary Club of Steveston be granted approval to conduct the annual Santa Claus Parade on December 24th of each year using the route shown in Attachment 1 of the staff report titled Application to Conduct Annual Santa Claus Parade with Revised Date and Routing, dated October 17, 2014, from the Director, Transportation.

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

2. **UPDATE ON 2014/2015 SNOW AND ICE RESPONSE PREPARATIONS**
(File Ref. No.) (REDMS No. 4390828)

It was moved and seconded

That the staff report titled Update on 2014/2015 Snow and Ice Response Preparations, dated October 24, 2014, from the Director, Public Works Operations, be received for information.

The question on the motion was not called as the Chair directed staff to correspond with the Insurance Corporation of BC with regard to the City's ice response preparations, and in particular the use of brine on roadways as a preventative measure.

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

3. **SUSTAINABILITY PROGRESS REPORT**
(File Ref. No. 10-6125-07-01) (REDMS No. 4334105)

Brendan McEwen, Manager, Sustainability, provided background information and in reply to queries from Committee, advised that the Sustainability Progress report will be promoted primarily through social media; however, he noted that it can be forwarded to other organizations as well such as the Richmond Chamber of Commerce.

Public Works & Transportation Committee
Wednesday, November 19, 2014

Discussion ensued and Committee commented on the City's continued leadership with regard to its various sustainability initiatives. Committee then requested that staff also forward the Sustainability Progress report to the David Suzuki Foundation's Blue Dots initiative group, and to the City's Advisory Committee on the Environment, the Agricultural Advisory Committee, and the Economic Advisory Committee.

Discussion further took place regarding the City's extensive sustainability initiatives and the absence of public recognition for these efforts. As a result, Committee requested that staff present on the Sustainability Progress report at the November 24, 2014 Regular Council meeting.

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

It was moved and seconded

- (1) *That staff examine communication strategies to best relay the City's widespread sustainability initiatives to the community and to Metro Vancouver municipalities and report back; and*
- (2) *That the staff report titled Sustainability Progress Report, dated October 15, 2014, from the Director, Engineering, be received for information and be forwarded to Council for its information.*

CARRIED

The Chair referenced a memorandum dated October 15, 2014 from the Director, Engineering titled "2014 October Construction Program Update" (copy on file, City Clerk's Office), and spoke of the value of this information to Council but also to the public, noting that the projects listed also include a sustainable practice highlight.

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

It was moved and seconded

That construction program updates, including sustainable practice highlights, be made available to the public.

CARRIED

4. **ALEXANDRA DISTRICT ENERGY UTILITY PHASE 3 CAPITAL PROJECT**

(File Ref. No. 10-6600-10-02) (REDMS No. 4402488)

It was moved and seconded

That \$8.0 million from unspent utility capital projects, previously approved by Council, be utilized to fund design, construction and commissioning expenditures related to the expansion of Alexandra District Energy Utility Phase 3.

CARRIED

3.

Public Works & Transportation Committee
Wednesday, November 19, 2014

5. **MANAGER'S REPORT**

(i) Taxi Fares Originating from the Vancouver International Airport

Victor Wei, Director, Transportation, advised that the Passenger Transportation Board has approved an application by taxi companies that provide services from the airport to change from a metered service rate to a zone service rate on trips originating from the airport and terminating in Richmond or Vancouver. Mr. Wei listed several trip flat rates, noting that in most cases, the new flat rate for trips to Richmond is more economical than the metered rate.

In reply to queries from Committee, Mr. Wei advised that since the implementation of the zone service rate, staff have not received any complaints from users.

(ii) Pedestrian Zone Signs at Elementary Schools

Mr. Wei provided background information with regard to pedestrian zone signs at elementary schools, and noted that staff are in the process of installing signs at Maple Lane and Anderson elementary schools. He then stated that a speed study will be conducted in the summer to evaluate the effectiveness of the signs, and should the signs prove to be effective, it is anticipated that such signs be installed at all Richmond elementary schools.

In reply to a query from the Chair, Mr. Wei advised that staff evaluate the effectiveness of the signs by collecting traffic data such as speed before and after the installation of the signs, and by feedback provided by school principals.

(iii) River Road Realignment

Mr. Wei spoke of the River Road realignment, noting that there are still quite a few complaints regarding excessive delays from the southbound approach. As a result, a left-turn arrow for southbound traffic wishing to turn on Gilbert Road was recently installed; staff anticipate that this new measure will clear traffic more efficiently. Also, he stated that staff will continue to observe traffic flow in this area and will update Council on any new measures.

(iv) Creosote Rail Ties

The Chair referenced correspondence regarding the disposition of creosote covered rail ties from Vancouver in Richmond (copy on file, City Clerk's Office), noting that the City's enforcement powers are limited on federal lands.

In reply to a query from the Chair, Robert Gonzalez, General Manager, Engineering and Public Works, advised that infractions such as this one is listed publicly; however, staff are still investigating the situation.

Public Works & Transportation Committee
Wednesday, November 19, 2014

The Chair requested that once staff have concluded their investigation, Council consider publicising the matter. As a result, the following **referral** was introduced:

It was moved and seconded

That the disposition of creosote covered rail ties in Richmond be referred to staff and to the Advisory Committee on the Environment and report back.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:25 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, November 19, 2014.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Community Safety Committee **Date:** October 20, 2014
From: John McGowan **File:** 09-5125-01/2014-Vol
 Fire Chief 01
Re: **BC Ambulance Service – Dispatch Protocol Changes**

Staff Recommendation

1. That the Fire Chief continue to update Council on the impacts of the BC Ambulance Service (BCAS) dispatch protocol changes; and
2. That Council write a letter to the BC Emergency Health Services, requesting that no further changes to the BCAS Resource Allocation Plan be implemented without consultation and agreement with the City of Richmond.

John McGowan
 Fire Chief
 (604-303-2734)

Att. 2

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

Staff Report

Origin

This report is to address the Council resolution, (R 14/8-4) made at the April 28, 2014 Regular Council meeting.

It was moved and seconded:

- (1) *That the Fire Chief continue to update Council on the impacts of the BC Ambulance Service dispatch protocol changes; and*
- (2) *That staff continue to work collaboratively with BC Emergency Health Services, to further develop the emergency medical care system for the citizens of Richmond.*

Findings of Fact

BC Ambulance Service (BCAS) reviews the Medical Priority Dispatch System (MPDS) and the Resource Allocation Plan (RAP) in relation to calls for medical services on a regular basis. Changes were made to BCAS's RAP in 2006 and again in October 2013.

BCAS uses the MPDS to determine and categorize medical calls for service. Once the severity of the patient is determined the system allocates the appropriate resources and the priority for the speed of the response. RFR reported in April of 2014 that the British Columbia Emergency Health Services (BCEHS) had implemented a change to the RAP (Attachment 1), but had suspended the full implementation of the RAP until such time that they had consulted with fire departments across the province. RFR met with representatives from BCEHS on May 22, 2014.

This consultation process has concluded and BCEHS had an external audit of the planned changes. The recommendation coming from the external review is as follows: *"The review recommends full implementation of the RAP changes across the system and a continuous cycle of reviews to ensure that all parties involved in providing medical services ultimately achieve the same thing – to get patients the medical care they need, when they need it."*

BC Ambulance Service implemented the changes to their response which resulted in an improved RAP time to the most critical cases and a significant slowing of the lower acuity calls. The resulting impact to RFR has been that wait times on the lower acuity situations has dramatically increased.

BCEHS has indicated that during the coming months, the board of directors will review the data compiled in the first year following the implementation of the new RAP, the results of individual call reviews and the findings of an independent expert who is examining the RAP study methodology, as well as input from local governments. Following this, the board will provide direction with regards to the BCEHS First Responder Program and the first responder elements of the updated RAP which have not yet been implemented.

On October 27, 2014, BCEHS released a letter advising all BC First Responder agencies of internal changes to the RAP (Attachment 2). BCEHS analysis indicated that two code types of falls (17B01 and 17B02) were in need of change to a higher priority response (lights and siren).

These two code types account for over 550 events per year that RFR attends.

Analysis

First Responder Medical Services by Richmond Fire-Rescue

RFR's medical first responder services include:

1. Responding to medical calls as required.
2. Attending scenes for patient injury assessment, care, and stabilization for hospital transport by BCAS as necessary.
3. Managing, in the case of motor vehicle incidents (MVIs):
 - a. scene traffic safety
 - b. environmental matters
 - c. potential for fire, explosion or other hazardous matters
 - d. patient extrication and stabilization for hospital transport by BCAS
4. Communicating with BCAS about patient condition and service needs.

RFR continues to deliver its first responder services as outlined above and as time and circumstances permit, enhances the service by:

1. Providing, through an early presence, the ability to provide critical care intervention such as scene stabilization, hazard mitigation, airway managements, Cardiopulmonary Resuscitation and all other interventions as determined in the First Responder scope of practice.
2. Providing a sense of safety and comfort to the patient, family members and other persons who may be vicariously affected at the scene.
3. Providing, as appropriate, education and prevention information (ie. slips, trips and falls prevention / vial of life program).
4. Answering questions and assisting others on-scene.

Currently, calls for medical service are triaged through BC Ambulance Service dispatch that uses the Medical Priority Dispatch System (MPDS) to allocate their resources. RFR is notified through a combined events dispatch protocol which provides core event information to E-Comm Fire dispatch, which then will dispatch RFR resources. RFR decides on the allocation of fire resources as identified within the RAP. RFR would recommend that no further changes to the BCAS RAP be implemented without consultation and agreement with the City of Richmond.

RFR has adjusted the response priority to each of the 74 event types to align with the changes in BCAS response protocols. The 74 event types are all "Routine" (no lights and siren) response with the exception of MVI's which RFR will continue to respond to emergency (lights and siren) as RFR attends these calls for mitigation of hazards and not solely for medical.

Response Data

Changes were made to BCAS RAP response protocols on October 29, 2013. In Figure 1, a comparison is made of 12 months of recent RFR response data compared to the same period from the previous year.

Date Range	Total All RFR Call Types	Total RFR Medical Calls (incl. MVI)	Number of Calls in Downgraded Event Types
Oct 15/2012 to Oct 14/2013	9658	6860	2241
Oct 15/2013 to Oct 14/2014	9626	6687	2303

Figure 2 depicts the impact of the protocol changes on RFR’s First Responder medical incident responses for the 74 downgraded event types.

Date Range	Number of Calls in Downgraded Event Types	RFR First on Scene with Patient	RFR First on Scene Average wait time for BCAS	Medical Calls with a 40+ minute BCAS Wait Time	Medical Calls with no BCAS attendance
Oct 15/2012 to Oct 14/2013	2241	869	4.8 Min	4	3
Oct 15/2013 to Oct 14/2014	2303	1203	12.6 Min	91	17

The effect of the change in the RAP and subsequent dispatch protocol on Richmond is:

1. an average 7.8 minute increase in wait time for ambulance arrival;
2. an increase of 87 incidents where wait time for ambulance arrival exceeded 40 minutes; and
3. an increase of 14 incidents where BCAS did not attend.

There is uncertainty on whether or not the full 2013 MPDS and RAP amendments will be put in place in the near future. This change could result in RFR being removed from 74 of the 1,160 types of medical events in the MPDS system. The 74 call types represent approximately 33% of all medical responses that RFR attend, resulting in a reduced level of service to the citizens of Richmond.

Financial Impact

If BCEHS fully implements the RAP changes, RFR expects to find a savings in fuel and vehicle maintenance costs along with a decrease in emergency response time allocation, freeing up staff to conduct other priority issues such as prevention and education. RFR is staffed to meet its primary mandate of fire coverage; as such there would be no reduction in staff expected.

Conclusion

RFR is recommending that Council write a letter to the BC Emergency Health Services, requesting that no further changes to the BCAS Resource Allocation Plan be implemented without consultation and agreement with the City of Richmond.



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

TW:tw

BCAS RAP Change event types

Event Type	Description	2013/14	2012/13
01C01	Abdominal Pain - SUSPECTED aortic aneurysm	1	3
01C02	Abdominal Pain - Known aortic aneurysm	1	0
01C03	Abdominal Pain - Fainting or near fainting	0	0
01C04	Abdominal Pain - Female with fainting or near fainting	0	0
01C05	Abdominal Pain - Male with pain above navel	0	0
01C06	Abdominal Pain - Female with pain above navel	0	0
02B01	Allergy / Sting - Unknown status	0	0
02B01i	Allergy / Sting - Unknown status - Inj admin adv	0	0
02B01m	Allergy / Sting - Unknown status - Med admin adv	0	0
03B01	Animal Bites - POSSIBLY DANGEROUS body area	0	0
04B01a	Assault - POSSIBLY DANGEROUS body area - Assault	82	82
04B01s	Assault - POSSIBLY DANGEROUS body area - Sexual assault	0	0
05C03	Back Pain - Fainting or near fainting	20	13
06C01	Breathing Problems - Abnormal breathing	182	200
06C01a	Breathing Problems - Abnormal breathing - Asthma	41	39
08C01	HAZMAT /CBRN - Alert with difficulty breathing	0	0
08C01b	HAZMAT/CBRN - Alert with difficulty breathing - Biological	0	0
08C01c	HAZMAT/CBRN - Alert with difficulty breathing - Chemical	1	0
08C01g	HAZMAT/CBRN - Alert with difficulty breathing - Smell of gas	0	0
08C01m	HAZMAT/CBRN - Alert with difficulty breathing - CO	0	0
08C01n	HAZMAT/CBRN - Alert with difficulty breathing - Nuclear	0	0
08C01r	HAZMAT/CBRN - Alert with difficulty breathing - Radiological	0	0
08C01s	HAZMAT/CBRN - Alert w/ difficulty breathing - Suicide attempt	0	0
08C01u	HAZMAT/CBRN - Alert with difficulty breathing - Unknown	0	1
12B01	Convulsions - Effective breathing not verified	9	15
12B01e	Convulsions - Effective breathing not verified - Hx seizures	10	21
13C03 49	Diabetic - Abnormal breathing	5	5
13C03c	Diabetic - Abnormal breathing - Aggressive	0	0
15C01e	Electrocution - Alert and breathing normally - Electrocution	1	3
15C01l	Electrocution - Alert and breathing normally - Lightning	0	0
15D08e	Electrocution - Unknown status - Electrocution	0	0
15D08l	Electrocution - Unknown status - Lightning	0	0
17B01	Falls - POSSIBLY DANGEROUS body area	272	273
17B01g	Falls - POSSIBLY DANGEROUS body area - On the ground	287	280
17B01j	Falls - POSSIBLY DANGEROUS body area - Jumper	0	0
17B02	Falls - SERIOUS Haemorrhage	3	4
17B02g	Falls - SERIOUS Haemorrhage - On the ground	3	3
17B02j	Falls - SERIOUS Haemorrhage - Jumper	0	0
18C02	Headache - Abnormal breathing	18	22
19C07	Heart Problems - Unknown status	14	20
20C01c	Heat / Cold - Heart attack or angina history - Cold exposure	0	0

Event Type	Description	2013/14	2012/13
20C01h	Heat / Cold - Heart attack or angina history - Heat exposure	0	1
21B01	Haemorrhage - POSSIBLY DANGEROUS Haemorrhage	0	0
21C01	Haemorrhage - Haemorrhage through TUBES	0	0
21C02	Haemorrhage - Haemorrhage of dialysis fistula	1	1
21D03	Haemorrhage - DANGEROUS Haemorrhage	44	60
24C01	Pregnancy - 2nd TRIMESTER haemorrhage or MISCARRIAGE	0	0
24C02	Pregnancy - 1st TRIMESTER SERIOUS haemorrhage	0	0
26C02	Sick Person - Abnormal breathing	246	236
29B01	MVA - Injuries	136	150
29B01u	MVA - Injuries - Unknown px	58	20
29B01v	MVA - Injuries - Multi Patient	65	32
29B01x	MVA - Injuries - Unk Px Add Vehs	0	0
29B01y	MVA - Injuries - Multi px Add Veh	2	0
29B02	MVA - SERIOUS haemorrhage	0	0
29B02u	MVA - SERIOUS haemorrhage - Unknown px	1	0
29B02v	MVA - SERIOUS haemorrhage - Multi Patient	2	0
29B02x	MVA - SERIOUS haemorrhage - Unk Px Add Vehs	0	0
29B02y	MVA - SERIOUS haemorrhage - Multi px Add Veh	0	0
29B03	MVA - Other hazards	14	15
29B03u	MVA - Other hazards - Unknown px	7	8
29B03v	MVA - Other hazards - Multi Patient	10	9
29B03x	MVA - Other hazards - Unk Px Add Vehs	0	0
29B03y	MVA - Other hazards - Multi px Add Veh	0	0
29B04	MVA - Unknown status	145	274
29B04u	MVA - Unknown status - Unknown px	271	140
29B04v	MVA - Unknown status - Multi Patient	92	76
29B04x	MVA - Unknown status - Unk Px Add Vehs	5	1
29B04y	MVA - Unknown status - Multi px Add Veh	1	1
30B01	Trauma Injury - POSSIBLY DANGEROUS body area	223	207
30B02	Trauma Injury - SERIOUS haemorrhage	18	16
31A02	UC / Fainting - Fainting episode(s) and alert - Cardiac history	12	10
31C01	UC / Fainting - Alert with abnormal breathing	0	0
31C03	UC / Fainting - Female with abdominal pain	0	0
	Total	2303	2241

Code 3 Responses for Falls

Tue 2014-10-28 07:22

Gill, Pamela L EHS:EX [Pamela.Gill@bcehs.ca]

The following letter regarding Code 3 Responses for Falls is sent on behalf of Dr. William Dick, Vice President, Medical Programs, BC Emergency Health Services. Please share with all BC First Responder agencies and personnel. *Thank you.*

October 23, 2014

File: 51050-01
Cliff: 1003615

To: All BC First Responder Agencies

Re: Code 3 Responses for Falls

First Responders play a valuable role in the continuum of pre-hospital care that patients across the province receive. In the interest of patient care, BC Emergency Health Services (BCEHS) has made changes to our emergency response to Code 3 – lights and sirens - for falls (17B01 and 17B02). The changes will ensure we provide the right care, to the right patient, at the right time.

These two cards represent falls patients who may have a degree of traumatic injury that ranges from a contusion or bruise, to a fractured hip or other bone, and/ or a laceration of a non-life threatening variety.

Resource Allocation Plan (RAP) data analysis using data from 630,000 calls in 2011 and 2012, showed that these patients, while sustaining an injury, were not in a medically compromised state. However, because of the often elderly age of patients in this call type, environmental factors and to better provide quicker pain control, BCEHS has upgraded these calls to a lights and sirens response. These calls represent about 1,360 calls a month province-wide.

We will continue to monitor our response times to critical calls involving airway compromise, cardiac arrest and other high acuity events to ensure moving these falls calls (17B01 and 17B02) to a ‘hot’ response does not negatively impact the improved response times to critical calls we receive, which were a result of the medically driven RAP changes in October 2013.

Sincerely,

Signed original on file

William Dick, MD, MSc, FRCPC
Interim Vice President, Medical Programs

Pamela Gill
Executive Administrative Assistant to Vice President, Medical Programs & to Randy Shaw, Director, First Responder Services
BC Emergency Health Services 150-2955 Virtual Way, Vancouver, BC V5M 4X6
Tel: (604) 660-6910 | Cell: (604) 802-8911 | Fax: (604) 660-2278

Provincial Health Services Authority



To: General Purposes Committee **Date:** October 7, 2014
From: W. Glenn McLaughlin **File:** 12-8275-05/2014-Vol
Chief Licence Inspector & Risk Manager 01
Re: **0973581 BC Ltd., doing business as
Legend's Pub, 9031 Blundell Road**

Staff Recommendation

That the application from 0973581 BC Ltd., doing business as Legend's Pub, for an amendment under Liquor Primary Licence No. 033298 to:

- Increase the hours of liquor service **from** Monday through Thursday 10:00 am. to 12:00 am and Friday through Sunday 10:00 a.m. to 1:00 a.m. **to** Monday through Sunday from 9:00 a.m. to 1:00 a.m. and,
- Increase the occupant load from 160 patrons to 200 patrons,

be supported **only for** an earlier service at 9 a.m. Monday to Sunday, and that a letter be sent to the Liquor Control and Licensing Branch advising that:

1. Council supports an earlier service time but does not support later service hours or an increase in their liquor license occupant load.
2. Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:
 - a. The potential for additional noise and traffic in the area was considered.
 - b. The impact on the community was assessed through a community consultation process.
3. As the operation of a licensed establishment may affect nearby residents the City gathered the view of the residents as follows:
 - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted.
 - b. Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice

provided information on the application and instructions on how community comments or concerns could be submitted.

- 4. Council's comments and recommendations respecting the views of the residents are as follows:
 - a. That based on the letters sent and the responses received from all public notifications, Council considers that an earlier opening would not have an impact on the community.
 - b. Council considered the comments received from residents in the area do not support later operating hours or to increase to the establishments' occupant load.



W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att. 3

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

Staff Report

Origin

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

This report deals with an application submitted to LCLB and to the City of Richmond by 0973581 BC Ltd. (the Applicant), operating Legends Pub. The application is for the following amendments to their Liquor Primary Licence No. 033298;

- To increase the hours of operation *from* Monday through Thursday 10:00 a.m. to 12:00 a.m. and Friday through Sunday 11:00 a.m. to 1:00 a.m. *to* Monday through Sunday 9:00 a.m. to 1:00 a.m. *and* increase the occupant load *from 160 patrons to 200 patrons*.

The proposed increase in occupant load and for additional hours of operation require the Applicant to submit an application to LCLB to amend their liquor licence which calls for Local Government comment on the amendments. For amendments to Liquor Primary Licences, the process requires Local Government to provide comments to LCLB with respect to the following:

- the potential for noise; and
- the impact on the community.

Analysis

Background

The operation of a pub has existed at 9031 Blundell Road since 1987 and prior to a recent change of ownership it was operated as JP Malone's. The location is zoned Pub & Sales (CP1 & CP2) and the use of a pub is consistent with the permitted uses in this zoning district.

The Applicant has operated Legend's Pub in Richmond since 1984, initially on Lansdowne Road and then on Buswell Street. Due to the re-development of the Buswell property the Applicant sought a new location. In March of 2014, the City received an application to change the ownership and business name of the JP Malone's pub. Approval of this change resulted in a Business Licence being issued under the operating name of Legend's Pub.

To the south and southwest of the pub are commercial strip malls with retail and personal service businesses that cater to the day to day needs of the public. Development to the north, east and west of the pub has seen the area transform from single family residences to multi-family complexes (Attachment 1).

Prior to 1995, the property's zoning was governed by Land Use Contract 150, which restricted the occupant load to 90 persons. In 1995, Land Use Contract 150 was repealed and replaced by Zoning Bylaw 5300. Zoning Bylaw 5300 had no occupant load restriction.

In 2009, Zoning Bylaw 5300 was repealed and replaced by Zoning Bylaw 8500, which restricted occupant load to 125 persons. As the property has been used as a Neighbourhood Public House continuously since Zoning Bylaw 5300, the use without an occupant load limit is grandfathered.

Occupant load is, however, restricted by the LCLB licence which is currently 160 persons and in order to amend that load, an operator is required to obtain Local Government comment to increase the occupant load which is in part the subject of this report.

By their presence in residential areas, the operating hours of Neighbourhood Pubs had been guided by Council Policy to a closing time of Midnight with the main exception of Friday and Saturday nights, when they may remain open one hour longer (i.e. 1 a.m. Saturday and Sunday). At this time Council Policies associated to Liquor are in transition to respond to new LCLB regulations proposed to be enacted in the winter of 2015.

