City of Richmond

Agenda

City Council
Electronic Meeting

Council Chambers, City Hall
6911 No. 3 Road

Monday, November 24, 2025
7:00 p.m.

Pg. # ITEM

MINUTES

1. ***Motion to:***

CNCL-12 ***(1) adopt the minutes of the Regular Council meeting held on November 10, 2025;***

CNCL-29 ***(2) adopt the minutes of the Regular Council meeting for Public Hearings held on November 17, 2025; and***

CNCL-34 ***(3) receive for information the Metro Vancouver 'Board in Brief' dated October 22 and October 31, 2025.***

AGENDA ADDITIONS & DELETIONS

PRESENTATION

Mandy Hadfield, Sports Wall of Fame Induction Ceremony.

COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

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

4. ***Motion to rise and report.***

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- City Signature and Community Events Program 2026
- Application by Haydenco Holdings Ltd. For a Temporary Commercial Use Permit at 12800 Rice Mill Road
- Land use applications for first reading (to be further considered at the Public Hearing on December 15, 2025):
  - 11771 Fentiman Place – Rezone from Health Care (HC)" Zone To The "Health Care (ZR13) - Fentiman Place (Steveston)" Zone (Zeidler Architecture Inc – applicant)

- Updating Development Permit Area Exemptions
- World Health Organization Global Network For Age-Friendly Cities And Communities Membership
- Land use applications for first, second and third reading:
  - 4920 and 4940 Mariposa Court – Small-Scale Multi-Unit Housing (RSM/L)" Zone to the "Small-Scale Multi-Unit Housing (RSM/M)" Zone (Rav Bains – applicant)
- Zoning Amendments Relating To Small-Scale Multi-Unit Housing
- Westwater Drive Traffic Calming

5. ***Motion to adopt Items No. 6 through No. 14 by general consent.***

Consent Agenda Item

6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-51 ***(1) the Community Safety Committee meeting held on November 12, 2025;***

CNCL-55 ***(2) the General Purposes Committee meeting held on November 17, 2025;***

(3) the Planning Committee meeting held on November 18, 2025;*(distributed separately)* ***and***

(4) the Public Works and Transportation Committee meeting held on November 19, 2025 *(distributed separately)****;***

be received for information.

Consent Agenda Item

7. **CITY SIGNATURE AND COMMUNITY EVENTS PROGRAM 2026**
(File Ref. No. 11-7400-01) (REDMS No. 8181002)

CNCL-60 See Page **CNCL-60** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That the City Signature and Community Events Program 2026, as outlined in Table 1 of the report titled "City Signature and Community Events Program 2026", dated October 27, 2025, from the Director, Arts, Culture and Heritage Services, be approved for the following events and initiatives:

(a) Children's Arts Festival;

(b) Richmond Cherry Blossom Festival;

(c) Doors Open Richmond;

(d) Community Celebration Grant Program;

(e) Neighbourhood Block Party Program;

(f) Steveston Salmon Festival;

(g) Richmond Maritime Festival;

(h) Richmond Farm Fest; and

(i) Community Event Safety Enhancements;

(2) That the expenditures totaling $1,113,900 for the City Signature and Community Events Program 2026 with funding of $1,027,900 from the Rate Stabilization Account, $41,000 estimated sponsorship and $45,000 estimated grant revenue be considered in the 2026 budget process; and

(3) That a Community Festive Lights Event at Minoru Lake be investigated, including timing, budget and potential partnerships.

Consent Agenda Item

8. **APPLICATION BY HAYDENCO HOLDINGS LTD. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 12800 RICE MILL ROAD**

(File Ref. No. TU 24-036427) (REDMS No. 8168376)

CNCL-78

See Page **CNCL-78** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That the application by Haydenco Holdings Ltd. for a Temporary Commercial Use Permit (TU 24-036427) for a portion of the property at 12800 Rice Mill Road, to allow "Parking, non-accessory" as a permitted use, be considered for a period of three years from the date of issuance; and

(2) That this application be forwarded to the December 15, 2025, Public Hearing at 5:30pm in the Council Chambers of Richmond City Hall.

Consent Agenda Item

9. **APPLICATION BY ZEIDLER ARCHITECTURE INC. FOR REZONING AT 11771 FENTIMAN PLACE FROM THE "HEALTH CARE (HC)" ZONE TO THE "HEALTH CARE (ZR13) - FENTIMAN PLACE (STEVESTON)" ZONE**
(File Ref. No. RZ 25-005701) (REDMS No. 8181658)

CNCL-95

See Page **CNCL-95** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10721 to create the "Health Care (ZR13) - Fentiman Place (Steveston)" zone, and to rezone 11771 Fentiman Place from "Health Care (HC)" zone to "Health Care (ZR13) - Fentiman Place (Steveston)" zone, be introduced and given first reading; and

(2) That a letter be sent to Vancouver Coastal Health, the Minister of Health and local MLAs to state that upon completion of this project, Bridgeport Lions Manor be continued for the provision of long-term care.

Consent Agenda Item

10. **UPDATING DEVELOPMENT PERMIT AREA EXEMPTIONS**
(File Ref. No. 08-4045-01) (REDMS No. 8189995)

CNCL-361

See Page **CNCL-361** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, to update the Development Permit Area Exemptions criteria to provide an inflationary adjustment to the exterior alterations exemption threshold and to add a new exemption for exterior envelope repairs required due to water ingress, be introduced and given first reading;

(2) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in conjunction with:

(a) the City's Financial Plan and Capital Program; and

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

(3) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5403, is hereby found not to require further consultation.

Consent Agenda Item

11. **WORLD HEALTH ORGANIZATION GLOBAL NETWORK FOR AGE-FRIENDLY CITIES AND COMMUNITIES MEMBERSHIP**
(File Ref. No. 08-4055-20-RAFR1) (REDMS No. 8169181)

CNCL-367 See Page **CNCL-367** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That the City apply for membership to the World Health Organization Global Network for Age-Friendly Cities and Communities, as outlined in the report titled "World Health Organization Global Network for Age-Friendly Cities and Communities Membership", dated October 31, 2025, from the Director, Community Social Development; and

(2) That a letter be prepared for the Mayor's signature in support of this application.

Consent Agenda Item

12. **APPLICATION BY RAV BAINS FOR REZONING AT 4920 AND 4940 MARIPOSA COURT FROM THE "SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)" ZONE TO THE "SMALL-SCALE MULTI-UNIT HOUSING (RSM/M)" ZONE**
(File Ref. No. RZ 21-938604) (REDMS No. 8174298)

CNCL-374 See Page **CNCL-374** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10722, for the rezoning of 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit Housing (RSM/M)" zone, be introduced and given first, second and third reading.

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Consent Agenda Item

13. **ZONING AMENDMENTS RELATING TO SMALL-SCALE MULTI-UNIT HOUSING**
(File Ref. No. 08-4430-03-01) (REDMS No. 8155344)

CNCL-392

See Page **CNCL-392** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10716, to clarify setback provisions associated with Small-Scale Multi-Unit Housing and amend the definition of principal dwelling unit, be given first, second and third reading.

Consent Agenda Item

14. **WESTWATER DRIVE TRAFFIC CALMING**
(File Ref. No. 10-6500-01) (REDMS No. 8162032)

CNCL-403

See Page **CNCL-403** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Option 2 to implement traffic calming on Westwater Drive, as described in the report titled "Westwater Drive Traffic Calming", dated October 21, 2025, from the Director, Transportation, be approved.

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE
Mayor Malcolm D. Brodie, Chair

15. **MOTION TO SUPPORT AFFECTED LANDOWNERS DURING APPEAL OF COWICHAN LAND CLAIM**
(File Ref. No.) (REDMS No.)

CNCL-409

See Page **CNCL-409** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. Wolfe

(1) Write a letter to the Prime Minister, the Premier, the Ministers of Finance, the Attorneys General to mitigate the effects of the Cowichan Land ruling on private landowners during the appeal process; and

(2) For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process, including that the City of Richmond requests that the Provincial Government incorporate fee simple title properties affected by the Cowichan Tribe ruling into the property tax deferment program until a decision is reached by the BC Court of Appeal regarding this matter, and report back.

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Councillor Carol Day, Chair

16. **AWARD OF CONTRACT 8397P – SUPPLY AND DELIVERY OF VEHICLE AND EQUIPMENT TIRES AND CERTIFIED TIRE SERVICES**
(File Ref. No. 02-0780-01) (REDMS No. 8058595)

CNCL-410

See Page **CNCL-410** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

Opposed: Cllrs. Heed and McNulty

(1) That Contract 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services, be awarded to Fountain Tire Ltd. for an initial three-year term for an estimated total value of 1,009,872 excluding taxes and contingency, as described in the report titled "Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services", dated October 28, 2025;

(2) That authorization be given to issue change orders as required up to an additional $201,974 for contingency, for a maximum total value of $1,211,846 for the initial term, excluding taxes;

(3) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term for up to two additional one year periods, to a maximum total term of five years, at an additional estimated value of $673,248, plus $134,650 contingency excluding taxes, resulting in a total estimated contract value of $2,019,744 over five years; and

(4) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with Fountain Tire Ltd.

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-415 Alexandra District Energy Utility Bylaw No. 8641, Amendment **Bylaw No. 10705**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-417 Oval Village District Energy Utility Bylaw No. 9134, Amendment **Bylaw No. 10706**
Opposed at 1st/2nd/3rd Readings – None.

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CNCL-419 City Centre District Energy Utility Bylaw No. 9895, Amendment **Bylaw No. 10707**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-421 Flood Protection Bylaw No. 10426, Amendment **Bylaw No. 10711**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-423 Sanitary Sewer Bylaw No. 10427, Amendment **Bylaw No. 10712**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-425 Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment **Bylaw No. 10713**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-429 Waterworks and Water Rates Bylaw No. 5637, Amendment **Bylaw No. 10714**
Opposed at 1st/2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

CNCL-435
CNCL-447

(1) That the minutes of the Development Permit Panel meeting held on October 29, 2025, and the Chair's report for the Development Permit Panel meetings held on October 29, 2025, be received for information; and

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(2) That the recommendations of the Panel to authorize the approval of changes to the Development Permit (DP 21-936427) issued for the properties located at 10380 No. 4 Road, be endorsed and the changes be deemed to be in general compliance with the permit.

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

(1) Richmond Poverty Reduction Coalition (RPRC) project consultants and the Richmond Advocacy & Support Committee (RASC) project team members, to present their final report on the one-year project "Keeping Seniors Housed – Preventing Seniors' Homelessness".

CNCL-450 (2) Stephen von Sychowski, President, Vancouver & District Labour Council, to speak on the Save Our HandyDART campaign.

19. ***Motion to rise and report.***

ADJOURNMENT

City of Richmond

Minutes

Regular Council

Monday, November 10, 2025

Place: Council Chambers
Richmond City Hall

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

Corporate Officer – Claudia Jesson

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

RES NO. ITEM

MINUTES

R25/19-1 1. It was moved and seconded
That:

(1) the minutes of the Regular Council meeting held on October 27, 2025, be adopted as circulated.

CARRIED

Regular Council
Monday, November 10, 2025

AGENDA ADDITIONS & DELETIONS

R25/19-2 It was moved and seconded

That Item No. 26 (1) – Non-Agenda Delegation be removed from the agenda as the presenter has withdrawn.

CARRIED

2. APPOINTMENT OF COUNCIL MEMBERS TO EXTERNAL REGIONAL ORGANIZATIONS

R25/19-3 It was moved and seconded

(a) ***That Councillor Kash Heed be appointed as the Council alternate to the TransLink – Mayors' Council until November 2, 2026;***

(b) ***That Councillor Michael Wolfe be appointed as the Council representative to the Richmond Olympic Oval Corporation until November 2, 2025;***

(c) ***That Councillor Carol Day be appointed as the Council representative to the Steveston Harbour Authority Board and that Councillor Andy Hobbs be appointed as the alternate Council representative to the Steveston Harbour Authority Board until the Annual General Meeting of the Board in 2026.***

CARRIED

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

Mayor Brodie announced the following Standing Committees and their membership:

Regular Council
Monday, November 10, 2025

COMMUNITY SAFETY COMMITTEE

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

FINANCE AND AUDIT COMMITTEE

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

GENERAL PURPOSES COMMITTEE

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

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE

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

PLANNING COMMITTEE

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

Regular Council
Monday, November 10, 2025

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

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

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

R25/19-4 It was moved and seconded
That the following Council liaisons (and where applicable, their alternates) be appointed until November 2, 2026:

(a) Accessibility Advisory Committee – ***Councillor Bill McNulty***

(b) Advisory Committee on the Environment – ***Councillor Michael Wolfe***

(c) Child Care Development Advisory Committee – ***Councillor Carol Day***

(d) Council/School Board Liaison Committee – ***Councillor Alexa Loo and Councillor Laura Gillanders***

(e) Economic Advisory Committee – ***Councillor Bill McNulty and Councillor Laura Gillanders***

(f) First Nations Building Committee – ***Councillor Chak Au, Councillor Carol Day and Councillor Andy Hobbs***

(g) Food Security and Agricultural Advisory Committee – ***Councillor Laura Gillanders***

(h) Heritage Commission – ***Councillor Alexa Loo***

(i) Major Construction Projects Oversight Committee – ***Councillor Laura Gillanders***

(j) Minoru Centre for Active Living Program Committee – ***Councillor Bill McNulty***

(k) Richmond Addiction Services Society – ***Councillor Alexa Loo and Councillor Michael Wolfe (alternate);***

(l) Richmond Centre for Disability – ***Councillor Andy Hobbs***

(m) Richmond Chamber of Commerce – ***Councillor Alexa Loo***

(n) Richmond Intercultural Advisory Committee – ***Councillor Bill McNulty***

(o) Richmond Public Art Advisory Committee – ***Councillor Kash Heed***

(p) Richmond Sister City Advisory Committee – ***Councillor Andy Hobbs***

(q) Richmond Social Development Advisory Committee – ***Councillor Bill McNulty***

(r) Richmond Sports Council – ***Councillor Bill McNulty***

(s) Richmond Sports Wall of Fame Nominating Committee – ***Councillor Andy Hobbs***

(t) Richmond Youth Advisory Committee – ***Councillor Carol Day***

(u) Seniors Advisory Committee – ***Councillor Carol Day***

(v) Steveston Historic Sites Building Committee – ***Councillor Bill McNulty and Councillor Alexa Loo****; and*

(w) Vancouver Coastal Health/Richmond Health Services Local Governance Liaison Group – ***Councillor Kash Heed.***

CARRIED

Regular Council
Monday, November 10, 2025

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

R25/19-5 It was moved and seconded
That the following Council liaisons (and where applicable, their alternates) be appointed until November 2, 2026:

(a) City Centre Community Association – ***Councillor Andy Hobbs***

(b) East Richmond Community Association – ***Councillor Kash Heed***

(c) Hamilton Community Association – ***Councillor Michael Wolfe***

(d) Richmond Arenas Community Association – ***Councillor Kash Heed***

(e) Richmond Art Gallery Association – ***Councillor Carol Day***

(f) Richmond Fitness and Wellness Association – ***Councillor Carol Day***

(g) Sea Island Community Association– ***Councillor Laura Gillanders***

(h) South Arm Community Association – ***Councillor Bill McNulty***

(i) Thompson Community Association – ***Councillor Carol Day*** *; and*

(j) West Richmond Community Association – ***Councillor Carol Day***

CARRIED

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

R25/19-6 It was moved and seconded
That the following Council liaisons (and where applicable, their alternates) be appointed until November 2, 2026:

(a) Aquatic Advisory Board – ***Councillor Alexa Loo;***

(b) Museum Society Board – ***Councillor Andy Hobbs;***

(c) Richmond Gateway Theatre Society Board – ***Councillor Laura Gillanders****; and*

(d) Richmond Public Library Board – ***Councillor Michel Wolfe and Councillor Alexa Loo (alternate)***.

CARRIED

7. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO VARIOUS SOCIETIES/COMPANIES

R25/19-7 It was moved and seconded
That the following Council liaisons (and where applicable, their alternates) be appointed until November 2, 2026:

(a) Britannia Heritage Shipyard Society – ***Councillor Andy Hobbs;***

(b) Gulf of Georgia Cannery Society – ***Councillor Andy Hobbs;***

(c) London Heritage Farm Society – ***Councillor Andy Hobbs;***

(d) Lulu Island Energy Company – ***Councillor Michael Wolfe;***

(e) Minoru Seniors Society – ***Councillor Kash Heed;***

(f) Richmond Nature Park Society – ***Councillor Michael Wolfe;***

(g) Steveston Community Society – ***Councillor Alexa Loo****; and*

(h) Steveston Historical Society – ***Councillor Alexa Loo***.

CARRIED

Regular Council
Monday, November 10, 2025

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

R25/19-8 It was moved and seconded
That the members of the Public Works & Transportation Committee be appointed as the Parcel Tax Roll Review Panel for Local Area Services until November 2, 2026.

CARRIED

9. APPOINTMENT OF ACTING MAYORS FROM NOVEMBER 11, 2025 TO NOVEMBER 2, 2026

R25/19-9 It was moved and seconded
That the following Acting Mayors be appointed until November 2, 2026:

November 11, 2025 – January 4, 2026	***Cllr. Michael Wolfe***
January 5 – February 22, 2026	***Cllr. Carol Day***
February 23 – April 12, 2026	***Cllr. Alexa Loo***
April 13 – May 31, 2026	***Cllr. Andy Hobbs***
June 1 – July 19, 2026	***Cllr. Laura Gillanders***
July 20 – September 13, 2026	***Cllr. Bill McNulty***
September 14 – November 1, 2026	***Cllr. Kash Heed***

CARRIED

COMMITTEE OF THE WHOLE

R25/19-10 10. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:03 p.m.).

CARRIED

Regular Council
Monday, November 10, 2025

11. Delegations from the floor on Agenda items

Item No. 21 – Advance Planning for the 2026 Election

Jerome Dickey, Richmond resident, spoke to low voter turnout and improving democratic engagement.

Item No. 24 – Application by Mavic Properties Ltd. for Rezoning at 8680, 8700, 8720 No. 2 Road from "Small-Scale Multi-Unit Housing (RSM/L)" Zone to "Low Density Townhouses (RTL4)" Zone

Eddy Chen, Richmond resident, spoke in opposition to the proposed development, expressing concerns regarding (i) the minimum lot frontage requirements, (ii) the applicant's development concept plan that demonstrates how the residual sites could be redeveloped in the future, and (iii) the applicant's efforts to acquire the residual properties to the north as part of the land assembly for this application.

Item No. 20 – Richmond Arts Strategy 2026–2031

Jane Fernyhough, Chair, Richmond Arts Coalition, spoke in support of the Richmond Arts Strategy 2026–2031, noting the Richmond Arts Coalitions' support for the Strategic Directions, especially (i) build arts and cultural leadership and (ii) activate public spaces through (and for!) the art.

R25/19-11 12. It was moved and seconded
That Committee rise and report (7:16 p.m.).

CARRIED

CONSENT AGENDA

R25/19-12 13. It was moved and seconded
That Items No. 14 through No. 24 be adopted by general consent.

CARRIED

14. **COMMITTEE MINUTES**

That the minutes of:

(1) the Parks, Recreation and Cultural Services Committee meeting held on October 28 , 2025;

(2) the Finance and Audit Committee meeting held on November 3, 2025;

(3) the General Purposes Committee meeting held on November 3, 2025; and

(4) the Planning Committee meeting held on November 4, 2025;

be received for information.

ADOPTED ON CONSENT

15. **AWARD OF CONTRACT 8480Q – PROVISION OF JANITORIAL SERVICES FOR WATERMANIA AQUATIC CENTRE**
(File Ref. No. 03-1000-20-8480Q) (REDMS No. 8156929)

(1) That Contract 8480Q – Provision of Janitorial Services for Watermania Aquatic Centre be awarded to Dexterra Group Inc., for a two-year term, for an estimated contract value of $296,732, excluding taxes, as described in the report titled, "Award of Contract 8480Q– Provision of Janitorial Services for Watermania Aquatic Centre", dated October 6, 2025, from the Director, Recreation and Sport Services;

(2) That the Chief Administrative Officer and General Manager, Parks, Recreation and Culture, be authorized to execute Contract 8480Q – Provision of Janitorial Services for Watermania Aquatic Centre and all related documentation with Dexterra Group Inc.; and

(3) That the Chief Administrative Officer and the General Manager, Parks, Recreation and Culture, be authorized to extend the initial two-year contract, up to the maximum term of five years, for the maximum total contract value of $806,185 including contingency and excluding taxes.

ADOPTED ON CONSENT

16. **PROPOSED COMMEMORATIVE VETERAN STREET BANNER PROGRAM**
(File Ref. No. 11-7200-20-SBAN1) (REDMS No. 8156540, 5378645, 8166174, 8166347)

That Option 1 as outlined in the report titled "Proposed Commemorative Veteran Street Banner Program", dated October 6, 2025, from the Director, Parks Services, be approved.

ADOPTED ON CONSENT

17. **STEVESTON HISTORICAL SOCIETY ENHANCED OPERATIONS PILOT**
(File Ref. No. 01-0060-20-SHIS1) (REDMS No. 8162186)

(1) That Option 2, to provide support for the Steveston Historical Society's proposed enhanced operations as outlined in the report "Steveston Historical Society Enhanced Operations Pilot", dated October 6, 2025, from the Director, Arts, Culture and Heritage Services, be approved;

(2) That one-time funding of $180,000 to support the Steveston Historical Society enhanced operations for 2026, 2027 and 2028, be considered as part of the 2026 budget process; and

(3) That the Chief Administrative Officer and the General Manager, Parks, Recreation and Culture Division, be authorized to execute all documentation, including an amendment to the Operating Agreement to allow for a fourteen (14) month extension of the Term and to provide financial support for the Steveston Historical Society's proposed enhanced operations, all as outlined in the report "Steveston Historical Society Enhanced Operations Pilot", dated October 6, 2025, from the Director, Arts, Culture and Heritage Services.

ADOPTED ON CONSENT

18. **HERITAGE ALTERATION PERMIT APPLICATION (HA 25-020472) BY THE CITY OF RICHMOND - 12451 TRITES ROAD (SEINE NET LOFT BUILDING)**
(File Ref. No. 08-4105-20- HA 25-020472; XR: 06-2050-20-BSYD-SL) (REDMS No. 8130593, 8122545)

That a Heritage Alteration Permit be issued to authorize alterations to the Seine Net Loft building at Britannia Shipyards National Historic Site.

ADOPTED ON CONSENT

19. **LANSDOWNE PARKS MASTER PLAN**
(File Ref. No. 06-2345-20-LSCP1) (REDMS No. 8159943)

That the Lansdowne Parks Master Plan, as detailed in Attachment 5 of the report titled "Lansdowne Parks Master Plan", dated October 10, 2025, from the Director, Parks Services, be approved.

ADOPTED ON CONSENT

20. **RICHMOND ARTS STRATEGY 2026–2031**
(File Ref. No. 11-7000-11-01) (REDMS No. 8138805, 8180074)

That the Richmond Arts Strategy 2026–2031, and Action Plan document, as outlined in the report titled "Richmond Arts Strategy 2026–2031," dated October 6, 2025 from the Director, Arts, Culture and Heritage Services, be approved.

ADOPTED ON CONSENT

21. **ADVANCE PLANNING FOR THE 2026 ELECTION**
(File Ref. No. 12-8125-95-01) (REDMS No. 8164991)

(1) ***That the proposed election program for the 2026 General Local and School Election, as described in the report, "Advance Planning for the 2026 Election," dated October 16,2025, from the Director, City Clerk's Office, be endorsed; and***

(2) ***That one-time funding of $1,113,000 to support the planning and implementation of the 2026 Election be submitted for consideration in the 2026 budget process.***

ADOPTED ON CONSENT

22. **2026 DISTRICT ENERGY UTILITY RATES**
(File Ref. No. 12-8060-20-010705; 12-8060-20-010706; 12-8060-20-010707; XR: 01-0060-20-LIEC1) (REDMS No. 8130011, 8130025, 8130029, 8130036)

(1) That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10705 be introduced and given first, second and third readings;

(2) That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10706 be introduced and given first, second and third readings; and

(3) That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10707 be introduced and given first, second and third readings.

ADOPTED ON CONSENT

23. **2026 UTILITY BUDGETS AND RATES**
(File Ref. No. 03-0930-03-03) (REDMS No. 8187579)

That the 2026 utility budgets presented in the options listed below; as outlined in the report titled "2026 Utility Budgets and Rates", dated October 21, 2025, from the General Manager, Engineering & Public Works and General Manager, Finance & Corporate Services be approved as the foundation for establishing the 2026 utility rates and be included in the Consolidated 5 Year Financial Plan (2026-2030):

(a) Option 2 for Water (page 8);

(b) Option 2 for Sewer (page 15);

(c) Option 2 for Flood Protection (page 23); and

(d) Option 2 for Solid Waste and Recycling (page 29).