Summary of Application and Comments

The City's process for reviewing applications for liquor related permits is prescribed by the Development Application Fee's Bylaw No. 8951, which under section 1.8.1 calls for

- 1.8.1 Every **applicant** seeking approval from the **City** in connection with:*
- (a) a licence to serve liquor under the Liquor Control and Licensing Act and Regulations; or*
 - (b) any of the following in relation to an existing licence to serve liquor:*
 - (i) addition of a patio;*
 - (ii) relocation of a licence;*
 - (iii) change or hours; or*
 - (iv) patron participation*
- must proceed in accordance with subsection 1.8.2.*
- 1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:*
- (b) post and maintain on the subject property a clearly visible sign which indicates:*
 - (i) type of licence or amendment application;*
 - (ii) proposed person capacity;*
 - (iii) type of entertainment (if application is for patron participation entertainment); and*
 - (iv) proposed hours of liquor service; and*
 - (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.*

The required signage was posted on July 23, 2014, and the three ads were published in a local newspaper on July 23, 25 and 30, 2014.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 2). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 11 property parcels identified within the consultation area. On July 23, 2014, letters were sent to 410 businesses and property owners to gather their view on the application.

All public consultations ended August 23, 2014. Six (6) submissions opposing the amendments were received from within the consultation area from 14 individuals and a property management company representing two complexes in the area, with the following comments:

- any increase in hours or occupant load will increase the noise issues from the pub, its' patrons and vehicles leaving the pub
- will increase litter around the area and property damage which is attributed to patrons from the pub
- will result in additional noise as patrons leaving the pub often chat and smoke in the parking lot for long periods and in the evening when the neighborhood quiets down any small amount of noise can be heard by the owners of the units in the complex who are trying to sleep
- increase parking on the streets and residential areas as the pub has limited parking for its patrons
- will increase the noise level in a residential/family area
- add to traffic and parking stress in a residential/family area
- increase in hours when other pubs are closed earlier could mean that more patrons will be attracted to the pub
- there are family residences just yards away from the pub and an increase in hours or patrons will only add undue stress and hardship in a family oriented community
- the Strata is already dealing with high noise level issues from the pub, patrons and vehicles especially in the summer months
- the area is populated with dense condos and it is inappropriate to add to the existing level of noise
- property value of the strata will be affected as a result of this noise pollution
- on weekends dozens of loud patrons head back to their cars parked on both sides of Garden City Road waking everyone from their sleep, adding more patrons and later closing will intensify the situation
- for a "neighborhood pub" in a residential area the hours and occupant load are already sufficient

There were 104 form letters (sample Attachment 3) received supporting an increase in hours and occupant load, of these;

- 19 community members were within a short walking distance to the consultation area
- 65 community members had a greater walking distance to the consulting area
- 8 Richmond addresses provided were non-existent
- 3 Richmond address provided were for commercial buildings
- 9 did not live in Richmond

Potential for Noise

Due to the location of the establishment, there is a potential for an increase in noise to residents if the pub is permitted to close later in the evenings or with a greater occupant load. Staff do not believe an earlier opening (at 9 a.m.) would result in an increase in noise.

Potential for Impact on the Community

The responses received from residents in the area identify potential negative impacts on the community from an increase in occupant load and later operating hours.

Other Agency Comments

As part of the review process, staff request comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue and the Richmond Joint Task Force. These agencies generally provide comments on the compliance history of the Applicant's operations. There were no objections to the recommendations of this report from those agencies.

Staff Comments on the Application

With the potential for an adverse impact on the community, staff is recommending that the application to increase the **Occupant Load** to 200 persons **not be supported**.

Historically the City of Richmond has restricted the hours of Neighbourhood Pub operations to midnight during traditional work nights. Given the potential for an adverse impact on the community with later operating hours and to be consistent with prior practice, staff is recommending that the application to include **servicing time to 1 a.m.** Monday to Thursday **not be supported**.

Staff believe that an amendment to an earlier serving time would not have an adverse impact on the community and are recommending that the application to amend the establishments **servicing time to 9 a.m.** Monday to Sunday **be supported**.

Financial Impact

There is no financial impact related to this report.

Conclusion

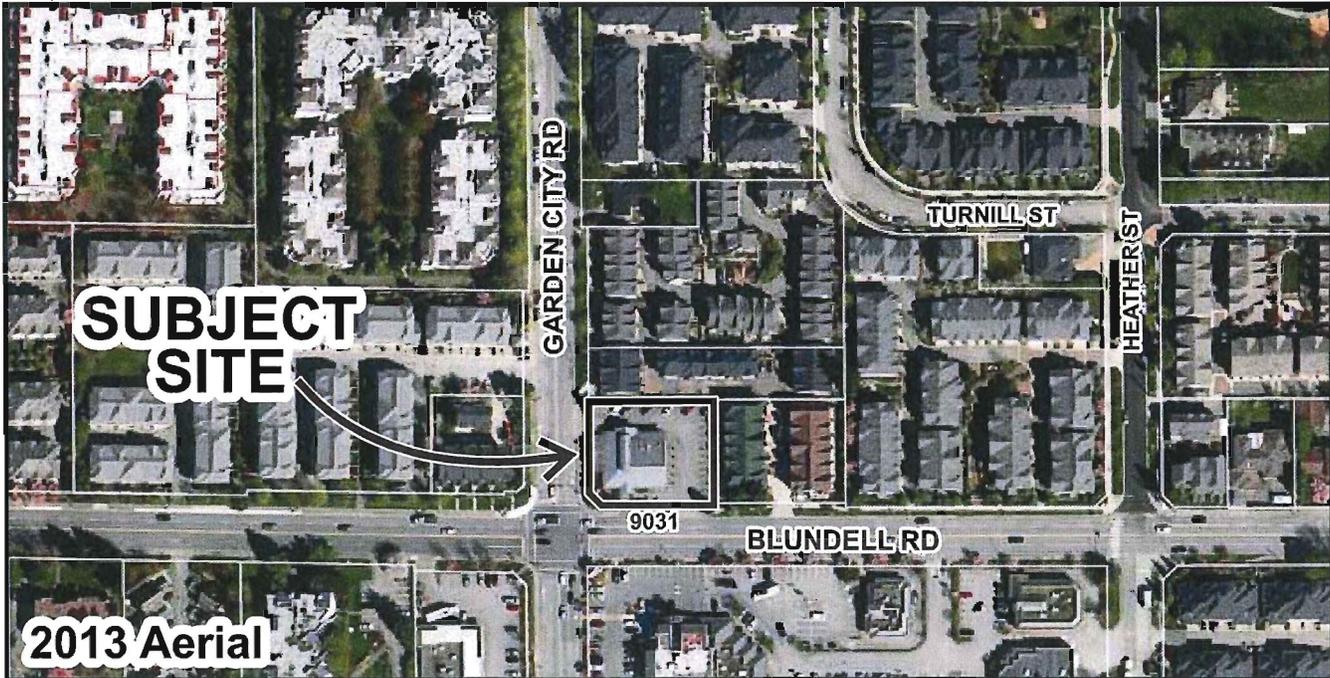
As the Applicants increased liquor licence occupant load and proposed later operating hours can have adverse impacts on residents, staff recommends Council only support the earlier licensed hours from 9 a.m. Monday to Sunday.


Joanne Hikida
Supervisor Business Licence
(604-276-4155)

- Att. 1: Aerial Site Map from 2002 and 2013
- 2: Aerial Site Map 50 metre consultation area
- 3: Sample supporting form letter



City of
Richmond



9031 Blundell Road

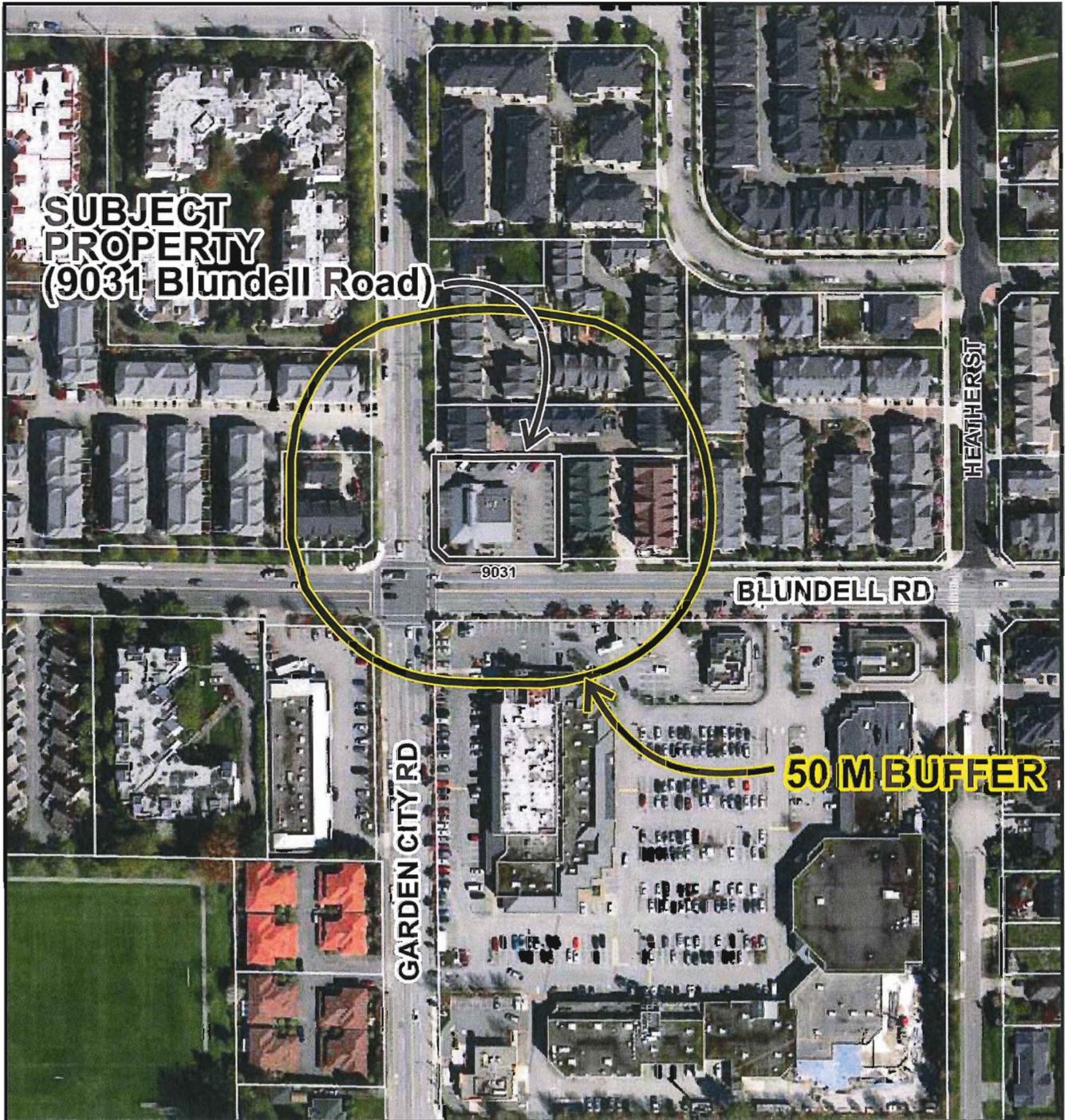
Original Date: 08/26/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



9031 Blundell Road

Original Date: 08/26/14

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 3

To the city of Richmond

I am in favor of the amendment to Legends Pub at 9031 Blundell road in Richmond to change the hours of operation from 10.a.m. to Midnight Monday to Thursday and Friday to Sunday 11.a.m. to 1.a.m. to Monday to Sunday 9a.m. to 1 a.m.

And to amend the occupant load 160 patrons and Staff to 200 patrons and Staff.

Thanks You

Name:

Address:

Date:

Signature:



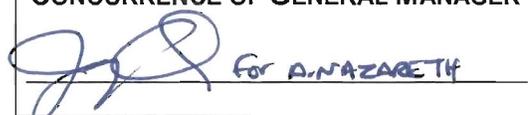
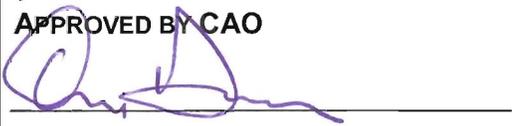
To: General Purposes Committee **Date:** October 15, 2014
From: W. Glenn McLaughlin **File:** 12-8275-01/2014-Vol
 Chief Licence Inspector & Risk Manager 01
Re: **Business Regulation Bylaw 7538**
Amendment Bylaw 9191

Staff Recommendation

1. That Schedule A to Business Regulation Bylaw No. 7538 be amended to include the premises at Unit 170 -3411 No. 3 Road among the sites, which permit an Amusement Centre to operate with more than 4 amusement machines, and
2. That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9191, which replaces Schedule A of Bylaw No. 7538 in its entirety with an updated Schedule A listing all addresses which permit an Amusement Centre to operate with more than 4 amusement machines, be introduced and given first, second and third readings.



W. Glenn McLaughlin
 Chief Licence Inspector & Risk Manager
 (604-276-4136)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law		 FOR A. NAZARETH
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Amongst the regulated businesses in Richmond are Amusement Centres, which contain Amusement Machines, which are defined in the Business Regulation Bylaw 7538 as:

A machine on which mechanical, electrical, automatic or computerized games are played for amusement or entertainment, and for which a coin or token must be inserted or a fee charged for use, and includes machines used for the purposes of gambling.

Business Regulation Bylaw 7538 restricts a business premise to only 4 amusement machines, unless the location is listed in Schedule A of the bylaw.

This report deals with a business licence application by 0995585 BC Ltd. (the Applicant), to operate an internet café with 50 computer machines and food services under the business operating name of Abyss Online, from their premise located at Unit 170-3411 No. 3 Road. This premise is not on the list of approved addresses which allows an operation to have more than 4 amusement machines.

Also included in this report are housekeeping matters to have Schedule A of Bylaw No. 7538 replaced with an updated listing of all Council approved addresses where an Amusement Centre with more than 4 machines is permitted to be operated.

Analysis

By regulation and definition, Internet Cafes with more than 4 machines used to play computerized games are recognized as Amusement Centres. These businesses generally use networked computers for the purposes of playing games on the Internet amongst a group of individuals.

The location at which the Applicant intends to operate is zoned Auto-Oriented Commercial District (CA) which permits among other uses, Amusement Centres. The premise is located in a single level strip mall (Attachment 1). Other businesses in the strip mall include an automotive dealer, retailer of nutrition and health supplements, travel agent and retailers of security equipment and pianos. Also attached to the strip mall but under a separate address are three commercial units from which a car rental shop operates and a licence application is currently being processed for an entertainment facility that offers puzzle game rooms that are meant to challenge a participant's mental and logical capabilities.

The properties to the north and north-east of the Applicant's address are currently being re-developed and upon completion of construction will be a mix of commercial and residential uses. To the east and west of the property are commercial zoned properties that service the day to day needs of the general public as well as providing services to the business community.

The City has imposed regulations including restricted operating hours, which Amusement Centres must adhere to and this type of regulated use is one that the Richmond Special Task Force Team inspects from time to time to ensure compliance to the regulations.

The RCMP has not responded with any concerns regarding the application.

The Applicant will be required to ensure that the premises meets all building, health and fire codes before a Business Licence would be issued.

Housekeeping

A version of the current Schedule A of Bylaw 7538 (Attachment 2) details changes required to the Schedule such that only *valid* addresses approved by Council to allow more than 4 amusement machines are on the list. Those changes deal with property consolidations over time and to include specific property units approved by Council.

If Council approves this reports recommendation, of the then to be 44 premises' regulated by the Bylaw, only 8 locations (plus Zoning grandfathered Sidaway location) will be currently in operation as an Amusement Centre. The 35 non-operating locations are available for future use as an Amusement Centre without Council consideration. However, their availability as such to a prospective business operator at the time one would wish to establish an Amusement Centre business is limited. Council may wish to also delete all non-operating locations such that they would consider each new business location as an Amusement Centre when it is applied for.

Financial Impact

None

Conclusion

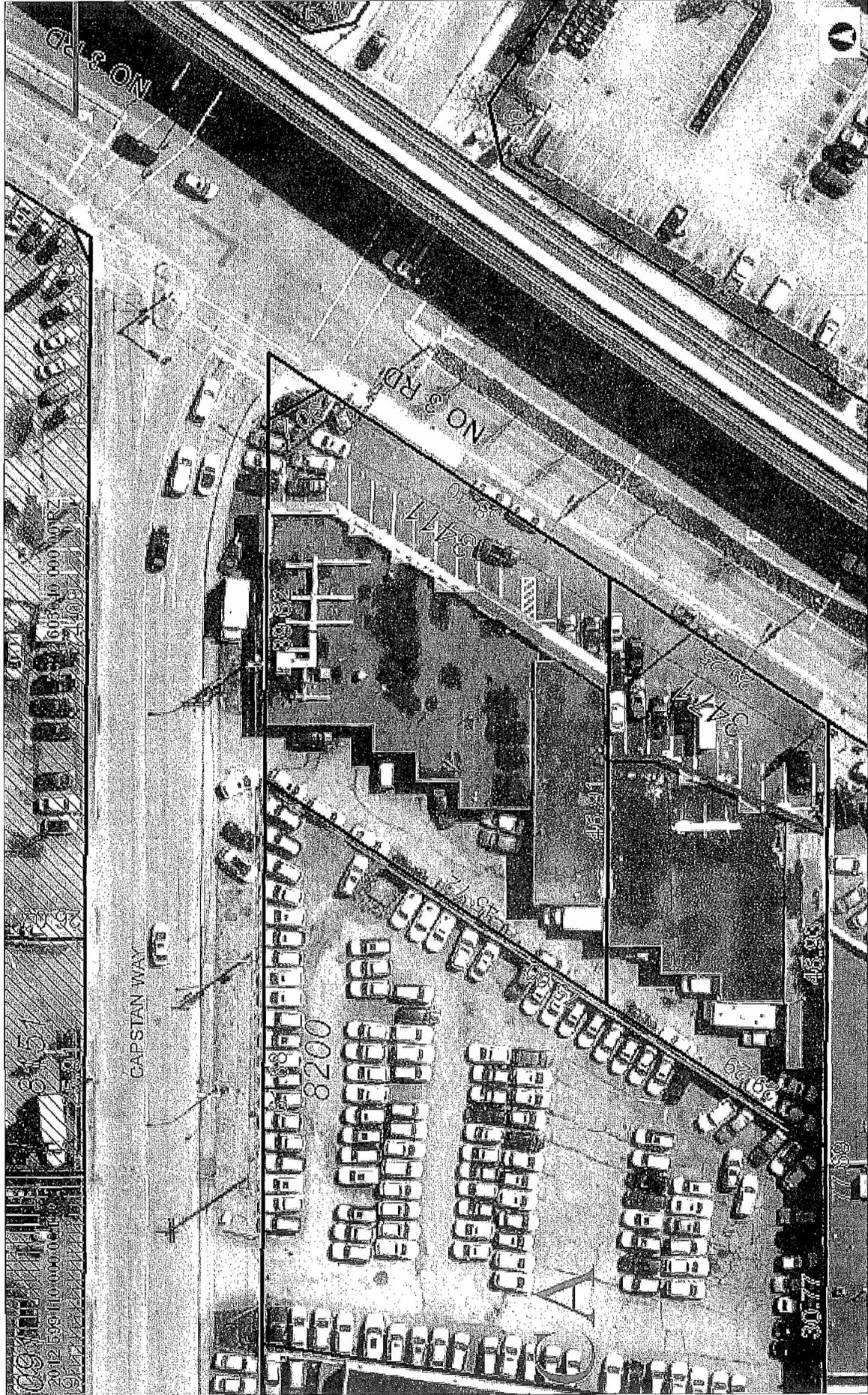
Amusement Centres are regulated under the City's Business Regulation Bylaw No. 7538 and staff are recommending that the Applicant's request for Unit 170 – 3411 No. 3 Road be added to Schedule A of the bylaw to allow more than four amusement machines to be operated and that the current Schedule A of addresses be replaced with an updated Schedule A.


Joanne Hikida
Supervisor Business Licence
(604-276-4155)

JMH:jmh

- Att. 1: Site Map – 3411 No. 3 Road
- 2: Table of the current addresses in Schedule A

City of Richmond Interactive Map



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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

29.5 0 14.76 29.5 Meters

	<u>CIVIC ADDRESS</u>	<u>CIVIC NUMBER</u>	<u>CHANGE REQUIRED</u>	<u>REASON</u>	<u>IN USE</u>	<u>ZONE</u>
1	Alderbridge Way	7951 - 140				
2	Alderbridge Way	7988				
2A	Alderbridge Way	7992				
3	Alexandra Road	8511 - #100	Delete	unit is historic-unit was megered with unit 120		
4	Alexandra Road	8531 - #128				
5	Alexandra Road	8571 - #118				
6	Alexandra Road	8580 - #1085				
7	Alexandra Road	8611 - #160				
8	Cambie Road	8181 - #2250				
9	Cambie Road	8181				
10	Capstan Way	8300 - #1028				
11	Capstan Way	8300 - #1036				
12	Capstan Way	8328 - #116	Correction	unit 1108 should be added		
13	Capstan Way	8388	Correction	unit 1438 should be added		
14	Capstan Way	8388- #1463				
15	Entertainment Boulevard	14200	Correction	unit 150 should be added	YES	CEA
16	Entertainment Boulevard	14211			YES	CEA
17	Garden City Road	4651 - #1110				
18	Garden City Road	4731 - #140			YES	CA
19	Garden City Road	4751 - #105				
20	Garden City Road	4751 - #125	Delete	unit is historic-unit was combined with unit 120		
21	Hazelbridge Way	4151			YES	ZMU9
22	Hazelbridge Way	4231 - #115				
23	Hazelbridge Way	4231 - #165				
24	Lansdowne Road	8160	Delete	property is historic due to redevelopment		
25	Lansdowne Road	8280 - #7	Delete	property is historic due to redevelopment		
26	Leslie Road	8080 - #130				
27	Minoru Boulevard	5960 - #110	Correction	typo-unit # should be 100		
28	No. 3 Road	3311 - #110	Delete	property is historic		
29	No. 3 Road	3700				
30	No. 3 Road	4351 - #110			YES	ZC10
31	No. 3 Road	4351 - #120				
32	No. 3 Road	4351 - #175			YES	ZC10
33	No. 3 Road	4380	Correction	unit 1420 should be added		
34	No. 3 Road	4391	Delete	property is historic		
35	No. 3 Road	4411 - #101			YES	CA

36	No. 3 Road	4580 - #2060				
37	No. 3 Road	5300	Addition	approval was for unit 323 AND public corridors		
38	No. 3 Road	6360 - #1				
39	No. 3 Road	6360 - #8				
40	No. 3 Rd/Minoru Blvd	6551 & 6060				
41	No. 5 Road	10800	Delete	property is historic		
42	Sexsmith Road	3779				
43	Sexsmith Road	3779 - #2167				
44	Sexsmith Road	3779 - #2182				
45	Viceroy Place	2100			YES	IL
46	Westminster Highway	8260				
47	Westminster Highway	8291				
***	Sidaway Road	6631		exempted from Zoning Bylaw-grandfathered		



**Business Regulation Bylaw 7538
Amendment Bylaw 9191**

The Council of the City of Richmond enacts as follows:

1. That **Business Regulation Bylaw No. 7538**, as amended, is further amended by deleting, in its entirety, Schedule A attached to Bylaw No. 7538, as amended and substituting Schedule A attached hereto and forming part of this Bylaw.
2. This Bylaw is cited as “**Business Regulation Bylaw 7538, Amendment Bylaw 9191**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW 7538

AMUSEMENT CENTRES

	Civic Address	Civic Number	Original Bylaw Reference
1.	Alderbridge Way	7951 Unit 140	7147
2.	Alderbridge Way	7988	7557
3.	Alderbridge Way	7992	9171
4.	Alexandra Road	8531 Unit 128	7284
5.	Alexandra Road	8571 Unit 118	7284
6.	Alexandra Road	8580 Unit 1085	7068
7.	Alexandra Road	8611 Unit 160	7290
8.	Cambie Road	8181 Unit 2250	7581
9.	Cambie Road	8181	5972
10.	Capstan Way	8300 Unit 1028	7334
11.	Capstan Way	8300 Unit 1036	7290
12.	Capstan Way	8328 Unit 1108	7284
13.	Capstan Way	8388 Unit 1463	6775
14.	Capstan Way	8388 Unit 1463	7284
15.	Entertainment Boulevard	14200 Unit 150	6810
16.	Entertainment Boulevard	14211	6856
17.	Garden City Road	4651 Unit 1110	7284
18.	Garden City Road	4731 Unit 140	6829
19.	Garden City Road	4751 Unit 105	6855
20.	Hazelbridge Way	4151	5972
21.	Hazelbridge Way	4231 Unit 115	7290
22.	Hazelbridge Way	4231 Unit 165	7038
23.	Leslie Road	8080 Unit 130	7397

24.	Minoru Boulevard	5960 Unit 100	7068
25.	No. 3 Road	3411 Unit 170	9191
26.	No. 3 Road	3700	6044
27.	No. 3 Road	4351 Unit 110	8546
28.	No. 3 Road	4351 Unit 120	6833
29.	No. 3 Road	4351 Unit 175	8474
30.	No. 3 Road	4380 Unit 1420	5780
31.	No. 3 Road	4411 Unit 101	7316
32.	No. 3 Road	4580 Unit 2060	7284
33.	No. 3 Road	5300	4540
34.	No. 3 Road	5300 Unit 323	4540
35.	No. 3 Road	6360 Unit 1	7767
36.	No. 3 Road	6360 Unit 8	6868
37.	No. 3 Road/Minoru Bouvelard	6651/6060 (Rmd Centre Mall)	4540
38.	Sexsmith Road	3779	6663
39.	Sexsmith Road	3779 Unit 2167	7284
40.	Sexsmith Road	3779 Unit 2182	7290
41.	Viceroy Place	2100	7172
42.	Westminster Highway	8260	6199
43.	Westminster Highway	8291	7290

**6631 Sidaway Road – exempted from Zoning Bylaw



City of Richmond

Report to Committee

To: Planning Committee

Date: October 29, 2014

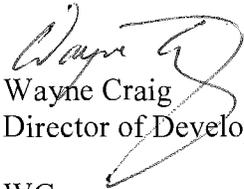
From: Wayne Craig
Director of Development

File: AG 13-636059

Re: **Agricultural Land Reserve Non-Farm Use Application by British Columbia Muslim Association at 12300 Blundell Road**

Staff Recommendation

That the application by the British Columbia Muslim Association for a non-farm use at 12300 Blundell Road to allow for the expansion of the existing mosque be endorsed and forwarded to the Agricultural Land Commission.


Wayne Craig
Director of Development

WC:mp
Att.

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

The British Columbia Muslim Association has applied to the City of Richmond for an Agricultural Land Reserve (ALR) non-farm use application at 12300 Blundell Road for permission to construct a two-storey, 555 m² addition (277.5 m² per floor) to the existing mosque and provide additional parking. The subject site is zoned Assembly (ASY) (Attachment 1).

Background – Historical Use of the Subject Site

The subject site is 19,329 m² (4.78 acres) and is located wholly in the Agricultural Land Reserve. The site has been owned and operated by the BC Muslim Association since the late 1970s for a range of activities including a mosque and school.

The entire site is currently used for institutional uses and there is no farming activity occurring on the property. There are seven buildings on the site with extensive paved surface and parking areas around the buildings (Attachment 2). The main building that contains the mosque and a school gym is located in the middle of the site, three buildings including an office for the imam and the burial society, two portables used as a storage and a library are located at the northwest corner of the site, and two school buildings and a portable used as a storage are located on the south portion of the site. The existing L-shape mosque is 911.6 m² in total area and was constructed in the early 1980s. The other six buildings were constructed throughout the 1990s.

Although the site has existing “Assembly (ASY)” zoning over the entire property and is not currently used for agricultural purposes, the Agricultural Land Commission (ALC) requires a non-farm use application for the proposed addition. Through the non-farm use application review process, the ALC will also ensure its records are updated to accurately reflect the current usage of the site.

Project Description

The proposed expansion is to provide a larger dedicated prayer space and a facility for funeral services. The proponent has indicated that the existing school gym located in the same building has been used for weekly congregational prayer but the space does not provide the ambience and acoustics required for a prayer space. The main building also contains a small room that is currently used for funeral services but the applicant has stated that this facility requires upgrading.

Although an increase in the traffic volume is not anticipated, 55 additional parking spaces are required for the addition under the Zoning Bylaw 8500 and the site plan shows that 75 additional spaces will be provided. The proposal complies with the Assembly (ASY) zoning and does not require any variance.

Findings of Fact

The non-farm use application requires consideration by Richmond City Council first. If the Council passes a resolution in support, the non-farm use application will be forwarded to the ALC. Should Richmond City Council not grant approval of the non-farm use proposal, the application will not proceed further. Once applications are forwarded to the ALC, it has the sole

decision making authority on the proposal: if approved, the application comes back to the City for a building permit. If denied, the application does not proceed any further.

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

Surrounding Development

The subject site is surrounded by properties contained in the ALR.

To the north: Directly to the north is a frontage road parallel to Blundell Road. Across Blundell Road is the Cornerstone Evangelical Baptist Church located on the front portion of the site at 12011 Blundell Road, which is split-zoned with “Assembly (ASY)” zoning on the westerly 110m and “Agriculture (AG1)” on the rear (east) portion.

To the east: Across Highway 99, AG1-zoned properties contained in the ALR.

To the south: The rear portion of the property located at 8320 No. 5 Road. The site is currently vacant and is split-zoned with “Assembly (ASY)” on the westerly 110m and “Agriculture (AG1)” on the rear (east) portion.

To the west: The Fujian Evangelical Church located on the site at 12200 Blundell Road which is zoned “Assembly (ASY)”. The property to the northwest at 12280 Blundell Road is currently zoned “Agriculture (AG1)” and contains a single detached house which is currently occupied by the imam of the mosque. The subject site also abuts rear portions of the properties fronting onto No. 5 Road. Four of the properties are split-zoned with “Assembly (ASY)” on the westerly 110m and “Agriculture(AG1)” on the rear (east) portion, and two sites at 8100 and 8160 No. 5 Road are currently zoned “Agriculture (AG1)”.

Related Policies & Studies

2041 Official Community Plan (OCP)

The land use designation of the subject site is “Community Institutional” in the 2041 OCP and “Agriculture, Institutional and Public” in the McLennan Sub-Area Plan (Attachment 4). The development proposal complies with the existing OCP and Sub-Area Plan land use designations.

No. 5 Road Backlands Policy

The original No. 5 Road Backlands Policy was approved by Council in 1990 and was revised on March 27, 2000 (Attachment 5). The provision of this Policy allow for land uses permitted in the “Assembly (ASY)” zoning district on the westerly 110m (361 ft.) of properties on No. 5 Road and all proposals for lands subject to the Policy are required to enter into legal agreements as deemed necessary to require uses to farm activities on the backlands. Although the subject site is included in the No. 5 Backlands Policy area, the entire site was already zoned “Assembly (ASY)” at the adoption of the original 1990 Policy and was not subject to the Policy requirements.

Flood Plain Designation and Protection Bylaw 8204

The proposal must comply with the City’s Flood Plain Designation and Protection Bylaw 8204.

Consultation

Agricultural Advisory Committee (AAC)

The AAC reviewed the proposal on July 18, 2013 (refer to Attachment 6 for an excerpt of the meeting minutes) and passed the following motion:

That upon review of the ALR non-farm use application at 12300 Blundell Road, the Agricultural Advisory Committee have no objections to the proposal involving a minor expansion to the main temple building.

Committee members commented that during special events and celebrations at this location, the temple congregation did a good job of directing traffic to and from the site.

Staff Comments

Transportation

The Transportation staff have reviewed the proposed on-site traffic components including off street parking and on-site bicycle parking and have no objection to the non-farm use application. The number of parking spaces provided on the site will exceed the required minimum parking spaces.

Environmentally Sensitive Area Designation

A sliver of the land at the southwest corner of the subject site has an Environmentally Sensitive Area (ESA) designation. The proposed addition and additional parking spaces do not encroach into the existing ESA, so no specific mitigation measures are required.

Riparian Management Area

A 15m-wide Riparian Management Area (RMA) exists along the site's east property line adjacent to Highway 99. Since the proposal does not involve any further encroachment into the RMA, no specific mitigation measures are required.

Analysis

The proposed addition is relatively minor and does not alter the current use of the property. As the site is already zoned "Assembly (ASY)" and designated for "Community Institutional" in the 2041 OCP, no OCP amendment and rezoning application are required. The proponent has provided a parking assessment to demonstrate that the number of parking provided on site both for the existing buildings and the addition will meet the parking requirement of the Richmond Zoning Bylaw 8500.

Financial Impact

None anticipated.

Conclusion

The non-farm use application is to construct a relatively minor addition to the existing mosque located on the site at 12300 Blundell Road. The proposed addition complies with all provisions of Assembly (ASY) zone and the parking requirements in the Zoning Bylaw 8500. Staff

recommend that the ALR non-farm use application at 12300 Blundell to expand the existing mosque be endorsed by Council and forwarded to the ALC.



Minhee Park
Planner 1

MP:cas

Attachment 1: Location Map

Attachment 2: Preliminary Site Plan

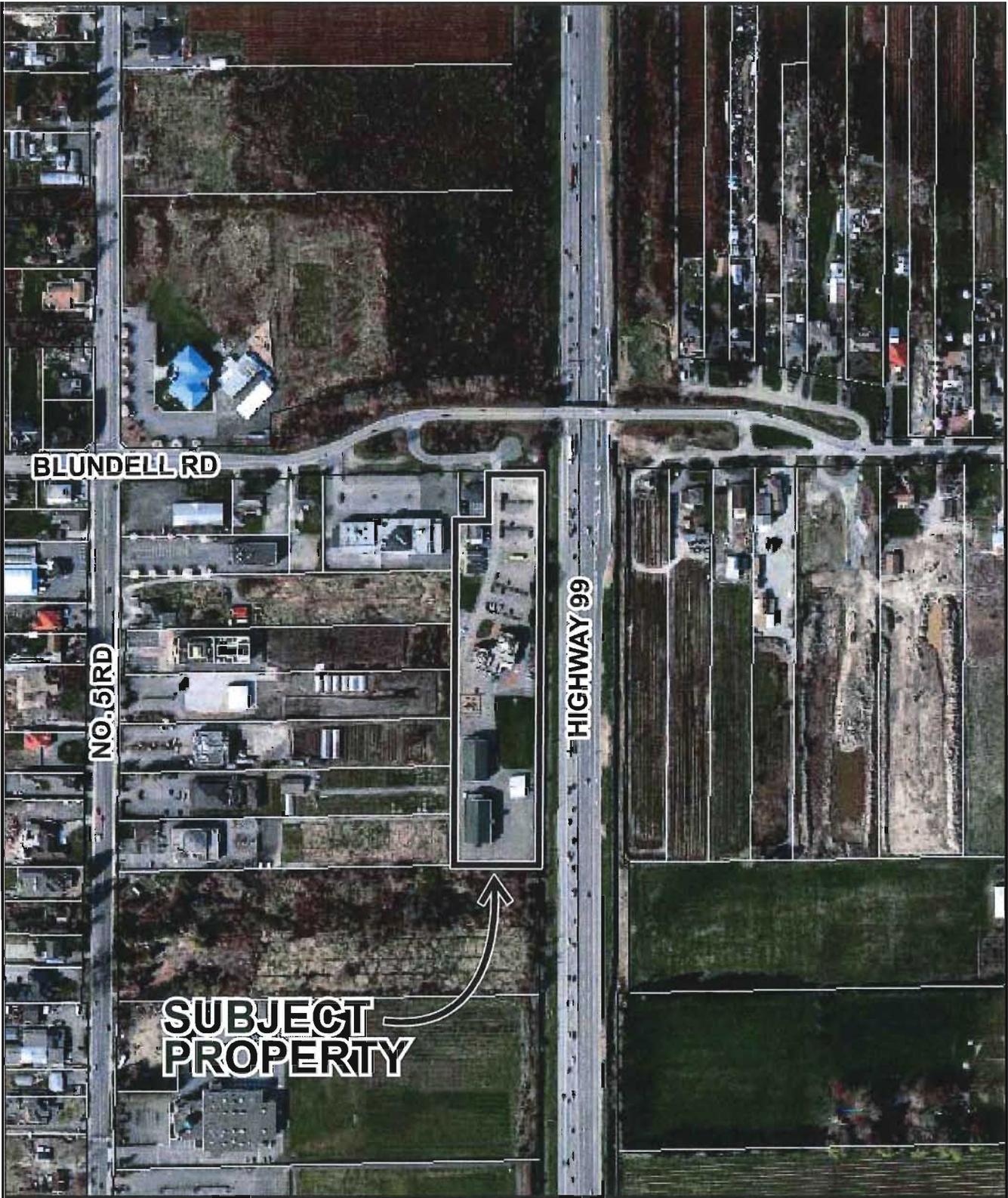
Attachment 3: Development Application Data Sheet

Attachment 4: East Richmond McLennan Sub Area Plan Land Use Map

Attachment 5: No. 5 Road Backlands Policy

Attachment 6: Excerpt of July 18, 2013 Agricultural Advisory Committee Meeting Minutes

Attachment 7: Non-Farm Use Application Development Considerations

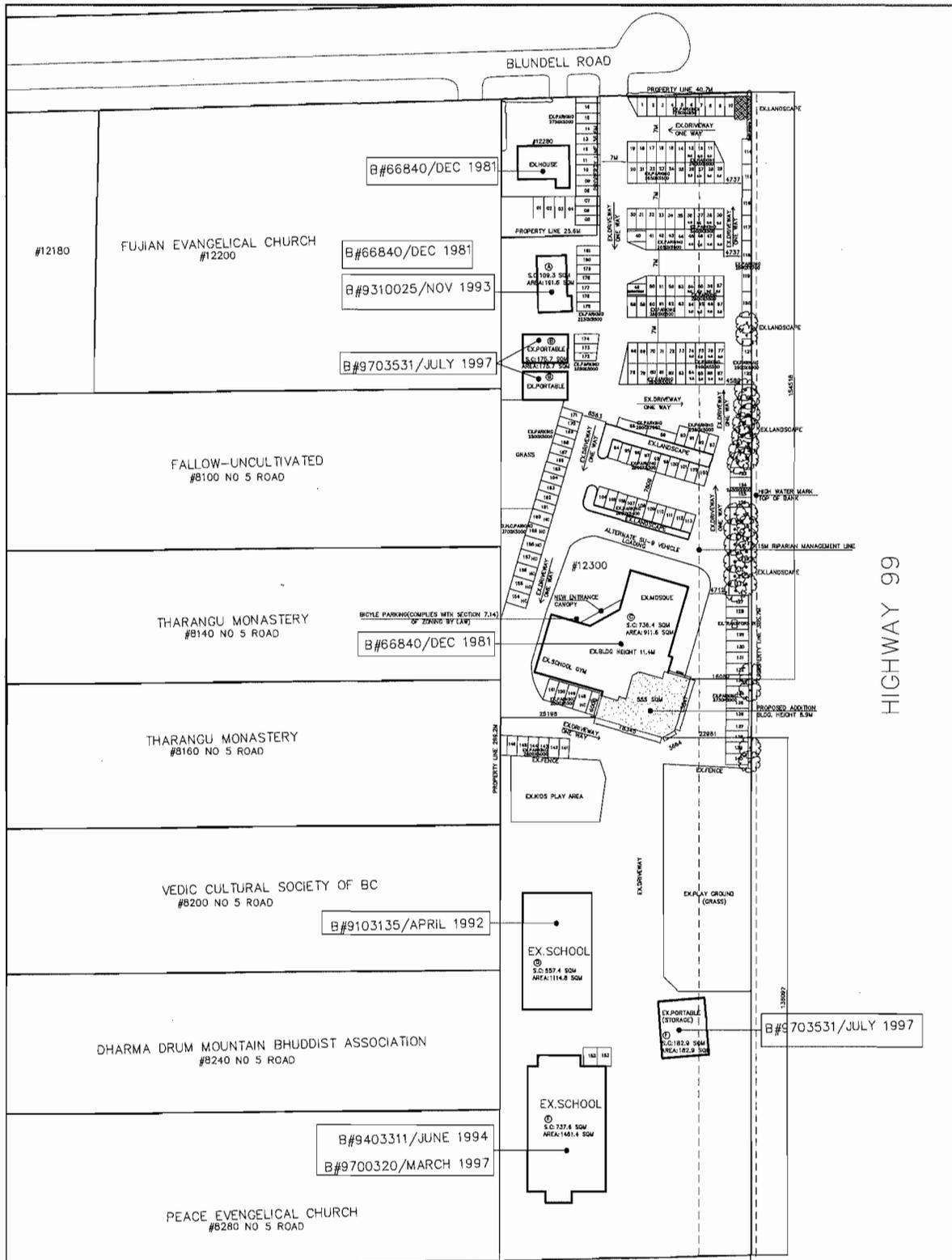


AG 13-636059

Original Date: 05/02/13

Amended Date:

Note: Dimensions are in METRES



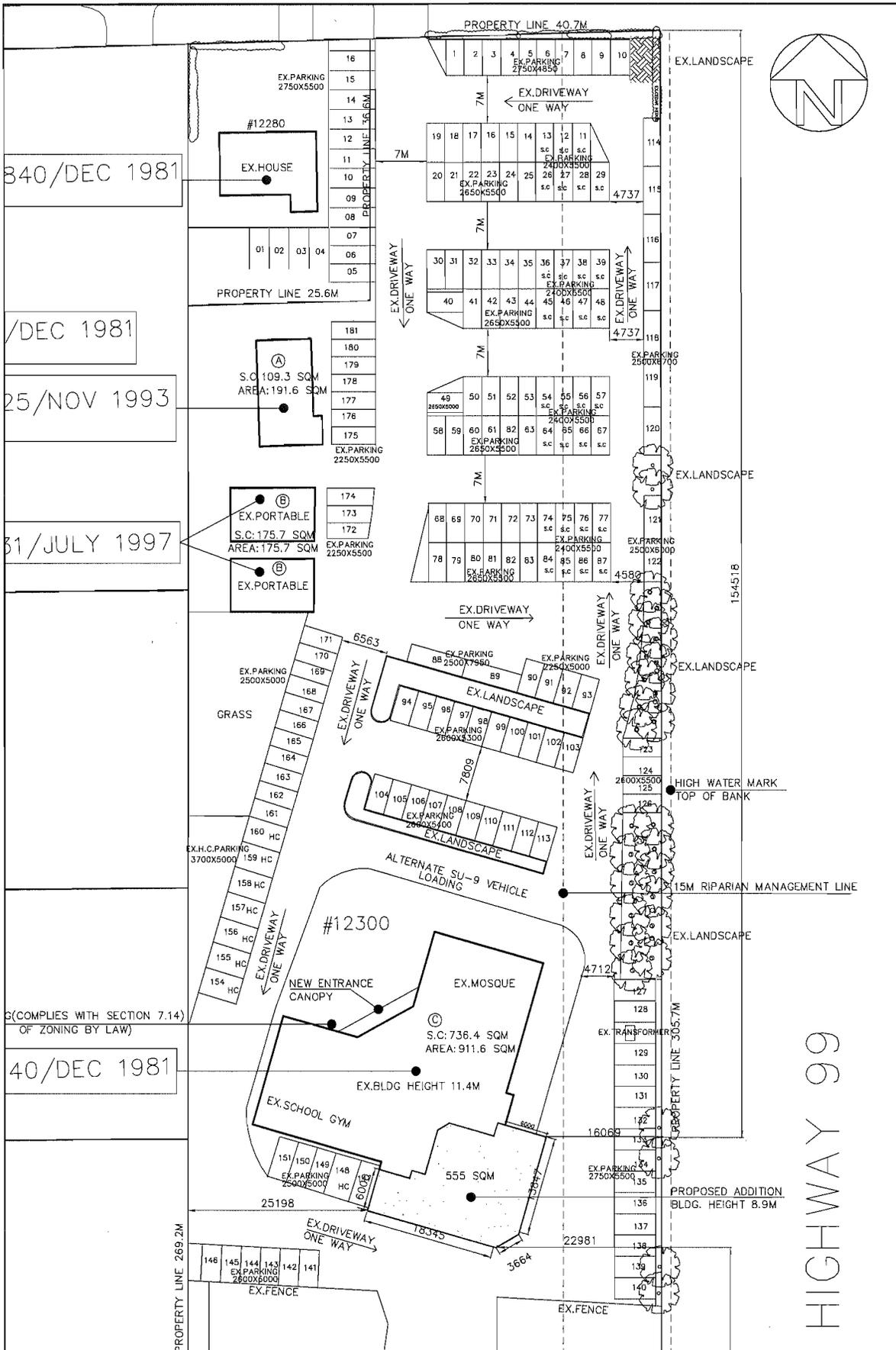
PARKING

# STALLS AS IN APPROVED PLAN	-106
# STALLS REQUIRED FOR PROPOSED ADDITION	-55
# TOTAL PARKING REQUIREMENT	-161
# STALLS AS EXISTING	-181
# STALLS ON ADJOINING LOT (NOT INCLUDED IN EXISTING TOTAL ABOVE)	-16

FALLOW-UNCULTIVATED #8320 NO 5 ROAD



<p>URBANICITY ARCHITECTURE</p> <p>#309-888 FAIRCHILD ROAD, VANCOUVER BC V5Z 4F7 TEL: (778) 688-1956 e-mail: jhatam@shaw.ca</p>	CLIENT:	THE BC MUSLIM ASSOCIATION		
	DATE:	OCTOBER 2014		
	SCALE:	1:1000		
	DRAWN BY:	CNCL - 101		
	CHECKED BY:	S.J		
	DRAWING TITLE:	SITE PLAN		
	REV NO:	PROJECT NO:	DRAWING NO:	
			A1	



URBANICITY ARCHITECTURE <small>#309-688 FAIRCHILD ROAD, VANCOUVER BC, V5Z 4P7 TEL: (778) 688-1966 e-mail: jpatam@shaw.ca</small>	CLIENT : THE BC MUSLIM ASSOCIATION	DRAWING TITLE : SITE PLAN		
	DATE : OCTOBER 2014	REV NO :	PROJECT NO :	DRAWING NO.:
	SCALE : 1:500	CNCL - 102		
	DRAWN BY :			
	CHECKED BY : S.J.	A1		