ADOPTED ON CONSENT

24. **APPLICATION BY MAVIC PROPERTIES LTD. FOR REZONING AT 8680, 8700, 8720 NO. 2 ROAD FROM "SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)" ZONE TO "LOW DENSITY TOWNHOUSES (RTL4)" ZONE**
(File Ref. No. 12-8060-20-010701, RZ 22-021101) (REDMS No. 8115295, 8117865)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10701, for the rezoning of 8680, 8700, 8720 No. 2 Road from "Small-Scale Multi-Unit Housing (RSM/L)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first, second and third readings.

ADOPTED ON CONSENT

NON-CONSENT AGENDA ITEMS

FINANCE AND CORPORATE SERVICES AND ENGINEERING AND PUBLIC WORKS DIVISIONS

24A. **2026 UTILITY RATE AMENDMENT BYLAWS**
(File Ref. No. 12-8060-20-010714; 12-8060-20-010713; 12-8060-20-010712; 12-8060-20-010711) (REDMS No. 8168150, 8168144, 8180927, 8168147)

R25/19-13 It was moved and seconded

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

(a) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10714;

(b) Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10712;

(c) Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10711; and

(d) Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10713.

CARRIED

Regular Council
Monday, November 10, 2025

PUBLIC ANNOUNCEMENTS

Mayor Brodie announced:

That the following individuals be appointed to the Richmond Child Care Development Advisory Committee for a two-year term to expire on December 31, 2027:

- Maryam Bawa;
- Karen Jensen;
- Harnoor Kaur Khurana;
- Jiaxin Li; and
- Elana van Veen.

BYLAWS FOR ADOPTION

R25/19-14 It was moved and seconded

That the following bylaws be adopted:

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10702;

Traffic Bylaw No. 5870, Amendment Bylaw No. 10703;

Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10715; and

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10720.

CARRIED

DEVELOPMENT PERMIT PANEL

R25/19-15 25. It was moved and seconded

(1) That the minutes of the Development Permit Panel meetings held on October 16, 2025, and the Chair's report for the Development Permit Panel meetings held on April 30, 2025, be received for information; and

(2) That the recommendations of the Panel to authorize the issuance of:

(a) a Development Permit (DP 24-040880) for the property located at 2051 Anson Avenue; and

(b) A Development Permit (DP 25-008025) for the property at 2211 Anson Avenue

be endorsed, and the Permits so issued.

CARRIED

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

R25/19-16 26. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on non-agenda items (8:18 p.m.).

CARRIED

(1) *Removed from agenda.*

(2) Kanaris Demetre Lazos and Sadru Ramji spoke on the heritage status of the Steveston Hotel, noting that restrictions associated with the hotel being a protected heritage property are contributing to significant business losses and are hindering their ability to modernize and compete with newer hotels.

(3) Alex Sagert, Richmond resident, spoke to safety concerns at Brighouse Park and the need for recovery and rehabilitation in regards to the toxic drug crisis.

Staff provided an update on the current programming and activities occurring in Brighouse Park (the Park) and the steps taken to address issues experienced in the Park and support harmonious use of the Park between park users, noting (i) actions taken in relation to the park, (ii) current park activities and services, and (iii) current considerations in the Park and the City's response.

In response to queries from Council, staff advised that (i) the intersection of the diverse user groups in the Park has resulted in a range of operational challenges that have continued to evolve over time and (ii) since May 2025, a number of strategies have been implemented to support all park users and improve visibility, access and perceptions of safety in the Park, including increased presence by Bylaws staff.

Discussion ensued regarding (i) the operator of the Drop-in Centre and Temporary Winter Shelter, (ii) the collaborative, proactive approach amongst a number of service provides to address homelessness in the City while continuing to look at opportunities to improve the situation, (iii) the City's regular communication with sport user groups, and (iv) the utilization of Brighouse Park compared to other City parks.

R25/19-17 27. It was moved and seconded
That Committee rise and report (8:38 p.m.).

CARRIED

ADJOURNMENT

R25/19-18 It was moved and seconded
That the meeting adjourn (8:39 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, November 10, 2025.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 17, 2025

Place: Anderson Room
Richmond City Hall

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

Claudia Jesson, Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 5:31 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10693 (RZ 24-012103)**
(Location: 14111 Entertainment Boulevard; Applicant: Orion Construction)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

Kal Mattu, Richmond resident and neighbour to the subject site, expressed concerns with the proposed development, including (i) construction noise and noise from future tenants, (ii) where the current motorcycle training will relocate to, (iii) truck and RV parking, (iv) increased traffic on No. 6 Road, (v) plans for future infrastructure upgrades and transit improvements, (vi) the capacity of the sanitary sewer system, and (vii) plans for the green space on No. 6 Road.

In response to queries from Council, staff provided the following information:

- The City's Noise Regulation Bylaw outlines permitted hours for construction, and enforcement is on a complaint basis;
- Noise from the industrial site or hotel would also be regulated by the Noise Regulation Bylaw, with enforcement on a complaint basis;
- Should rezoning proceed, the application would be reviewed at the Development Permit (DP) stage, where acoustical attenuation measures would be reviewed to ensure that HVAC units, for example, are designed accordingly to comply with the Noise Regulation Bylaw;
- The applicant has provided a Traffic Impact Assessment (TIA) and parking survey evaluating the impact of the proposed development and assessing existing parking demand. The submitted parking survey indicates that the subject site is currently underutilized and has a surplus of parking spaces sufficient to accommodate the parking demands of the proposed development. The proposed parking provision for Lots 2 and 3 complies with Zoning Bylaw requirements;
- As part of the rezoning, there will be a shared agreement that all 3 lots can share the same parking pool;
- The detailed TIA provided by the applicant was reviewed and approved by the City's Transportation department;
- Prior to rezoning bylaw adoption, an approximately 4.0 m wide road dedication will be required along the site's Steveston Highway and No. 6 Road frontages for future roadway widening, new boulevard and sidewalks. Frontage improvements will be provided through the Serving Agreement for the project, which the applicant is required to enter into prior to rezoning adoption;
- Prior to Building Permit issuance, the applicant is required to submit a Construction Traffic Management Plan (CTMP) for approval. The CTMP identifies traffic control strategies, loading zones and parking locations for workers;
- Prior to final adoption of the rezoning bylaw, a DP application is required to be processed to a satisfactory level. Through the DP, the items such as parking capacity will be further examined;

- The applicant has provided confirmation from the sanitary provider that there is capacity to service the proposed development, and the system's capacity can also be incrementally increased as development occurs. Prior to issuing the Building Permit, staff will require confirmation that there is sufficient capacity; and
- City staff will work with the applicant regarding the green space along No. 6 Road.

In response to queries from Council, the applicant, Jeremy Paquin of Orion Construction, noted (i) the current use of the parking lot for motorcycle training would cease if the development proceeds, (ii) truck parking is currently on an ad-hoc basis and there is no standing arrangement with the Holiday Inn Express that permits truck parking, (iii) the developer is required to conduct a capacity analysis to confirm if the existing private sanitary system has adequate capacity to service the proposed development, and if the existing system is found to be inadequate in the capacity analyses, the developer is required to address the capacity issue, (iv) a Certified Arborist's Report has been submitted, which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development, (v) frontage improvements along No. 6 Road include landscaped boulevards and multi-use path, (vi) the permitted uses proposed in the zone include a range of commercial and light industrial activities that expand on those currently allowed within the subject site's existing Entertainment and Athletic zone, and (vii) the applicant has been working closely with Holiday Inn Express staff to address concerns.

In response to a query from Council, staff advised that should rezoning proceed, staff will continue exploring with the applicant, further landscaping and tree planting and retention opportunities at the DP stage.

PH25/5-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 be given second and third readings.

Regular Council meeting for Public Hearings
Monday, November 17, 2025

The question on Resolution PH25/5-1 was not called as discussion ensued regarding (i) City recreation facilities and future sports facilities expansion and (ii) the possibility of voting on Lot 2 separately from Lot 3 and the proposed bylaw that covers both entire areas to the west of the movie theatre.

PH25/5-2 It was moved and seconded

That the Application by Orion Construction for Rezoning of a portion of 14111 Entertainment Boulevard from "Entertainment and Athletic (CEA)" Zone to "Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)" Zone be referred back to staff to separate Lots 2 and Lot 3.

DEFEATED
Opposed: Mayor Brodie
Cllrs. Au
Heed
Hobbs
Loo

The question on Resolution PH25/5-1 was then called and it was **CARRIED** with Cllrs. Day, Gillanders, and Wolfe opposed.

ADJOURNMENT

PH25/5-3 It was moved and seconded

That the meeting adjourn (6:10 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, 2025.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 17, 2025

4515 Central Blvd, Burnaby, BC V5H 4J5 | 604-432-6200 | metrovancouver.org

For Metro Vancouver meetings on Wednesday, October 22 and Friday October 31, 2025
Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovancouver.org.

Wednesday October 22, 2025

Metro Vancouver Regional District (MVRD)
Metro Vancouver Housing Corporation (MVHC)
Greater Vancouver Water District (GVWD)
Greater Vancouver Sewerage and Drainage District (GVS&DD)
Special Joint Board Meeting

B1 2026 Budget and 2026 – 2030 Financial Plan — APPROVED

From November 2024 to April 2025, Metro Vancouver staff supported the Boards in undertaking a Cost and Services Efficiency Review. The review identified areas where operational savings and capital expenditure reductions could be made and assessed the financial and service impacts of these potential revisions. At the Board Budget Workshop held April 9, 2025, the Boards received the final review results, which provided options for applying $364 million in operating savings and a reduction in capital expenditures of $1.1 billion to its 2026–2030 Financial Plan resulting in Household Impact (HHI) targets for 2026 at 2.5%, 2027 at 3.0%, 2028 to 2030 at 5.0% increase per year. The cost savings enabled a reduction from previously projected HHI of 5% for both 2026 and 2027. The Boards directed staff to complete the budget according to those findings.

The 2026 Operating Budget was proposed at $1.57 billion, funded by sewer levies, water sales, tipping fees, tax requisitions, housing rents, and other third-party funding. The total planned capital expenditure is $11.59 billion over the five years, of which $1.77 billion is planned spending for 2026 funded by a combination of debt, reserves, pay-as-you-go contributions, and other third-party funding.

The estimated average annual impact to existing homeowners is approximately $897 for all Metro Vancouver services, an increase of $22 (2.5%) from the 2025 average of $875 per household.

The Board directed staff to prepare the 2026 Budget and 2026-2030 Financial Plan for approval at the October 31 Board meeting.

B2 Metro Vancouver's Ten-Year Financial Outlook Presentation — RECIEVED

The Boards received a presentation of the Metro Vancouver's draft Ten-Year Financial Outlook for 2026 – 2035 and was informed that this outlook aims to act as a planning tool to guide future decision making on household impact rate setting over the next ten years. Directors were informed of

an estimated $3.5 billion reduction in capital expenditure and an overall capital outlook of $24.7 billion for the next 10 years. Next steps in the finalization of the outlook include continued engagement with member jurisdictions and the Boards and continued review and adjustments as market and economic conditions change.

The Boards received the report for information.

Friday October 31, 2025

Metro Vancouver Regional District (MVRD)

E1.1 Scope of Work for DCC Project 4 - New Regional Economic Analysis Model **RECEIVED**

As directed by the MVRD Board, Metro Vancouver conducts annual analysis of its Development Cost Charge (DCC) program to monitor evolving market conditions and assess implications for development viability across the region. Analysis has been completed for 2025 and is provided to the Finance Committee and MVRD Board through the 2026 – 2030 Financial Plan report.

A broad review of the DCC program is underway with 5 projects to support a 2027 DCC Bylaw update. Project 4 involves developing a comprehensive regional economic analysis model. This report outlines a scope of work for Project 4 to support an in-depth assessment of development viability across the region, including the effects of municipal, regional, and other government charges and requirements as well as other macro-economic factors. The primary purpose of developing this model is to support Metro Vancouver and its members in assessing the impacts of all DCCs across the region to inform decision-making.

The MVRD Board received the report for information.

E2.1 Local Government Toolkit for Streamlining Public EV Charging Approvals **RECEIVED**

Metro Vancouver staff collaborated with staff from the City of Coquitlam, City of Port Moody, City of Richmond, and District of North Vancouver, with funding from BC Hydro, to commission the *Local Government Toolkit for Streamlining Public EV Charging Approvals*. The toolkit provides guidance for streamlining local government processes for the review and approval of public EV charging installations to address common challenges and avoid unnecessary delays, staff time and costs. Clearer and more efficient processes can support faster EV charging deployment and support residents that choose an EV, with affordability, emissions reduction and clean air benefits for the region. Support for implementing the toolkit will be available for local government staff through the E-Mobility Peer Network.

The MVRD Board received the report for information and directed staff to provide a copy to member jurisdictions with an offer to provide a presentation to Councils.

E3.1 Electoral Area A Barge Clean-up Events – Service Establishment Options **APPROVED**

Since 2016, Metro Vancouver has provided barge clean-up events on a biennial rotation to water-access properties in Bowyer Island, Passage Island, Indian Arm, and Pitt Lake. These events have become a valued service among residents, who have expressed strong interest in seeing them continue and be supplemented with additional disposal opportunities.

To date, the service has been fully funded through the Electoral Area A Discretionary Reserve, which includes a $50,000 annual unconditional provincial grant intended to support projects in rural and remote communities. However, fully relying on this grant to cover the cost of the program is not sustainable in the long term, due to increasing demand for the service and rising operational costs. Moreover, the grant is intended to support a range of priorities and projects across Electoral Area A's rural and remote communities, and dedicating the full amount to this single service limits the ability to respond to other emerging needs.

To fund the service sustainably, staff recommend a cost-sharing model consisting of:

- $30,000 from the annual provincial grant, and
- $20,000 through a tax requisition, based on assessed improvement values (rather than land values), ensuring that only properties benefiting from the service contribute.

In response to direction from the MVRD Board, staff have explored options to formalize this service. The estimated ongoing cost is approximately $50,000 per year. Establishing this as a regular service requires the adoption of a service establishment bylaw, which must be approved by electors. Staff recommend that this approval be sought through a referendum held in conjunction with the 2026 local government election. This proposed service would only apply to residents of Electoral Area A who live in locations that would be directly served by the service. Accordingly, only these residents would be eligible electors for the purposes of approving the service establishment bylaw.

The MVRD Board approved the approach and directed staff to bring back the required bylaws.

E4.1 Alison Silgardo, Chief Executive Officer, Seniors Services Society of BC **APPROVED**

At its October 17, 2025 meeting, the Mayors Committee considered the delegation from Alison Silgardo, Chief Executive Officer, Seniors Services Society of BC. The Committee subsequently passed the recommendation asking the Board Chair to write a letter expressing support for the Senior Services Society of BC's Senior Housing Information and Navigation Ease (SHINE) program.

The MVRD Board approved the report and directed Board Chair to provide a letter of support to the Province.

E4.2 Regional Housing and Development Context – Emerging Issues and Metro Vancouver Initiatives **APPROVED**

Metro Vancouver's housing and development landscape has changed significantly over the past five years, shaped by macroeconomic volatility, rapid policy shifts, and evolving market conditions. Senior governments have introduced major measures to influence housing demand and supply, which have had implications for municipal decision-making and financial capacity. These changes have created both opportunities and challenges across the region, including shifting development patterns, increased financial pressures, and complex implementation requirements. This report provides an overview of emerging housing and development issues and highlights related Metro Vancouver initiatives designed to support member jurisdictions. It accompanies a staff presentation intended to support a committee discussion on regional priorities and opportunities for coordinated action for housing delivery and advocacy. At its October 17, 2025 meeting, the Mayors Committee considered the report. During discussion, Committee members noted several concerns with the provincial legislation, including:

- Limited coordination and consultation with local governments in developing the legislation;
- Province-wide requirements that do not reflect Metro Vancouver's land use and infrastructure context;
- Mandating six units on a residential lot ('Small Scale Multi-Family Housing) may be financially unviable, may not optimize land use, and may be inefficient from a broader planning and servicing perspective.

The MVRD Board approved the report and requested that the MVRD Chair coordinate a letter from Mayors to the Premier requesting repeal of legislation concerning Housing targets, Transit-oriented areas and small-scale multi-unit housing and for the Province to initiate consultation on amendments to address member jurisdictions concerns.

E5.1 Standing Committees: Considerations for 2026 **RECEIVED**

The Metro Vancouver Board Governance Review identified that there are opportunities to improve the Board Standing Committee structure, composition, meeting frequency, and flow of information to the Boards. In its final report, Deloitte was clear that the driver for considering any improvements is continuous improvement of governance and efficiency, not to achieve operational savings given the small impact Standing Committees have on the annual operational budget. This report reflects the issues to be addressed identified by Deloitte in considering any potential changes to Metro Vancouver's Standing Committees, and provides initial thoughts on trade-offs to support the Committee's discussion regarding:

- Number of Standing Committees;
- Number of Standing Committee meetings;
- Size and Composition of Standing Committees; and
- Choosing Standing Committee members.

The *Local Government Act* identifies that Standing Committees are formed at the Board Chair's discretion, and therefore this report is provided for information only to the Committee and Board. Any input or feedback received will be provided to the Board Chair to support their decision making regarding 2026 Standing Committees. A subsequent report will support a review of Standing Committee terms of reference to clarify roles and responsibilities.

The MVRD Board received the report for information.

E5.2 Communications about the Metro Vancouver Board Governance Review **RECEIVED**

The Metro Vancouver Board Governance Review, completed in May of this year, reinforced that the Metro Vancouver Boards' governance structure has worked for decades and is often recognized as a leader in regional planning and infrastructure delivery. Metro Vancouver is now actively evaluating and implementing recommendations from the Metro Vancouver Board Governance Review through the Governance Committee.

A communications plan has been developed to support public understanding of Metro Vancouver and its Board governance, and to ensure transparency and accountability to the public in the implementation of recommendations. The objective is to educate the public on Metro Vancouver's Board structure, mandate and decision-making process by making information more accessible, engaging, and visible.

Tactics include a webpage that will track the progress of the recommendations; public communications through social media and on the webpage highlighting upcoming committee and board meetings as well as highlights from those meetings; and a light educational campaign on Metro Vancouver's current Board governance structure.

The MVRD Board received the report for information.

E6.1 Metro Vancouver External Agency Status Report – October 2025 **RECEIVED**

This report provides updates from Metro Vancouver representatives to external agencies.

The MVRD Board received the report for information.

G1.1 MVRD Fees and Charges Bylaw No. 1434, 2025 **APPROVED**

The proposed *Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025*, presented for Board consideration, incorporates existing fees from four existing bylaws, introduces new fees related to routine information requests, to allow for partial recovery of administrative costs.

The MVRD currently does not have a general fees and charges bylaw into which common fees can be incorporated. The MVRD has taken the approach of embedding fees within the regulatory bylaws for each area of business, which requires amending individual regulatory bylaws to update fees. Staff

recommend establishing one general fees and charges bylaw for MVRD to reduce administrative effort in the annual review, and where applicable, the adjustment of fees for inflationary increases and relevant current market conditions.

The new fees proposed and included in the *Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025* for routine information requests are as follows: camera video search, environmental site assessment search, Fire Services incident and/or investigation report, certified copies, photocopies, and search of Metro Vancouver records for the purposes of insurance claims or court cases where it is determined by the department head that research could involve staff time in excess of 15 minutes, and imposes a maximum amount for building permit fees for Electoral Area A, in situations when an applicant begins construction without first obtaining a building permit and the doubling of fees are applied.

The MVRD Board adopted the
- *Metro Vancouver Regional District Fees and Charges Bylaw No. 1434, 2025*;
- *Metro Vancouver Regional District Electoral Area A Board of Variance Amendment Bylaw No. 1435, 2025*;
- *Metro Vancouver Regional District Electoral Area A Building Administration Amendment Bylaw No. 1436, 2025*;
- *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1437, 2025; and*
- *Metro Vancouver Regional District Freedom of Information Amendment Bylaw No. 1438, 2025*.

G2.1 Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1429, 2025 – City of Surrey (6480 - 152 Street) **ACCEPTED**

The City of Surrey is requesting a Type 2 amendment to *Metro 2050* for 6480 - 152 Street. The proposed regional land use designation amendment would redesignate portions of the site from Agricultural to Employment and expand the Urban Containment Boundary to accommodate a multitenant industrial building, commercial building, and a hotel and conference centre. The proposed amendment has been considered in relation to *Metro 2050*'s goals, strategies, and policies. Staff have concluded that, on balance, the proposed amendment is supportable. The proposed amendment is aligned with *Metro 2050*'s goals and strategies based on the following considerations:

- The proposed amendment will add 7.5 hectares of Employment designated lands to the region, supporting employment opportunities;
- The subject site consists of soils with limited agricultural capability due to excess water and inundation and has previously been excluded from the Agricultural Land Reserve (ALR);
- The subject site is proximate to other Employment and Industrial-designated sites, and residential uses, making it suitable for the proposed uses;
- Hyland Creek runs through the southern part of the property; however, it is not part of the requested amendment. This will create a split-designation and maintain Hyland Creek's Agricultural regional land use designation and convey these lands to the City; and
- The site is well-serviced for goods movement, and is adjacent to arterial roads, transit service, and active transportation, supporting industrial and employment uses as well as visitor access.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two thirds weighted vote of the MVRD Board. An updated Regional Context Statement (RCS) reflecting the proposed regional land use designation change must also be approved by the MVRD Board and is required from the City of Surrey prior to final reading and adoption of the amendment bylaw.

The MVRD Board gave first, second, and third readings to *"Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1429, 2025";* and initiated the Metro 2050 amendment process, and directed staff to notify affected local governments, and to provide an opportunity to comment and notify First Nations.

G3.1 MVRD 2026 Budget and 2026 – 2030 Financial Plan and 2026 to 2030 Financial Plan Bylaw 1432, 2025 **APPROVED**

From November 2024 to April 2025, Metro Vancouver staff supported the MVRD Board in undertaking a Cost and Services Efficiency Review. The review identified areas where operational savings and capital expenditure reductions could be made and assessed the financial and service impacts of these potential revisions. At the Board Budget Workshop held April 9, 2025, the Boards received the final review results, which provided options for applying $364 million in operating savings and a reduction in capital expenditures of $1.1 billion to the 2026 – 2030 Five-Year Financial Plan resulting in household impact (HHI) targets for 2026 at 2.5%, 2027 at 3.0%, 2028 to 2030 at 5.0% increase per year. The cost savings enabled a reduction from previously projected HHI of 5% for both 2026 and 2027. The Boards directed staff to complete the budget according to those findings.

For all Metro Vancouver Regional District Services, the 2026 operating budget is $132.7 million and capital expenditures are $47.9 million for Regional Parks.

In addition, being brought forward is a request to authorize the application of 2026 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy*.

The MVRD Board approved:

- The 2026 budget and endorsed the 2026-2030 Financial Plan for MVRD
- The 2026 Applications and Transfer of Reserves and

Anmore and Belcarra approved the 2026 budget and 2026-2030 Financial Plan for the Sasamat Fire Protection Service.

The MVRD Board gave three readings and adoption to *Metro Vancouver Regional District 2026 to 2030 Financial Plan Bylaw No. 1432, 2025.*

G3.2 MVRD Remuneration Amendment Bylaw No. 1439, 2025 **APPROVED**

On October 3, 2025, the MVRD Board directed staff to bring forward a bylaw to amend the *Metro Vancouver Regional District Remuneration Bylaw No. 1425, 2025* to change Committee Chair remuneration from a monthly stipend to a fee per meeting chaired. *Metro Vancouver Regional*

District Remuneration Amendment Bylaw No. 1439, 2025 is now presented to the Board for consideration of adoption.

The MVRD Board gave three readings and adoption to *Metro Vancouver Regional District Remuneration Amendment Bylaw No. 1439, 2025*.

I1 MVRD Board Committee Information Items and Delegation Summaries

The Board received five information items and one delegation summary from standing committees as follows:

Regional Planning Committee – October 9, 2025
Delegation:

C1 Harpreet Sondh, City of Surrey
Subject: City of Surrey Application No. 7924-0319-00 at 6480 152nd Street

Air Quality and Climate Committee – October 10, 2025

Information Items:
E4 Regional Hazard, Risk, and Vulnerability Analysis: Project Update
With funding from the Regional District Sustainability Innovation Fund, as approved by the MVRD Board in April 2025, Metro Vancouver is undertaking a multi-year regional Hazard, Risk, and Vulnerability Analysis (HRVA) project, spanning 2025–2027, to strengthen both local and regional resilience efforts. This initiative will be guided by the findings of the HRVA Options Assessment , which explored how a coordinated regional risk assessment approach could best support member jurisdictions and regional planning. The Options Assessment evaluated different approaches to undertaking the HRVA, considering Metro Vancouver's role, legislative requirements for local governments, information accuracy and utility, costs, and trade-offs, among other characteristics.

Building from the findings of the Options Assessment, Metro Vancouver is retaining consultant services to support the project and begin outreach to potential partners, including member jurisdictions. The Air Quality and Climate Committee and MVRD Board will receive regular updates as the project progresses.

Electoral Area and Small Communities Committee – October 10, 2025

Information Items:

E4 Emergency Management Service Delivery in Small Communities – Scope of Work
Small communities in the region, including the Village of Anmore, Village of Belcarra, Village of Lions Bay, Bowen Island Municipality, Tsawwassen First Nation, and Electoral Area A, are facing growing challenges in delivering emergency management services. These challenges stem from limited local resources, new obligations under the Emergency and Disaster Management Act, and the increasing frequency and severity of natural hazard events driven by climate change. In response to the MVRD

Board's July 2025 directive to explore collaborative approaches for emergency management among small communities, Metro Vancouver has engaged Dave Mitchell & Associates Ltd. to conduct a review. The scope of this work includes:

- Interviews with staff from each small community;
- Evaluation of service delivery models, including the status quo, agreements-based approaches, shared services, and a regional district service model;
- Consideration of new legislative requirements under the Emergency and Disaster Management Act;
- Review of emergency management models in other regional districts; and
- Assessment of high-level costs and risks associated with each option.

The report will be brought back to the Committee and MVRD Board for consideration in early 2026.

Indigenous Relations Committee – October 16, 2025

Information Items:

E2 Liquid Waste Management Plan Update – Overview of First Nations Engagement
Engagement with First Nations has been integral to the development of the updated Liquid Waste Management Plan (LWMP), since the project began in 2021. Metro Vancouver has been in contact with 50 Indigenous groups, held more than 30 meetings and workshops, and received more than 650 comments from First Nations, through unique and tailored engagement approaches. Key themes heard from First Nations include a desire for: an equal, decision-making seat at Metro Vancouver boards; equal involvement in co-developing and co-managing the LWMP alongside Metro Vancouver and its members, with co-oversight of outcomes; and measurable water quality improvements resulting in a return to shellfish harvesting. Metro Vancouver has incorporated key input and contributions from First Nations into the updated LWMP where it aligns with the scope of the plan. This includes participation in regional forums and involvement in regional watershed management planning. Metro Vancouver remains committed to ongoing collaboration with First Nations throughout the implementation of the updated LWMP.

E3 Quarterly Update Report on Reconciliation Activities
This update report provides a summary of reconciliation events and activities undertaken or planned by the Metro Vancouver Indigenous Relations Division for the second and third quarters of 2025.

Governance Committee – October 24, 2025

Information Items:

E3 Prioritization of Deloitte's Metro Vancouver Board Governance Review Recommendations
At its September 12, 2025 meeting, the Governance Committee considered the report titled "Prioritization of Deloitte's Metro Vancouver Board Governance Review Recommendations" dated August 18, 2025. The Committee requested that the report be brought back for continued discussion at its next meeting on October 24, 2025.

Metro Vancouver Housing Corporation (MVHC)

E1.1 MVHC 2026 Budget and 2026 – 2030 Financial Plan **APPROVED**

From November 2024 to April 2025, Metro Vancouver staff supported the Boards in undertaking a Cost and Services Efficiency Review. The review identified areas where operational savings and capital expenditure reductions could be made and assessed the financial and service impacts of these potential revisions. At the Board Budget Workshop held April 9, 2025, the Boards received the final review results, which provided options for applying $364 million in operating savings and a reduction in capital expenditures of $1.1 billion to its 2026-2030 Five-Year Financial Plan resulting in household impact (HHI) targets for 2026 at 2.5%, 2027 at 3.0%, 2028 to 2030 at 5.0% increase per year. The cost savings enabled a reduction from previously projected HHI of 5% for both 2026 and 2027. The Boards directed staff to complete the budget according to those findings.

For Metro Vancouver Housing Corporation (*MVHC*), the 2026 operating budget is $61.7 million with a capital expenditure of $207.3 million.

In addition, being brought forward is a request to authorize the application of 2026 reserve funds which requires the approval of the MVHC Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy*.

The MVHC Board adopted the 2026 MVHC budget and 2026-2030 Financial plan and approved the 2026 applications and transfers of reserves..

I1 MVHC Board Committee Information Items and Delegation Summaries

The MVHC Board received no delegations and two information items from standing committees as follows:

Housing Committee – October 8, 2025

Information Items:

E4 Metro Vancouver Housing 10 -Year Plan Update - Strategic Options
Metro Vancouver is updating the Metro Vancouver Housing 10-Year Plan to reflect progress since 2019 and respond to changing contexts. The update will refresh targets, key performance indicators, and actions under the four goal areas. A Strategic Options report has been prepared to guide this work, outlining five strategic areas for MVH's next decade: Financial Model, Growth and Impact, Housing Affordability and Diversity, Community and Tenant Wellbeing, and Asset Stewardship and Environmental Leadership. These areas build on the current plan while addressing emerging challenges and opportunities.

This report is intended to support Committee discussion and to seek direction on next steps. Given the number and complexity of proposed directions, discussions are proposed to be staged over multiple meetings, beginning with Financial Model and Growth and Impact, followed by the remaining themes at upcoming Housing Committee meetings. Once the Committee and Board have

discussed and considered all proposed directions, staff will utilize feedback to develop the updated Metro Vancouver Housing 10 Year Plan, which will be brought forward for consideration early in 2026.

E5 Quarterly Projects Update Air Quality and Climate Committee – October 10, 2025
This quarterly update provides the Housing Committee with a comprehensive overview of the progress of Metro Vancouver Housing's active capital projects, including both new housing developments and major renewal initiatives. The report is intended to ensure ongoing engagement with the Committee as projects advance through various stages of design, construction, and completion. The update includes a high-level summary chart for each project, highlighting progress, schedule, budget, and upcoming milestones. More fulsome updates and individual project reports will be provided as needed, particularly when projects reach critical points in development or key decision-making milestones.

Greater Vancouver Water District (GVWD)

E1.1 Scope of Work for DCC Project 4 - New Regional Economic Analysis Model **RECEIVED**

As directed by the MVRD Board, Metro Vancouver conducts annual analysis of its Development Cost Charge (DCC) program to monitor evolving market conditions and assess implications for development viability across the region. Analysis has been completed for 2025 and is provided to the Finance Committee and MVRD Board through the 2026 – 2030 Financial Plan report.

A broad review of the DCC program is underway with 5 key projects to support a 2027 DCC Bylaw update. Project 4 involves developing a more comprehensive regional economic analysis model. This report outlines a scope of work for Project 4 to support an in-depth assessment of development viability across the region, including the effects of municipal, regional, and other government charges and requirements as well as other macro-economic factors. The primary purpose of developing this model is to support Metro Vancouver and its members in assessing the impacts of DCCs to inform decision-making.

The GVWD Board received the report for information.

E2.1 Award of ITT 25-239 for Construction of Port Moody Main No.3 – Scott Creek Section – Mariner Way Sub-Section **APPROVED**

BD Hall Constructors Corp. (Hall Constructors) tender was identified as the lowest cost compliant bid, and on that basis it was recommended that the GVWD Board award ITT 25-239 to Hall Constructors. Hall Constructors has a successful track record of working with GVWD on similar projects.

The Port Moody Main No.3 – Scott Creek Section – Mariner Way Sub-Section includes the installation of approximately 1.6 kilometer of 0.9 metre steel pipe and is needed to replace an existing main built in 1950, which has reached the end of its service life.

ITT 25-239 was issued on July 23, 2025 to seven pre-qualified tenderers and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The ITT 25-239 evaluation team have considered the tenders received, and on that basis recommend that the GVWD Board award ITT 25-239 to Hall Constructors.

The GVWD Board approved the award of the contract.

E3.1 GVWD 2026 Budget and 2026 - 2030 Financial Plan **APPROVED**

From November 2024 to April 2025, Metro Vancouver staff supported the Boards in undertaking a Cost and Services Efficiency Review. The review identified areas where operational savings and capital expenditure reductions could be made and assessed the financial and service impacts of these potential revisions. At the Board Budget Workshop held April 9, 2025, the Boards received the final review results, which provided options for applying $364 million in operating savings and a reduction in capital expenditures of $1.1 billion to its 2026 – 2030 Five-Year Financial Plan resulting in household impact (HHI) targets for 2026 at 2.5%, 2027 at 3.0%, 2028 to 2030 at 5.0% increase per year. The cost savings enabled a reduction from previously projected HHI of 5% for both 2026 and 2027. The Boards directed staff to complete the budget according to those findings.

For Water Services, the 2026 operating budget is $449.7 million with a 2026 Capital Expenditures target of $488.4 million.

In addition, being brought forward is a request to authorize the applications and transfers of 2026 reserve funds which requires the approval of the GVWD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy*.

The GVWD Board approved the 2026 Budget and 2026-2030 Financial Plan for the GVWD, approved the 2026 applications and transfers of reserves, and set the Water Rate for 2026.

I1 GVWD Board Committee Information Items and Delegation Summaries

The GVWD Board received no delegations and two information items summaries from standing committees as follows:

Water Committee – October 15, 2025

Information Items:

E3 Renewed Drivers for Advancing Water Metering in Metro Vancouver
Without universal metering, there is uncertainty about how water is being used in the region. Advancing residential water metering allows the identification of leaks and the implementation of active conservation measures, which support reductions in per capita water use, and enables accurate, data-driven decision making. Reductions in per capita water use allow both water and liquid waste utilities to serve more people with the existing infrastructure.

Despite being one of the last utilities of its size to meter drinking water at all residential properties, recently several members have adopted residential metering programs. The public supports metering, with recent polling showing a 5 to 1 preference for a user-pay model over flat-rate billing. Proposed strategies in the Drinking Water Management Plan update focus on advancing residential water metering by setting regional targets that individual members can advance. This regional commitment approach is the same as the one taken in the successful Drinking Water Conservation Plan – where Metro Vancouver sets regional policy on water use restrictions and members manage through their respective bylaws.

E4 Health Canada PFAS Guidelines
Per- and polyfluoroalkyl substances (PFAS) are persistent chemicals found in various products and have raised environmental and health concerns. This includes the potential for contamination of drinking water supplies; however, given Metro Vancouver's protected water supply areas, the local risk of PFAS exposure through regional drinking water supplies is minimal.

Health Canada updated the Guidelines for Canadian Drinking Water Quality in August 2024, introducing a new PFAS objective, as well as expanding the list of parameters from two to twenty-five. In response, Metro Vancouver updated its PFAS testing and reporting protocols to include the additional parameters. PFAS has been below standard detectable limits in its sources, and treated water entering the transmission system, since testing began in 2020.

There are established treatment processes that may be implemented should PFAS contamination become a concern in the future as a consequence of evolving research and water quality standards.

Greater Vancouver Sewerage and Drainage District (GVS&DD)

E1.1 Scope of Work for DCC Project 4 - New Regional Economic Analysis Model **RECEIVED**

As directed by the MVRD Board, Metro Vancouver conducts annual analysis of its Development Cost Charge (DCC) program to monitor evolving market conditions and assess implications for development viability across the region. Analysis has been completed for 2025 and is provided to the Finance Committee and MVRD Board through the 2026 – 2030 Financial Plan report.

A broad review of the DCC program is underway with 5 key projects to support a 2027 DCC Bylaw update. Project 4 involves developing a more comprehensive regional economic analysis model. This report outlines a scope of work for Project 4 to support an in-depth assessment of development viability across the region, including the effects of municipal, regional, and other government charges and requirements as well as other macro-economic factors. The primary purpose of developing this model is to support Metro Vancouver and its members in assessing the impacts of DCCs to inform decision-making.

The GVS&DD Board received the report for information.

E2.1 Updated Liquid Waste Management Plan **APPROVED**

Metro Vancouver has updated its *Liquid Waste Management Plan* (LWMP). The updated plan focuses on protecting the environment and reducing infrastructure costs by conserving existing system capacity. This will be achieved by reducing wet weather flows and organic loadings, along with encouraging water conservation to reduce dry weather flows.

The plan was developed in collaboration with member jurisdictions and incorporates input from First Nations, advisory committees, and the public. Since October 2024, staff have presented to municipal councils and held meetings with First Nations. Input received from First Nations was incorporated into the draft plan and presented to the Liquid Waste Committee and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board in June 2025.

The plan includes a $5.3 million increase to the annual operational budget and no increase to capital costs in the existing five-year financial plan. The updated LWMP that will be submitted to the Minister of Environment and Parks.

The GVS&DD Board authorized staff to submit the LWMP to the Minister of Environment.

E2.2 Award of RFP No. 25-140 for Detailed Design & Construction Engineering Services for the North Surrey Interceptor Sanitary Sewer Overflow Storage Tank **APPROVED**

WSP Canada Inc. proposal ranked highest overall, had the highest technical score, and demonstrated best value overall for Metro Vancouver. WSP Canada Inc. has a successful track record of completing design projects for Liquid Waste Services Engineering, Design, and Construction.

The work to be provided under RFP No. 25-140 includes the consulting engineering services to complete detailed design, support procurement, construction and commissioning of the North Surrey Interceptor (NSI) Sanitary Overflow Tank Project over the next 6 years. The project is a key component of an upgrade program to prevent sewer overflows into the Fraser River during wet weather.

RFP No. 25-140 was issued on May 23, 2025 to prequalified proponents and the procurement was executed in accordance with the terms and condition of Metro Vancouver's Procurement Policy. The evaluation considered the proposals received, and on that basis recommend that the GVS&DD Board award RFP No. 25-140 to WSP Canada Inc.

The GVS&DD Board approved the award of the RFP.

E3.1 GVS&DD 2026 Budget and 2026 – 2030 Financial Plan **APPROVED**

From November 2024 to April 2025, Metro Vancouver staff supported the Boards in undertaking a Cost and Services Efficiency Review. The review identified areas where operational savings and capital expenditure reductions could be made and assessed the financial and service impacts of these potential revisions. At the Board Budget Workshop held April 9, 2025, the Boards received the final review results, which provided options for applying $364 million in operating savings and a reduction in capital expenditures of $1.1 billion to its 2026 – 2030 Five-Year Financial Plan resulting in household impact (HHI) targets for 2026 at 2.5%, 2027 at 3.0%, 2028 to 2030 at 5.0% increase per year. The cost savings enabled a reduction from previously projected HHI of 5% for both 2026 and 2027. The Boards directed staff to prepare the budget according to those findings.

For Liquid Waste Services, the 2026 operating budget is $756.3 million with a 2026 Capital Expenditure target of $981.4 million. For Solid Waste Services, the 2026 operating budget is $169.9 million with a 2026 Capital Expenditure target of $41.0 million.

In addition, being brought forward is a request to authorize the application of 2026 reserve funds which requires the approval of the GVS&DD Board pursuant to the Boards' *Operating, Discretionary, and Statutory Reserves Policy*.

The GVS&DD Board approved the GVS&DD 2026 Budget and 2026-2030 Financial Plan and approved the 2026 applications and transfers of reserves.

G1.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 393, 2025 - Amends Bylaw No. 379, 2024 **APPROVED**

The *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 379, 2024* (Tipping Fee Bylaw) sets rates and requirements at Metro Vancouver solid waste facilities.

This report proposes an increase to the 2025 garbage tipping fees of $7 per tonne, or between a 4.0 per cent and 5.5 per cent increase depending on load weight. The proposed 2026 garbage tipping fees

increase of $7 per tonne is equal to the projected tipping fee increase in the previous five-year financial plan. The generator levy, included in the garbage tipping fees at Metro Vancouver and City of Vancouver's solid waste facilities, is proposed to increase by $3 per tonne. The report also proposes increasing the mattresses and foundations/box springs recycling fee by $5 per unit to $20, to move towards cost recovery for recycling mattresses and foundations/box springs. Other changes and proposed revisions are as described in this report.

The GVS&DD Board gave three readings and adoption to the *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 393, 2025*.

G2.2 Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 391, 2025 **APPROVED**

The *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 391, 2025* is presented for Board consideration and adoption. In January 2025, staff received Board direction to phase in rate increases over two years. This amendment bylaw proposes new trucked liquid waste discharge fees for 2026 that will recover 90% of costs to receive and treat trucked liquid waste discharges. Full cost recovery through fees is scheduled to be achieved in 2027. Going forward, rates will be amended annually to maintain full cost recovery for the service.

Language reinforcing existing rules on what wastes can be discharged at the Northwest Langley Wastewater Treatment Plant's trucked liquid waste facility has also been added in the amendment bylaw.

Five-year rate projections are provided to help the industry anticipate future fee changes.

The GVS&DD Board gave three readings and adoption to the *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amendment Bylaw No. 391, 2025*.

I1 GVS&DD Board Committee Information Items and Delegation Summaries

The GVS&DD Board received one information item and one delegation summary from standing committees as follows:

Liquid Waste Committee – October 15, 2025

Delegations:

C1 Sue Maxwell, Chair, Zero Waste BC
Subject: Residual Options and Costs for Solid Waste Management Planning

Information Items:

E5 2025 Adult Toilet Training Regional Campaign Results

The 2025 Adult Toilet Training regional campaign ran from May 12 to June 22, 2025. The campaign's objective was to reduce the disposal of wipes into the wastewater system. The campaign focused on residents aged 18–34, as research shows this group is most likely to flush wipes. A regional paid media buy included digital (YouTube, Facebook, Instagram, Netflix, banners), radio, and advertising in public washrooms and elevators in multi-family buildings. The campaign performed well with 17.5 million impressions, 3 million video views, 4,932 social media engagements, 5,445 web page views, and 27 media stories. Operations staff have noted a general decrease in clogs since education campaigns began in 2016. The campaign will run again in 2026 and will include a post campaign survey to help assess campaign effectiveness

City of Richmond

Minutes

Community Safety Committee

Date: Wednesday, November 12, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Alexa Loo, Chair
Councillor Andy Hobbs
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Bill McNulty

Also Present: Councillor Michael Wolfe

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

MINUTES

It was moved and seconded
That the minutes of the meeting of the Community Safety Committee held on October 15, 2025, be adopted.

CARRIED

LAW AND COMMUNITY SAFETY DIVISION

1. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – SEPTEMBER 2025**
(File Ref. No. 12-8375-02) (REDMS No. 8193035)

In response to queries from Committee, staff noted (i) driving factors for the significant increase in parking revenue and violations can be attributed to having a full staff compliment who have been proactively patrolling hotspot areas, as well as the implementation of the license plate recognition technology, which enables more efficiency in terms of allocating resources to look at time-based infractions, (ii) enforcement numbers have also driven staff's goal to achieve compliance, which has also been noted through the increased usage of metering, and (iii) the priority privilege with respect to

infractions is life safety over those infractions that may have less of a life safety component or none at all (e.g., September priority to ensure a large allocation of resources to schools, particularly during the rush to drop off/pick up children where there's an increased danger of double parked cars near sidewalks).

A brief discussion ensued with respect to the process Bylaw Officers undertake for parking infractions where the driver or occupant is present noting (from a safety perspective) that visual evidence and a record of the license plate would have already been collected before approaching the vehicle.

Further discussion ensued with respect to the lengthy process for the bylaw prosecution referenced in the staff report, noting the agricultural enforcement and $141,000 fine (which has been received) and the additional remediation costs of the property that were also significant. Staff noted the precedent has been set that the City is quite serious about violations that occur within the ALR.

In response to further queries from Committee, staff reported (i) an investigation is underway with respect to allegations of an individual imitating a bylaw officer, and the importance for the general public to avoid any confrontation with the individual, (ii) similarly, with respect to any potential altercation with fellow dog owners, it was further noted the importance of reporting to Bylaws and/or the appropriate authorities should there be any violations, and not to confront the individual(s) directly, (iii) staff have made some outreach efforts with the BCSPCA and subject matter experts to solicit feedback in the area of cat bylaws in BC and management practices for urban free roaming cats, and will report back to Committee with any information obtained, and (iv) the addition of another soil bylaw enforcement officer has enabled an increase in proactive patrolling and greater presence overall, also increasing the potential of obtaining any neighbourhood concerns.

It was moved and seconded
That the report titled "Community Bylaws Monthly Activity Report – September 2025", dated October 14, 2025, from the Director, Community Bylaws & Licencing, be received for information.

CARRIED

2. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – SEPTEMBER 2025**
(File Ref. No. 09-5140-01) (REDMS No. 8183964)

A brief discussion ensued with respect to the reported number of medical responses to YVR. Chief Wishlove noted he was not aware of any contractual arrangement with YVR for Richmond Fire-Rescue's responsibility, in conjunction with BC Ambulance, to respond to medical emergencies at YVR, in addition to RFR's response to fires, alarms and natural or other types of emergencies that are part of RFR's responsibility under the access agreement.

It was moved and seconded
That the report titled "Richmond Fire-Rescue Monthly Activity Report – September 2025", dated October 15, 2025, from the Fire Chief, be received for information.

CARRIED

3. **FIRE CHIEF BRIEFING**

None.

4. **RCMP MONTHLY ACTIVITY REPORT - SEPTEMBER 2025**
(File Ref. No. 09-5350-01) (REDMS No. 8175434)

Discussion ensued with respect to (i) the increase in tickets issued for distracted driving, (ii) a reduction in the average hospital wait time for apprehensions, and (iii) the relatively low year to date motor vehicle collisions, compared to the recent years.

Superintendent Julie Drotar noted that road/traffic enforcement is the responsibility of every single unit that patrols the streets of Richmond, a combined effort of every all members, front line as well as the road safety unit.

It was moved and seconded
That the report titled "RCMP Monthly Activity Report – September 2025", dated October 14, 2025, from the Officer in Charge, be received for information.

CARRIED

5. **RCMP/OIC BRIEFING**

None.

6. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, November 12, 2025.

Councillor Alexa Loo
Chair

Lorraine Anderson
Legislative Services Associate

City of Richmond

Minutes

General Purposes Committee

Date: Monday, November 17, 2025

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au (entered the meeting at 4:15 p.m. by teleconference)
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

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

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on November 3, 2025, be adopted as circulated.

CARRIED

PARKS, RECREATION AND CULTURE DIVISION

1. **CITY SIGNATURE AND COMMUNITY EVENTS PROGRAM 2026**
(File Ref. No. 11-7400-01) (REDMS No. 8181002)

In response to queries from Committee, staff advised that (i) an event contingency of $50,000 is included to address potential challenges with individual events, such as unexpected production issues related to weather, unanticipated increased rental costs, additional safety requirements, event alterations due to construction, and/or sponsorships or grant shortfalls, and any unused funding is returned to the Rate Stabilization Account and (ii) the City conducted a thorough review of the Richmond Event Approval Coordination Team (REACT) process, specifically with regard to safety and security requirements and risk mitigation for community events.

Discussion ensued regarding (i) smaller community events, with staff noting that City events are included on the community calendar on the City's website, (ii) developing risk assessment and safety plan guidelines and other tools to support event organizers in ensuring the safety of event participants, (iii) funding in place to provide the appropriate level of safety and security at City events, and (iv) how operating departments, including Richmond RCMP, Richmond Fire-Rescue, and Public Works, adjust schedules and personnel assignments to meet event-related needs within their existing resources, with associated costs already accommodated in their regular operating budgets.

Staff advised that a memorandum outlining the parameters and use of the City events contingency budget can be provided in advance of the November 24, 2025 Council meeting.

It was moved and seconded

(1) That the City Signature and Community Events Program 2026, as outlined in Table 1 of the report titled "City Signature and Community Events Program 2026", dated October 27, 2025, from the Director, Arts, Culture and Heritage Services, be approved for the following events and initiatives:

(a) Children's Arts Festival;

(b) Richmond Cherry Blossom Festival;

(c) Doors Open Richmond;

(d) Community Celebration Grant Program;

(e) Neighbourhood Block Party Program;

(f) Steveston Salmon Festival;

(g) Richmond Maritime Festival;

(h) Richmond Farm Fest; and

(i) Community Event Safety Enhancements;

(2) That the expenditures totaling $1,113,900 for the City Signature and Community Events Program 2026 with funding of $1,027,900 from the Rate Stabilization Account, $41,000 estimated sponsorship and $45,000 estimated grant revenue be considered in the 2026 budget process; and

(3) That a Community Festive Lights Event at Minoru Lake be investigated, including timing, budget and potential partnerships.

CARRIED

COUNCILLOR ALEXA LOO

2. **MOTION TO SUPPORT AFFECTED LANDOWNERS DURING APPEAL OF COWICHAN LAND CLAIM**
(File Ref. No.) (REDMS No.)