AG 13-636059

Attachment 3

Address: 12300 Blundell Road

Applicant: British Columbia Muslim Association

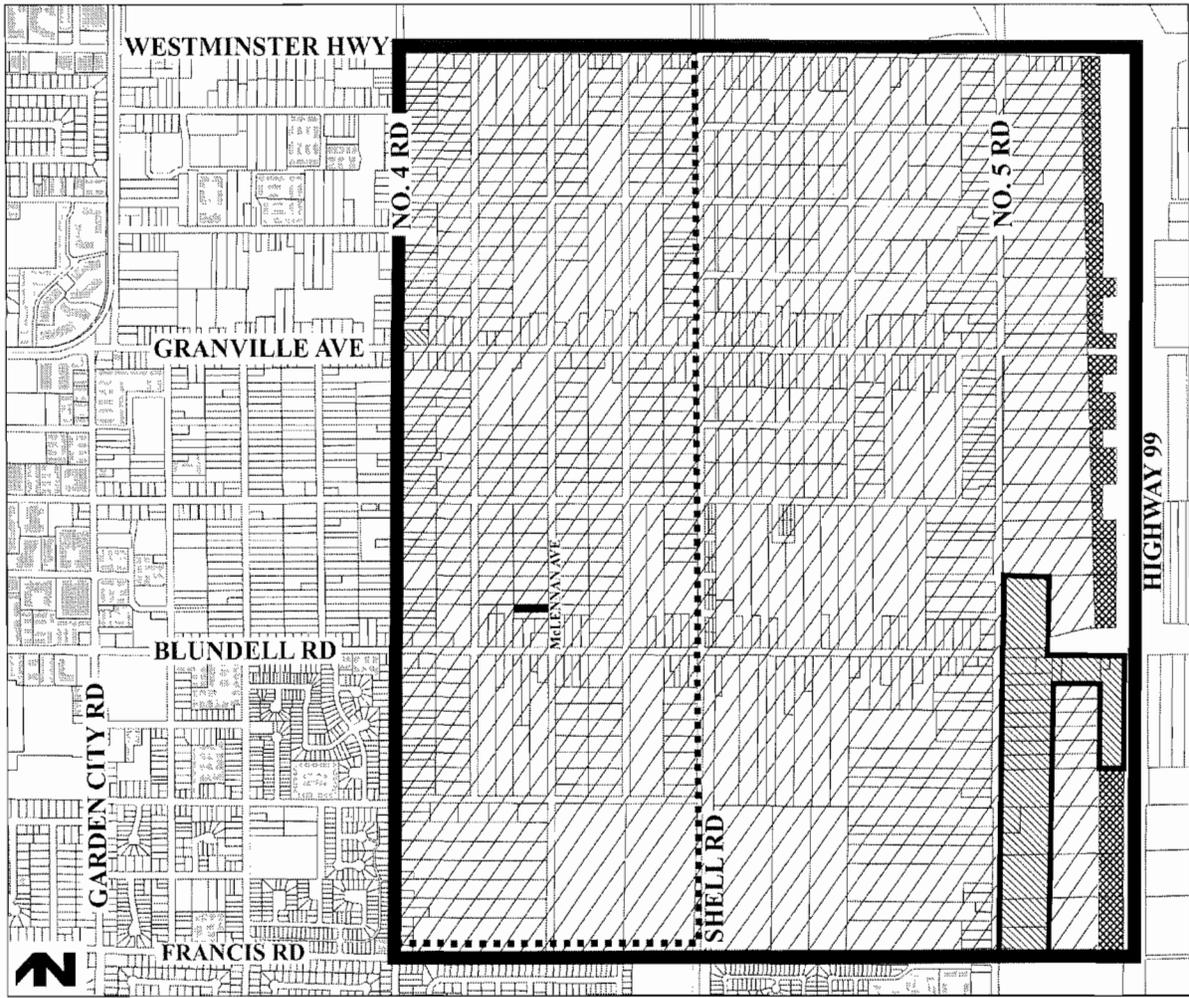
Planning Area(s): East Richmond – McLennan Sub Area

	Existing	Proposed
Owner:	British Columbia Muslim Association	No change
Site Size (m²):	19,329 m ²	No change
Land Uses:	Existing Assembly, Elementary Schools and Kindergarten	No change
OCP Designation (General):	Community Institutional	No change
McLennan Sub Area Plan Designation:	Agriculture, Institutional and Public	No change
Zoning:	Assembly (ASY)	No change
Other Designations:	15 m Riparian Management Area along west property line; ESA	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	0.24 FAR	none permitted
Lot Coverage – Building:	Max. 35%	13 %	none
Setback – Front Yard (m):	Min. 6 m	154 m	none
Setback – East Side Yard (m):	Min. 7.5 m	16.1 m	none
Setback – West Side Yard (m):	Min. 7.5 m	25.2 m	none
Setback – Rear Yard (m):	Min. 7.5 m	136 m	none
Height (m):	12 m	8.9 m	none
Off-street Parking Spaces –Total:	161 stalls (Existing 106 stall + 55 stalls for the addition)	181 stalls	none

City of Richmond

Land Use Map *Bylaw 8791*
2012/09/10





City of Richmond

Policy Manual

Page 1 of 3

Adopted by Council: Mar. 27/00

POLICY 5037

File Ref: 4105-04

NO. 5 ROAD BACKLANDS POLICY

POLICY 5037:

It is Council policy that:

1. The area outlined in bold lines as "Area Proposed for Public and Institutional Use" on the accompanying plan dated 01/24/00 may be considered for non-farm use.
2. The types of non-farm use which may be considered are:
 - "Assembly District" uses, and
 - Certain "School / Public Use District" uses (i.e., public park, public recreation facility, municipal works, health and safety measures, community use).
3. The amount of land on each property which may be developed for approved non-farm uses is limited to the westerly 110 m (360.892 ft) for properties fronting onto No. 5 Road.

The remaining back land portion of each property shall be retained for farm use only.
4. Satisfactory sanitary sewage disposal is required as a condition of Development Permit approval.
5. Continue to strive for a partnership approach, with back land owner prepared farm plans to achieve farming, but allow for a limited infrastructure component (e.g., little or no regional and on-site drainage, irrigation or access roads), where a full infrastructure component is not practical.
6. The current moratorium on non-farm use approvals (initiated by the Land Commission and adopted by Council in February, 1996) should be retained and may be lifted on an individual lot basis for owners who:
 - a) prepare farm plans;
 - b) explore farm consolidation;
 - c) commit to do any necessary on-site infrastructure improvements;
 - d) co-operate as necessary to remove constraints (e.g., required infrastructure) to farming the back lands, in partnership with others; and
 - e) commit to legal requirements as may be stipulated by Council to achieve acceptable land uses (e.g., farming the back lands).
 - f) undertake active farming of the back lands.
7. The following procedure will apply when considering applications for non-farm use and Assembly District rezoning.



Approvals Procedure

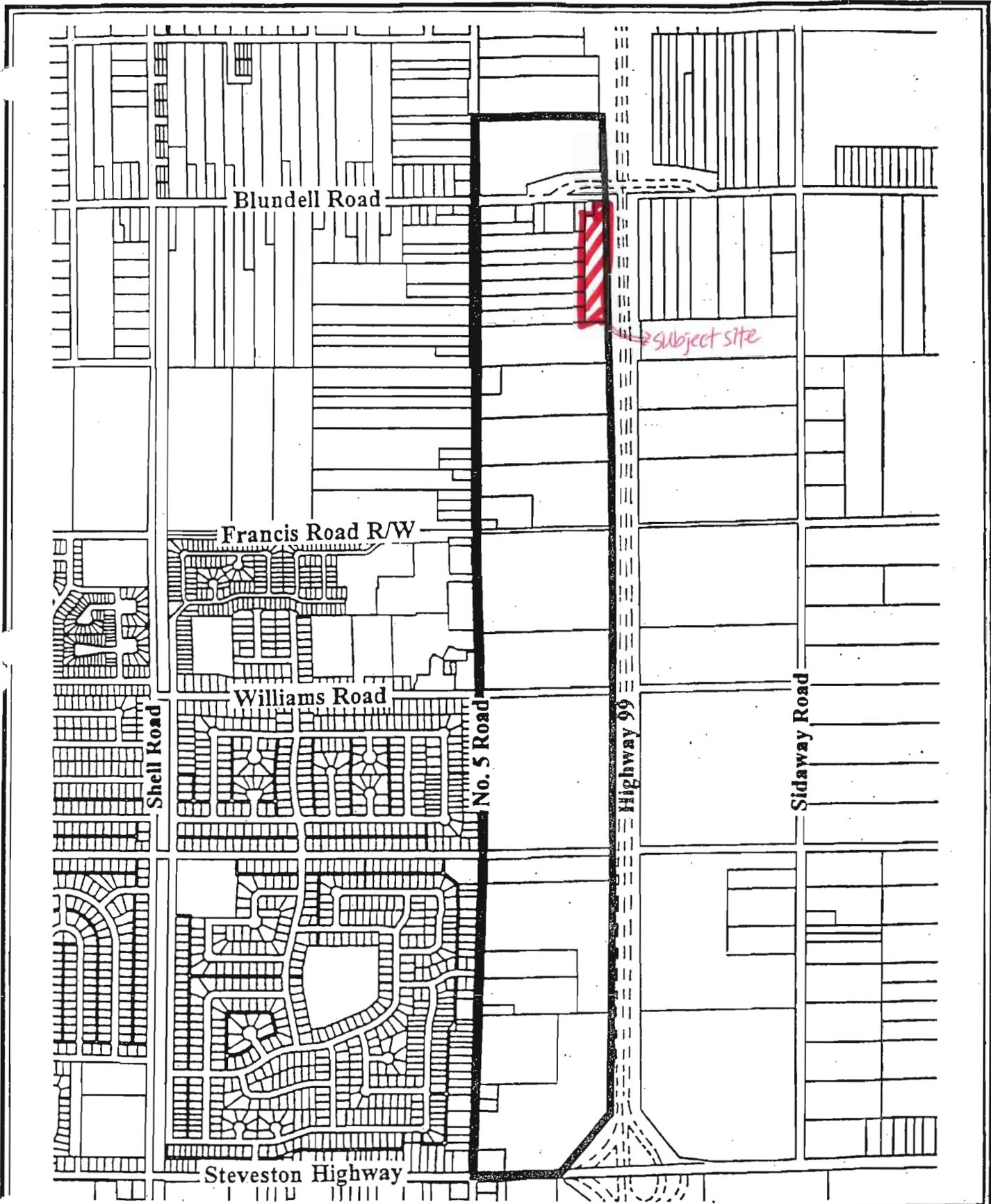
Proponent applies to City and Commission for non-farm use approval.
Commission reviews proposal and may give approval in principle for non-farm use based on the proponent:
<ul style="list-style-type: none"> • preparing an acceptable farm plan; • entering into a restrictive covenant; • providing a financial guarantee to farm; and • agreeing to undertake active farming first
Proponent undertakes active farming based on the approved farm plan.
Commission gives final approval for non-farm use.
Proponent applies to City for rezoning of site to Assembly District (ASY).
City approves rezoning application after proponent meets all City requirements.

Amendments to the above policies

If either the City or the Land Commission intends to amend any of the above procedures, the initiating party will advise the other party of this intent and seek comment on the proposed amendments prior to concluding any approvals.

Co-ordination of review process

The City and the Commission will co-ordinate efforts when reviewing applications for non-farm use, in order to ensure that the interests of each party are addressed. This co-ordinated effort will be done prior to granting any approvals.



Area Proposed for Public
and Institutional Use

Date:
01/24/00

There were general questions about the implementation of the farm plan and what other requirements the City would typically require for these types of proposals. Staff highlighted that bonds would typically be secured to ensure implementation of the farm plan and required landscape buffering. Furthermore, legal agreements would be secured to restrict development on the remaining backlands to farming only.

There were questions on the upcoming application and approval process. As the proposed land uses are considered interim until the temple's ultimate development plans come forward, this specific land use application approach (and subsequent rezoning) will only be permitting the requested interim uses. Additional temple development will require approval through another ALR non-farm use and rezoning application.

The AAC moved and seconded the following motion:

That the ALR non-farm use application at 8160 No. 5 Road be endorsed by the AAC, subject to:

- *Consolidation of 8160 and 8140 No. 5 Road into one development parcel.*
- *Securing the appropriate legal agreement to ensure no temple related development beyond what is permitted in the City's policy.*
- *No further fill activities or pre-load materials be brought or placed on the remaining agricultural portions of the subject site that do not directly support farming.*

Carried Unanimously.

The proponent (Lyle Weinstein) addressed Committee members and outlined the Montessori program's farming component.

3. Development Proposal (ALR non-farm use application) – 12300 Blundell Road

Staff noted that the applicant is proposing to build a small extension to the existing main mosque temple (372 sq. m or 4,000 sq. ft.) to accommodate the needs of the growing congregation. A brief history of the subject site and temple development was provided noting that the initial temple and supporting accessory buildings were approved by the ALC in the late 1970's, with construction of the facilities being completed in the early 1980's. The subject site is zoned entirely for Assembly (ASY) purposes; therefore, no rezoning application is required if the ALR application is approved.

When the City was developing the associated No. 5 Road Backlands policy in the early 1990's, the consultant report confirmed that the site had already been zoned for Assembly (ASY) purposes (including on-site temple development) and there had been no legal agreements to farm any portions of the subject site as part of the ALC's approval.

Currently, the subject site contains a main temple assembly hall and other buildings associated with a school run by the proponents and other supporting uses (administrative buildings; off-street parking; school yard). The proponent has confirmed with the ALC that

an ALR non-farm use application is required for the expansion to the main temple hall. This application will also request approvals for existing buildings already constructed in order to update the ALC's file on permitted development on the subject site. As noted previously, given the history of assembly zoning and no requirements to farm on the site, no farming is proposed as part of this development.

In response to questions from the Committee, staff confirmed that the proposal was able to accommodate the required off-street parking for the proposed expansion to the main temple building. Committee members commented that during special events and celebrations at this location, the temple congregation did a good job of directing traffic to and from the site.

The AAC moved and seconded the following motion:

That upon review of the ALR non-farm use application at 12300 Blundell Road, the Agricultural Advisory Committee have no objections to the proposal involving a minor expansion to the main temple building.

Carried Unanimously

4. Medical Marihuana Production in the ALR

In conjunction with recent changes to Federal regulations relating to the licensing and production of medical marihuana and an information bulletin published by the ALC about medical marihuana production in the ALR, staff is requesting feedback and comments from the AAC on this land use issue in Richmond. The following background information was provided by City staff.

- The Federal government has implemented regulations intended to phase out the previous program allowing for the production and distribution of medical marihuana to those in medical need and implement a new regulatory process and commercial industry under the Marihuana for Medicinal Purposes Regulations (MMPR).
- The MMPR involves a shift from medical marihuana being provided by licensed individuals (often in private residences) to a commercial industry where the regulations and issued licenses will ensure access to quality controlled marihuana for medical purposes, produced under secure and sanitary conditions.
- Based on a review of the Federal regulations, staff identified that commercially licensed producers of marihuana for medical purposes will be contained in fully enclosed secured buildings that also are involved in secondary, processing, storage, packaging, office/administration and shipping/distribution functions.
- The ALC has recently published an information bulletin entitled "Medical Marihuana Production in the Agricultural Land Reserve". This bulletin confirms that an individual/company who is lawfully sanctioned to produce medical marihuana for commercial purposes, the farming of the plant is considered a permitted farm use under the ALC act.



City of
Richmond

Non-Farm Use Development Considerations
Development Applications Division
6911 No.3 Road, Richmond, BC V6Y 2C1

Address: 12300 Blundell Road

File No: AG13- 636059

Prior to issuance of the Building Permit for the proposed addition, the developer/proponent is required to complete the following:

1. Confirmation of ALC approval of the non-farm use application.

Signed

Date



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: November 5, 2014

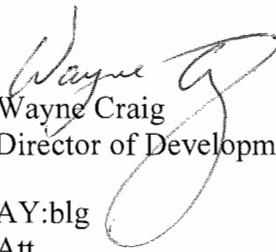
From: Wayne Craig
Director of Development

File: RZ 14-663343

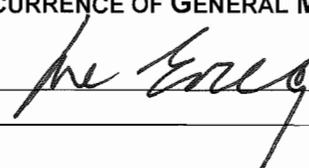
Re: **Application by Li Qin Chen for Rezoning at 10726 Hollybank Drive from Single Detached (RS1/E) to Single Detached (RS2/B)**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9196, for the rezoning of 10726 Hollybank Drive from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director of Development

AY:blg
Att.

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

Staff Report

Origin

Li Qin Chen has applied to the City of Richmond for permission to rezone the property at 10726 Hollybank Drive from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone to allow subdivision of the property into two (2) lots; each approximately 16 m wide and 526 m² in area. An existing two-storey dwelling will be demolished to accommodate two (2) single-detached dwellings. A map and aerial photograph showing the location of the subject site is included in Attachment 1. A preliminary subdivision plan is provided in Attachment 2.

Findings of Fact

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

Surrounding Development

- To the north, are lots zoned “Single Detached (RS1/E)” fronting Lassam Road. Northwest of the subject site is James McKinney School and Park.
- To the east, is a lot zoned “Single Detached (RS1/B)”. Originally part of the subject site, this lot was rezoned and subdivided into a separate property in 2004-2005. A development variance was approved to modify the required side yard setback of the existing house on the lot from 2 m to 1.7 m to accommodate the subdivision.
- To the south, directly across Hollybank Drive, are lots zoned “Single Detached (RS1/E)”.
- To the west, are lots under Land Use Contract No. 101 fronting Hollybank Drive.

Related Policies & Studies

2041 Official Community Plan (OCP) and Steveston Area Plan

The Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential” (NRES). The Steveston Area Plan designation of the subject site is “Single Family”. The proposed rezoning and subdivision is consistent with the OCP and Steveston Area Plan land use designations.

Single-Family Lot Size Policy 5420

The subject site is located in an area bounded by Lot Size Policy 5420, which was adopted by Council on October 16, 1989 and amended on August 17, 1992. A separate portion of the Lot Size Policy pertaining to properties fronting both sides of Lassam Road was adopted by Council on August 21, 1995 (see Attachment 4). The policy covers the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along

No. 2 Road. The proposed redevelopment is consistent with Lot Size Policy 5420, as it permits the subject site to rezone and subdivide in accordance with the provisions of the “Single Detached (RS2/B)” zone.

Affordable Housing Strategy

For single-family rezoning applications, Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City’s Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e., \$5,897) to the City’s Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots on the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City’s Zoning Bylaw.

Public Input

City staff have not been notified of any concerns from the public regarding the proposed redevelopment in response to the rezoning information sign installation on the subject site.

Staff Comments

Background

The subject site is located on the north side of Hollybank Drive, in between Hollymount Drive and Lassam Road, in a primarily residential area in the Steveston neighbourhood. The site was involved in a redevelopment process in 2004-2005, in which the corner lot at Lassam Road and Hollybank Drive was rezoned to the “Single Detached (RS1/B)” zone and subdivided from the subject site. A Development Variance Permit was granted to modify the required side yard setback of the existing house on the corner lot from 2.0 m to 1.7 m in order to accommodate the redevelopment.

The area surrounding the subject site consists mainly of single detached dwellings and has undergone limited redevelopment in the recent past through rezoning and subdivision.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan was submitted by the applicant. The report identifies one (1) bylaw-sized tree on-site recommended for removal and six (6) bylaw-sized trees (one (1) located on-site and five (5) located on neighbouring property) recommended for retention. A proposed Tree Retention Plan is provided in Attachment 5.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations as follows:

- One (1) Norway spruce tree (28 cm DBH) located on-site along the north property line (Tag# 475) is in good condition and should be retained and protected.
- One (1) Cherry tree (29 cm DBH) located on-site at the northeast corner (Tag# 476) has been previously topped and is in poor condition. This tree is not a good candidate for retention and should be removed and replaced.
- The following five (5) trees located on neighbouring property near the west property line of the subject site (Tag#'s A, B, C, D and E) are to be protected as per the City of Richmond Bulletin TREE-03.
 - Tag A: One (1) Norway maple tree (41 cm DBH)
 - Tag B: One (1) Norway spruce tree (approximately 33 cm DBH)
 - Tag C: One (1) European birch tree (approximately 24+24+24 cm DBH)
 - Tag D & E: Two (2) Cherry trees (28 cm and 43 cm DBH)

Tree protection fencing is to be installed to City standard around the drip lines of Tree Tag# 475 located on-site and Tree Tag# A located on neighbouring property. Tree fencing is to be installed to City standard and in accordance with the City's Bulletin TREE-03 prior to demolition of existing buildings and must remain in place until all construction and landscaping works are completed on-site.

According to the Arborist's Report, Trees Tag# B, C, D and E will not require on-site protection measures as a concrete footing located at the west property line of the subject site restricts tree root growth within the neighbouring property. However, if the concrete retaining wall is to be removed during future development stages, the project Arborist will be required to provide on-site supervision and direction to protect the trees, as noted in the proposed Tree Retention Plan in Attachment 5.

A contract must be entered into between the applicants and a Certified Arborist for the supervision of any works conducted within close proximity to the tree protection zones. The contract must 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 impact assessment to the City for review.

To ensure the protection of Tree Tag# 475 located on-site, the applicant must submit a security in the amount of \$1,000 prior to final adoption of the rezoning bylaw. Following completion of

construction and landscaping activities on-site, the security will not be released until the applicant has submitted the post-construction impact assessment for review.

Consistent with the 2:1 tree replacement ratio specified in the OCP, as well as Council Policy 5032 – Tree Planting (Universal), the applicant has agreed to plant three (3) new trees on the subdivided properties (two (2) on the proposed west lot, one (1) on the proposed east lot). The replacement trees must be a minimum size of 6 cm deciduous caliper or 3.5 m high conifer. Suitable replacement tree species include the Paperbark Maple (*Acer Griseum*), Kousa Dogwood (*Cornus kousa*) and Purple Giant Filbert (*Corylus maxima var. Pupurea*). Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscaping Security to the City in the amount of \$1,500 (\$500/tree) to ensure that the three (3) replacement trees are planted and maintained on-site.

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a Flood Indemnity Covenant on Title. The flood construction level is a minimum of 0.3 m above the highest elevation of the crown of Hollybank Drive.

Existing Utility Right-of-Ways (ROW)

An existing 3 m-wide utility right-of-way (ROW) runs north-south along the west property line of the subject site (Plan No. 55150). A second existing 3.5 m-wide utility ROW runs west-east along the south property line of the subject site (Plan No. BCP20578). Both existing utility ROW's will remain.

Site Servicing and Vehicle Access

There are no site servicing concerns with the proposed rezoning.

Vehicle access to both proposed lots will be from Hollybank Drive. New driveway locations and any paved driveways and walkways must not conflict with proposed servicing connections or the existing BC Hydro pole located at the southeast corner of the subject site.

Subdivision and Future Development Stage

At Subdivision stage, the applicant will be required to pay servicing costs.

At Building Permit Stage, the applicant will be required to complete the following service connection works through a work order:

Water Works:

- Using the OCP Model, there is 166 L/s of water available at 20 psi residual at the Hollybank Drive frontage. Based on the proposed rezoning, the site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a

professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.

- City to install a new meter on the existing 25 mm diameter water connection near the southeast property corner for the east lot, and install a new 25 mm diameter connection complete with a meter box near the property line within the sanitary ROW for the west lot. New meter box must be placed on the grass boulevard outside of the private fence at a minimum of 1 m away from driveways and paved walkways.

Storm Sewer Works:

- City to cut and cap the existing storm service connection at the inspection chamber (IC) near the southwest property corner, and install two (2) new service connections with a new IC at the common property line and tie-in to the existing storm sewer along Hollybank Drive.