It was moved and seconded

(1) Write a letter to the Prime Minister, the Premier, the Ministers of Finance, the Attorneys General to mitigate the effects of the Cowichan Land ruling on private landowners during the appeal process; and

(2) For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process and report back.

The question on the motion was not called as discussion ensued regarding (i) the Supreme Court of British Columbia's precedent-setting Cowichan Tribes decision, (ii) the affected properties within the Claim Area, and (iii) uncertainty for landowners and business owners and concerns from residents.

In response to queries from Committee, staff advised that (i) what is contemplated in the motion would not interfere with any discussions that the Province is having or contemplating to have with the Cowichan Tribes, (ii) any relief or guarantees would ultimately need to be acted on by the Province, (iii) the 18-month stay only applies to the titles held by Richmond and Canada that are occupied by the Vancouver Fraser Port Authority where those titles were found to be invalid and defective, and Justice Barbara Young said the 18-month suspension of the title declaration was to give the Cowichan, Canada, and Richmond time to make "necessary arrangements" for the transition of title, and (iv) the Provincial government will be asking for a stay of the implementation of the Cowichan Tribes case.

Further discussion ensued regarding (i) liaising with the Province to find out what they are doing in regards to the situation, (ii) having staff work closely with the Federal and Provincial governments to collect reliable information regarding the needs and concerns of home and business owners affected by the Supreme Court of British Columbia's decision, (iii) requesting that the Provincial government incorporate fee simple title properties affected by the Cowichan Tribe ruling into the property tax deferment program until a decision is reached by the BC Court of Appeal regarding this matter, and parameters of a tax deferment, (iv) advocating for citizens and business owners, and (v) filed notices of appeal in the case.

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

It was moved and seconded
That Part (2) of the motion be amended to read as follows:

> ***For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process, including that the City of Richmond requests that the Provincial Government incorporate fee simple title properties affected by the Cowichan Tribe ruling into the property tax deferment program until a decision is reached by the BC Court of Appeal regarding this matter, and report back.***

The question on the amendment motion was not called as discussion ensued regarding (i) interest and fees for property tax deferment, and (ii) various components and details to be incorporated in the report back process.

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

Further discussion ensued regarding support and information provided to Richmond residents and small businesses by Provincial government community contacts in response to the Cowichan decision.

The question on the main motion as amended, which reads as follows:

(1) Write a letter to the Prime Minister, the Premier, the Ministers of Finance, the Attorneys General to mitigate the effects of the Cowichan Land ruling on private landowners during the appeal process; and

(2) *For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process, including that the City of Richmond requests that the Provincial Government incorporate fee simple title properties affected by the Cowichan Tribe ruling into the property tax deferment program until a decision is reached by the BC Court of Appeal regarding this matter, and report back.*

was then called and it was **CARRIED** with Cllr. Wolfe opposed.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:05 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, November 17, 2025.

Mayor Malcolm D. Brodie
Chair

Shannon Unrau
Legislative Services Associate

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	October 27, 2025
From:	Marie Fenwick Director, Arts, Culture and Heritage Services	**File:**	11-7400-01/2025-Vol 01
Re:	**City Signature and Community Events Program 2026**		

Staff Recommendations

1. That the City Signature and Community Events Program 2026, as outlined in Table 1 of the report titled "City Signature and Community Events Program 2026", dated October 27, 2025, from the Director, Arts, Culture and Heritage Services, be approved for the following events and initiatives:
   a) Children's Arts Festival;
   b) Richmond Cherry Blossom Festival;
   c) Doors Open Richmond;
   d) Community Celebration Grant Program;
   e) Neighbourhood Block Party Program;
   f) Steveston Salmon Festival;
   g) Richmond Maritime Festival;
   h) Richmond Farm Fest; and
   i) Community Event Safety Enhancements;

2. That the expenditures totaling $1,113,900 for the City Signature and Community Events Program 2026 with funding of $1,027,900 from the Rate Stabilization Account, $41,000 estimated sponsorship and $45,000 estimated grant revenue be considered in the 2026 budget process; and

3. That a Community Festive Lights Event at Minoru Lake be investigated, including timing, budget and potential partnerships.

MFenwick

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 1

8181002

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Economic Development	☑	
Finance Department	☑	
Risk Management	☑	
Parks Services	☑	
Recreation & Sport Services	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

The purpose of this report is to provide Council with an overview of the 2025 City signature and community events program, the proposed program of events and initiatives for 2026, including the community event safety enhancements, and an associated budget for consideration as part of the 2026 budget process.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*
>
> *3.3 Ensure the community is collectively prepared for emergencies and potential disasters.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*
>
> *6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*
>
> *6.3 Foster intercultural harmony, community belonging, and social connections.*
>
> *6.5 Enhance and preserve arts and heritage assets in the community.*

This report also supports a number of Council endorsed strategies including: The City of Richmond Signature and Community Event Plan 2025-2029, The Richmond Arts Strategy 2019–2024, City of Richmond Community Wellness Strategy 2018–2023, Cultural Harmony Plan 2019–2029, City of Richmond Youth Strategy 2022–2032, City of Richmond Seniors Strategy 2022–2032, City of Richmond Accessibility Plan 2023–2033, and the Steveston Heritage Interpretive Framework.

Analysis

Background

Events enrich the lives of residents by providing opportunities for the community to connect, learn, and celebrate together. Events contribute to social and economic wellbeing, provide valuable volunteer opportunities, build a sense of community and enhance quality of life.

On October 21, 2024, Council approved the City of Richmond Signature and Community Events Plan for 2025-2029 (the Plan). The program of events and initiatives proposed for 2026 supports both the Council-endorsed Plan, including the Guiding Principles for City events:

1. Build capacity of local event organizers by prioritizing and investing in community-driven events;
2. Provide opportunities for Richmond residents and community groups to collaborate, contribute and participate;
3. Maximize social connections and foster sense of community pride and belonging for both volunteers and event participants;
4. Celebrate local themes, cultural diversity, and include programming that is uniquely Richmond;
5. Advance the City's environmental sustainability and accessibility goals;
6. Ensure events are safe, well-organized and sustainably funded; and
7. Encourage and support the development of unique events with a regional draw that bring economic and community benefit and raise the profile of Richmond.

Overview of 2025 City Signature and Community Events Program

The 2025 City Signature Events Program was well received by the community and included a full program with the return of the Richmond Farm Fest. An overview of the 2025 events program can be found in Attachment 1.

Proposed 2026 City Event Program

In addition to the Council-approved Kaiwo Maru and Richmond Celebrates FIFA World Cup 26 scheduled for 2026, the proposed 2026 Signature and Community Events Program detailed below supports the delivery of a mix of events, including neighbourhood, community, and city-wide events that align with the Council-approved Plan. Accessibility and community safety will continue to be a priority in the planning of events in 2026. All of the proposed events are in alignment with the Council-approved City of Richmond Signature and Community Events Plan for 2025-2029 and its guiding principles.

Children's Arts Festival 2026

Proposed Program – February 16-20, 2026

Similar to the 2025 program, the proposed 2026 program will include arts education experiences at the Library/Cultural Centre and Annex on Family Day with partnering community centres added through the school days component. All programs will be led by professional artist instructors in a wide variety of arts disciplines, including visual, literary, performance, media arts and more.

The School Days program, with the support of Richmond School District No. 38, will run from February 17 to 20, 2026. School days programming will be offered at community centres throughout Richmond.

The objective of the event is to engage Richmond's children and expand their horizons through a large assortment of culturally and artistically diverse activities such as:

- Participatory art activations;
- Drop-in Art in Action stations;
- Arts and culture workshops; and
- Performances led by local artists and art educators.

The Children's Arts Festival represents a unique opportunity for residents, youth and artists to come together to build community. The Festival strives to instill awareness and youth engagement in the arts to fulfill the goals outlined in the Richmond Arts Strategy.

Proposed 2026 Budget: $72,800 of City funding plus an estimated $16,000 in sponsorship for a total of $ 88,800.

Richmond Cherry Blossom Festival
Proposed Program – April 12, 2026

For 2026, the festival theme will be "*celebration.*" The theme symbolizes a celebration for those who have participated and volunteered since the start of the festival 10 years ago, and for future years to come.

As initially envisioned by the B.C. Wakayama Kenjin Kai, the Richmond Cherry Blossom Festival celebrates the natural and transient beauty of the 255 Akebono cherry trees in bloom at Garry Point Park, while providing festival visitors the opportunity to experience unique Japanese customs and traditions. As in past years, this year's festival will feature performances, demonstrations and hands-on activities provided by local Japanese craftspeople.

Proposed 2026 Budget: $57,300 of City funding and an estimated $5,000 in grants for a total of $62,300.

Doors Open Richmond
Proposed Program – June 6 and 7, 2026

Doors Open Richmond is an annual two-day event featuring free opportunities to explore behind the scenes in Richmond's unique places. The event promotes intercultural understanding by prioritizing its partnerships with cultural, faith-based, civic partner and other sites. Working with these partner sites, Doors Open helps organizations and communities share their cultural practices with the public in their own way and with their voice. It also helps newcomers to Richmond to understand the various community services available.

For its 19th year, the Richmond Museum Society will support the delivery of programming at over 40 sites across the City, offering a shuttle bus program for faith-based organizations along No. 5 Road and various cultural centres, and providing online programming for sites unable to invite public inside a facility. To enable the delivery of these activities, the event will be supported again by a robust volunteer ambassador program.

Any additional funds the Richmond Museum Society secures through grants and/or sponsorship will be used for program enhancements.

Proposed 2026 Budget: $41,400 of City funding.

Community Celebration Grant Program
Proposed Program June 1 to December 31, 2026

In addition to the proposed Community Celebration Grant Program for 2026, subject to Council approval, the Richmond Celebrates Soccer Community Celebration Grant Program will launch concurrently with this Program. The details of the proposed Richmond Celebrates Soccer Community Celebration Grant Program will be brought forward for Council consideration in December 2025.

This grant will be open to non-profit groups to host an event open to the public. Eligibility and evaluation criteria include:

- Richmond-based non-profit groups, Richmond based-not-for-profit faith–based groups, Parent Advisory Committees, and Student Councils;
- Event must be held in Richmond;
- Event must demonstrate alignment with program objectives including creating events that build community in Richmond;
- Event must take place outside of regular working hours to ensure a diverse range of people are able to attend;
- Event must be free and open to the public;
- If required, applicants must complete the Richmond Event Approval Coordination Team (REACT) application and are subject to REACT approval;
- Applicant must demonstrate capacity to safely host the proposed event outlined in the application and provide a realistic estimate of resources needed and total budget required; and
- Applicant must provide a final report including, copy of receipts and two photos of the event with signed photo waivers.

Events associated with a political party or have funding from another City of Richmond grant program will be ineligible.

The proposed 2026 Community Celebration Grant Program will be launched in Q1 of 2026. Proposed grant recipients will be brought for Council approval in Q2 of 2026 for events to be held June 1 to December 31, 2026.

Proposed 2026 Budget: $58,000 of City funding.

Neighbourhood Block Party Program

This program offers up to $500 of funding for neighbourhood groups to connect, create a sense of community, and enhance safety and awareness in neighbourhoods. Block parties can take

place in a variety of spaces, including parks, on local streets or private property. Proposed eligibility and evaluation criteria include:

- Applicants must be two Richmond-based residents living in the same neighbourhood, street or block (two individuals not living in the same household) and/or a strata;
- Block party must be held in Richmond;
- Block party must demonstrate alignment with program objectives including creating events that build community in Richmond;
- Block party must be free to the residents in that neighbourhood, street or block;
- Applicants must demonstrate capacity to safely host the proposed event and provide a realistic estimate of resources needed and total budget required;
- If required, applicants must complete a REACT application and are subject to REACT approval; and
- Applicants must provide a final report, including a copy of receipts and two photos of the event with signed photo waivers.

Block parties associated with a political party will be ineligible.

If approved, the Neighbourhood Block Party Program will be launched in Q1 of 2026, and applicants will be able to apply for up to $500 of funding for a Neighbourhood Block Party held between May 15 and October 12, 2026. Applications will re reviewed and approved as they are received.

In addition to the proposed Neighbourhood Block Party Program for 2026, subject to Council approval, the Richmond Celebrates Soccer Neighbourhood Block Party Program will launch concurrently with this program. The details of the proposed Richmond Celebrates Soccer Neighbourhood Block Party Program will be brought forward for Council consideration in December 2025.

Proposed 2026 Budget: $20,000 of City funding.

Steveston Salmon Festival / Canada Day
Proposed Program – July 1, 2026

Working in partnership with the Steveston Community Society, Richmond Agricultural and Industrial Society and the Steveston Salmon Festival Planning Committee, the 2026 event is anticipated to include many of the same elements as the 2025 festival, including the Parade, performance stages and entertainment throughout the site, the Japanese Cultural Show, Art Show, children's activities, Salmon Run Youth area, the traditional Salmon Bake, Chow Mein booth and food trucks. While the footprint of the event will differ due to the construction of the new Community Centre and demolition of the existing Community Centre, the Steveston Salmon Festival Planning Committee is committed to delivering a festival of a similar scope to previous years.

Proposed 2026 Budget: $359,000 of City funding plus $25,000 grant funding for a total of $384,000. For 2026 only, a request for an additional $50,000 Steveston Salmon Festival contingency is included to be used only to address the cost of the required relocation and tenting of

festival elements as a result of the lack of a community centre building. As planning is still underway, the actual need will be determined in early 2026.

Any additional funds Steveston Community Society/ Richmond Agricultural and Industrial Society secures through grants and/or sponsorship will be used for program enhancements.

Richmond Maritime Festival
Proposed Program – August 22-23, 2026

The Richmond Maritime Festival continues to serve as one of Richmond's signature events, showcasing the diverse cultural and maritime heritage of Britannia Shipyards National Historic Site and Steveston. In 2026, this will be accomplished through visiting boats, cultural activities, performances and heritage displays, inspired by the stories of those who lived and worked along the Fraser River. Should event alterations be required due to construction the events contingency can be used for this purpose.

Proposed 2026 Budget: $208,300 of City funding plus $15,000 sponsorship and $15,000 grant funding for a total of $238,300.

It is proposed that any additional funds brought forward by Richmond Arts Coalition or Britannia Shipyards National Historic Site Society through grants and sponsorships will be used for program enhancements.

Richmond Farm Fest
Proposed Program – September 13, 2026

Richmond Farm Fest returned to the Garden City Lands in 2025 in partnership with the Kwantlen Polytechnic University. The event celebrates Richmond's rich agricultural heritage and exciting future. This free, family-friendly event brings together the best of farming, food, and community in the heart of the city. Agriculture is a vital part of Richmond's cultural and economic story. With over 200 active farms, thriving restaurants, and a strong connection to land and food, Richmond is a hub for urban agriculture and unique culinary experiences.

In 2026, the festival will once again feature local agriculture, food security, future farmers, a kids area, food trucks, local music, hay wagon rides, the history of agriculture in Richmond and the local farm community.

Proposed 2026 Budget: $56,100 of City funding plus $10,000 sponsorship funding for a total of $66,100.

Community Event Safety Enhancements

Earlier this year, a tragic event at the Lapu Lapu Day Festival in Vancouver prompted the Province of British Columbia (BC) to conduct a province wide review of how municipalities in BC mitigate risk at community events. Additionally, Municipal Insurance Association of British

Columbia (MIABC) produced the Risk Management Guide for Local Government Community Events. The outcome of these initiatives included recommendations related to event safety and security, as well as resources to support municipalities and event organizers with risk assessment and mitigation. The City of Vancouver also put out an internal report outlining their approach to safety and managing risks at community events, specifically the Lapu Lapu Day Festival. Concurrently, the City conducted a thorough review of the REACT process, specifically with regard to safety and security requirements and risk mitigation for community events.

REACT Review Findings

The Richmond Event Approval Coordination Team (REACT) review process is a comprehensive review of event applications that facilitates the delivery of safe outdoor community events held on public property. The REACT approval team consists of internal and external organizations including Richmond RCMP, Richmond Fire Rescue, Vancouver Coastal Health, Bylaws, Transportation, Business Licensing, Environmental Programs, and Community Events departments. This team reviews traffic control, site access and egress, sanitation, security, crowd dynamics, event activities, crowd size, business licenses, applicable permits, insurance and the nature of attendees (i.e. high-profile attendees).

While the internal review found that the City's event approval process is comprehensive and incorporates a robust evaluation of both City and community events, there are opportunities for improvement. These findings, combined with the findings of the province-wide reports, identified a number of steps the City could take to further enhance safety and security for community events as outlined below.

Recommended Changes to support Community Event Organizers

Several actions have been identified to further support community organizers to plan safe events. These include but are not limited to:

- Developing risk assessment and safety plan guidelines and other tools to support event organizers in ensuring the safety of event participants;
- Updating the City's Event Planning Resources webpage to support event organizers in planning community events;
- Purchasing equipment to loan out that will support event organizers with safety and security measures at their events; and
- Staffing to support 2026 events.

Additional resources are required in 2026 to support these community event safety enhancements. Community safety resource requirements will continue to be assessed throughout 2026. Should additional funds be required in 2027 and beyond that will be the subject of future reports to Council and budget processes.

Proposed 2026 City Events Budget: $55,000 of City funding.

Potential New Event – Community Festive Lights Event at Minoru Lakes

Currently the City installs festive lighting displays across the community at 21 different locations, including the city centre area, City Hall, Steveston Village, Britannia Shipyards National Historic Site and Fire Hall No. 5 in Hamilton. This program features a combination of drive-by and interactive lighting displays. It is supplemented by partner initiatives such as the Rotary Club of Richmond Sunset's Winter Wonderland event held at City Hall and Tourism Richmond's Winter in the Village in Steveston Village.

Council may wish to consider expanding the current lighting program by exploring the addition of a Community Festive Lights Event at Minoru Lakes. It is envisioned this event would be comparable to that of the Lights at Lafarge in Coquitlam, but with a distinct "Made in Richmond" experience. Should Council wish to consider this, staff will consult with potential community partners and sponsors and report back with a detailed program, costing and timelines.

The proposed Event would invite residents to enjoy an illuminated, shared immersive experience walking around Minoru Lakes, showcasing high quality, unique and specialized displays. This locally inspired activation of the City's premier park space will be a vibrant and artistically inspired expression of the many cultural traditions found in Richmond and could serve as the City's signature multi-cultural event.

A Community Festive Lights Event at Minoru Lakes could address many of the comments heard from community stakeholders when developing the Community Signature and Community Events Plan including; promoting social engagement and civic pride, fostering cultural expression and intercultural connections, and providing an opportunity to highlight civic infrastructure.

Financial Impact

Table 1 - Proposed 2026 City Event Budget:

Event	2025 Council Approved Funding	2026 Proposed City Funding	2026 Estimated Sponsorship Revenue	2026 Estimated Grant Revenue	2026 Total Proposed City Event Program Budget
Children's Arts Festival (CAF) (February 16-20)	$ 71,400	$ 72,800	$ 16,000		$ 88,800
Richmond Cherry Blossom Festival (April 12)	$ 51,000	$ 57,300		$ 5,000	$ 62,300
Doors Open Richmond (June 6-7)	$ 40,600	$ 41,400			$ 41,400
Community Celebration Grant Program (June – December)	$ 51,000	$ 58,000			$ 58,000

Event	2025 Council Approved Funding	2026 Proposed City Funding	2026 Estimated Sponsorship Revenue	2026 Estimated Grant Revenue	2026 Total Proposed City Event Program Budget
Neighbourhood Block Party Program Fund (May - October)	$ 25,500	$ 20,000			$ 20,000
Steveston Salmon Festival/ Canada Day (July 1)	$ 351,900	$ 359,000		$ 25,000	$ 384,000
Steveston Salmon Festival Contingency – 1 year only		$ 50,000			$ 50,000
Richmond Maritime Festival (August 22-23)	$ 204,200	$ 208,300	$ 15,000	$ 15,000	$ 238,300
Richmond Farm Fest (September 13)	$ 55,000	$ 56,100	$ 10,000		$ 66,100
Supporting Food Security through Community Driven Events*	$ 30,000				
NEW Community Event Safety Enhancements – 1 year only		$ 55,000			$ 55,000
Subtotal	$ 880,600	$ 977,900	$ 41,000	$ 45,000	$1,063,900
City Events Contingency	$ 50,000	$ 50,000			$ 50,000
TOTAL	**$ 930,600**	**$1,027,900**	**$ 41,000**	**$ 45,000**	**$1,113,900**

* In 2026, previous grant recipients will be eligible to apply for a grant related to food access, food security, and urban agriculture through the newly expanded Environmental Enhancement and Food Security Grant Program.

The proposed total budget for the 2026 City Events Program is $1,113,900 with funding of $1,027,900 from the Rate Stabilization Account, $41,000 estimated sponsorship and $45,000 estimated grant revenue to be considered in the 2026 budget process. Staff will seek sponsorship revenue to offset the event costs commensurate with the size and scales of the events. Staff will continue to pursuit grant funding to provide program enhancement for signature events. Grant estimates are based on the 2025 actual grants received.

As in previous years, any grants, sponsorships, other funding and in-kind contributions secured by community partners will be used for program enhancement.

An event contingency of $50,000 is included to address any challenges that may arise with any individual event. This may include things such as unanticipated production issues related to

weather, unanticipated increased rental costs, additional safety requirements, event alterations due to construction, and/or sponsorships or grant shortfalls.

In order to further support and implement the recommendations to enhance community safety at events, a request for $55,000 is included in the budget.

Conclusion

Events enrich the lives of residents by providing opportunities for the community to connect, contribute, learn, and celebrate together. They contribute to social and economic well-being, foster community resiliency, build community capacity and a sense of community identity and contribute to a vibrant city with a strong sense of place and distinct identity. The proposed program of events and initiatives for 2026, provides opportunities for the City to work collaboratively with a range of community organizations to safely deliver on a number of priorities identified in the City of Richmond's Signature and Community Event plan (2025-2029) and it is recommended it be approved. Additionally, Council may wish to consider exploring expanding the 2026 event program with additional community event safety enhancements and the exploration of a new Community Festive Lights Event at Minoru Lake.

Dee Bowley-Cowan
Program Manager, Events
(604-276-4320)

Att. 1: Overview of 2025 City Signature and Community Events Program

Overview of 2025 City Signature and Community Events Program

The following is an overview of the Council-approved event program for 2025.

Children's Arts Festival

The annual Children's Arts Festival (CAF) is the City's signature event for children, families, and educators. The festival included two components: a public day on February 17, 2025, and school days on February 18-21, 2025. With the support of the Richmond Public Library, Family Day was celebrated with a diverse series of workshops and performances that engage children in a variety of arts activities. The school days component, with the support of Richmond School District No. 38, saw similar activities take place throughout the city at local community centres.

Participation highlights include:

- Over 7,500 people attended the CAF for a wide range of programming during the Family Day public event on February 17, 2025;
- 1,578 children representing 68 classes from 20 Richmond elementary schools participated in the school days program from February 18 to February 21, 2025, at the Richmond Public Library/Cultural Centre and Annex and community centres (City Centre, Thompson, Sea Island, South Arm, and Steveston);
- 110 volunteers contributed to over 500 volunteer hours to the event;
- 4,291 website visitors;
- Online advertising reached 84,251 unique users, with 224 likes and 79 post shares; and
- Social media content reached 23,412 unique users, with 31,729 impressions, 179 reactions, and 76 likes and shares.

Richmond Cherry Blossom Festival

Celebrating the arrival of spring and the blooming of Garry Point Park's 255 Akebono cherry trees, this annual event is produced in partnership with representatives from the BC Wakayama Kenjin Kai. Held on April 6, 2025, the event featured live performances, demonstrations, food from a local restaurant and food trucks, Japanese cultural displays, and children's crafts and activities. The Sister City Advisory Committee once again displayed chochin (paper) lanterns to commemorate the 50th anniversary of Richmond's Sister City relationship with Wakayama. The 2025 Cherry Blossom Festival theme was 笑顔 (EAGO), meaning smile, to celebrate the joy and connection that blossoms within our community during this special event.

Participation highlights include:

- Over 5,000 visitors attended the festival;
- 24 volunteers contributed 192 hours;
- 6,597 website visitors; and
- Social media content reached 161,361 unique users, with 349,446 impressions and 1,903 likes and shares.

Doors Open Richmond

The 18th edition of Doors Open Richmond was held from June 7 to June 8, 2025, featuring 52 partner sites that offered a diverse range of unique experiences. This event featured the highest number of participating sites since its inception in 2008, including the addition of seven new locations. Notable partnerships were established with local farms, including KPU and the Sharing Farm, as well as with local artists, such as Effat Mirnia and FT Art Studio, whose work is inspired by their cultural heritage. The event also showcased representation from a broad spectrum of communities, such as Musqueam, Muslim, Sikh, Hindu, Catholic, Ukrainian, Buddhist, Japanese, Turkish, Baha'i, and Chinese groups. Additionally, two new videos were produced for the event, highlighting the Gateway Theatre and the Steveston Kendo Club.

Participation highlights include:

- Over 23,900 visits to sites were recorded throughout the weekend;
- 576 participants attended pre-registered programs, including guided tours of Richmond City Hall and guided bus tours featuring two new tours: Discover Doors Open and Sacred Spaces;
- 510 volunteers contributed 2,361 hours to the event; and
- Social media content reached 21,641 unique users, with 29,006 impressions, 481 reactions, and 248 likes or shares.

Community Celebration Grant Program

The 2025 Community Celebration Grant Program was publicly launched on January 13, 2025, through the City's website, social media platforms, direct outreach to past applicants, and postings in community facilities across Richmond. Richmond-based not-for-profit organizations, not-for-profit faith-based groups, Parent Advisory Committees, and School Student Councils were invited to submit creative proposals for free public events aimed at bringing residents together from diverse backgrounds through shared interests, arts and culture. All approved events were to be delivered by December 31, 2025.

In total, 78 applications were received by the February 9, 2025, deadline. 49 projects received funding, totalling $48,518. Originally, 52 projects received funding (totalling $52,052), however three applicants returned their grant funding upon making the decision to cancel their event in 2025.

Participation highlights include:

- Activities delivered through the grant included intercultural celebrations, outdoor concerts, art activities in the park, community carnivals, school and sporting events; and
- Event participation ranged from 25 to 500.

Richmond Neighbourhood Block Park Program

This year's Richmond Neighbourhood Block Party Program was launched on April 14, 2025, and was promoted through the City's website, Parks, Recreation and Culture e-News, social

media channels, and targeted outreach to Richmond School District No. 38, Community Associations and Societies, and City-operated Parks, Recreation and Culture facilities.

The program encouraged Richmond residents to strengthen neighbourhood connections and foster a sense of community by hosting block parties in a variety of spaces, including local parks, streets, and private strata properties. Funding was available to pairs of residents – living in the same neighbourhood and/or but in different households/strata – who applied to organize a free block party for their neighbours.

42 applications were received for the 2025 program. Out of the 42 applications, 32 block parties received a combined total of $15,439.75 and four applications held successful block parties with a neighbourhood road closure.

The first block party took place on June 21, 2025, and the final block party took place on October 4, 2025. The 2025 intake period concluded on October 13, 2025.

Program Highlights:

- Block parties were hosted in more than 11 neighbourhoods across Richmond, with the majority held in the Steveston and Brighouse area;
- Funding supported expenses such as insurance, table and chair rentals, food, lawn game rentals, bouncy castles, barricade rentals and marketing materials; and
- Activities included barbeques, international potlucks, children's crafts, games, road hockey, and storytelling.

Steveston Salmon Festival / Canada Day

The 78th Annual Steveston Salmon Festival was once again successfully delivered in partnership with the Steveston Community Society and the Richmond Agricultural and Industrial Society. This year's event was in alignment with the same vision theme from 2024, "It's about COMMUNITY" for the 2025 Festival. Visitors appreciated the activation of some traditional Salmon Festival activities, plus the addition of two new zones, Salmon Run and Salmon Row.

The 78th annual Steveston Salmon Festival on July 1, 2025, included:

- The Steveston Salmon Festival Parade, Salmon Bake and Chow Mein Community Food Booth, and market/trade show;
- A welcome ceremony including local, federal and provincial government and First Nations representatives;
- Traditional Steveston Salmon Festival programming, including the Japanese Cultural show and demonstrations, Art Show, and Marketplace;
- Introducing the new Sponsor Row zone for the festival's dedicated community groups and vendors;
- Activities for both youth and children at Sammy's Fun Zone and the new Salmon Run Youth Zone – including performances by young up-and-coming artists at the Salmon Run Zone stage;
- Activation of the Steveston Salmon Festival Sponsors at the new Sponsors Row Zone;
- A variety of artist and performers across the site; and

- A grand finale performance by Ten Souljers at the Spirit of Steveston Zone stage.

Participation highlights include:

- Over 80,000 visitors to the festival site throughout the day;
- 275 community volunteers contributed to over 1,437 hours to deliver the event;
- 86 parade participants;
- Over 40 local performers, including Richmond's own the Buttery Biscuits, Saints of Anastasia, the Showstoppers, MC Gigi, and Imitation Daves, to name a few;
- A combined total of 8,917 website visitors, including ads that garnered 1,057 post reactions and 169 shares; and
- Social media content related to the event reached 98,643 unique users, including 1,078 likes and 311 like and shares.

Richmond Maritime Festival

The 22nd annual Richmond Maritime Festival animated the Britannia Shipyard National Historic Site on August 23-24, 2025. The event program featured 14 wooden and working boats along the dock including local restored heritage boats, maritime-themed décor and installations throughout the site, live music on two stages, roving performers and musicians, popular hands-on activities, multicultural array of food vendors, and community booths.

Participation highlights include:

- Over 40,000 visitors to the site over the two day festival;
- 62 volunteers contributed over 560 hours to deliver the event;
- More than 100 artists, performers, and craftspeople contributed to the festival programming; and
- Social media content reached 251,892 unique users, garnering over 3,500 likes and shares.

Richmond Farm Fest

On September 7, 2025, Richmond Farm Fest, in partnership with the Kwantlen Polytechnic University, returned to Garden City Lands for a free, family-friendly celebration of farming, food and community. The festival featured a farmers and artisans market, cooking demonstrations, food trucks, KPU's Brew Barn, a Little Farmers kids' zone, agricultural and garden displays, farm wagon tours and live local performances. Visitors immersed themselves in the agricultural heart of the city by exploring Richmond's agricultural story, enjoying a plant labyrinth and learning about sustainability.

Participation highlights include:

- Over 2,500 people visited the festival;
- 56 volunteers engaged, contributing 422 volunteer hours; and
- Social media content reached 88,075 unique users, garnering over 1,000 likes and shares.

Supporting Food Security Through Community-Driven Events

The 2025 City Events Program approved by Council on October 21, 2024, provided $30,000 in funding to allocate to existing farmers markets and community events that support food security through the promotion of local food and food producers. The objectives of this program include promoting local farmers and food producers, supporting and promoting options for Richmond residents to access local food in an outdoor setting, and highlighting opportunities through community events to promote food security/address food insecurity in innovative ways.

In 2026, previous grant recipients will be eligible to apply for a grant related to food access, food security, and urban agriculture through the newly expanded Environmental Enhancement and Food Security Grant Program.

In 2025, this funding was used to support:

- Kwantlen St. Farmer's Market – Funding used to host and promote local farmers at the weekly public farmers market at the Cultural Centre Plaza from May 13 – December 23, 2025;
- Sharing Farm Society – Funding was used to support booths for Richmond farmers and food producers at the Garlic Festival on August 16, 2025, at Terra Nova Rural Park;
- Steveston Farmers and Artisans Market – Funding used to host farmers and artisans at the 10 bi-weekly market in Steveston at the Garry Point Park from June 4 to October 29, 2025; and
- Urban Bounty – Funding used to host 22 Garden Tasting and Talk programs to provide fresh seasonal produce for Richmond residents experiencing food insecurity. These programs utilized Community Supported Agriculture boxes for tasting and education sessions held at Hamilton Community Centre, East Richmond Community Hall, and South Arm Community Centre from June 4 to October 29, 2025.

The City of Richmond Signature and Community Events Plan 2025-2029 Highlights

On October 21, 2024, Council approved the City of Richmond's Signature and Community Events Plan for 2025-2029. In 2025, the City of Richmond's Signature and Community Events continued to support a range of events of varied scope and scale. Events continue to draw visitors to the city, yielding maximum social and economic benefits.

For the first year of the Plan, staff collaborated with City departments and community partners, supported by numerous community event organizers, local businesses, and volunteers, to advance the short-term (1-2 years) actions outlined in the plan.

Highlights and achievements from the Plan for 2025 include:

- Implemented the Inclusive and Accessible Event Checklist at the City's signature events to ensure event sites were accessible to all. This included providing accessibility information such as parking, accessible seating and washroom locations on event websites;
- Conducted public exit surveys at the Steveston Salmon Festival, the Richmond Maritime Festival, and the Richmond Farm Fest to gather feedback to inform planning for future events;
- Successfully brought back a new Richmond Farm Fest to the Garden City Lands in partnership with the Kwantlen Polytechnic University;
- Undertook a review of the Sustainability Event Toolkit;
- Approved approximately 150 Community events through the Richmond Event Approval Coordinator Team (REACT) process; and
- Conducted a safety review with the REACT team to ensure both Community and Signature events are delivered safely.

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 4, 2025
From:	Joshua Reis Director, Development	**File:**	TU 24-036427
Re:	**Application by Haydenco Holdings Ltd. for a Temporary Commercial Use Permit at 12800 Rice Mill Road**		

Staff Recommendations

1. That the application by Haydenco Holdings Ltd. for a Temporary Commercial Use Permit (TU 24-036427) for a portion of the property at 12800 Rice Mill Road, to allow "Parking, non-accessory" as a permitted use, be considered for a period of three years from the date of issuance; and

2. That this application be forwarded to the December 15, 2025, Public Hearing at 5:30pm in the Council Chambers of Richmond City Hall.

Joshua Reis
Director, Development
(604-247-4625)

JR:ak
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Climate & Environment	☑	
Policy Planning	☑	

Staff Report

Origin

Haydenco Holdings Ltd., with authorization from BC Ferry Services Inc., has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow non-accessory parking as a permitted use at the northwest corner of 12800 Rice Mill Road. The proposed TCUP would permit the properties at 12020 and 12040 No. 5 Road to use approximately 630 m^2 (6,781 ft^2) of the property at 12800 Rice Mill Road ("subject area") to provide 21 additional employee parking spaces for a period of three years. A location map and aerial photo are provided in Attachment 1.

The subject property is split-zoned, with the area subject to this TCUP zoned as "Agriculture (AG1)". The subject area currently contains an unauthorized asphalt and gravel parking pad, with vehicle access provided from the lane east of 12020 and 12040 No. 5 Road.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is attached (Attachment 2).

Surrounding Development

Development immediately surrounding the subject property is as follows:

To the North: Across Rice Mill Road are vacant lots owned by the City and zoned "Small-Scale Multi-Unit Housing (RSM/XL)" and "Agriculture (AG1)". These properties are designated as "Industrial" in the Official Community Plan (OCP). The lots at 11800 No. 5 Road and 12851 Rice Mill Road are located within the Agricultural Land Reserve (ALR), while 12751 Rice Mill Road is located outside of the ALR.

To the South: Vacant lots zoned "Small-Scale Multi-Unit Housing (RSM/XL)", outside the ALR and designated as "Industrial" in the OCP. The properties are part of active rezoning and Development Permit (DP) applications (RZ 22-005648 & DP 25-009422) to rezone to "Light Industrial (IL)" and develop an industrial building. The rezoning bylaw is currently at third reading.

To the East: A Ministry of Transportation and Transit (MOTT) Right-of-Way containing the access road to the BC Ferries site, a railway line, Highway 99 and the beginning of the George Massey Tunnel. This property is designated as "Industrial" in the OCP.

To the West: Industrial properties zoned "Industrial Business Part (IB1)" and designated for "Mixed Employment" in the OCP.

Related Policies & Studies

Existing Legal Encumbrances

A number of legal encumbrances are registered on the subject property's Title as part of the previous rezoning and DP approvals (RZ 18-824565 & DP 18-824566) for the BC Ferries Fleet Maintenance Unit. The applicant's legal professional has reviewed and confirmed that the proposed subject area does not conflict with existing agreements.

Official Community Plan (OCP)

The OCP allows TCUPs to be considered in areas designated "Industrial", "Mixed Employment", "Commercial", "Neighbourhood Shopping Centre", "Mixed Use", "Limited Mixed Use", and "Agricultural" (outside of the ALR), where deemed appropriate by Council and subject to conditions suitable to the proposed use and the surrounding area. The subject property's OCP land use designation is "Industrial" and is located outside of the ALR. The subject area is partially located within an Environmentally Sensitive Area (ESA) (Attachment 3).

The proposed temporary commercial use for non-accessory parking is consistent with the land use designation and applicable policies in the OCP. Consideration of the proposed development on the portion of the site identified as ESA is further discussed in the Analysis section of this report.

Richmond Zoning Bylaw 8500

The subject property is zoned "Agriculture (AG1)", "Light Industrial (IL)" and "BC Ferries Fleet Maintenance and Moorage (ZI14)". The subject area is located in the northwest portion of 12800 Rice Mill Road that is zoned "Agriculture (AG1)", which permits a range of farming and compatible uses. The proposed "parking, non-accessory" land use is generally compatible with both the subject property's "Industrial" land use designation and surrounding industrial land uses. "Parking, non-accessory" describes parking that is not associated with a permitted use on the subject property.

Local Government Act

The *Local Government Act* states that TCUPs are valid until the date the permit expires or three years after issuance, whichever is earlier, and that an application for one extension to the Permit may be made and issued for up to three additional years at the discretion of Council.

Public Consultation

Notification signage has been installed on site. Staff have not received any comments from the public about the TCUP application in response to the on-site signage or the early notification mail-out. Should Council endorse the staff recommendation, the application will be forwarded to a future Public Hearing meeting, where any area resident or interested party will have an opportunity to comment. Public Notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

The encroachment into 12800 Rice Mill Road was identified through staff's review of an adjacent rezoning development (RZ 22-005648), and the owner was advised to apply for a TCUP to address the non-conforming use. Based on a review of aerial imagery, unpermitted parking within the subject area appears to have commenced around September 2009, and the applicant has confirmed that the north part of the area was paved in 2020.

The proposed TCUP would allow the businesses at 12020 and 12040 No. 5 Road to formalize their use of the subject area for employee parking on a temporary basis for three years.

Together, the two properties provide a total of 36 on-site parking spaces in compliance with the Zoning Bylaw, with access from the adjoining rear lane (Attachment 4). The TCUP would provide 21 additional standard parking spaces to accommodate fleet vehicles and staff parking needs.

The applicant has an ongoing lease agreement with BC Ferries for use of the subject area and remains in close contact with BC Ferries regarding future parking needs. There have been no complaints received by the City in recent years relating to unauthorized parking use within the subject area. There are no proposed changes to Rice Mill Road, or the adjacent lane as a result of the subject TCUP.

Riparian Management Area (RMA)

A 5 m RMA exists along the subject area's Rice Mill Road frontage. To address the RMA designation, the TCUP proposes revegetation and habitat compensation measures within the subject area. A Qualified Environmental Professional (QEP) Report was submitted by the applicant which outlines the RMA assessment, compensation and enhancement strategy. It includes the following remediation efforts to be conducted by the applicant:

- Removal of all existing encroachments into the RMA (fencing and paved surfaces); and
- Restoration of the RMA including removal of invasive species and revegetation. The planting plan (Attachment 5) is consistent with the Ministry of Environment's Riparian Restoration Guidelines and includes the planting of red-osier dogwood and salmonberry.

Prior to TCUP issuance, the applicant is required to provide a security of $17,153.20 for all proposed RMA remediation works as identified in the planting plan (Attachment 6). The RMA security is based on 100 per cent of the cost estimate provided by the QEP (including installation and a 10 per cent contingency). A legal agreement is required to secure the proposed three-year monitoring period for the implementation of the RMA remediation measures.

Environmentally Sensitive Area (ESA)

The southern portion of the subject area is within an "Old Field and Shrubland" ESA and has been surfaced with gravel without a permit for use as a temporary parking area. ESA compensation is required to mitigate this impact. Proposed off-site ESA compensation measures associated with the subject TCUP, including planting and landscape enhancements, will form part of a separate active ESA DP application (DP 25-009422) associated with the adjacent properties at 12060 and 12080 No. 5 Road. The proposed ESA compensation to be located within 500 m of the subject area will be reviewed in line with a submitted QEP Report and compensation securities and associated legal agreements will be secured as part of that DP.

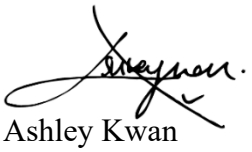
As a condition of the TCUP, the subject area is to be restored to a condition satisfactory to the City upon the expiration of the Permit or cessation of the use, whichever is sooner. This includes on-site restoration and enhancements to the ESA portion of the subject area.

Financial Impact

None.

Conclusion

It is recommended that the attached Temporary Commercial Use Permit be issued to the applicant to allow "parking, non-accessory" on a portion of the property at 12800 Rice Mill Road on a temporary basis for a period of three years from the date of issuance.



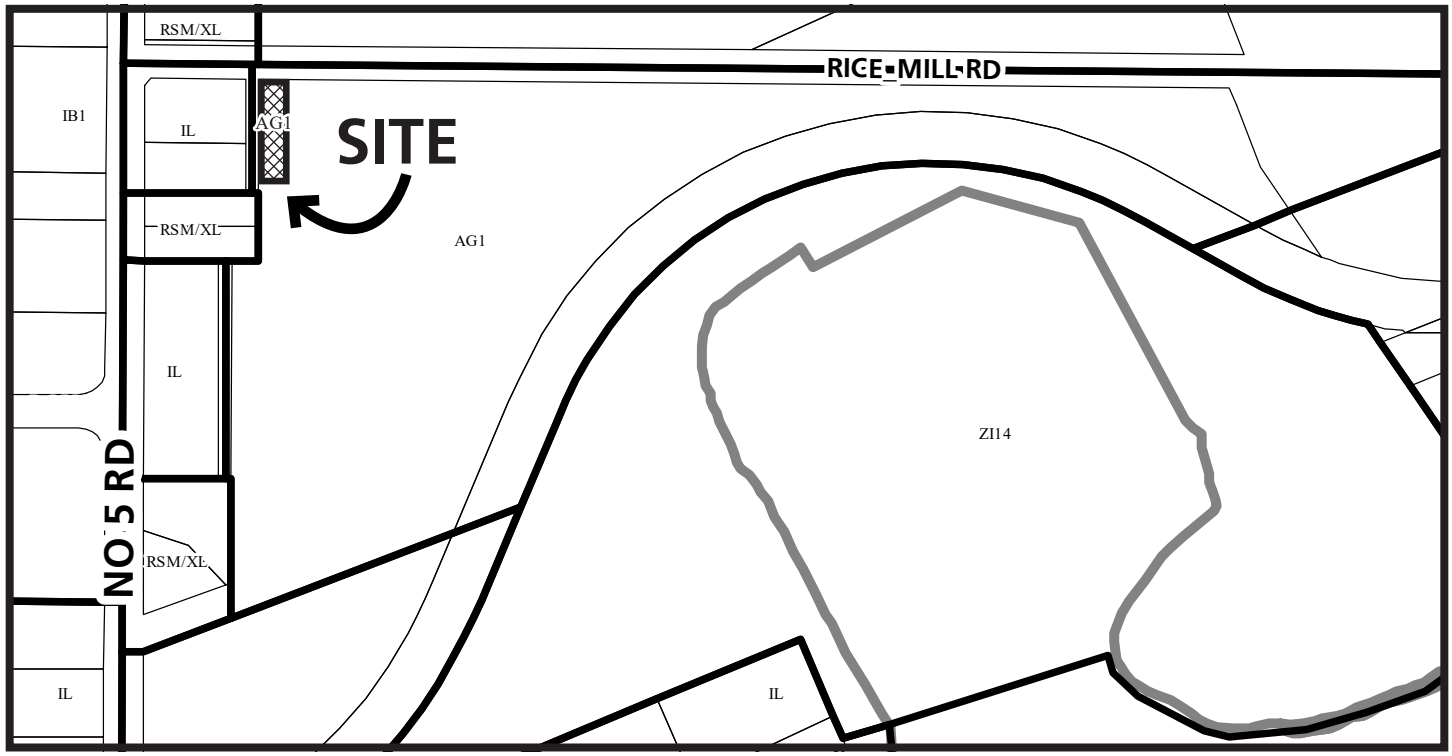
Ashley Kwan
Planner 1
(604) 276-4173

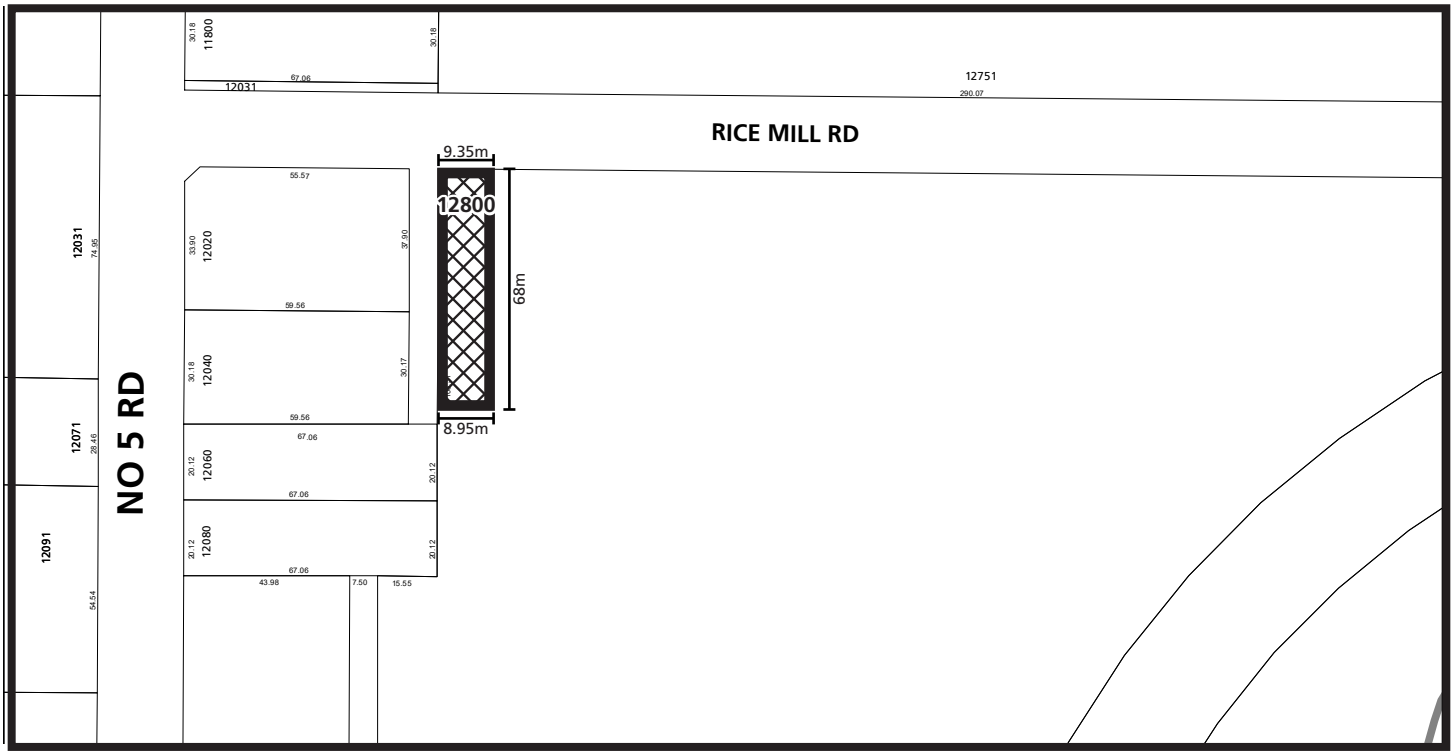
AK:aa

Att. 1: Location Map and Aerial Photo
2: Development Application Data Sheet
3: ESA Map
4: Site Plan
5: RMA Planting Plan
6: TCUP Considerations

City of Richmond

Attachment 1





TU 24-036427

Original date: 07/22/24

Revision Date: 10/29/25

Note: Dimensions are in METRES

City of
Richmond

TU 24-036427

Original date: 07/29/24

Revision Date: 10/14/25

Note: Dimensions are in METRES

City of Richmond

Development Application Data Sheet

Development Applications Department

TU 24-036427 **Attachment 2**

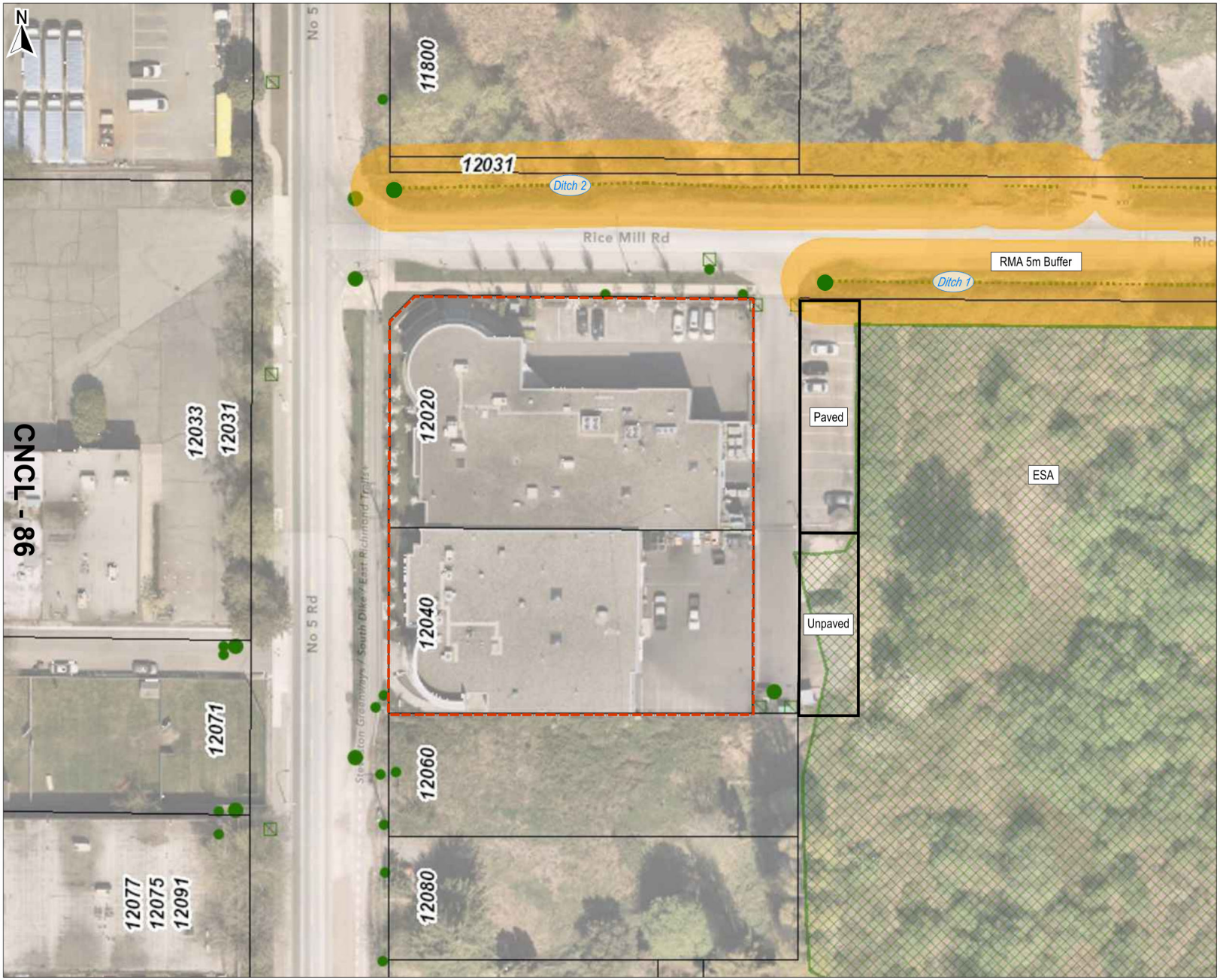
Address: 12800 Rice Mill Road

Applicant: Haydenco Holdings Ltd.