Sanitary Sewer Works:

- City to remove the existing sanitary IC at the southwest corner of 10611 Lassam Road, and install a new IC and a new service connection for the east lot of the proposed subdivision, and reconnect service for 10611 Lassam Road to the new IC.

Analysis

The proposed rezoning and subdivision would comply with the OCP and Steveston Area Plan land use designations. It is also consistent with the single-family character of the surrounding neighbourhood and the provisions of Lot Size Policy 5420, which allow the subject site to rezone and subdivide in accordance with the provisions of the “Single Detached (RS2/B)” zone.

Financial Impact or Economic Impact

None.

Conclusion

The rezoning application to permit subdivision of an existing lot into two (2) smaller lots zoned “Single Detached (RS2/B)” is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP), and with the Richmond Zoning Bylaw No. 8500.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) included in Attachment 6.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9196 be introduced and given first reading.



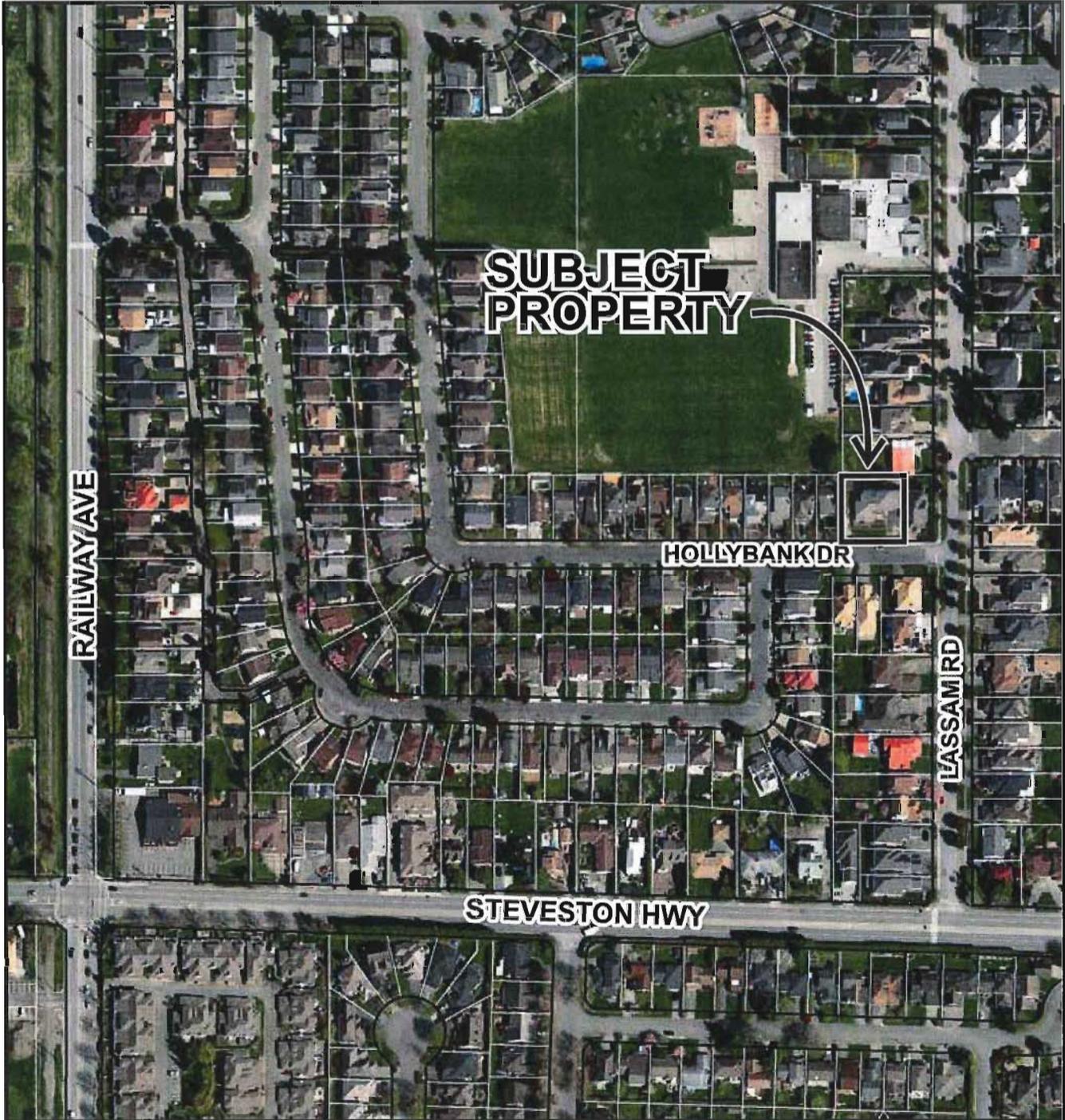
Andrew Yu
Planning Technician (Temp)
(604-204-8518)

AY:blg

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single Family Lot Size Policy 5420
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of
Richmond



RZ 14-663343

Original Date: 05/27/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 119

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 1 SECTION 36
BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN BCP20577**

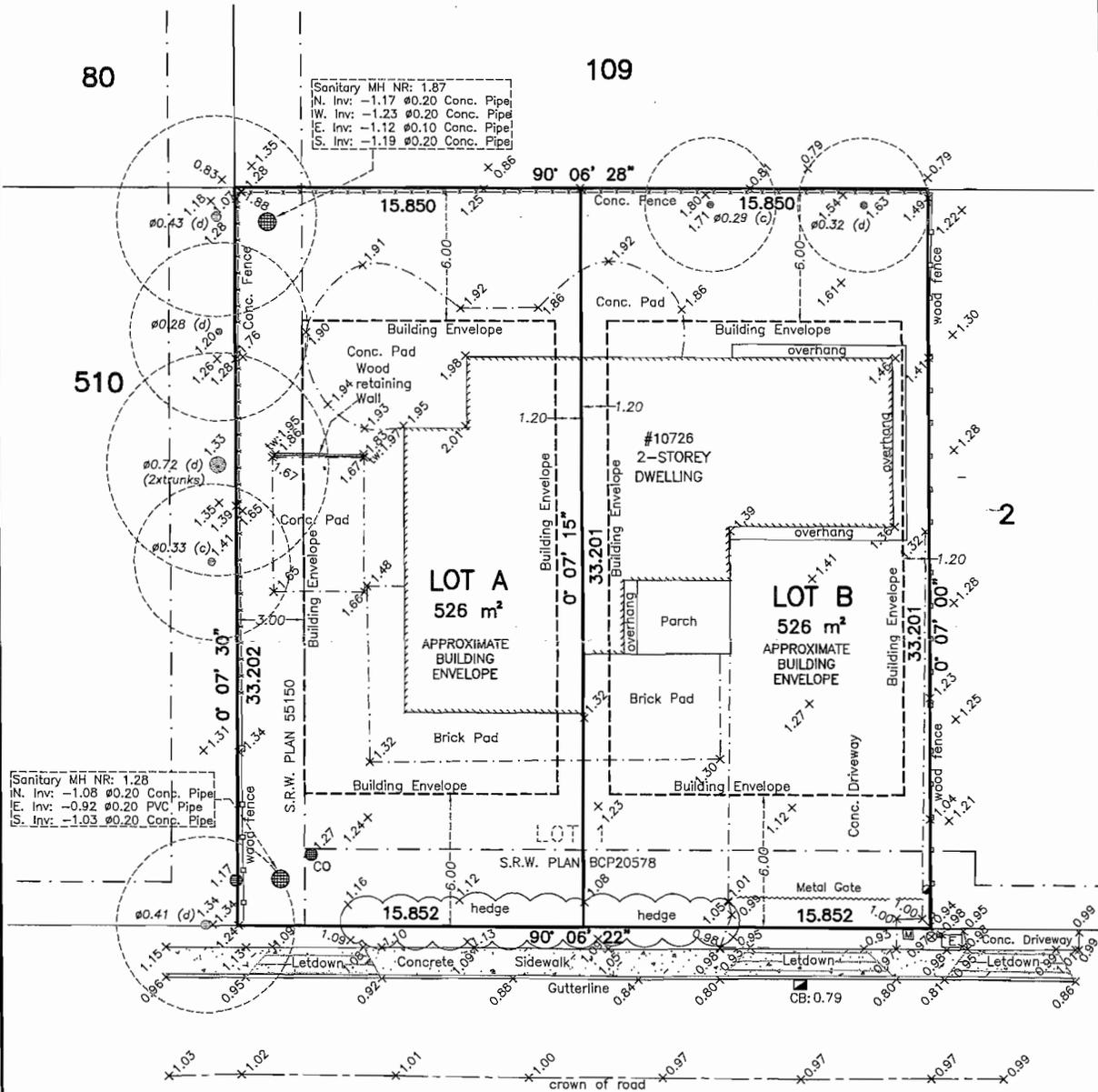
ATTACHMENT 2

#10726 HOLLYBANK DRIVE,
RICHMOND, B.C.
P.I.D 026-487-667

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



HOLLYBANK DRIVE

NOTE:

Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #205,
Control Monument 77H4827
Located at CL Railway Ave & Garry St
Elevation = 1.044 metres

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5492
FB-251 P66-67, 74-76
Drawn By: MY

LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- denotes power pole
- ⊙ denotes round catch basin
- ⊕ denotes manhole
- ⊞ denotes Telus electrical box
- ⊚ denotes water meter
- ⊗ denotes BCH inspection chamber
- CO denotes cleanout
- CB denotes catch basin
- tw denotes top of wall
- NR denotes north rim

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY

JOHNSON C. TAM, B.C.L.S.
APRIL 9th, 2014.

CNCL - 120

DWG No. 5492-TOPO



RZ 14-663343

Attachment 3

Address: 10726 Hollybank Drive

Applicant: Li Qin Chen

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Dai En Lin/Li Qin Chen	TBD
Site Size (m²):	1,052 m ²	Proposed west lot: 526 m ² Proposed east lot: 526 m ²
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Single-Family	Single-Family
702 Policy Designation:	Lot Size Policy 5420	Complies with Lot Size Policy 5420
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures & non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front and Rear Yards:	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yards:	Min. 1.2 m	Min. 1.2 m	none
Height:	2½ storeys	2½ storeys	none
Lot Size:	Min. 360 m ²	Proposed west lot: 526 m ² Proposed east lot: 526 m ²	none
Lot Width:	Min. 12 m	Proposed west lot: 15.9 m Proposed east lot: 15.9 m	none
Lot Depth:	Min. 24 m	Proposed west lot: 33.2 m Proposed east lot: 33.2 m	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: October 16, 1989
 Amended by Council: August 17, 1992
 Lassam Rd. Adopted by Council: August 21, 1995

POLICY 5420

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

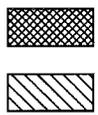
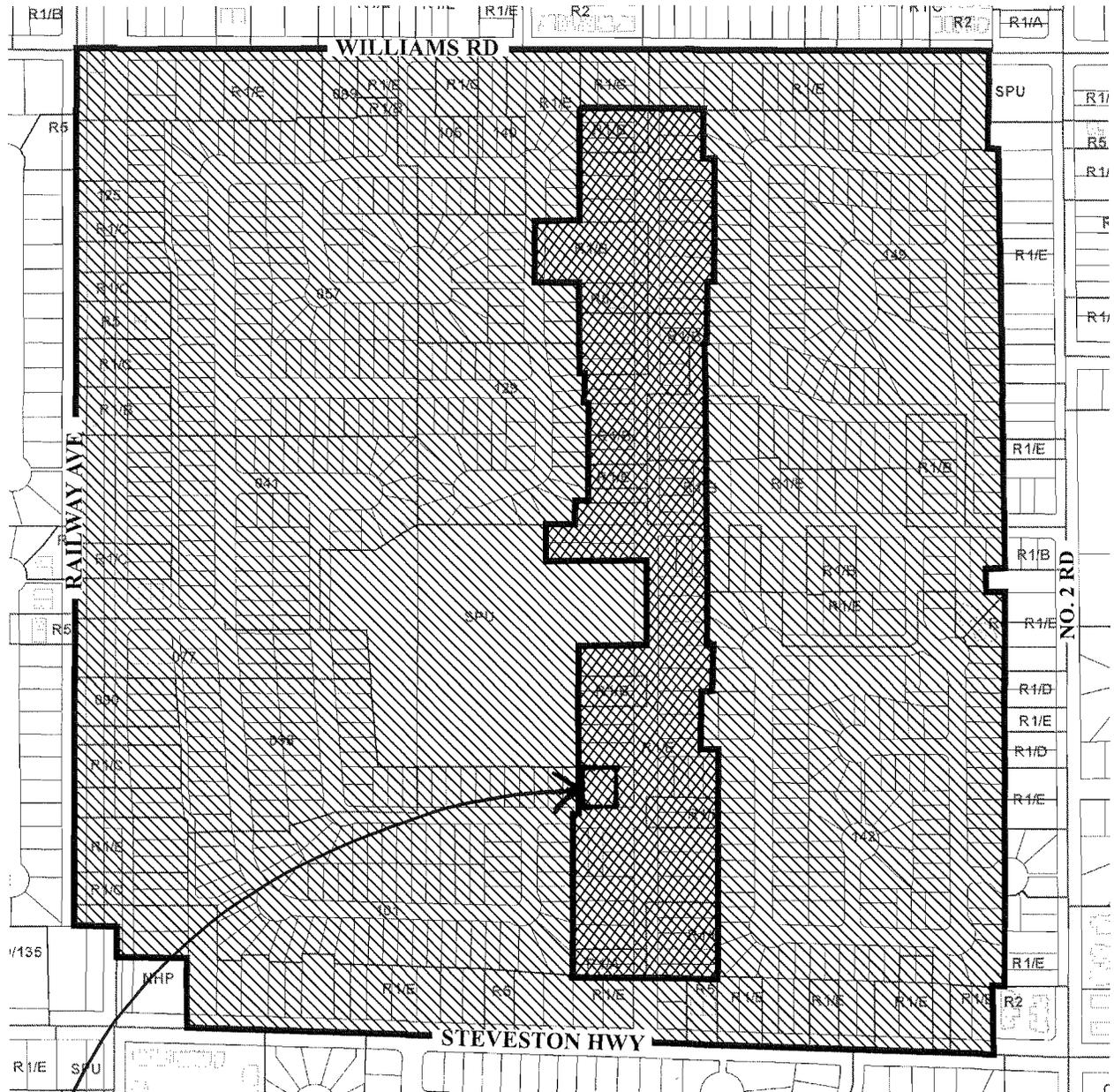
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

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

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

Note: There are two adoption dates for two separate portions of Policy 5420.



Subdivision permitted as per R1/B (date of adoption 08/21/95).
 Subdivision permitted as per R1/B (date of adoption 10/16/89).

SUBJECT SITE

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



Policy 5420

Section 36-4-7

Adopted Date: 10/16/89
 Amended Date: 08/17/92
 Lassam Rd.
 Adopted Date: 08/21/95
 Note: Dimensions are in METRES



Address: 10726 Hollybank Drive

File No.: RZ 14-663343

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9196, the developer is required to complete the following:

1. 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.
2. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the one (1) tree to be retained on-site. Following completion of construction and landscaping activities on-site, the security will not be released until the applicant has submitted a post-construction impact assessment from a Certified Arborist for review by City staff.
3. Submission of a Landscaping Security to the City in the amount of \$1,500 (\$500/tree) to ensure that three (3) trees are planted on the proposed lots (two [2] on proposed west lot, one [1] on proposed east lot, with a minimum size of 6 cm deciduous caliper or 3.5 m high conifer).
4. Registration of a flood indemnity covenant on Title.
5. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,897) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

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

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

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

1. Payment of Servicing costs.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. 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 Division at 604-276-4285.
4. Complete the following service connection works:

Water Works:

- Using the OCP Model, there is 166 L/s of water available at 20 psi residual at the Hollybank Drive frontage. Based on the proposed rezoning, the site requires a minimum fire flow of 95 L/s. Once the applicant has

confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.

- City to install a new meter on the existing 25 mm diameter water connection near the southeast property corner for the east lot, and install a new 25 mm diameter connection complete with a meter box near the property line within the sanitary ROW for the west lot. New meter box must be placed on the grass boulevard outside of the private fence at a minimum of 1 m away from driveways and paved walkways.

Storm Sewer Works:

- City to cut and cap the existing storm service connection at the IC near the southwest property corner, and install two (2) new service connections with a new IC at the common property line and tie-in to the existing storm sewer along Hollybank Drive.

Sanitary Sewer Works:

- City to remove the existing sanitary IC at the southwest corner of 10611 Lassam Road, and install a new IC and a new service connection for the east lot of the proposed subdivision, and reconnect service for 10611 Lassam Road to the new IC.

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 9196 (RZ 14-663343)
10726 Hollybank Drive

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (RS2/B)".

P.I.D. 026-487-667

Lot 1 Section 36 Block 4 North Range 7 West New Westminster District Plan BCP20577

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9196".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 17, 2014
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 11-7400-01/2014-Vol 01
Re: **Application to Conduct Annual Santa Claus Parade with Revised Date and Routing**

Staff Recommendation

That the Rotary Club of Steveston be granted approval to conduct the annual Santa Claus Parade on December 24th of each year using the route shown in Attachment 1 of this report.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services	<input checked="" type="checkbox"/>	
Roads & Construction	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Richmond Events Approval Coordination Team (REACT) has received an application from the Rotary Club of Steveston to conduct its annual Santa Claus parade on a different day and using a different route than that currently approved by Richmond City Council. Per Section 7.2 of Traffic Bylaw No. 5870, any changes to the criteria of an approved annual parade must be approved by Council. This report presents the revised criteria and recommends that the parade be granted approval.

Analysis

Proposed Changes to Parade Criteria

Currently, the annual Santa Claus parade is approved to be held on December 23rd each year starting at 6:00 p.m. along the route in the Steveston area shown in solid red in Attachment 1 (i.e., beginning on Hunt Street and ending on Moncton Street).

As of the upcoming event in 2014, the Rotary Club of Steveston is requesting approval to conduct the parade on December 24th each year starting at 5:00 p.m. along the revised route in the Steveston area shown in dashed purple in Attachment 1 (i.e., beginning on Regent Street and ending in Garry Point Park). The revised and shorter routing keeps the parade within the residential areas and avoids any potential traffic impacts to Steveston Highway, 7th Avenue and No. 1 Road-Moncton Street intersection (all of which are bus routes). While the proposed revised routing would travel on some roadway sections that it did not in 2013, those same sections were used as part of the parade route prior to 2011 and residents on these roadway sections have expressed interest in having the parade return to their areas.

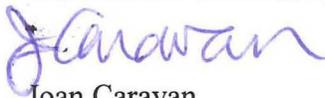
The estimated duration of the parade is 45 minutes and any disruption to traffic along the affected streets is expected to be minimal. Richmond RCMP will be participating in the parade and providing traffic control. No amendments to Traffic Bylaw 5870 are required.

Financial Impact

None.

Conclusion

Staff recommend support of the request of the Rotary Club of Steveston as the annual Santa Claus parade has proven successful over the years and continues to be supported by the residents and business community in Steveston.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

Att. 1: Existing and Proposed Routes of Annual Santa Claus Parade



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 29, 2014
From: John Irving, P.Eng. MPA **File:** 10-6600-10-02/2014-
 Director, Engineering Vol 01
Re: **Alexandra District Energy Utility Phase 3 Capital Project**

Staff Recommendation

That \$8.0 million from unspent utility capital projects, previously approved by Council, be utilized to fund design, construction and commissioning expenditures related to the expansion of Alexandra District Energy Utility Phase 3.

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

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

Staff Report

Origin

At the Regular Council Meeting of July 28, 2014, Council adopted the following motion:

That:

- 1. The expansion of the Alexandra District Energy Utility include additional geo-exchange fields in the West Cambie Neighbourhood Park, with supplemental conventional energy systems for back up, as presented in the report titled "Alexandra District Energy Utility Expansion Phase 3", dated July 3, 2014, from the Director, Engineering, be endorsed; and*
- 2. Capital submissions totalling \$12.3M for design, construction and commissioning of the ADEU Phase 3 be submitted for Council's consideration as part of the City's Five Year Financial Plan (2015-2019).*

The purpose of this report is to detail the funding requirements and obtain approval to utilize up to \$8.0 of the \$12.3 million required through temporary financing from unspent utility capital projects for capital expenditures for construction, and start up costs related to the expansion of Alexandra District Energy Utility Phase 3.

Analysis

ADEU Expansion

The current system is estimated to be sufficient to service the three existing connected sites: Remy, Mayfair and Omega. In order to service more buildings, both heating and cooling capacity and associated infrastructure will need to be expanded.

Based on the most current construction schedules provided by developers, the system needs to be expanded to provide energy services to new customers in the third quarter of 2015. The most advanced project is Polygon's development, Alexandra Court, planned for the first occupancy in May 2015. In addition, more developments, including SmartCentres, are projected to be completed in years 2015 to 2018. Timelines and building sizes are summarized in Table 1.

A portion of the energy required to service new customers will be provided by an additional geo-exchange field along the eastern edges of the West Cambie Neighbourhood Park, planned to be constructed in the summer 2015. Additional natural gas boilers and cooling towers will be installed in Spring 2015 for supplement and backup. Large format retail customers (SmartCentres) would receive heating and cooling from an air source heat pump system currently scheduled to be installed in early 2016.

Table 1: Development Timing in the ADEU Service Area

	Floor Area (ft²)	Use	Occupancy Date*
Alexandra Court	515,000	Residential	May 2015
Jamatkhana Temple	26,500	Institutional	2015
9500 Cambie	108,000	Residential	2015
Alexandra Gate	194,000	Residential	2015
SmartCentres	286,000	Commercial	2016
Jingon	132,000	Residential	2016
Polygon East	262,000	Residential	2018

* Note: Occupancy typically occurs over the course of several months after occupancy is issued.

The existing energy centre will be expanded to accommodate all equipment necessary for the full build out of the ADEU system. First detailed design concept shows that the total building area will be around 600 m².

New energy transfer stations (ETS) will be built in each new customer building. The cost of design and construction of the ETS's will be funded from Service Connection Installation Fees collected from developers.

It is estimated that \$12.3 million 2014 dollars (inclusive of design, project management and contingency) will be required for ADEU Phase 3 expansion, which will include:

- expansion of the energy centre (to accommodate equipment requirements for the full build out);
- extension of the distribution piping to service new customers south of Odlin Rd;
- installation of air source heat pumps and natural gas boilers to service SmartCentres, with connection to ADEU so that excess energy can be delivered to residential customers; and
- increase in heating and cooling capacity to service new customers in the north and south loop via a geo-exchange field along the eastern edge of the West Cambie Neighbourhood Park, as well as boilers and cooling towers.

This funding will be needed over the next four years to complete the Phase 3 expansion. Funding for this expansion will provide infrastructure to service an additional seven developments and a 1,530,000 square feet floor area. Once this expansion is completed, ADEU will be servicing a 2,280,000 square feet floor area that represents 65% of the planned serviced floor area. Phase 1 and 2 funding of \$4.8M provided infrastructure to service three developments and a 750,000 square feet floor area.

Financing Strategy

In the report titled "Alexandra District Energy Utility Expansion Phase 3," dated July 3, 2014, staff recommended that the cost of the Phase 3 expansion be funded by the City's existing Utility General Surplus, which has a current balance of \$24.4M. The Utility General Surplus balance is comprised of Water and Sanitary Sewer General Surplus balances of \$15.2M and \$9.2M respectively. The Utility General Surplus is not restricted in use (as with Reserves) or directed for a

specific purpose (as with Appropriated Surplus). Any internal borrowing from existing surplus funds will be repaid with interest.