Planning Area(s): Shellmont

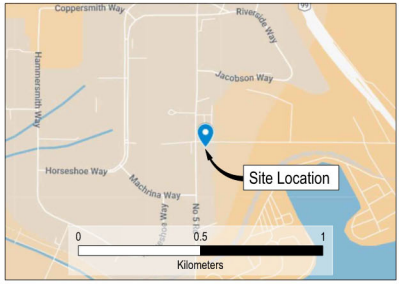
	Existing	Proposed
Owner:	BC Ferry Services Inc	No change
Land Uses:	Light Industrial	Parking, Non-Accessory
OCP Designation:	Industrial	No change
Zoning:	Light Industrial (IL), Agriculture (AG1), BC Ferries Maintenance and Moorage (ZI14)	No change

On Development Site	Bylaw Requirement	Proposed	Variance
On-site Vehicle Parking for 12020 No 5 Rd:	18	12020 No. 5 Rd: 20 existing 12040 No. 5 Rd: 16 existing 12800 Rice Mill Rd: 21 standard parking spaces	None
On-site Vehicle Parking for 12040 No 5 Rd:	16		



CNCL - 86

NEXT ENVIRONMENTAL INC



LEGEND

- Development Area
- Unpermitted Parking Area
- Drainage Manholes and Catch Basins
- City of Richmond Environmentally Sensitive Area (ESA)
- City of Richmond Riparian Management Area (RMA)

0 24m
1:600

IMAGE SOURCES:
- Inset Map: Google Maps
- Aerial Image: Richmond Municipal GIS (2023)

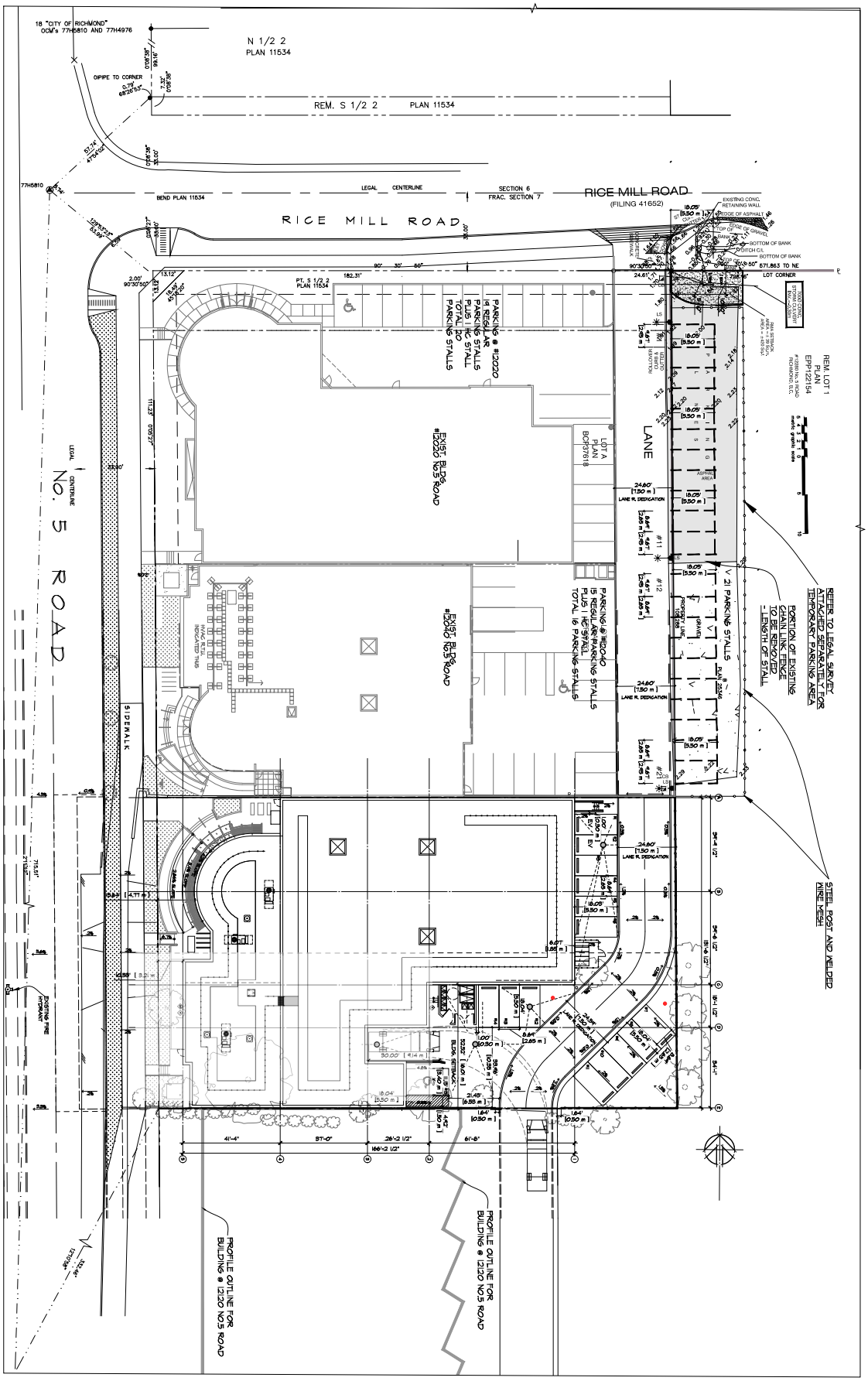
NOTE:
All locations are approximate unless otherwise noted.

DISCLAIMER:
This drawing is part of a NEXT Environmental Inc. report and its use is subject to the limitations expressed in the Compliance Statement of that report.

Client:	Prism Construction Ltd.
Project:	Temporary Use Permit QEP Report
	12800 Rice Mill Road, Richmond, BC
Consultant: SK	Drawn by: BP; Drawn date: May 26, 2025; Checked by: ; Checked date:
Project No:	PRI091101
DWG:	PRI091101-102.dwg
Figure:	02

Site Plan and Outline of Development Impacts

Attachment 3


RICE MILL ROAD
No. 5 ROAD
LANE
EXIST. BLDG #12020 No.5 ROAD
EXIST. BLDG #12040 No.5 ROAD
PARKING @ #12020 14 REGULAR PARKING STALLS PLUS 1 HC STALL TOTAL 15 PARKING STALLS
PARKING @ #12040 15 REGULAR PARKING STALLS PLUS 1 HC STALL TOTAL 16 PARKING STALLS
V.I.P. PARKING STALLS
KEEP TO LEGAL SURVEY ATTACHED SEPARATELY FOR TEMPORARY PARKING AREA
PORTION OF EXISTING CONCRETE CURB TO BE REMOVED - LENGTH OF STALL
STEEL POST AND WELDED WIRE MESH
PROFILE OUTLINE FOR BUILDING @ 12120 No.5 ROAD
PROFILE OUTLINE FOR BUILDING @ 12200 No.5 ROAD
SIDEWALK
LEGAL CENTERLINE
SECTION 6 FRAC. SECTION 7
REM. LOT 1 PLAN EPP122154
LOT CORNER
BOTTOM OF BANK
TOP OF BANK
EXISTING CONC. RETAINING WALL
SIDEWALK
PROPOSED FIRE HYDRANT
REVISIONS
ISSUED FOR D.P.
APRIL 15, 2019
12040 No. 5 ROAD
RICHMOND, B.C.
INDUSTRIAL OFFICE DEVELOPMENT
SITE PLAN SIMPLIFIED
19-016-A1S
LSA
LO STUDIO Architecture Inc.

Shrubs				
Symbol	Common Name	Latin Name	Count	Comments
Cs	red-osier dogwood	Cornus stolonifera	34	no. 2 pot; densely branched; well established
Rs	salmonberry	Rubus spectabilis	22	no. 2 pot; multi-stemmed; densely branched; well established

RICE MILL RD

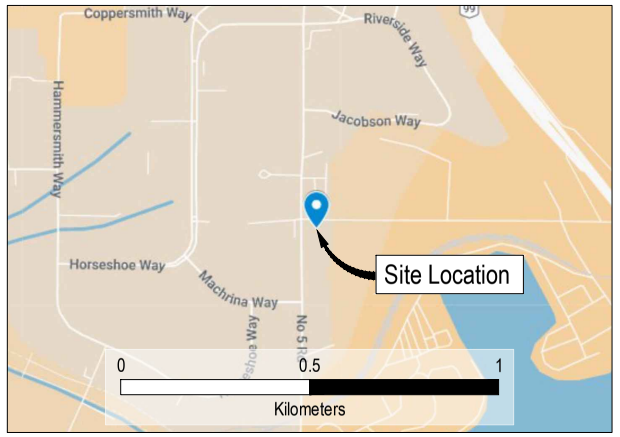
Invasive vegetation will be removed.

Ditch 1

Invasive vegetation will be removed.

Pavement will be removed.

CNCL - 88



LEGEND

- Site Boundary
- 12800 Rice Mill Road
- 5m Riparian Management Area (RMA)
- Approximate Area Impacted from Development (55.6m^2)

*Based on Site visit observations and Google Street View Imagery

0 8m

1:200

IMAGE SOURCES:
- Inset Map: Google Maps
- Aerial Image: Richmond Municipal GIS (2023)

NOTE:
All locations are approximate unless otherwise noted.

DISCLAIMER:
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Client: Prism Construction Ltd.

Project: Temporary Use Permit QEP Report

12020 & 12040 No 5. Road, Richmond

Consultant:	Drawn by:	Checked by:	Project No:
SK	BP		PRI091101
	Drawn date: August 12, 2025	Checked date:	

RMA Impacts and Restoration Plan

DWG: PRI091101-205.dwg

Figure: 05

Attachment 5

City of Richmond

Temporary Use Considerations

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

Address: 12800 Rice Mill Road **File No.:** TU 24-036427

Prior to the issuance of the Temporary Use Permit, the developer is required to complete the following:

1. **(RMA Security)** Receipt of a Riparian Management Area (RMA) security of $17,153.20 for the proposed RMA restoration works identified in the plans, based on 100% of the cost estimate plus a 10% contingency. To accompany this landscaping security, a legal agreement that sets the terms of release of the security and is consistent with the three year monitoring period and maintenance recommendations from the project QEP, must be entered into between the applicant and the City.
2. **(Temporary Use Security)** City's acceptance of an Irrevocable Letter of Credit of $2,000.00 to ensure that development is carried out in accordance with the terms and conditions of the Temporary Use Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein and comply with all the undertakings, the security shall be returned to the Holder.
3. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

Note:

* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
  All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
  The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

_____ _____

Signed Date

City of Richmond

Temporary Commercial Use Permit

No. TU 24-036427

To the Holder:	Haydenco Holdings Ltd.
Property Address:	12800 Rice Mill Road
Address:	C/O: Eric Gaunder 12020 No 5 Road Richmond, BC, V7A 4G1

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.

2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.

3. The subject area may be used for the following temporary commercial uses:

   "Parking, non-accessory" in accordance with Schedule "A"

4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein and comply with all the undertakings given in Schedule "B" attached hereto, the security shall be returned to the Holder.

   There is filed accordingly:

   An Irrevocable Letter of Credit in the amount of $2,000.00.

5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit as Schedule "C" which shall form a part hereof.

6. Any improvements to the area subject to the permit and use of the area for "Parking, Non-Accessory" shall be consistent with a Council issued Development Permit for Environmentally Sensitive Areas.

7. This Permit is valid for a maximum of three years from the date of issuance.

8. This Permit is not a Building Permit.

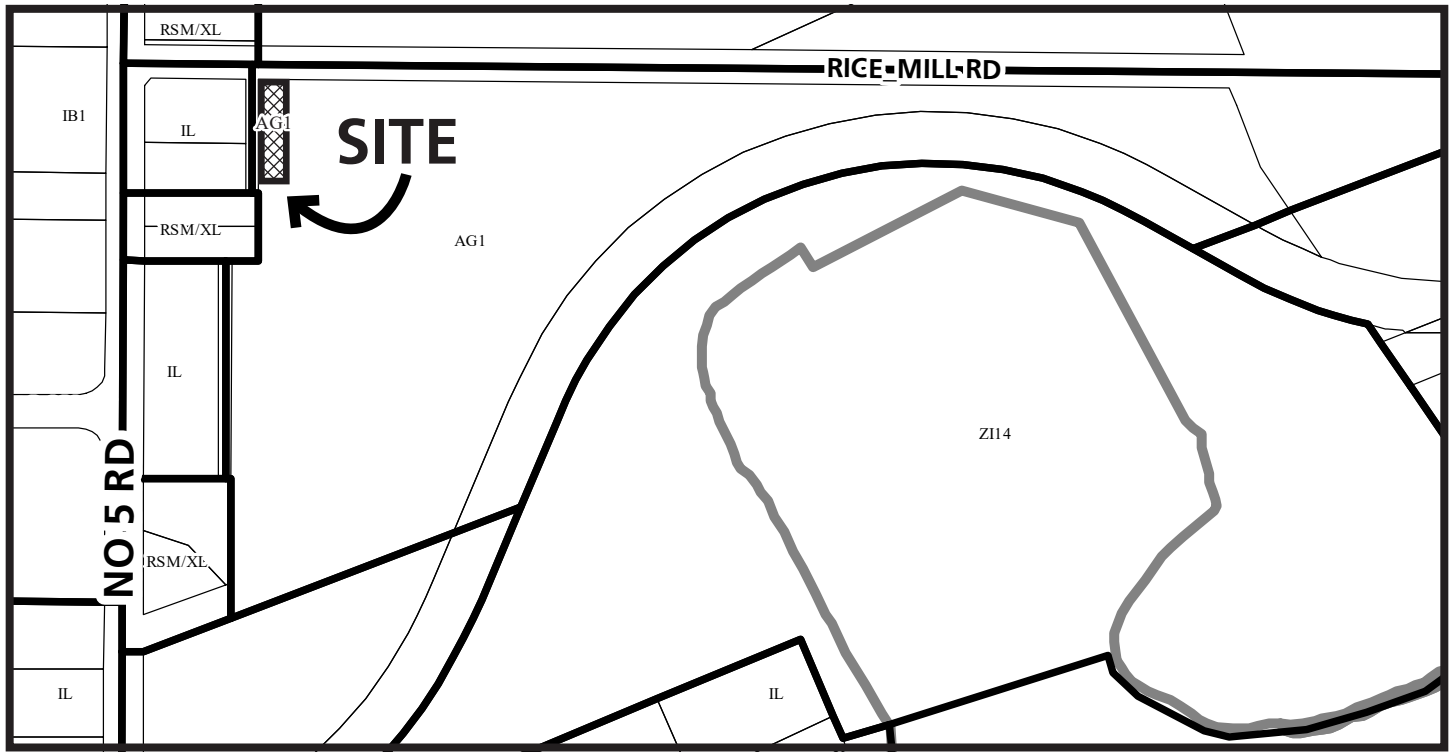
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF , .

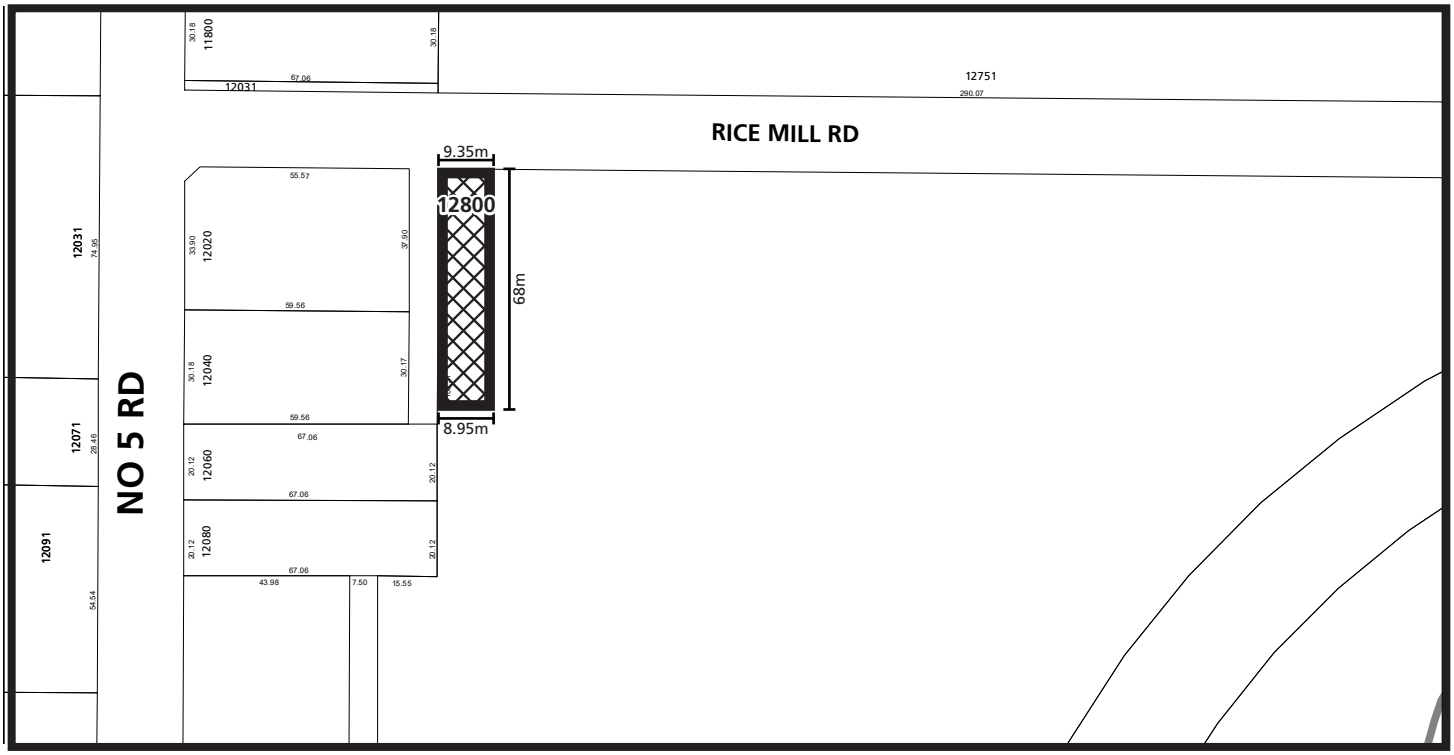
DELIVERED THIS DAY OF , .

_____	_____
MAYOR	CORPORATE OFFICER

City of Richmond

Schedule "A"





TU 24-036427

Original date: 07/22/24

Revision Date: 10/29/25

Note: Dimensions are in METRES

Undertaking

In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary paving, gravel, buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

Haydenco Holdings Ltd.
by its authorized signatory

_____
<name>

Shrubs				
Symbol	Common Name	Latin Name	Count	Comments
Cs	red-osier dogwood	Cornus stolonifera	34	no. 2 pot; densely branched; well established
Rs	salmonberry	Rubus spectabilis	22	no. 2 pot; multi-stemmed; densely branched; well established

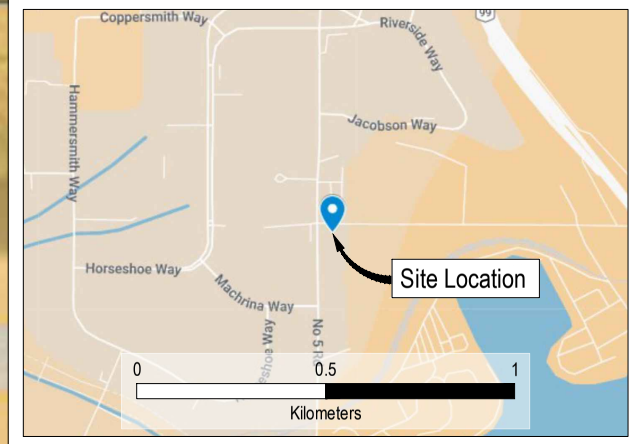
RICE MILL RD

Invasive vegetation will be removed.

Ditch 1

Invasive vegetation will be removed.

Pavement will be removed.



LEGEND

- Site Boundary
- 12800 Rice Mill Road
- 5m Riparian Management Area (RMA)
- Approximate Area Impacted from Development (55.6m^2)

*Based on Site visit observations and Google Street View Imagery

0 8m

1:200

IMAGE SOURCES:
- Inset Map: Google Maps
- Aerial Image: Richmond Municipal GIS (2023)

NOTE:
All locations are approximate unless otherwise noted.

DISCLAIMER:
This drawing is part of a NEXT Environmental Inc. report and its use is subject to the limitations expressed in the Compliance Statement of that report.

Client: Prism Construction Ltd.

Project: Temporary Use Permit QEP Report

12020 & 12040 No 5. Road, Richmond

Consultant:	Drawn by:	Checked by:	Project No:
SK	BP		PRI091101
	Drawn date: August 12, 2025	Checked date:	DWG: PRI091101-205.dwg

RMA Impacts and Restoration Plan

Figure: 05

CNCL - 94

Schedule "C"

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 3, 2025
From:	Joshua Reis Director, Development	**File:**	RZ 25-005701
Re:	**Application by Zeidler Architecture Inc. for Rezoning at 11771 Fentiman Place from the "Health Care (HC)" Zone to the "Health Care (ZR13) - Fentiman Place (Steveston)" Zone**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10721 to create the "Health Care (ZR13) - Fentiman Place (Steveston)" zone, and to rezone 11771 Fentiman Place from "Health Care (HC)" zone to "Health Care (ZR13) - Fentiman Place (Steveston)" zone, be introduced and given first reading.

Joshua Reis
Director, Development
(604-247-4625)

JR:bs
Att. 10

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Parks Services	☑	
Engineering	☑	
Transportation	☑	

Staff Report

Origin

Zeidler Architecture Inc., on behalf of Vancouver Coastal Health Authority, has applied to the City of Richmond for permission to rezone 11771 Fentiman Place (Attachment 1) from the "Health Care (HC)" zone to a site specific "Health Care (ZR13) - Fentiman Place (Steveston)" zone, in order to permit the development of an eight-storey major health care facility.

The applicant's conceptual development plans are included in Attachments 2 and 3. Key aspects of the proposal include:

- An eight-storey institutional building providing for long-term care, hospice care, and community care support services, including adult day care, child care and accessory uses.
- A proposed density of approximately 1.92 Floor Area Ratio (FAR), comprising of:
    - 144 long-term care single rooms located on the third through eighth floors.
    - 14 hospice care single rooms located on the third floor.
    - Communal areas, including a convenience café for residents, visitors and employees on the ground floor.
    - Adult day care and community care on the ground floor.
    - Child care on the ground floor.
    - Facility support and service areas throughout the building.
    - Parking and loading on the ground floor and parking in an underground parking level.

Road and engineering servicing improvement works are required with the redevelopment and will be secured through the City's standard Servicing Agreement (SA) process prior to final adoption of the rezoning bylaw. The works include, but are not limited to, installation of sidewalk and boulevard along Fentiman Place, park interface works, and sanitary, storm and water infrastructure works.

Background

The subject site is approximately 7,484 m^2 (80,558 ft^2) in size and is owned by the Vancouver Coastal Health Authority (VCHA). The subject site was previously developed in approximately 1970 with approximately 144 seniors housing units (Lions Manor). The building was later re-purposed for long-term health care for up to 129 patients and remained a health care facility until its demolition in 2015. The subject site is currently vacant.

The applicant, on behalf of VCHA, is proposing to develop the subject site for a replacement long-term health care facility which will provide expanded services and additional resident capacity. VCHA have identified an opportunity to use the proposed development to co-locate and integrate health care programs, including a long-term care home, a hospice, adult day care and child care, and other personal care and supporting amenities. VCHA envision that the proposed development will play an important role in addressing the continuum of care for seniors with complex health needs living in Richmond.

Findings of Fact

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

Surrounding Development

The existing development immediately surrounding the subject site is as follows:

To the North: Single detached houses on properties zoned "Small-Scale Multi-Unit Housing (RSM/S and RSM/L)" fronting Garry Street and Fentiman Place.

To the South: Steveston Park on a site zoned "School & Institutional Use (SI)".

To the East: Across Fentiman Place are single detached houses on properties zoned "Small-Scale Multi-Unit Housing (RSM/S and RSM/L)" and "Small-Scale Multi-Unit Housing and Shrine (ZS5) – Steveston" fronting Fentiman Place.

To the West: Are two three-storey seniors independent living apartment buildings on a site split-zoned "Single Detached (RS1/E)" and "Medium Density Low Rise Apartments (RAM1)".

Existing Legal Encumbrances

Legal encumbrances on Title of the subject property include, but are not limited to, notice of an obsolete Development Variance Permit regarding a height allowance for telecommunications infrastructure previously installed on-site. The infrastructure is no longer installed on the subject site, and this obsolete encumbrance may be discharged.

There is a Statutory Right-of-Way (SRW) for sanitary services along the north, south and west property lines. No development is permitted within these areas.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject site is designated as "Apartment Residential" in the City of Richmond 2041 OCP Land Use Map and "Institutional" in the Steveston Area Plan Land Use Map. The proposed development is generally consistent with institutional uses.

Floodplain Management Implementation Strategy

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

Public Consultation

In accordance with the City's Early Public Notification Policy No. 1316, notice of the development proposal was provided to residents within 100 metres of the subject site. In accordance with Richmond Zoning Bylaw 8500 requirements, a rezoning sign has been installed on the subject site.

In addition to the early public notification process, the applicant has undertaken their own additional community notification and engagement to discuss the proposed replacement facility. Prior to submitting a rezoning application, on September 16, 2024, the applicant mailed information to neighbouring properties within approximately 100 m of the subject site. A summary report of the information provided and responses received is in Attachment 5. After submitting the rezoning application on May 21, 2025, the applicant hosted an informational meeting with neighbouring properties within approximately 100 m of the subject site. A summary report of the responses received is in Attachment 6. In addition, the applicant met with the Steveston 20/20 community group on June 4, 2025, with a summary report of the meeting in Attachment 7.

In response to the early notification, placement of the sign on the property and neighbourhood consultation undertaken by the applicant, staff have received correspondence from the public regarding the rezoning application (Attachment 8). As of the date of this report, staff have received a total of 18 items of correspondence, including a petition. Correspondence received includes letters from the same address, as well as writers from unknown locations or outside of Richmond. Correspondence received from Richmond households and organizations includes:

- 12 letters of support received from 10 Richmond households and two Richmond organizations;
- Five letters opposing the application received from four Richmond households; and
- A petition opposing the application received with signatures from an additional 102 Richmond households.

Feedback provided by the public regarding the proposed development is generally summarized below (with staff responses provided in ***bold italics***):

- Support for the proposed facility and recognition of community need.
- Concerns regarding retail use.

  The proposal includes a small convenience café in the building's ground floor lobby, allowing patients, visitors and staff to visit and share a small selection of beverages and ready-to-eat light meals without having to leave the facility. The café is not proposed as a general retail or standalone restaurant use.

- Concerns regarding the scale of the building and potential shadowing impacts.

  The previous seven-storey health care facility is proposed to be replaced with an eight-storey health care facility. The additional storey and floor area proposed is required to accommodate current health care design standards and additional programming for hospice, community support, adult day care and child care uses. The proposed building form has been configured to minimize the impact on neighbouring buildings and includes a T-shaped three-storey podium and L-shaped building mass on the upper floors. This orientates the building's siting and massing toward open spaces and away from neighbouring buildings.

- Concerns regarding an increase in the number of vehicles generated, leading to a shortage of on-street parking, traffic congestion and safety concerns.
  The applicant submitted a Transportation Impact Assessment (TIA) prepared by a Professional Engineer that confirms that all parking demands generated by the proposed development will be accommodated within the subject site and that the existing road network has sufficient capacity to support the additional traffic generated by the proposed uses.
  On-street parking on Fentiman Place will generally be maintained and continue to be available for public use. This development will also contribute road frontage improvements as part of the required SA such as new sidewalks and park pathways. This increases site accessibility for non-vehicular forms of travel.
- Concerns regarding construction impacts of noise, dust and vehicles.
  As part of the Building Permit (BP) process, the applicant is required to submit a Construction Parking and Traffic Management Plan to the Transportation Department. Throughout construction, the applicant is required to comply with the permitted hours of construction activity and noise limits set out in the City's Noise Regulation Bylaw.
- Concerns regarding consultation with the neighbourhood.
  The applicant has undertaken engagement with neighbouring properties and the Steveston 20/20 community group prior to and following submission of the rezoning application and continues to be available to discuss the proposed development. In addition, as part of the rezoning application process, information signage has been installed on-site and early notification mail-out was conducted. The applicant has committed to keeping neighbours informed.

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

Public notification for the Public Hearing meeting would be provided as per the *Local Government Act* and Richmond Zoning Bylaw 8500.

Analysis

Built Form and Architectural Character

The proposed eight-storey facility is designed to meet current health care standards and the programming needs of the VCHA, with additional long-term care capacity and community support uses. The proposed development includes 144 long-term care rooms and 14 hospice care rooms with support spaces and indoor and outdoor communal areas, adult day care, community care support and a child care facility.

The proposed building form is articulated in a three-storey T-shaped podium and the upper floors in an angled L-shape, with its massing and siting oriented toward open spaces and away from neighbouring buildings. The proposed podium is limited in height to three storeys to support a softer transition to neighbouring residential properties. The taller eight-storey portions of the building are

generally sited closer to Fentiman Place and pulled away from adjacent residential homes to the north of the subject site.

The proposed building massing is articulated with shifts in building planes, different textures, smaller-scale window detailing, and a variety of colours typical in residential neighbourhoods. The proposed building cladding includes a mix of metal panels, high-pressure laminate panels and painted architectural concrete. The proposed colour palette includes silver, black and light wood tones.

The south edge of the subject site is treated with a planted landscape buffer along the interface with Steveston Park. Behind the landscape buffer, emergency equipment and service areas are screened with wood tone coloured louvre screening. Access to the park is limited to the City sidewalk along Fentiman Place. There is no proposed direct private access from the subject site to the park with the previous private access pathway to be removed and vegetation restored through the SA.

To ensure noise from the institutional development is mitigated from impacting surrounding residential properties, registration of a legal agreement on Title is required prior to adoption of the rezoning bylaw, indicating a requirement to comply with the City's Noise Bylaw.

Proposed Zoning Amendment Bylaw

A new site-specific zone titled "Health Care (ZR13) - Fentiman Place (Steveston)" is proposed (Richmond Zoning Bylaw 8500, Amendment Bylaw 10721). The proposed ZR13 zone allows for a limited range of community support and accessory uses and provides, without limitation, for:

- Permitted uses of major health service, major community care facility, congregate housing and child care.
- Secondary permitted uses of personal service and restaurant, which are limited to being located within the same building as a principal use, to accommodate on-site personal grooming services and a small area in the building entry lobby providing beverages and a small selection of ready-to-eat snacks and light meals to residents, visitors and employees.
- Maximum density of 2.0 FAR.
- Maximum lot coverage of 55 per cent for buildings.
- Minimum setbacks:
    - Front yard setback of 6.0 m for the first three storeys and 11.0 m above the first three storeys;
    - Rear yard setback of 6.0 m;
    - South side yard setback of 3.0 m for the first three storeys and 10.0 m above the first three storeys;
    - North side yard setback of 6.0 m for the first three storeys and 20.0 m above the first three storeys;
    - Setback of 3.0 m for underground portions of the building (i.e., parking structure); and
    - Allowance for architectural features to project up to 0.75 m into required setbacks.

- Maximum building height of 40 m to allow for building, rooftop equipment, screening and access, but containing no more than eight storeys.
- Specific Class 2 bicycle storage and loading space provisions, as substantiated by a TIA prepared by a Professional Engineer

Vehicle Access, Parking and Transportation-Related Improvements

The applicant has submitted a TIA prepared by a Professional Engineer that has been reviewed by City staff, confirming that the proposed vehicle, bicycle and loading supply meets the demands of the proposed development. Vehicle access to the subject site is proposed to be served via two driveway crossings along Fentiman Place.

A total of 91 on-site parking spaces are proposed through a combination of covered ground-level parking and underground parking, with one parking space designated for hearse use. EV charging will be provided in accordance with Zoning Bylaw requirements. Ground floor parking and access to underground parking is located within the southern portion of the site, while an on-site layby for passenger drop-off is proposed fronting Fentiman Place. On-street parking on Fentiman Place will generally be maintained and will continue to be available for public use.

A total of 42 Class 1 and 20 Class 2 bicycle spaces are proposed. A site-specific Class 2 bicycle storage rate has been proposed in the TIA and accepted to reflect the anticipated usage of the proposed development.

All proposed loading and waste and recycling activities are proposed on-site. Two medium-sized loading spaces are proposed within a designated loading area to meet the loading demands of the proposed facility, as supported by the submitted TIA. A waste and recycling staging area is provided on-site adjacent to the loading area and partially underneath the building and screened from views.

The submitted TIA also confirms that the existing road network has sufficient capacity to support traffic generated by the proposed development, in addition to existing traffic demands from the neighbourhood, school and park access.

The proposed development includes frontage upgrades along Fentiman Place. This includes but is not limited to the construction of new sidewalk and boulevard to improve pedestrian connectivity between Garry Street and Steveston Park. The applicant is required to enter into the City's standard SA prior to rezoning bylaw adoption.

Tree Retention, Replacement and Landscaping

The applicant has submitted a Certified Arborist Report, which identifies on-site and off-site tree species, assesses tree structure and condition, provides recommendations on tree retention and removal relative to the proposed development, and includes a tree management plan (Attachment 3). The report assesses:

- 30 bylaw-sized trees (#30 and 337-365) and five hedges (#H1-H5) located on the subject property;

- Three bylaw-sized trees (#038, 039 and 040) located on the neighbouring property to the west; and
- Three bylaw-sized trees in the Fentiman Place boulevard frontage of the subject site, including two City trees (#102 and #103) and one tree (#101) with shared ownership with the City.

The City's Manager, Tree Preservation, has reviewed the Arborist Report, along with conducting a site visit and supports the project arborist's recommendations. The proposed tree management is summarized as follows:

- Two on-site trees (#30 and 346) are to be retained and protected as per Arborist report recommendation. One Austrian Pine tree (#30 and 0.50 m diameter at breast height (DBH)) in good condition is proposed to be retained in the Fentiman Place streetscape. One Austrian Pine tree (#346 and 0.65 m DBH) in fair condition is proposed to be retained in the child care outdoor play area in the northwest portion of the subject site.
- 28 on-site trees (#337-345 and 347-365) conflict with the development footprint and are proposed to be removed. These trees are a mix of Atlas Cedar, Austrian Pine, Birch, Cherry, Norway Maple and Red Maple species, in a combination of poor, fair and good condition and range in size from 0.26 to 0.86 m DBH.
- One tree, a Sycamore Maple tree (#101 and 0.25 m DBH) in good condition, is partially on-site and partially in the City boulevard (#101). It conflicts with site access and is proposed to be removed.
- Three on-site hedges (#H1, H2 and H3) are to be retained and protected as per the Arborist report recommendation. These Western Red Cedar hedges provide privacy screening along the north and west property lines of the subject site.
- Two on-site hedges (#H4 and H5) are proposed to be removed. These Western Red Cedar hedges along the east and south property lines conflict with the building footprint.
- Two off-site City trees (#102 and 103) have been assessed by City Parks staff and are to be retained and protected in the Fentiman Place boulevard as per the Arborist report recommendation. These include one Norway Maple tree (#102 and 0.27 m DBH) in good condition and one Austrian Pine tree (#103 and 0.45 m DBH) in good condition.
- Three off-site trees on the neighbouring property to the west (#38, 39 and 40) are to be protected as per the Arborist report recommendation.

Tree Replacement

The applicant wishes to remove 28 on-site trees (#337-345 and 347-365). Based on Richmond's Tree Protection Bylaw No. 8057 and a 2:1 replacement ratio for the 28 bylaw-sized trees to be removed, a total of 56 replacement trees would be required. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
56	8.0 cm	4.0 m

Based on the preliminary landscape plan provided as part of the rezoning application, the applicant has indicated 12 replacement trees to be planted on-site, but will continue to explore opportunities to provide additional replacement trees during the BP stage. Tree replacement is informed by the proposed building footprint, and design and programming needs for outdoor communal space and the child care play area.

Prior to rezoning bylaw adoption, the applicant will contribute $34,536.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City in lieu of the remaining 44 trees that cannot be accommodated on the subject site after redevelopment and for the removal of one city-owned tree.

Tree Protection

To ensure that the trees identified for retention are protected during the development stage, the applicant is required to complete the following items prior to final rezoning bylaw adoption:

- Submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones of the trees to be retained or protected (#30, 102, 103, 346 and as needed to protect trees on neighbouring properties). The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to construction activities occurring on the subject site, installation of tree protection fencing around all trees to be retained or protected (#30, 102, 103, 346 and as needed to protect trees on neighbouring properties). Tree protection fencing must be installed prior to any works being conducted on-site to City standards in accordance with the City's Tree Protection Information Bulletin Tree-03 and remain in place until construction and landscaping on-site is completed.
- Entering into Tree Survival Security legal agreements and submission of a Tree Survival Security to the City in the amount of $40,000.00 for the two trees (#30 and 346) to be retained on-site and the two City trees (#102 and 103) to be retained.

Sustainability

The proposed eight-storey health service building has been designed to comply with the minimum energy requirements of the National Energy Code for Buildings (NECB-2020). The applicant has submitted an energy performance memo, and preliminary energy modelling verifies that the applicable NECB-2020 performance target has been considered in the proposed design and will be met.

The applicant is also continuing work to achieve LEED Gold Certification as part of their climate resilience strategy. This includes energy conservation measures such as opportunities to improve building envelope thermal performance, high-efficiency lighting and mechanical equipment.

Future Development Considerations

Institutional buildings are exempt from Development Permit requirements. The proposal was presented to the City's Advisory Design Panel on an informal basis on June 19, 2025. The panel's comments and the applicant's responses are in Attachment 9. The proposed design was improved in response to comments received from staff and the panel. Further refinements to the site plan, landscape plan, and architectural elevations may be made as part of the required BP application review process to ensure integration with the neighbourhood. Conceptual development plans are provided in Attachments 2 and 3.

Landscaping is proposed on the ground level and within the third-floor outdoor communal space for the benefit of those using the proposed facility and to soften interfaces with neighbours, Steveston Park and the Fentiman Place streetscape. The proposed design includes patio areas, child care play area, tree and hedge retention, landscape planting and gardening plots for users of the facility. To ensure the proposed landscaping is installed, prior to rezoning bylaw adoption, the applicant is required to provide a Landscape Security to the City in the amount of $1,908,600.00, as determined by the project Landscape Architect and in a form satisfactory to the Director, Development.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a SA and provide a security for the design and construction of site servicing and frontage improvement works. Works include, but are not limited to, installation of new concrete sidewalks and landscaped boulevards along Fentiman Place, park interface works, sanitary, storm sewer and water works.

Further details regarding the scope of the site servicing and frontage improvement works are included in Attachment 10.

Financial Impact or Economic Impact

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

Conclusion

Zeidler Architecture Inc., on behalf of Vancouver Coastal Health Authority, has applied to the City of Richmond for permission to rezone 11771 Fentiman Place (Attachment 1) from the "Health Care (HC)" zone to a site specific "Health Care (ZR13) - Fentiman Place (Steveston)" zone, in order to permit the development of an eight-storey major health care facility with expanded community support services, to replace a former health care facility previously located on the subject site.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10721 be introduced and given first reading.

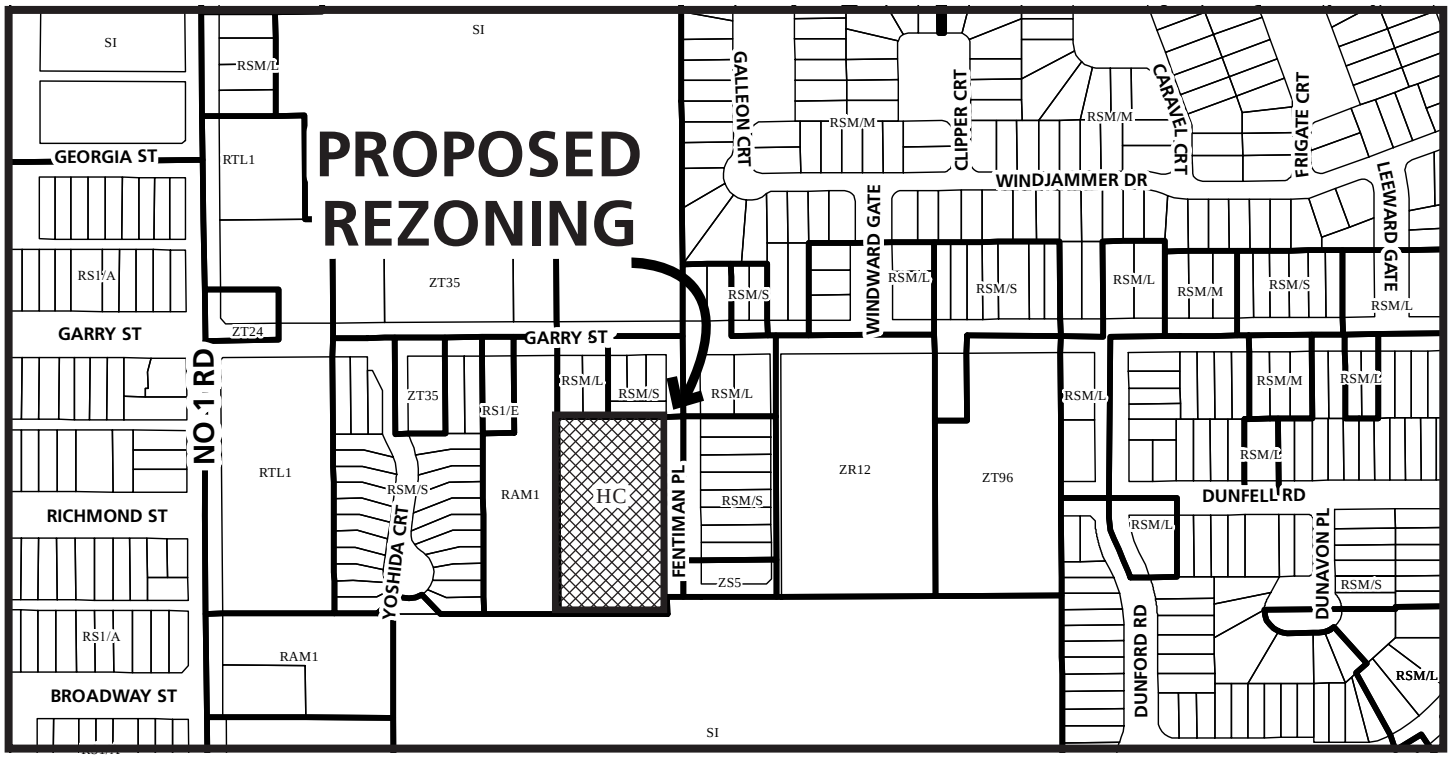
Sara Badyal

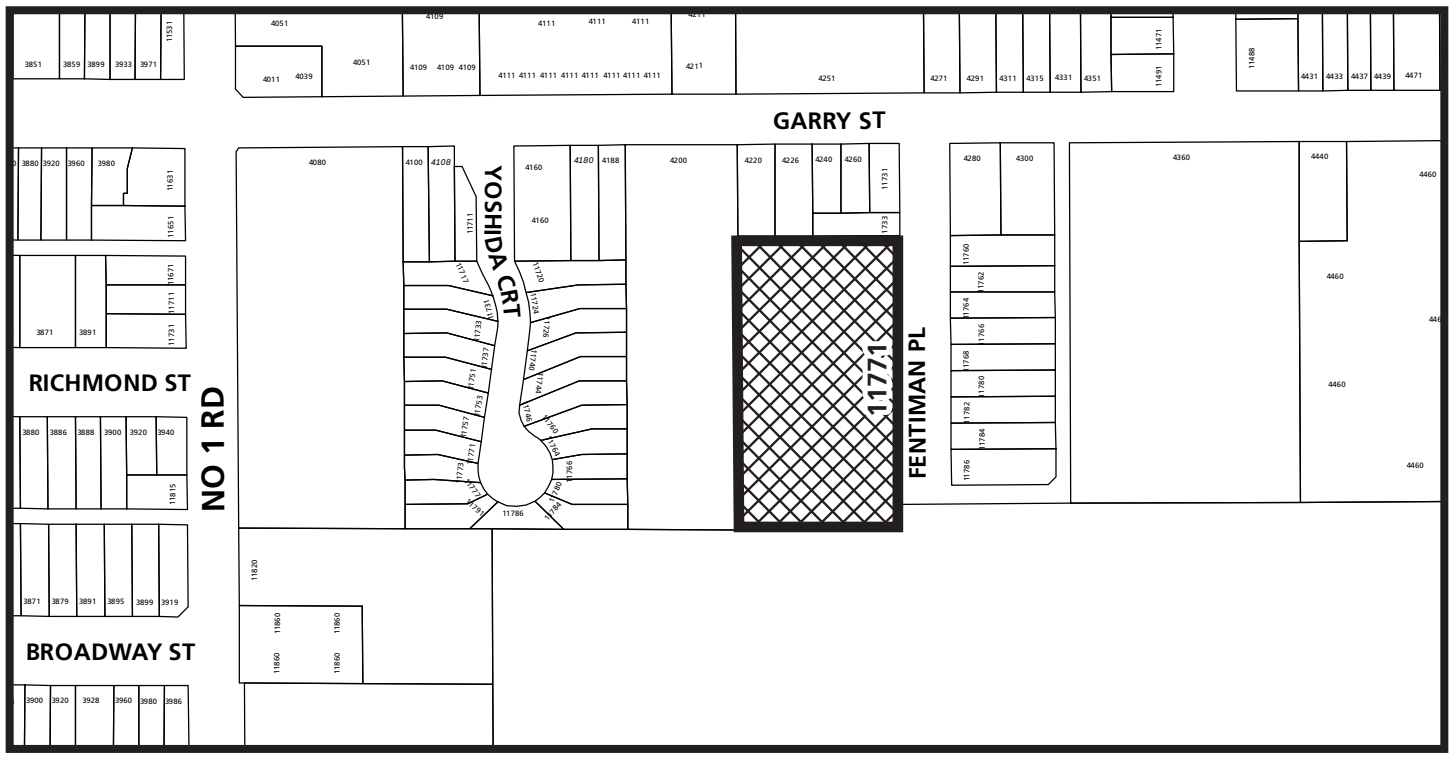
Sara Badyal, M. Arch, MCIP, RPP
Program Manager, Housing (Development Applications)
(604-276-4282)