The timing of the internally borrowed funds can be adjusted to match the timing of construction over the next four years. The repayments will be funded by revenues generated from the customer fees. The repayment terms can be arranged to correspond with the timing of revenues received. The revenues will increase over the first three years of the Phase 3 expansion as the additional developments are completed.

Financial Impact

\$8.0 million will be temporarily financed from unspent utility projects in 2014 due to the requirement to start construction immediately to service first developments in the Spring of 2015. Staff will include a submission for the full capital project in the 2015 capital budget and once approved all amounts borrowed from the existing capital projects will be returned. All ADEU capital and operating costs will be recovered through revenues from user fees, and all borrowed amounts will be repaid with interest as incorporated into the financial model.

Conclusion

Based on the most current construction schedules provided by developers, the ADEU system needs to be expanded to provide energy services to new customers early next year. It is recommended that \$8.0 million be borrowed immediately from unspent utility projects to provide project funding in 2014 for capital expenditure for design, construction and commissioning of Phase 3 system expansion.



Alen Postolka, P.Eng., CP
Acting Senior Manager, Sustainability and District Energy
(604-276-4283)

AP: ap



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

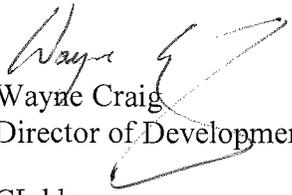
Date: October 30, 2014

File: RZ 14-666142

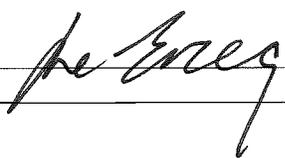
Re: **Application by Oris Consulting Ltd./Citymark Properties for Rezoning at
5440 Moncton Street from Single Detached (RS1/E) to Single Detached (RS2/A)**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9194, for the rezoning of 5440 Moncton Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Origin

Oris Consulting Ltd./Citymark Properties has applied to the City of Richmond for permission to rezone the property at 5440 Moncton Street from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/A)” zone, to permit the property to be subdivided to create three (3) lots fronting Trites Road (Attachment 1). There is currently a single detached dwelling on the property, which will be demolished. A preliminary subdivision plan of the subject site is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, immediately across Moncton Street, is the S.U.C.C.E.S.S Austin Harris Residence, a multi-unit seniors’ assisted living residence on a large lot zoned “Congregate Housing (ZR4) - Steveston” at 5411 Moncton Street.
- To the east, is a dwelling on a large lot zoned “Single Detached (RS1/E)” at 5460 Moncton Street, which is currently the subject of an application involving six (6) lots to rezone to a site-specific zone to create 30 single-family lots (RZ 14- 674749).
- To the south, is a dwelling on a large lot zoned “Single Detached (RS1/E)”, which fronts Trites Road.
- To the west, immediately across Trites Road, is a dwelling on a large lot zoned “Single Detached (RS1/B)”.

Related Policies & Studies

Official Community Plan (OCP) & Steveston Area Plan Designations

The OCP land use designation for the subject site is “Neighbourhood Residential”. The Steveston Area Plan’s Trites Area Land Use Map designation for the subject site is “Single-Family Housing” (Attachment 4). The Trites Area Plan envisions single-family housing fronting Moncton Street, Trites Road, and a new east-west road off Trites Road. The existing properties to the south and east of the subject site have redevelopment potential consistent with the Area Plan and will be required to provide road dedication for the new east-west road. This redevelopment proposal is consistent with the OCP designations and it does not preclude the adjacent properties from redeveloping as envisioned in the Area Plan.

Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the total buildable area to the City's Affordable Housing Reserve Fund prior to final adoption of the rezoning bylaw (i.e. \$5,980.00).

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on two (2) of the three (3) lots proposed at the subject site. In this case, to ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

Public Input

Staff has not received any comments from the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Background

The subject property is located on the south side of Moncton Street, between Trites Road and No. 2 Road, in an established residential area. The neighbourhood has undergone some redevelopment through rezoning and subdivision since the mid '80's, consistent with applicable land use policies.

Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The survey and report identify that:

- There are no bylaw-sized trees on the subject property.
- There are three (3) bylaw-sized Plum trees and one (1) undersized Japanese Maple tree located in the City of Richmond boulevard to the west of the subject property (Trees # 2-5).
- There are three (3) bylaw-sized trees on adjacent sites to the south and east (i.e., a Lebanon Cedar identified as Tree # 1, a Silver Birch identified as Tree # 6, and a Giant Sequoia identified as Tree # 7).

The Arborist's Report identifies tree species, assesses the condition of the trees, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Removal and Retention Plan is shown in Attachment 5.

The Arborist recommends retention of Trees # 1, 6, and 7 on the adjacent sites to the east and south. Tree protection fencing is not required for Trees # 1 and 7, as the trees are located 4.0 m away from the shared property line, outside of the tree's Critical Root Zone, and are not anticipated to be impacted by the proposed development. To ensure protection of Tree # 6, the applicant is required to:

- Install tree protection fencing on-site at a minimum distance of 1.5 m north of the south property line and 2.0 m to the east and west of the tree location. Tree protection fencing must be installed in accordance with the City's Tree Protection Bulletin (TREE-03) prior to demolition of the existing dwelling, and must remain in place until construction and landscaping on the proposed lots is completed.
- Submit a contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within close proximity to the Tree Protection Zone. The contract must provide details on any building modifications that are necessary to protect the tree, and must include a provision for the Arborist to submit a post-construction impact assessment report to the City for review at future development stage. The contract is required to be submitted prior to rezoning approval.

The City's Tree Preservation Coordinator has reviewed the Arborist's tree protection recommendations with respect to the off-site trees, and has no concerns.

The applicant's Arborist recommends removal of Trees # 2 -5 on City-owned property. The trees are below the grade of the road; they have been previously topped and pruned for hydro line clearance, have buried root flare, and two (2) of the trees lean to the west. The recommendation to remove the trees is based on their current condition and the resulting impacts from the required frontage improvements along Trites Road (i.e., road widening, grade changes, sidewalk and grass boulevard installation, and new driveway crossings).

The City's Parks Operations Arborist has reviewed the applicant's Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to remove Trees # 2 -5 on City property for the reasons described. To compensate for removal of these trees, the applicant is required to submit a contribution to the City's Tree Compensation Fund in the amount of \$5,200 prior to rezoning approval.

Consistent with Council Policy 5032, which recognizes the many benefits derived from urban trees, the applicant has agreed to plant and maintain two (2) trees on each lot proposed (minimum 6 cm deciduous caliper or 3.5 m high conifer). To ensure that two (2) trees are planted and maintained on the proposed middle and south lots, the applicant is required to submit a security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Suitable tree species for the proposed lots, as recommended by the project Arborist and the City's Tree Protection division staff, include: Paperbark Maple (*Acer griseum*), Japanese Snowbell (*Styrax japonica* or *Styrax obassia*), Serbian Spruce (*Picea omorika*), and Weeping Nootka Cypress (*Chamaecyparis nootkatensis* 'Pendula' or 'Green Arrow').

Preliminary Architectural Elevation Plans & Landscape Plan

To illustrate how the future corner lot interface (at the intersection of Moncton Street and Trites Road) will be treated, the applicant has submitted preliminary architectural plans of the proposed building elevations (Attachment 6). Prior to rezoning, the applicant is required to register a legal agreement on Title to ensure that, at future development stage, the Building Permit plans and resulting dwelling are generally consistent with the attached building design.

The applicant has submitted a preliminary Landscape Plan for the front yard and exterior side yard of the proposed corner lot (Attachment 7). Prior to rezoning, the applicant is required to submit a final Landscape Plan for the proposed corner lot, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, along with a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, hard surfaces, and installation costs). The final Landscape Plan for the proposed corner lot should include the two (2) trees proposed to be planted and maintained by the applicant and should include suitable tree species, as described in the previous section.

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on Title. The flood construction level is a minimum of 0.3 m above the highest elevation of the crown any road adjacent to the subject site (i.e., Trites Road).

Vehicle Access & Off-site Improvements

Vehicle access to all proposed lots is to be from Trites Road.

Prior to final adoption of the rezoning bylaw, a 4 m x 4 m corner cut road dedication is required at the northwest corner of the subject site.

Subdivision

Prior to subdivision approval, the applicant is required to:

1. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees.
2. Enter into a Servicing Agreement for the design and construction of off-site improvements along Moncton Street and Trites Road, such as road widening, sidewalk, treed/grass boulevard installation, and upgrading of the sewer systems. Further details about the required works are included in Attachment 8.

Analysis

This development proposal is consistent with the land use designations of the OCP, Steveston Area Plan, and applicable Council policies. The proposal is compatible with the established pattern of redevelopment to smaller single-family lot sizes in the immediate surrounding

neighbourhood. The applicant has satisfied all of the application requirements to be met at this time, as identified through the review process.

Financial Impact

None.

Conclusion

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9194 be introduced and given first reading.



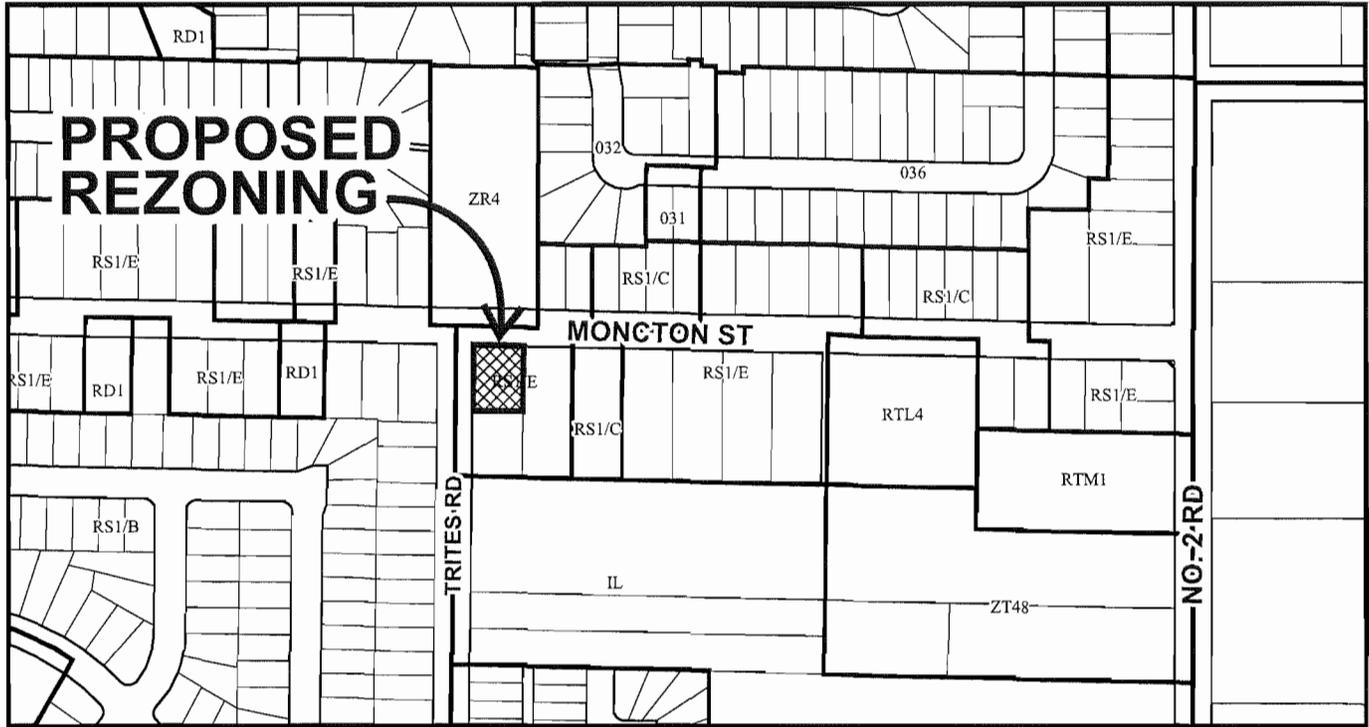
Cynthia Lussier
Planning Technician
(604-276-4108)

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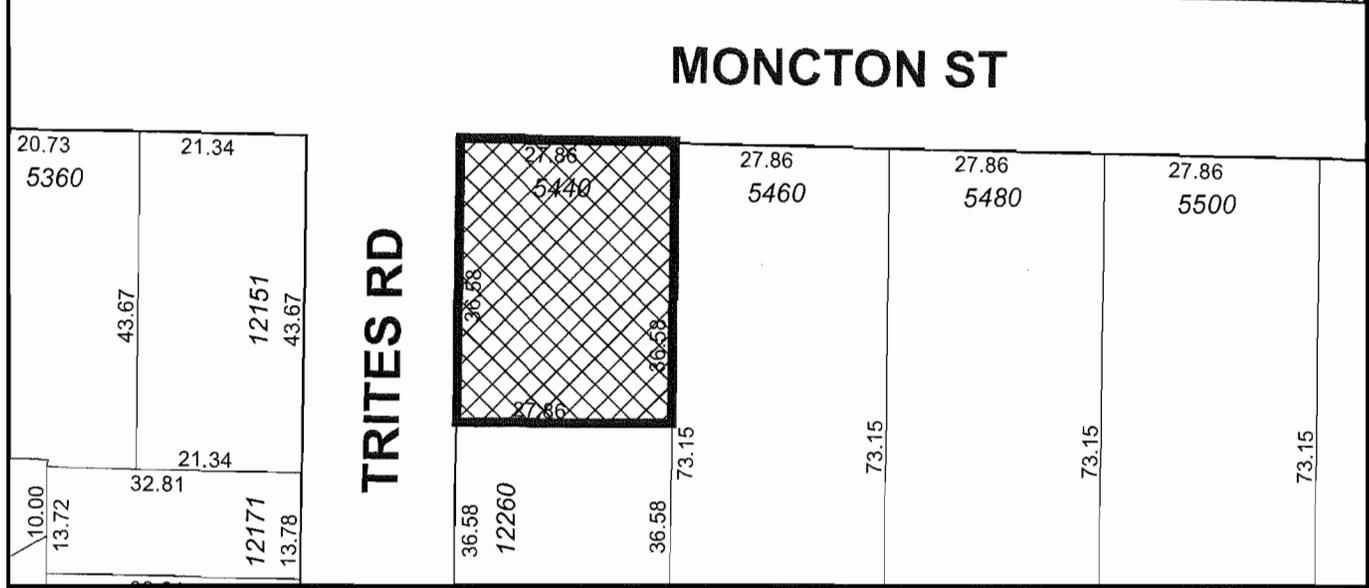
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan – Trites Area Land Use Map
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Preliminary Architectural Elevation Plans (proposed corner lot)
- Attachment 7: Preliminary Landscape Plan (proposed corner lot)
- Attachment 8: Rezoning Considerations



City of
Richmond



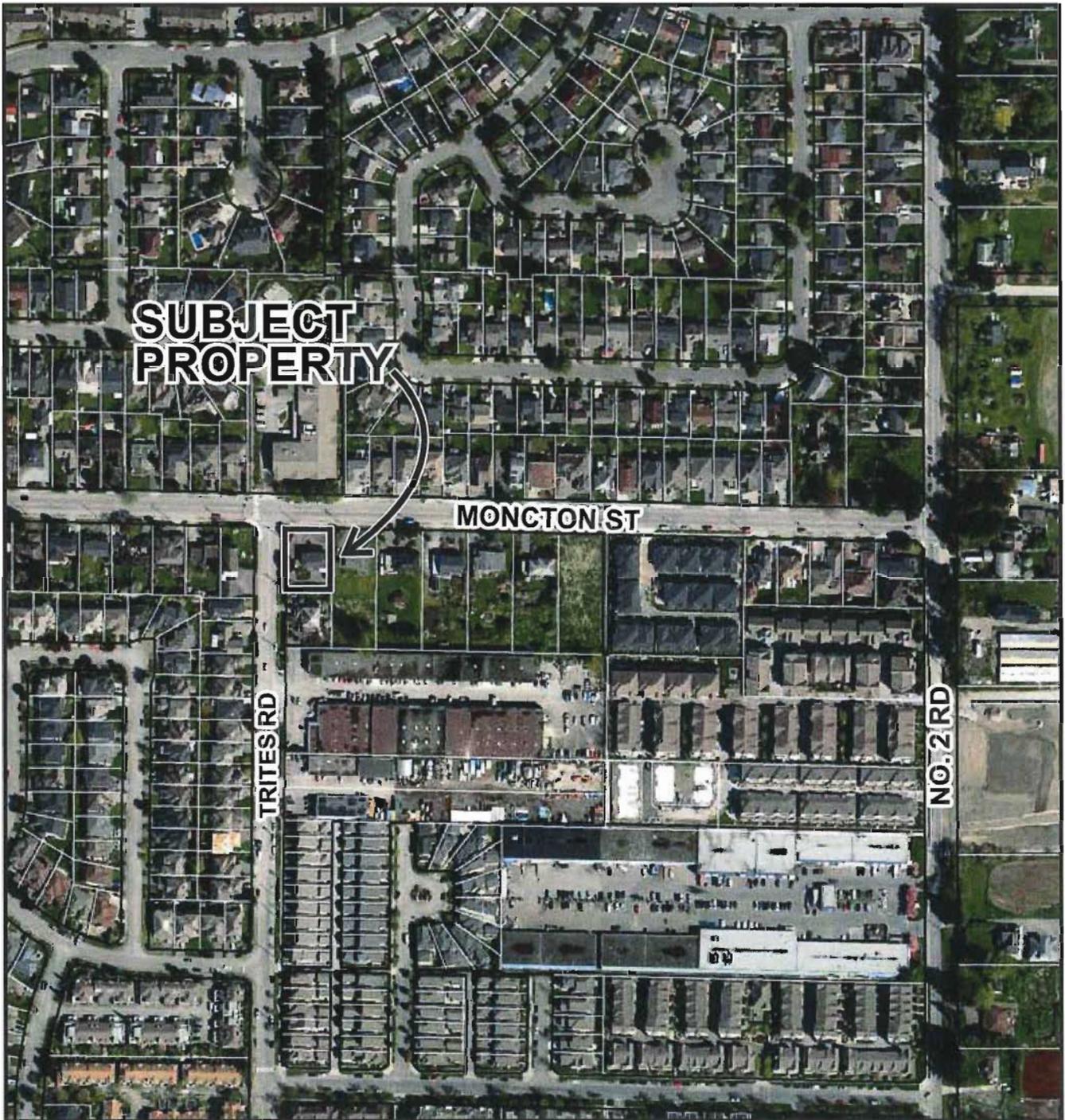
5351	5371	5411	5431	5451	5511	5515	5531	5531	5531
17.62	17.62	60.35	15.45	14.73	15.09	15.09	15.09	15.09	15.09



	<h1>RZ 14-666142</h1>	Original Date: 07/03/14
		Revision Date:
		Note: Dimensions are in METRES



City of
Richmond



RZ 14-666142

Original Date: 07/03/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 142

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF NORTH HALF LOT 15
SECTION 12 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 21084**

#5440 MONCTON STREET,
RICHMOND, B.C.
P.I.D 004-253-469

SCALE: 1:200

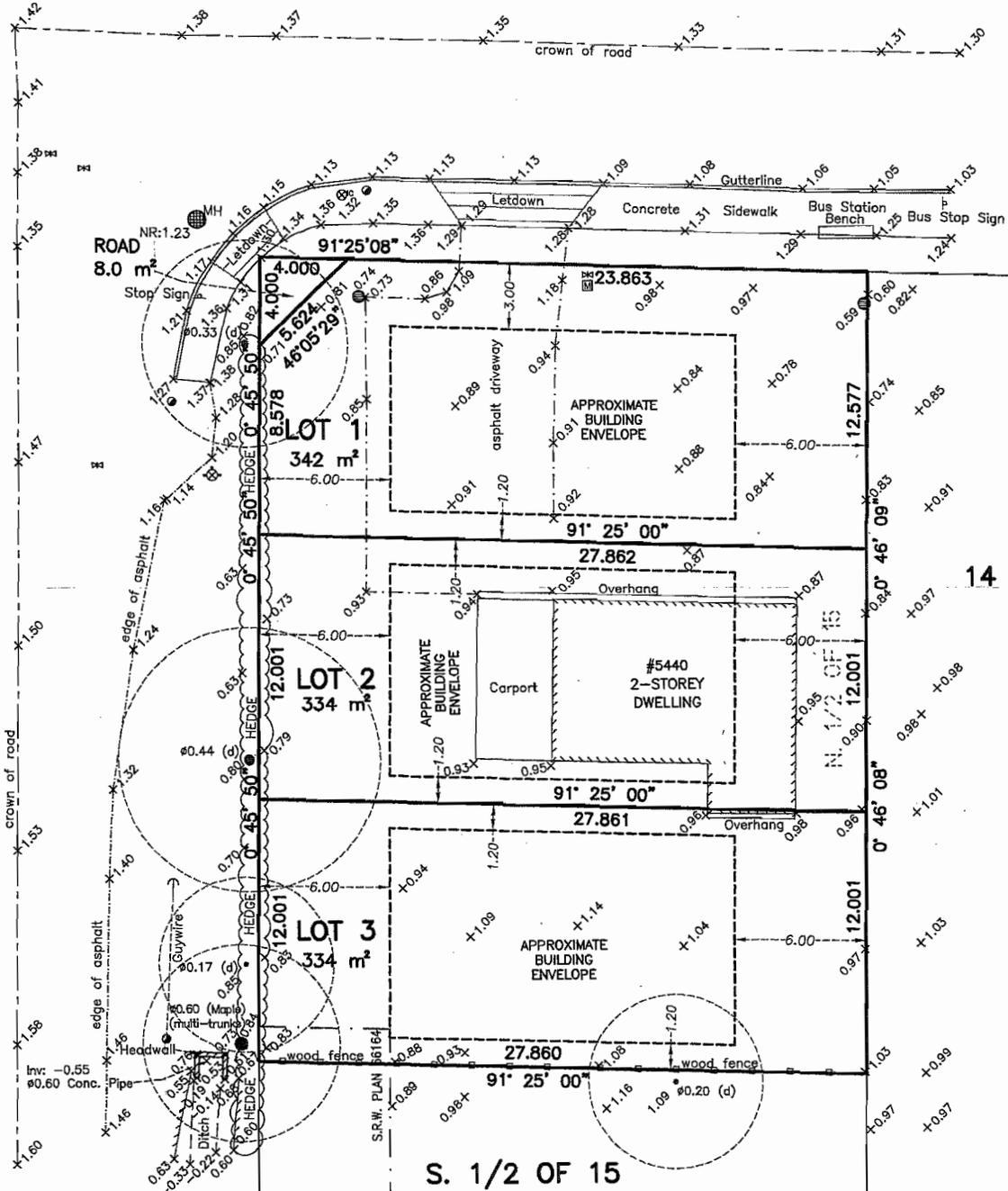


ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



TRITES ROAD

MONCTON STREET



S. 1/2 OF 15

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5614
FB-254 P122
Drawn By: MY

NOTE:
Elevations shown are based
on City of Richmond HPN
Benchmark network.
Benchmark: HPN #205,
Control Monument 77H4827
Location: Railway &
Garry St
Elevation = 1.044 metres

- LEGEND:**
- (d) denotes deciduous
 - ⊙ denotes power pole
 - ⊕ denotes round catch basin
 - MH ⊙ denotes manhole
 - ⊕ denotes water valve
 - ⊕ denotes water meter
 - NR denotes north rim
 - ⊕ denotes inspection chamber
 - ⊕ denotes fire hydrant

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
June 17th, 2014.



RZ 14-666142

Attachment 3

Address: 5440 Moncton Street

Applicant: Oris Consulting Ltd./Citymark Properties

Planning Area(s): Steveston

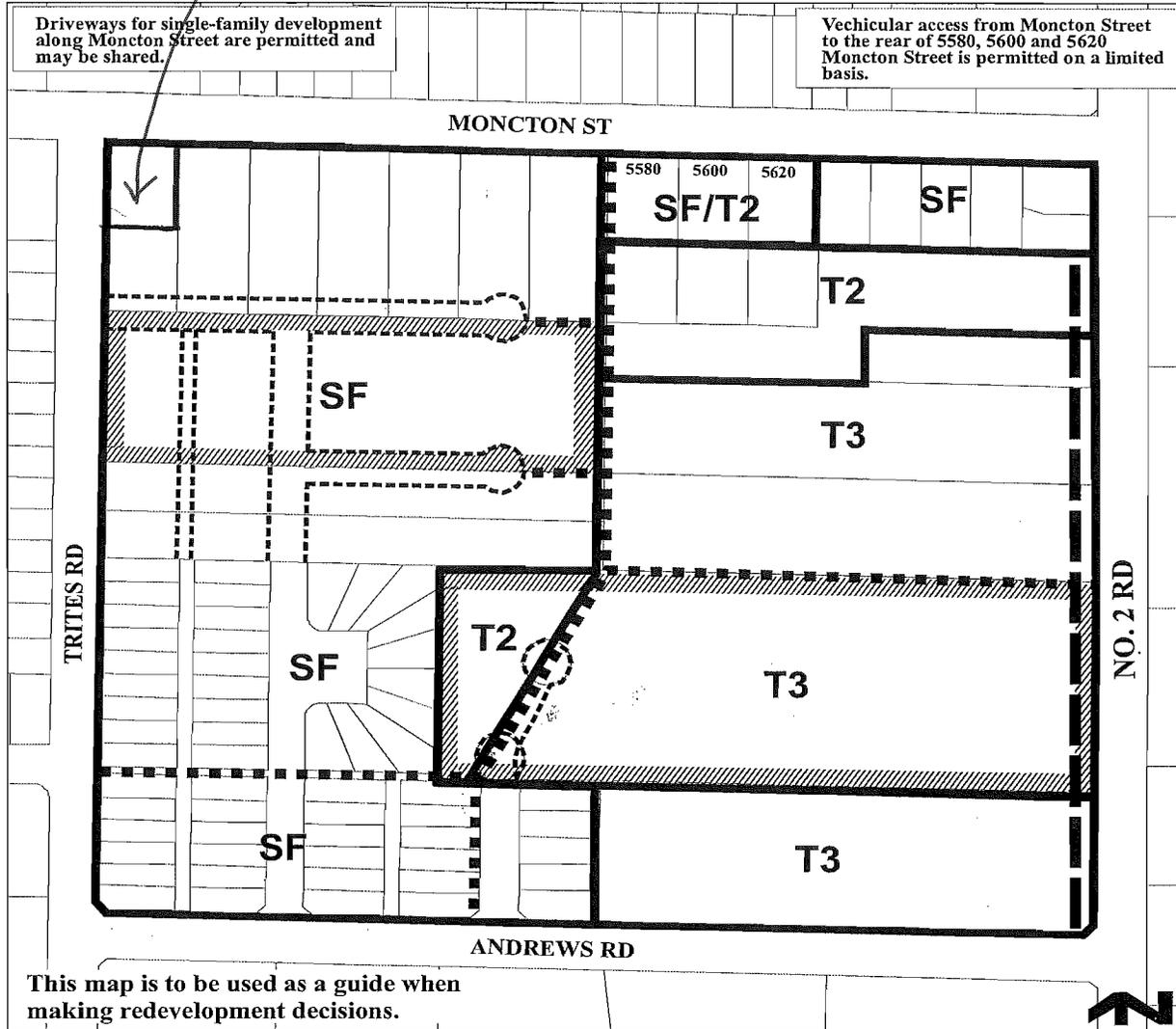
	Existing	Proposed
Owner:	Joe Yosuke Nishi Itoko Akune Albert Fumitake Nishi	To be determined
Site Size (m²):	1,018 m ² (10,957 ft ²)	Three (3) lots, each approximately 334 m ² (3,595 ft ²)
Land Uses:	One (1) single detached dwelling	Three (3) single-family lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family Housing	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/A)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m ²	Min. 334 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

SUBJECT SITE

Trites Area Land Use Map



SF Single-Family Housing	■■■■■■ Pedestrian Links
T2 Two-Level Townhouses	— — — — Urban/Rural Buffer
T3 Three-Level Townhouses Possible road and lane alignments (others may be permitted)
	//// //// Interim Industrial Use

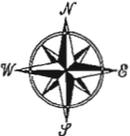
TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF NORTH HALF LOT 15
SECTION 12 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 21084

#5440 MONCTON STREET,
 RICHMOND, B.C.
 P.I.D 004-253-469

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

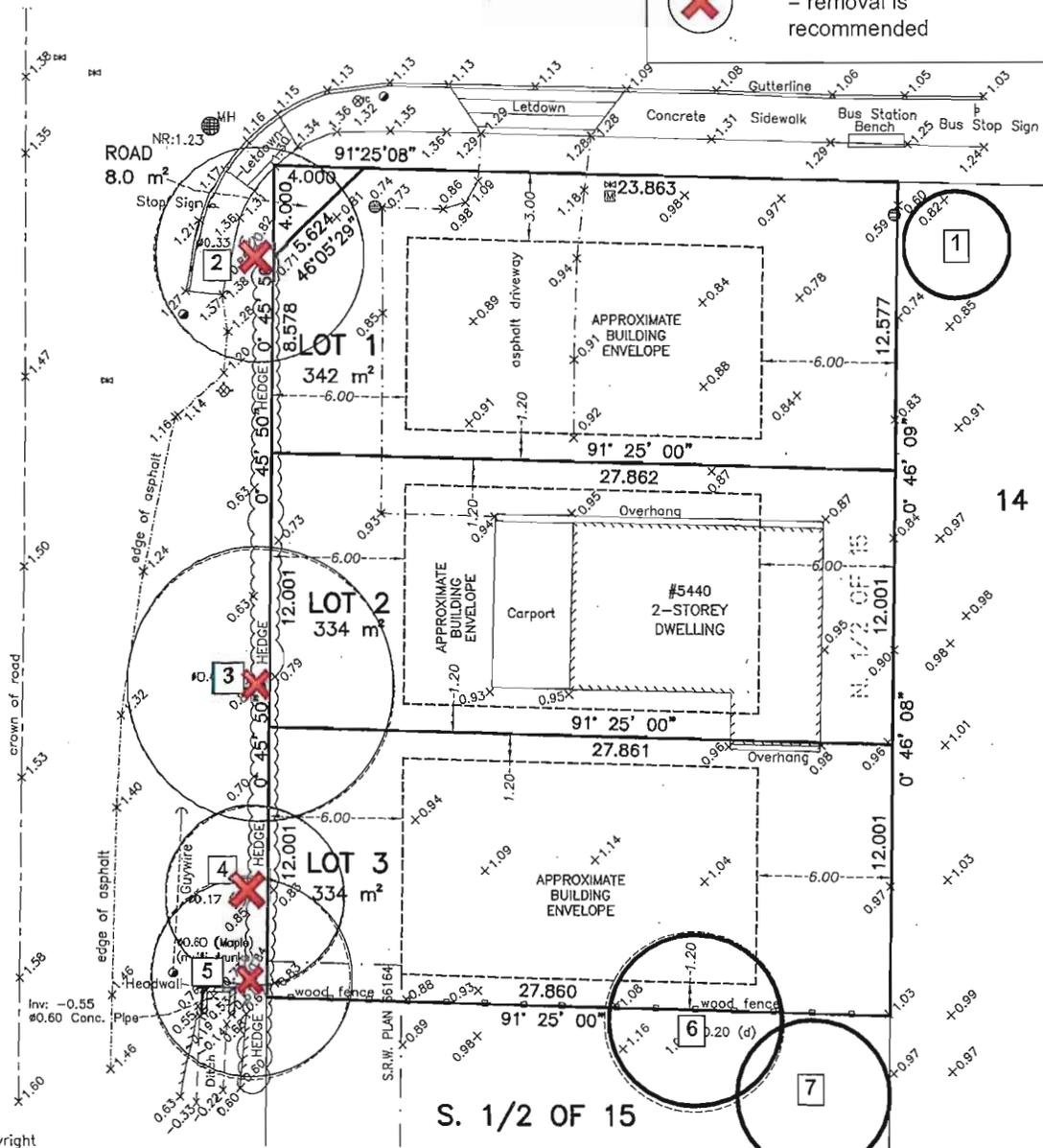


MONCTON

LEGEND

- = retain & monitor; tree protection req'd
- = removal is recommended

TRITES ROAD



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 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 5614
 FB-254 P122
 Drawn By: MY

NOTE:
 Elevations shown are based on City of Richmond HPN Benchmark network.
 Benchmark: HPN #205, Control Monument 77H4827

LEGEND:
 (d) denotes deciduous
 ● denotes power pole
 ⊙ denotes round catch basin
 MH denotes manhole
 W denotes water valve

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO FIELD SURVEY.

SON C. TAM, B.C.L.S.

REMOVAL & RETENTION PLAN
 5440 Moncton Street Richmond

DWG No. 56

June 17th, 2014.

* Preliminary
(All plans to comply
with City Regulations
at Building Permit
Stage).

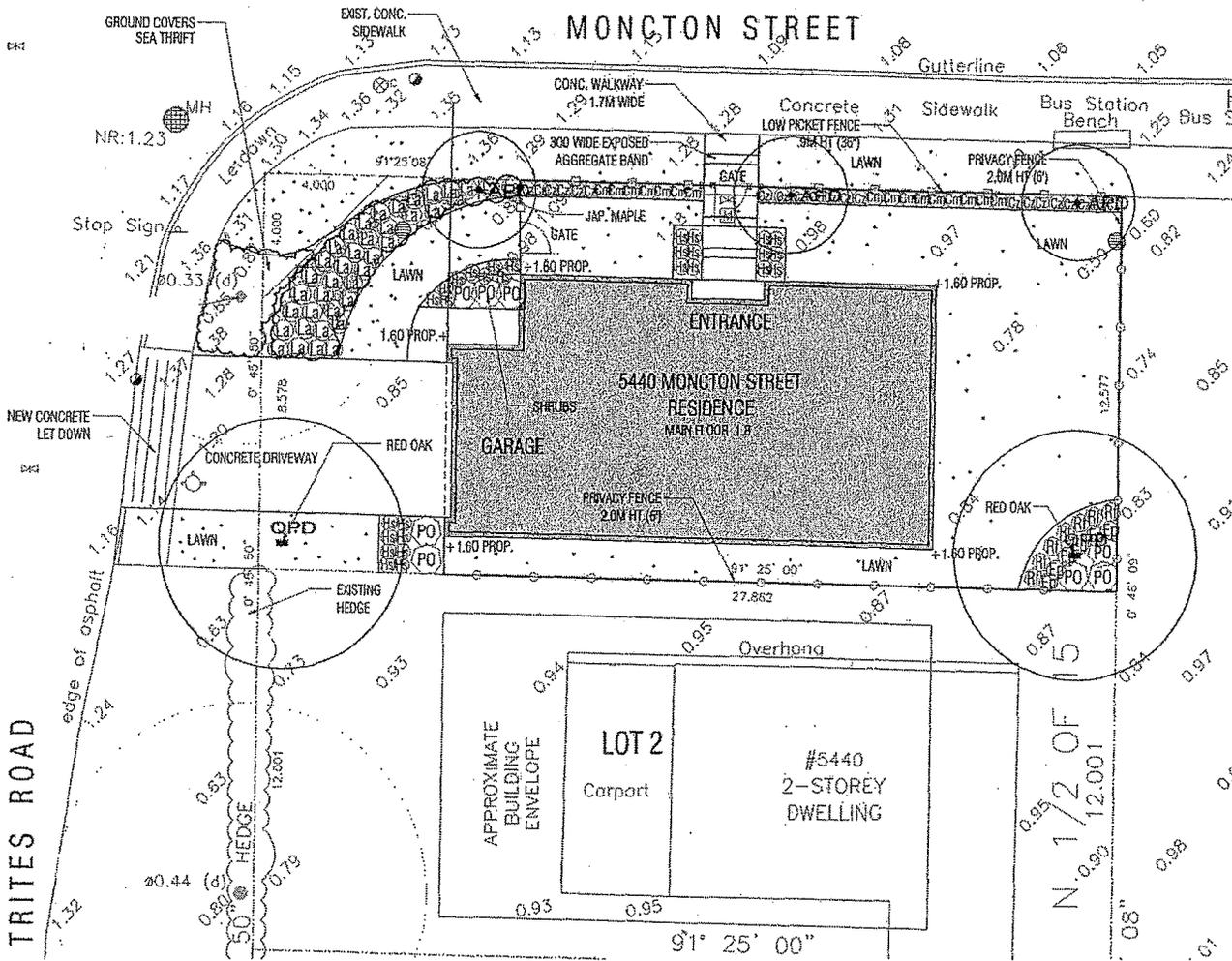


MONCTON STREET ELEVATION



TRITON ROAD ELEVATION

**Preliminary*



SITE PLAN: LANDSCAPE
SCALE: 1:100 metric

GENERAL LANDSCAPE NOTES:

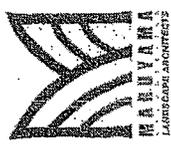
1. ALL LANDSCAPE MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCNTA OR BCCLA GUIDELINES.
2. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
3. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
4. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
 - A. GRASSED AREAS: 6" (150MM) ON GRADE
 - B. GROUND COVERS: 12" (300MM)
 - C. SHRUBS: 18" (450MM)
 - D. TREE PITS: 36" (1000MM) WITH 12" (300MM) BELOW ROOT BALL
5. LAWN AREAS SHALL BE SODDED WITH #1 PREMIUM RESIDENTIAL SOD NON-MESHED.
6. 2" DEPTH OF 1" MIRRIS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.
9. ROAD GRADING AND OVERALL SITE GRADING BY CIVIL ENGINEERING/OR ARCHITECTURAL.
10. NEW DRIVEWAY AND STREET LET DOWN BY OTHERS. SEE ARCH. OR CIVIL DWGS.

PLANT LIST:

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.
OPD	2	QUERCUS RUBRA	RED OAK	50 CM CAL	B & B
APD	3	ACER PALMATUM	JAPANESE MAPLE	2.0 M HT.	B & B
PO	8	PRUNUS LAUROCERASUS OTTO LUYKEN	OTTO LUYKEN LAUREL	#3	CONTAINER
OP	6	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1	CONTAINER
CM	18	COREOPSIS VERTICILLATA MOONBEAM	MOONBEAM TICKSEED	#1	CONTAINER
CZ	21	COREOPSIS VERTICILLATA ZAGREB	ZAGREB TICKSEED	#1	CONTAINER
HS	29	HEMEROCALIS STELLA D'ORO	DAY LILY	#1	CONTAINER
LA	39	LAVANDULA ANGLUSTIFOLIA	ENGLISH LAVENDER	#1	CONTAINER
RF	7	RIBESCOA FULGIDA var 'GOLDSTRUM'	BLACK EYED SUSAN	#1	CONTAINER
AM	88	APHERIA MARITIMA	SEA THRIFT	#1	30CM O.C.

PROJECT

SINGLE FAMILY RESIDENTIAL
5440 MONCTON, RICHMOND, B.C.
FOR: ORIS CONSULTING LTD.



DATE	AUG. 22, 2014
DESIGN	RM
DRAWN	RM
CHECKED	RM
SCALE	1:100
JOB NO.	44912

SHEET TITLE

LANDSCAPE PLAN

SHEET NO.

L-1



Rezoning Considerations

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

Address: 5440 Moncton Street

File No.: RZ 14-666142

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9194, the applicant is required to complete the following:

1. A 4.0 m x 4.0 m corner cut road dedication at the northwest corner of the subject site.
2. Submission of a Landscape Plan for the proposed north lot, 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 fencing, hard surfaces, and installation costs). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along property lines abutting roads;
 - include a mix of coniferous and deciduous trees; and
 - include two (2) trees from a list of the following suitable species, as recommended by the project Arborist and the City's Tree Protection Division staff (min. 6 cm deciduous caliper or 3.5 m high conifer): Paperbark Maple (*Acer griseum*), Japanese Snowbell (*Styrax japonica* or *Styrax obassia*), Serbian Spruce (*Picea omorika*), and Weeping Nootka Cypress (*Chamaecyparis nootkatensis* 'Pendula' or 'Green Arrow').
3. Submission of a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) to ensure that two (2) trees are planted and maintained on each of the proposed middle and south lots (min. 6 cm deciduous caliper or 3.5 m high conifer). Suitable tree species for the proposed lots, as recommended by the project Arborist and the City's Tree Protection division staff, include: Paperbark Maple (*Acer griseum*), Japanese Snowbell (*Styrax japonica* or *Styrax obassia*), Serbian Spruce (*Picea omorika*), and Weeping Nootka Cypress (*Chamaecyparis nootkatensis* 'Pendula' or 'Green Arrow').
4. Submission of a contribution to the City's Tree Compensation Fund in the amount of \$5,200 for the planting of replacement trees within the City.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within close proximity to the tree protection zone of the Silver Birch tree on the adjacent property to the south at 12260 Trites Rd (Tree # 6). The Contract should include: details on any building modifications that are necessary to protect the tree, the scope of work to be undertaken, the proposed number of monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments to the City's Affordable Housing Reserve Fund (\$5,980.00).

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on two (2) of the three (3) lots proposed at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on title to ensure that, at future development stage, the Building Permit plans and resulting dwelling are generally consistent with the building design shown in Attachment 6.

Prior to demolition*, the applicant must complete the following:

- Install tree protection fencing on-site around the dripline of the Silver Birch tree (Tree # 6) located on the adjacent property to the south at 12260 Trites Road, at a distance of 1.5 m north of the south property line and 2.0 m to the east and west of the tree. Tree protection fencing must be installed in accordance with the City's Tree Protection Bulletin (TREE-03) prior to demolition of the existing dwelling, and must remain in place until construction and landscaping on the proposed lots is completed.

At subdivision* stage, the applicant must complete the following:

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charges, and Address Assignment Fees.
- Enter into a Servicing Agreement* for:
 - a) Undergrounding private utility service lines/wires for the proposed three (3) lots. The applicant is to coordinate with private utility service providers to achieve these requirements. The same applies if the applicant wishes to relocate or modify any existing power poles and/or guy wires within the Moncton Street or Trites Road frontages.
 - b) The design and construction of frontage improvements on Moncton Street. The required work is to include, but is not limited to:
 - i. Removal of the existing driveway crossing on Moncton Street.
 - ii. A 1.5 m wide concrete sidewalk at the north property line of the subject site, with the remaining boulevard to the curb to be a treed/grass boulevard (note: the exact boulevard width is to be determined at the Servicing Agreement review stage).
 - iii. A concrete pad for an accessible bus stop at the existing eastbound bus stop in front of the northeast corner of the subject site on Moncton Street.
 - c) The design and construction of frontage improvements on Trites Road. The required work is to include, but is not limited to:
 - i. Road widening along the subject site frontage to provide 11.2 m wide pavement (curb face to curb face). The road widening is to include any transitioning works (20:1 taper) to connect to the existing pavement south of the subject site. A minimum offset of 0.9 m is to be achieved between the new east curb and any existing power poles.
 - ii. A 1.5 m wide concrete sidewalk at the west property line of the subject site, with the remaining boulevard to the new east curb on Trites Road to be a treed/grass boulevard (note: the exact boulevard width is to be determined at the Servicing Agreement review stage). The frontage works are to provide a transition to the existing frontage treatments south of the subject site.
 - iii. Installation of a single-shared driveway crossing to Trites Road, centered at the proposed common property line of the proposed north and middle lot (6.0 m wide at the property line, with 45 degree flares, and 0.9 m wide offsets at the curb).
 - iv. Installation of a driveway crossing to Trites Road for the proposed south lot (4.0 m wide at the property line, 0.9 m wide offsets at the curb, with no flares required).
 - d) The design and construction of the water, storm, and sanitary works and connections, as follows:

Water Works

 - i. No water main upgrade is required.
 - ii. The City is to disconnect the existing 20 mm water connection on Moncton Street, and install three (3) new 25 mm diameter water connections, complete with meter boxes at the property line fronting Trites Road.

Storm Sewer Works

- iii. Upgrade approximately 38 m of the existing 450 mm diameter storm sewer along the Trites Road frontage to 900 mm diameter. Details are to be finalized in Servicing Agreement designs.
- iv. The City is to cut and cap the existing storm inspection chamber and connection near the northwest corner of the subject property, and also cut and cap the existing storm inspection chamber and connection near the middle of the property line on Trites Road.
- v. The City is to relocate the existing storm inspection chamber at the northeast corner of the subject property onto the City boulevard and reconnect services for the proposed north lot and 5460 Moncton Street. The City is to install a new inspection chamber and two (2) new service connections at the common property line between the proposed middle and south lots.
- vi. Site drainage must be directed towards the existing and new inspection chambers fronting Moncton Street and Trites Road to prevent storm water from ponding on the boulevard, road and driveways.

Sanitary Sewer Works

- vii. The applicant is to replace the existing inspection chamber in the statutory right-of-way (SRW) with a new manhole placed inside the development's property, install a new service connection for the proposed south lot, and reconnect service for 12260 Trites Road. From the new manhole, install a 150 mm diameter sanitary lateral to the common property line between the proposed north and middle lots, complete with a new inspection chamber and two (2) service connections. Details are to be finalized in Servicing Agreement designs.

Note: a new SRW is required along the west property line to 1.5 m north of the common property line between the proposed north and middle lots to accommodate the new sanitary infrastructures described above.

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

At Building Permit* stage, the applicant must complete the following:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division 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 original on file)

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9194 (RZ 14-666142)
5440 Moncton Street

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (RS2/A)".

P.I.D. 004-253-469

North Half Lot 15 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9194".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and requirements.

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

MAYOR

CORPORATE OFFICER

November 24, 2014

Dear Mayor Malcolm Brodie and Richmond council members,

First, congratulations on your re-election Mr Mayor, and the election and re-election of winning council members. Thank you for this opportunity to speak to council.

I am David Beattie, and my colleague is Allan Hunt. We are the lead organizers with a venture known as "The HELLO Project." This undertaking is nearly one year old now, and has now attained Charitable Status. In as few words as possible, the goal is to erode Metro Vancouver's biggest problem as much as possible as inexpensively as possible. To do this, we intend to launch a major advertising campaign about one year from now, making tens of thousands and hopefully hundreds of thousands of Metro residents aware of a logo whose purpose will be explained. The idea is that people wearing the logo on a lapel button will be understood to be inviting anyone who sees that logo on them to approach, say hello, and ideally chat for a few minutes or even longer. The implications are enormous and profound.

Without making too much of the demographics of Richmond in particular, it is clear that relationships between local residents who speak different first languages has probably not been enhanced by the debate over Chinese-only signs. Indeed, it is the issue of multilingualism and multiculturalism, in its Metro Vancouver manifestation, that is a major contributor to Metro's challenge of overcoming social isolation.

We have prepared a more detailed explanation and analysis of "The HELLO Project" as set out below. We would very much like Richmond council members to read this before our delegation, or at least afterward, and consider the city's possible participation in this campaign.

We of course invite comments and questions.

David Beattie and Allan Hunt.

The annals of history are full of examples of simple and sometimes even trivial inventions, gadgets and simple human acts having a major impact. Consider the ballpoint pen for example, sunglasses, the humble match, the upraised thumb used for hitchhiking. Sometimes both objects and human behaviours that appear deceptively simple on the surface can have unexpected ripple effects massively disproportionate to their low cost and lack of complexity.

It is in that spirit that we ask you to consider a simple intervention designed to partially counter a complex phenomenon that's been called the Bubonic plague of the 21st Century - SOCIAL ISOLATION. That intervention will be fully explained in a minute, but

first we need to say a little more about social isolation in the Metro Vancouver context.

This societal challenge is a growing concern in most parts of the developed world, and research appears to indicate that Metro Vancouver is particularly afflicted. Since a Vancouver Foundation study in 2012, "Connections and Engagement," there must be very few Metro residents working or interested in any kind of social service not aware of its finding that social isolation was the number one complaint identified by the thousands of people surveyed.

It is difficult to overstate the significance of this - an in-depth study of thousands of ordinary residents across all demographics throughout Metro Vancouver, and in interviews with 275 charities and 100 community leaders, social isolation ranked ahead of all of the other "usual suspects" that have characterized life in Vancouver for decades - the high cost of housing, environmental concerns, crime, inadequate transit, rapid population growth and densification being the most prominent perhaps.

In addition to emerging as the surprise top concern, please keep another key point in mind: social isolation does not only make people unhappy - it makes them literally sick, so much so they die sooner. It is what we might call a "foundational" problem, and one that is multi-directional - both a cause and result of other ills such as substance abuse, loss of employment, physical and mental illness, homelessness etc.

The degree of damage incurred by severe social isolation needs to be fully understood. Here is a number that is sure to impress you - neuroscientists have found that social isolation is FOUR TIMES as damaging as obesity, and more common in North America, at least. It has four times the "morbidity factor" according to Dr John Cacioppo, a US researcher who is a the leading commentator on the subject. We strongly recommend viewing this 10-minute video (from YouTube) which explains how loneliness is such a killer.

(<https://www.youtube.com/watch?v=iyAlnObWfrE>)

Since the Vancouver Foundation study many groups, agencies and government departments have turned their attention to finding ways to erode social isolation. The Metro Vancouver Alliance, a loose coalition of labour unions, faith groups and community groups, has a special committee dedicated to promoting social engagement. Vancouver Coastal Health has done its own study, with findings similar to those of the Vancouver Foundation, and suggested ways to tackle the problem. The mayor of the City of Vancouver, Gregor Robertson, created an "Engaged City Task Force" to study it and make recommendations, and the regional government, Metro Vancouver, is also turning its attention to what it sees as a problem so serious it has the potential to undermine a host of other initiatives aimed at "sustainability."

This is an excerpt from a Metro government report: "By many accounts the Metro Vancouver region is on the fast track to sustainability, renowned for being "green", embracing diversity and scoring high in terms of livability. But new research by the

Vancouver Foundation suggests that people in the region may be feeling a sense of isolation – a lack of connection to their neighbours, to their community and by extension to their city and region – a finding that has the potential to undermine even the best sustainability efforts."

Its report continues: "What factors are contributing to this trend - our planning approaches and patterns of growth? Our growing population, or increasingly multicultural population? The transition to a digital age? Other factors yet to be determined? How do we address this divide and build social connections that foster strong and healthy communities? What examples of cohesive communities can we learn from moving forward?"

While it is relatively easy to identify the contributing factors to social isolation, finding ways to tackle it meaningfully, to make major advances as opposed to nibbling around the edges, is proving to be far more difficult. Proposed solutions include changing urban design to make more compact, walkable neighbourhoods, encouraging communal tables in coffee shops and restaurants, encouraging condo developers to include communal activity rooms for residents to meet and mingle, and making more community gardens, farmers' markets, adult day care programs and childcare spaces to facilitate connection. All of these will help, but they are all slow, expensive or require intensive staffing.

Allow us to introduce "The Hello Project." It's this simple: people wear a lapel button with a logo on it. After a massive advertising campaign (throughout Metro Vancouver) launching the logo and explaining what it is and how it works, the button-wearing person can expect to have other people greet them and have a short chat, or two button-wearing strangers will immediately recognize the other as inviting others for a chat. We say short chat, but it could be a long one actually, or a series of chats leading to a friendship. As we like to say, it's "an icebreaker without saying a word." What happens after the contact is made is anyone's guess - but it seems likely to prompt so many interpersonal, face-to-face contacts it will cascade through society like an old-fashioned version of Facebook. This is not so much Facebook and social media as FaceLook, and social me-need-er!

Who, where and when will this happen? Easy to answer - anybody, anywhere, anytime. Whoever wants to wear the button can, they can do it wherever they want, and at any time they choose. We imagine the Skytrain will be a popular location for it, as will buses. Commuting often allows enough time for a chat, but not so long that one will be trapped into a lengthy exchange against their will. Another major location will be coffee shops. A more controlled environment such as coffee shops will make some people feel safe enough to take the chance. In coffee shops, restaurants, pubs and even mall food courts, people wanting company can announce their openness via the button, or by using a coffee cup with the logo, or a card set on their table. There is the added safety and comfort of knowing that if they meet someone who becomes a nuisance or menace, there are staff and others on hand to intervene.

How will people get the buttons and other items with the logo? The buttons will be handed out, free, in their tens of thousands at places where people gather - Skytrain stations, major bus stops, coffee shops, at fairs and festivals, at colleges and universities, community centres, neighbourhood houses, libraries, anywhere and everywhere that makes sense for them to be distributed. More costly items such as coffee cups, t-shirts and ballcaps will be on sale at all locations where the proprietor wants to encourage social engagement and in particular, on their premises.

Which brings us to perhaps the key point in making this address to you and your colleagues today: We want you to partner with us. By that we mean we want you to participate in this campaign at any level and in any way you choose. This includes having you or a representative sit at the table with us and help shape the entire project.

We are aware that while the project is very simple at its heart, it is at the same time radical and ambitious. We know and accept that it needs development and refinement, perhaps remodelling while at the same time staying true to its core. For this we need and want the benefit of your insight and professional expertise. From the outset it has been envisaged as a massive multi-partner coalition, embracing the private sector and a whole host of public sector entities - government, non-profits, charities, social service agencies, tourism, healthcare, even law enforcement. Social isolation knows no boundaries, and so neither should efforts to roll it back.

In addition to the socially disruptive results of the digital age, common throughout the developed world, the major barriers to social interaction in Metro Vancouver are its very rapid population growth, especially featuring so many different ethnicities with very different languages and cultures. Generational differences, too, add to the demographic silos, as do a whole slew of financial difficulties relating to the high cost of living requiring long working hours, long commutes, housing affordability and social class distinctions.

What is so potentially transformative about the Hello button is that it is at the same time highly personal and totally universal - applying equally across these demographic gulfs. The prospect of a native English-speaking Canadian and a new Chinese-Canadian immigrant with little English having some sort of contact is dramatically increased if one or both are wearing a Hello button, as opposed to neither of them doing so. The same goes for young and old, maybe even rich and poor.

The logo, which is a work in progress, must be extremely carefully crafted to reflect its universal appeal. It will bear no language, as that clearly pegs it to one or more specific cultures. Keep in mind that a large part of the media launch will appear in ethnic media - Mandarin/Cantonese newspapers, radio and TV, Punjabi newspapers, magazines and other media aimed at Indo-Canadians, and Farsi, Filipino and Spanish language media.

While we hope and expect that this campaign will kick off in Metro Vancouver, it is not

fanciful - if it is successful - to expect it to catch on in other cities and countries. Other cities might want to design their own logo, or stick with the one we come up with. We are reaching out to graphic designers in Vancouver and worldwide to design a logo for the purpose we intend, and then submit their bids to be the chosen one.

The biggest challenge we envisage is raising enough money for a truly huge, multimedia advertising campaign that, one, gets the message to a critical mass of Metro residents, and two, generates enough buzz and excitement to propel a truly spectacular launch. We must go big on this, it's the only way. Tackling it via a slow, organic, incremental approach will undermine its very essence.

So, to be blunt, please help us in three ways: add your contribution to the fundraising, add the outreach of your organization to the awareness drive, and get involved in shaping the entire project - if you want to and have the time and inclination to do so. The time commitment is up to you and your organization - from very small to very large. We can discuss the details later.

We intend involving the private sector - companies, business, in the advertising and shaping of HELLO because we know we have something to sell. The major commercial sponsors will have their logos included on all of our material, merchandise and advertisements to proclaim their contribution to this direct, universal outreach.

In the first instance we plan to partner with a number of coffee chains, as coffee shops are such a logical place for this to play itself out. Pubs and restaurants, especially fast food restaurants, are other logical venues, and they too will be invited to take part. Given the importance of a huge advertising launch, we will invite media to partner with us and make their contribution via significant discounts on advertising space and time. Communications giants such as Telus, Rogers and Bell will be courted to assist, as will private education institutes, on and on it goes.

From the public sector we are hoping for buy-in from colleges and universities, many community groups and civil society agencies such as neighbourhood houses, community centres, from immigrant-serving agencies such as SUCCESS, Mosaic and the Immigration Services Society, from tourism bodies such as Tourism Vancouver and Tourism BC, and from health care entities such as Vancouver Coastal Health and Fraser Valley Health. Hospitals are clearly the kind of place the Hello button could be used beneficially. At the time of the announcement of this campaign earlier this year Hello volunteers were repeatedly told by Vancouver Police Department and RCMP officers, encountered in coffee shops where early testing was being done, that the police were highly supportive of the idea.

Government at all four levels - municipal, regional, provincial and federal, will be solicited to join the coalition. Presentations have been made to the full city councils of the three largest cities in metro - Vancouver, Surrey and Burnaby, and all three are supportive at least in principle at this early stage. We will apply for funding from each

and every of the region's 18 municipal governments, from regional government Metro Vancouver, from a number of provincial ministries, and a number of federal departments.

The Vancouver Foundation itself is expected to be a key partner, for obvious reasons. We are optimistic that other funding bodies such as United Way will also see the benefit of a pool of funders and participants.

Which brings us to this major point: in an age where society is so splintered along myriad lines of identity - age, ethnicity, social class, language etc, in which large sectors of society are transient and dislocated, it is rare to find an easy and inexpensive common denominator to trump those differences. The Hello button is such a factor.

Another major challenge will be getting the message and the buttons to the folk who perhaps need it most - the truly isolated and vulnerable such as disabled, home-bound people, seniors with major barriers to social participation, the mentally ill and addicted, the homeless, people of that nature. This is where teaming up with agencies that deliver services to the marginalized makes such sense, is in fact essential to the success of the campaign.

To conclude and reiterate, we are sincerely inviting you to partner with us in three ways: one, by helping to shape the project generally; two, specifically putting the word out to your clients and target population and helping to distribute buttons when the time comes; and three, making a financial contribution for the very necessary advertising campaign.

The vast majority of funds raised will go for this purpose. Some money will be needed to make the buttons and the other items such as coffee cups, coffee sleeves, Hello cards, ballcaps and t-shirts, and some used as wages for the two part-time Hello staff spearheading the project. David Beattie and Allan Hunt are employed 30 hours a week each, on modest wages of just \$1,500 per month. In time it might be necessary for them to work full-time, or to add more paid staff. Much of the distribution will be done by volunteers, as will as much of the work as practical and possible.

Thank your for your time and attention. Questions are invited.

David Beattie and Allan Hunt, co-organizers, The Hello Project.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9055 (RZ 13-627627)
5160 and 5180 Blundell Road**

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

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

P.I.D. 003-590-640

Lot 2 Except Part Subdivided by Plan 41965 Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

and

P.I.D. 009-452-567

West 82 Feet Lot 3 Except: Part Subdivided by Plan 41965; Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9055**".

FIRST READING

SEP 23 2013

A PUBLIC HEARING WAS HELD ON

OCT 21 2013

SECOND READING

OCT 21 2013

THIRD READING

OCT 21 2013

OTHER CONDITIONS SATISFIED

NOV 18 2014

ADOPTED

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

MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, November 12, 2014**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
John Irving, Director, Engineering
Victor Wei, Director, Transportation

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 15, 2014, be adopted.

CARRIED

1. Development Permit 13-652010
(File Ref. No.: DP 13-652010) (REDMS No. 4308100)

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 8400 General Currie Road and 7411/7431 St. Albans Road

INTENT OF PERMIT:

1. Permit the construction of 12 three-storey townhouse units at 8400 General Currie Road and 7411/7431 St. Albans Road on a site zoned "High Density Townhouses (RTH2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units.

1.

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Applicant's Comments

Xuedong Zhao, Zhao XD Architect Ltd., provided a brief overview of the proposed application regarding (i) urban design, (ii) the location of the driveway, (iii) landscape design, and (iv) architectural form and character.

Panel Discussion

In reply to queries from the Panel, Mr. Zhou noted that the landscape architect was not in attendance.

Mr. Zhao spoke of the conditions of adjacency and advised that the architectural form and character of the proposed development is consistent with other properties in the neighbourhood and that the adjacent townhouse properties are two storeys.

Staff Comments

In reply to queries from the Panel, Wayne Craig, Director, Development, advised that (i) the proposed development will require a servicing agreement for frontage improvements, (ii) a development variance is proposed to increase the number of tandem parking spaces, (iii) the proposed variance enables the site to provide 27 parking spaces which exceeds the bylaw requirements for the site, (iv) the proposed development is anticipated to achieve an EnerGuide rating of 82, and (v) there will be one convertible unit.

Panel Discussion

Discussion ensued with regard to the amenity area and in reply to queries from the Panel, Mr. Zhou advised that landscaping the area will include bushes and that benches will be located outside of the landscaped perimeter to maximize the amenity area. He added that the landscaping will consist of low vegetation to maximize visibility of the play area.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued with respect to the Applicant's presentation and it was noted that the presentation was not comprehensive; therefore the Panel was not provided with sufficient information to consider the proposed recommendation.

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Discussion then ensued regarding the conditions of adjacency and the Panel requested that the applicant provide more information regarding the adjacent properties and the potential impact of the proposed development in the area.

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

It was moved and seconded

That the staff report titled Application by Zhao XD Architect Ltd. for a Development Permit at 8400 General Currie Road and 7411/7431 St. Albans Road, dated November 4, 2014, from the Director, Development, be referred to the November 26, 2014 Development Permit Panel meeting.

CARRIED

2. Development Permit 14-663402

(File Ref. No.: DP 14-663402) (REDMS No. 4371832)

APPLICANT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 3200 Sweden Way

INTENT OF PERMIT:

1. Permit the construction of 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom located at 3200 Sweden Way on a site zoned Industrial Retail (IR1); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required number of parking spaces from 61 to 46.

Applicant's Comments

Sinéad Hugh, Christopher Bozyk Architects Ltd., gave an overview of the proposed development regarding (i) the showroom design, (ii) the proposed reduction in parking spaces, (iii) the shared vehicle access with the Ikea store, (iv) the pedestrian access to the site, (v) the totem pole feature, (vi) architectural form and character, (vii) water features, and (viii) landscape design.

Panel Discussion

Discussion ensued with respect to the proposed parking variance to decrease the number of parking spaces from 61 to 46. In reply to queries from the Panel, Ms. Hugh advised that the store would primarily be a showroom and the number of proposed parking spaces was based on anticipated customer behaviour. She added that three stores sites similar to the proposed development were studied to assess the anticipated parking demand.

In reply to queries from the Panel, Ms. Hugh noted that the north-south walkway on the eastern edge of the site will not have any vegetation planted. She added that the portion of the walkway within the property will be 1.2 metres in width.

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Staff Comments

In reply to queries from the Panel, Mr. Craig noted that the zoning bylaw would only allow warehouse sales, not general retail uses to be on the site.

Discussion ensued regarding the shared access to the site. In reply to queries from the Panel, Mr. Craig advised that staff reviewed the access to the site when the Ikea application was brought forward. He added that the primary customer vehicle access will be the same as the Ikea store. The access located near the Sweden Way intersection will be restricted for loading vehicles and will be a controlled exit. Also, he noted that some modifications to the site access may be required to ensure clearance for emergency vehicles.

In reply to queries from the Panel, Mr. Craig advised that vehicles coming from Knight Street would have to exit onto Bridgeport Road and turn left on Sweden Way to access the site's main entrance. He added that another vehicle access option would be through Jacombs Road via the new connector road to Knight Street, Mannini Way.

Panel Discussion

Discussion ensued with regard to the totem pole feature. In reply to queries from the Panel, Ms. Hugh noted that the totem pole feature can be used as a landmark and will be located on the plaza.

Discussion then ensued regarding the proposed development's access and landscaping. Ms. Hugh noted that pedestrians can access the building from the north or south and that the landscaping was coordinated with the adjacent development.

Staff Comments

Mr. Craig advised that frontage improvements will be completed through a servicing agreement.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued with regard to (i) the proposed frontage improvements, (ii) the totem pole feature, and (iii) the development's design.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom located at 3200 Sweden Way on a site zoned Industrial Retail (IR1); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required number of parking spaces from 61 to 46.*

CARRIED

3. Development Permit 14-666057

(File Ref. No.: DP 14-666057) (REDMS No. 4376137)

APPLICANT: Madison Pacific Properties Inc.

PROPERTY LOCATION: 3200 Sweden Way

INTENT OF PERMIT:

Permit the construction of 866 m² (9,320 ft²) gross leasable floor space in a 1-storey building consisting of three (3) commercial retail units (CRU) including a White Spot restaurant located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).

Applicant's Comments

Glen Bury, Madison Pacific Properties Inc., Aaron Vornbrock, Urban Design Group Architects Ltd., and Landscape Architect, Cheryl Bouwmeester, ETA Landscape Architecture, gave a brief overview of the proposed development with respect to (i) rezoning and subdividing the site, (ii) urban design, (iii) architectural form and character, and (iv) landscape design.

Mr. Vornbrock spoke of the proposed development and noted the following:

- vehicle access to the site will be through the Ikea parking lot;
- tenants for the proposed development will primarily be restaurants;
- the proposed building is positioned along Bridgeport Road and will act as a screen to the parking lot;
- the applicant anticipates low pedestrian traffic on the north side of the site and the proposed north-south walkway would direct pedestrian flow onto the site;
- building height and setbacks all meet bylaw requirements;
- the proposed building is elevated approximately one metre from the Bridgeport Road elevation;

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- patios are proposed along the wide section of sidewalk on the south side of the site; and
- exterior features would include, building articulation, glazing and metal siding.

Ms. Bouwmeester spoke of the landscape design and noted the following:

- similar plant species used in the adjacent properties will be used on-site;
- signs and landscaping will direct pedestrians to the proposed north-south walkway;
- trees will be planted along the Bridgeport Road frontage;
- the open area in front of the proposed building will include planters;
- landscaping within the parking lot is limited due to turning radius requirements for large loading vehicles;
- the parking lot will include stamped paving features; and
- the east side of the site will include a staggered row of trees.

Panel Discussion

In reply to queries from the Panel, Ms. Bouwmeester commented on the proposed north-south walkway and noted that (i) a vehicle overhang will occur on a limited portion of the walkway but will not impact the function, (ii) trees will be planted in between parking stalls, (iii) pedestrian lamps will be installed, (iv) the total width of the walkway is three metres, (v) a marked crossing will be installed from the north-south walkway to the proposed building, and (vi) the north side of the CRUs will have service access.

Mr. Vornbrock spoke of the building's façade along the north side of the site and noted that there will be a landscaped berm with trees and that the CRU section will include some glazing.

In reply to queries from the Panel, Mr. Vornbrock advised that there are no pedestrian connections on the eastern edge of the site. He added that the proposed north-south walkway aligns with the walkway to the Ikea store. Also, Mr. Vornbrock noted that signs will be installed advising pedestrians of the ending northern sidewalk and directing pedestrian traffic to the north-south walkway.

Discussion ensued with regard to the installation of lights and trees along the proposed north-south walkway. Mr. Vornbrock and Mr. Bury noted that the trees will be offset and vehicle wheel stops will be installed.

Discussion then ensued regarding the turning radius and addition of landscaping in the parking lot. In reply to queries from the Panel, Mr. Bury advised that adding a landscaped median on the parking lot is not possible due to turning radius requirements for large loading vehicles.

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Discussion continued regarding the potential extension of the northern sidewalk along Bridgeport Road until the Knight Street on-ramp. In reply to queries from the Panel, Mr. Bury noted that a reconfiguration of the building's entrance to face the north side in order to connect to an extended northern sidewalk would not be advisable due to the potential loss of patio space for the tenant and a lack of pedestrian connections along Knight Street.

Staff were then directed to examine options to finish the extension of the sidewalk along Bridgeport Road to the Knight Street on-ramp as part of the servicing agreement process.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 866 m² (9,320 ft²) gross leasable floor space in a 1-storey building consisting of three (3) commercial retail units (CRU) including a White Spot restaurant located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).

CARRIED

4. New Business

5. Date Of Next Meeting: Wednesday, November 26, 2014

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:24 p.m.

CARRIED

Development Permit Panel
Wednesday, November 12, 2014

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, November 12, 2014.

Joe Erceg
Chair

Evangel Biason
Auxiliary Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council
From: Victor Wei, P. Eng.
Development Permit Panel

Date: November 19, 2014
File: 01-0100-20-DPER1-
01/2014-Vol 01

Re: **Development Permit Panel Meeting held on August 27, 2014**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

1. A Development Permit (DP 13-648221) for the property at 5180 Blundell Road be endorsed, and the Permit so issued.



Victor Wei, P. Eng.
Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on August 27, 2014.

DP 13-648221 – BLUNDELL VENTURES LTD. – 5180 BLUNDELL ROAD
(FORMERLY 5160 AND 5180 BLUNDELL ROAD)
(August 27, 2014)

The Panel considered a Development Permit application to permit the construction of 15 townhouse units on a site zoned “Low Density Townhouses (RTL4)”. There are no variances included in the proposal.

Architect, Taizo Yamamoto, of Yamamoto Architecture Inc., and Landscape Architect, Patricia Campbell, of PMG Landscape Architects. Ltd., gave a brief overview of the proposal. Mr. Yamamoto noted that units adjacent to neighbouring single-family homes will be two (2) storeys, and the retention of trees on the eastern portion of the site will create a larger setback than required. He added that there will be one (1) two-storey convertible unit and an accessible parking stall on the east side of the site.

In response to Panel queries, Ms. Campbell and Mr. Yamamoto advised that: (i) pedestrian access is available on the western portion of the site; (ii) pedestrian access on the eastern portion of the site is not possible due to the configuration of a retaining wall; (iii) extensive lighting was not included in the walkway due to the possibility of light affecting neighbouring residents; and (iv) adding low-level light to the walkway was possible.

Richmond Resident, Feng Guo, addressed the Panel expressing his concerns regarding the proposed developments increased density, noise and traffic.

Richmond Resident, Martha Sturrock, addressed the Panel expressing her concern regarding the proposed three-storey height of the development.

No correspondence was submitted to the Panel regarding the Development Permit application.

Staff supported the Development Permit application, noting the applicant’s tree preservation efforts and that a Servicing Agreement is in place for frontage improvements, and also, that a statutory right-of-way has been secured to allow access for adjacent future development sites.

In response to queries from the Panel, staff advised that the proposed development contains a combination of two-storey and three-storey units, and that all units in the rear section of the proposed development have two (2) stories.

The Panel encouraged the developer to include lighting along the walkway.

Subsequent to the meeting, changes were made to the project design to provide wall sconce directional lighting along the walkway.

The Panel recommends that the Permit be issued.