SB:js

Att. 1: Location Map
2: Conceptual Development Plans
3: Tree Management Plan
4: Development Application Data Sheet
5: Neighbour Engagement Summary (September 16, 2024)
6: Neighbour Engagement Summary (May 21, 2025)
7: Steveston 20/20 Group Engagement Summary (June 4, 2025)
8: Public Correspondence
9: Advisory Design Panel Meeting Minutes Annotated Excerpt (June 19, 2025)
10: Rezoning Considerations

City of Richmond





RZ 25-005701

Original Date: 01/31/25

Revision Date:

Note: Dimensions are in METRES

City of
Richmond

RZ 25-005701

Original Date: 01/31/25

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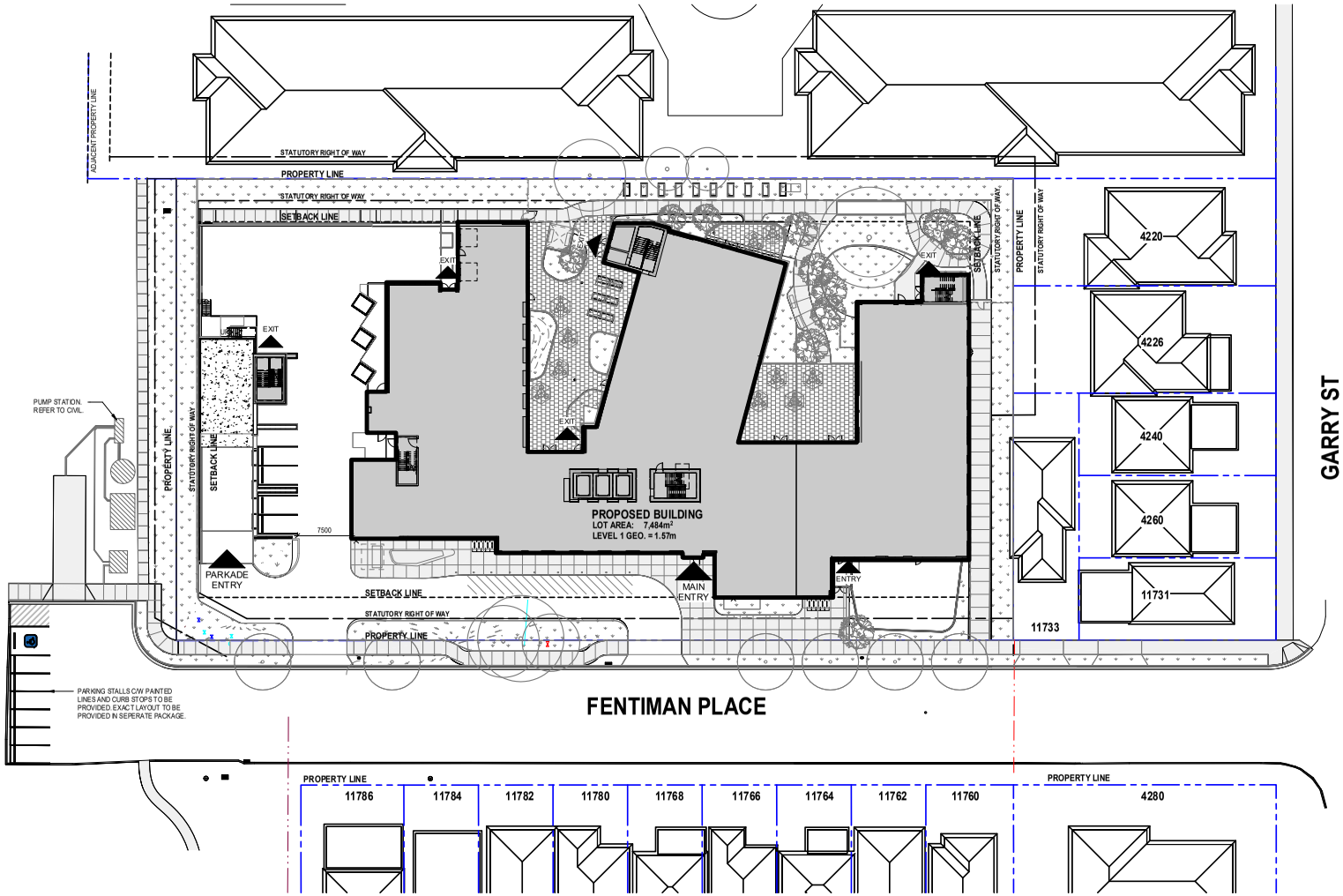

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NO.	ISSUE/ REVISION	DATE
4	LUR SECOND COMMENTS RESPONSE - R1	2025-10-23
3	LUR SECOND COMMENTS RESPONSE	2025-10-17
2	RE-ISSUED FOR LAND-USE REZONING	2025-08-08
1	LUR FIRST COMMENTS RESPONSE	2025-05-30

NOT FOR CONSTRUCTION

PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

11771 FENTIMAN PLACE
RICHMOND, BRITISH COLUMBIA V7E 3M4

TITLE

CONTEXT PLAN

PROJECT NO.
224-021

DRAWING NO.

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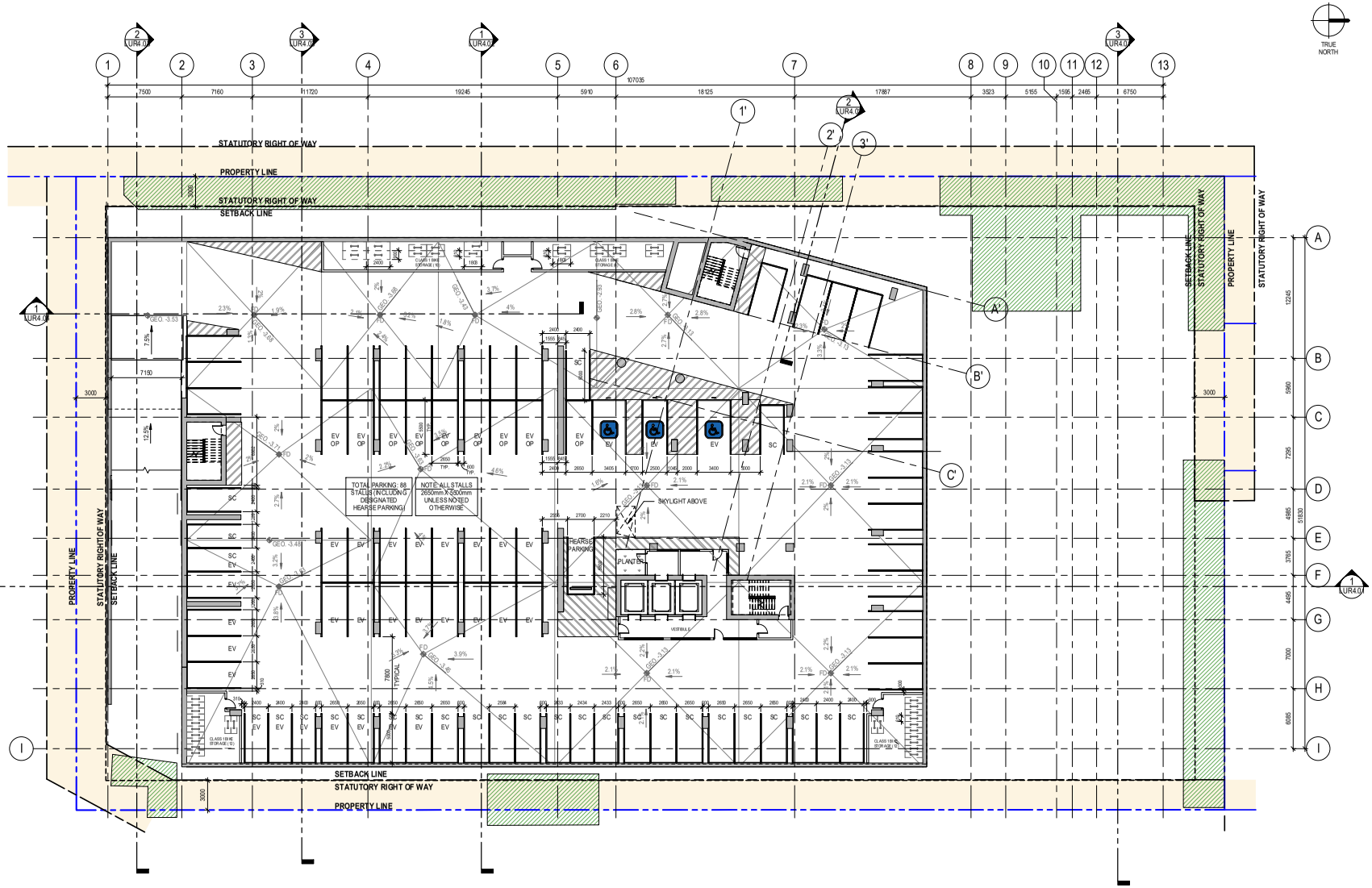
Attachment 2



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1	LUR FIRST COMMENTS RESPONSE	2025-05-30

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PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

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TITLE

FLOOR PLAN - PARKADE

PROJECT NO.	DRAWN	CHECKED
224-021	Author	Checker

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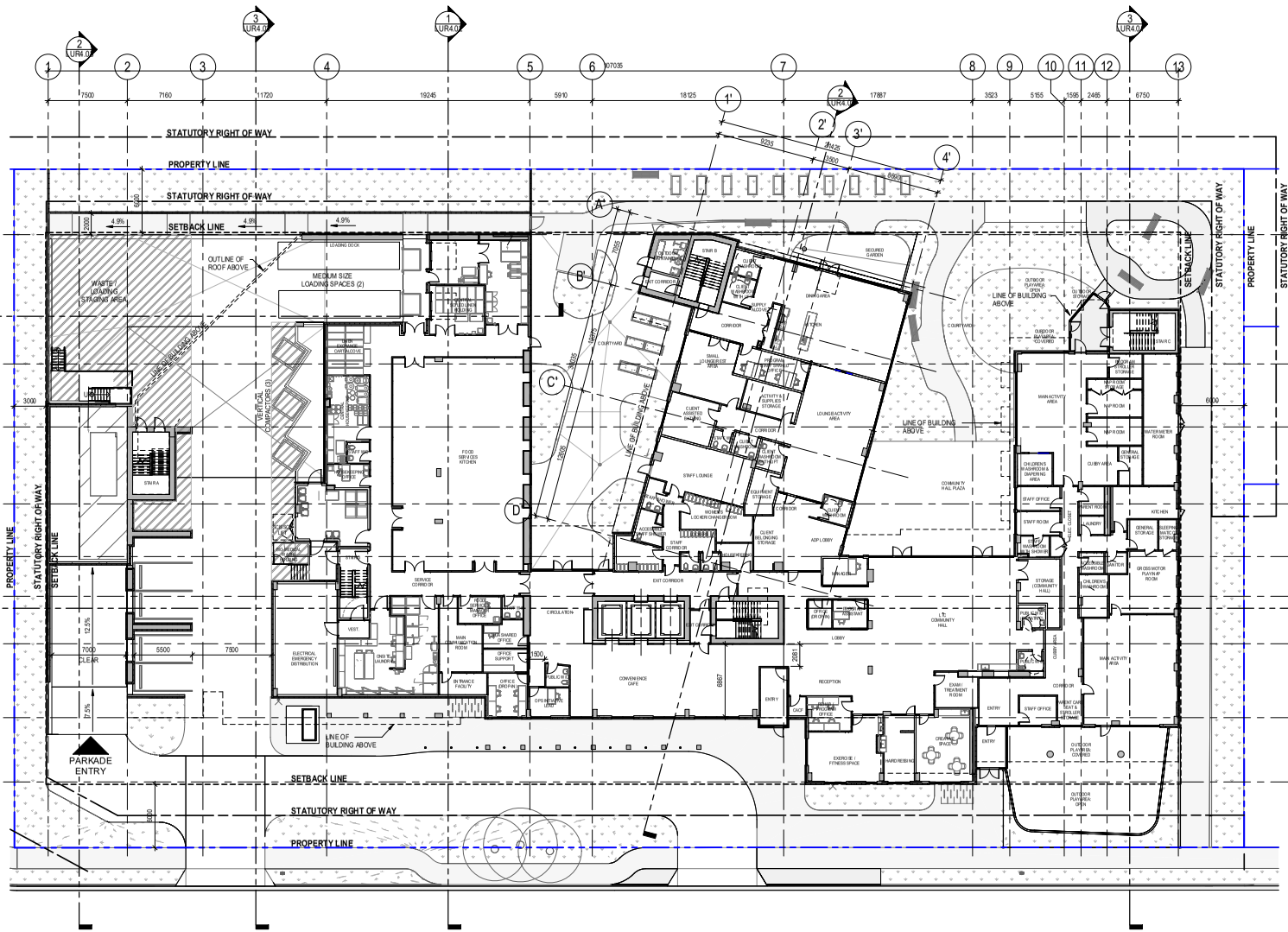

1 LEVEL 1 PLAN
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TITLE

FLOOR PLAN - LEVEL 1

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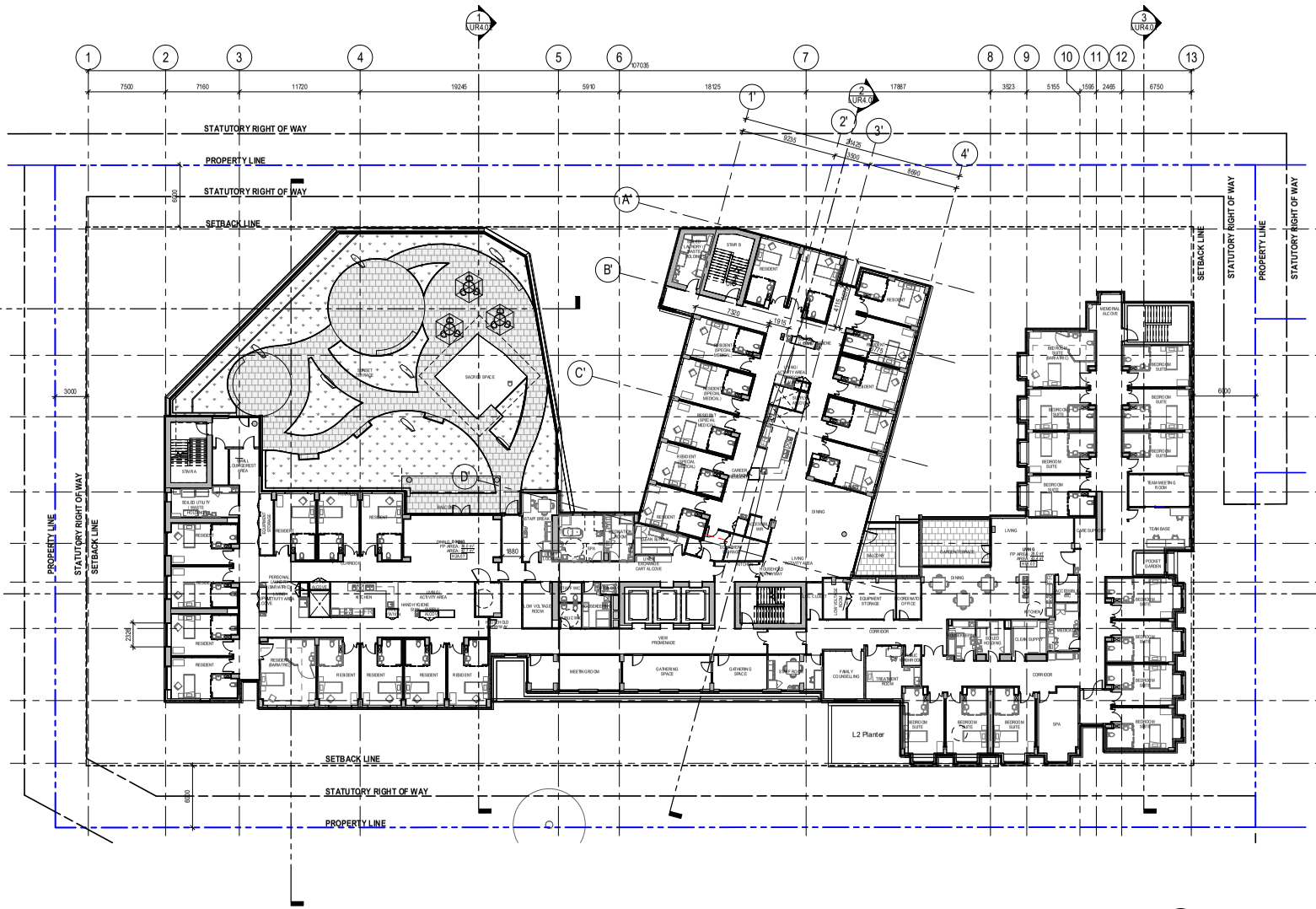

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RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

11771 FENTIMAN PLACE
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TITLE

FLOOR PLAN - LEVEL 3

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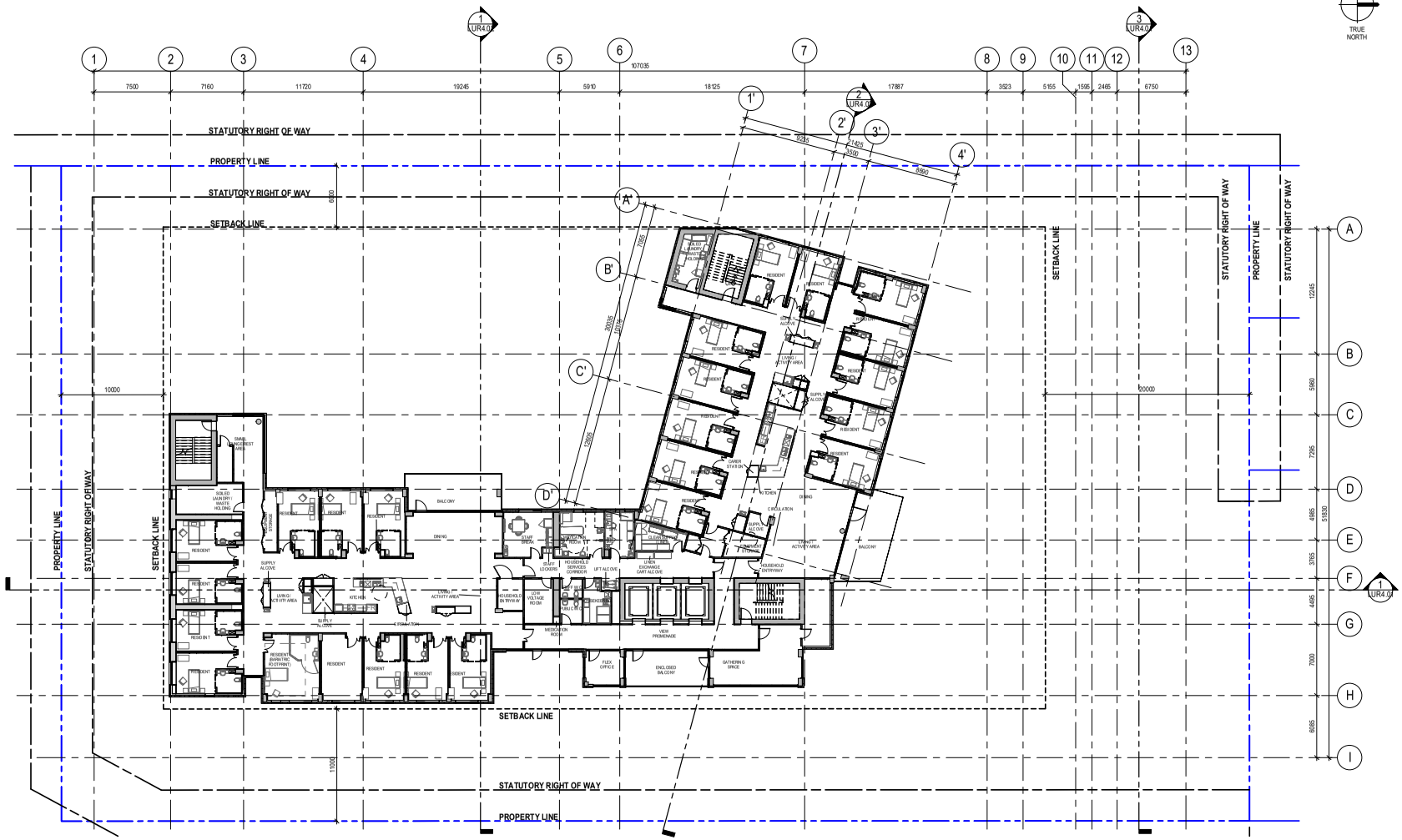

1 LUR2.06 LEVEL 6+8 PLAN
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PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

11771 FENTIMAN PLACE
RICHMOND, BRITISH COLUMBIA V7E 3M4

TITLE

FLOOR PLAN - LEVELS 6+8

PROJECT NO.	DRAWN	CHECKED
234-021	Author	Checker

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4 LUR3.03 3D PERSPECTIVE - SE
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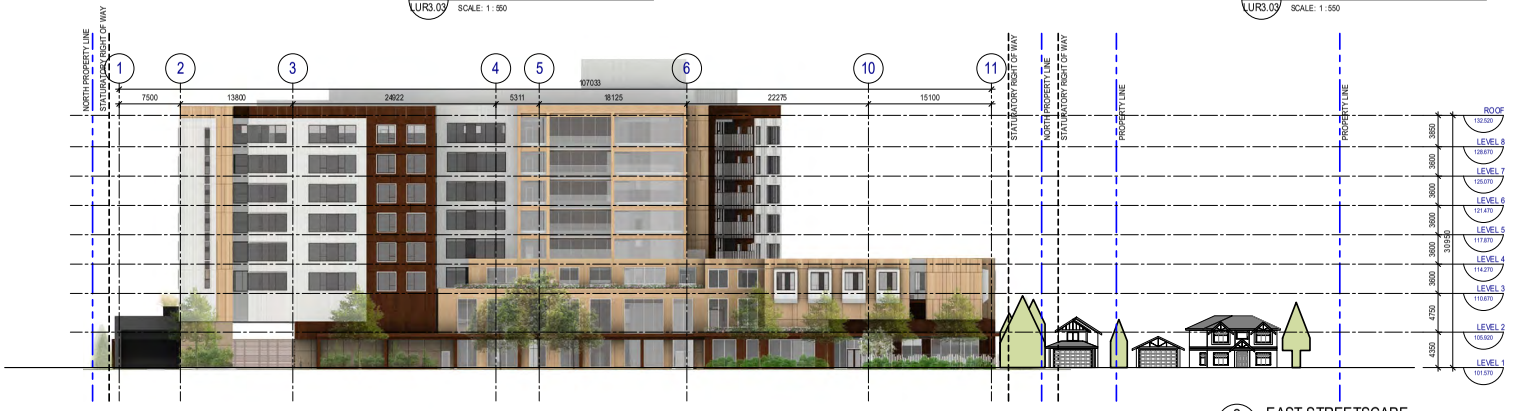

2 LUR3.03 EAST STREETSCAPE
SCALE: 1 : 300

CNCL - 113

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REGISTERED ARCHITECT
WILLIAM (BILL) MITCHELL
BRITISH COLUMBIA

NO.	ISSUE/ REVISION	DATE
4	LUR SECOND COMMENTS RESPONSE - R1	2025-10-23
3	LUR SECOND COMMENTS RESPONSE	2025-10-17
2	RE-ISSUED FOR LAND-USE REZONING	2025-08-08
1	LUR FIRST COMMENTS RESPONSE	2025-05-30

NOT FOR CONSTRUCTION

PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

11771 FENTIMAN PLACE
RICHMOND, BRITISH COLUMBIA V7E 3M4

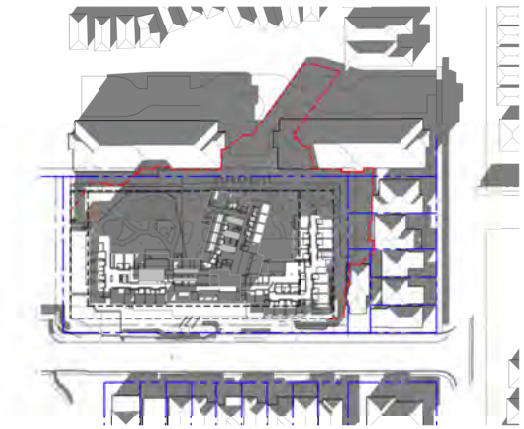
TITLE

BUILDING ELEVATIONS - 3D & STREETSCAPE

PROJECT NO.	DRAWN	CHECKED
224-021	Author	Checker

DRAWING NO. **LUR3.03**

REVISION NO. 4



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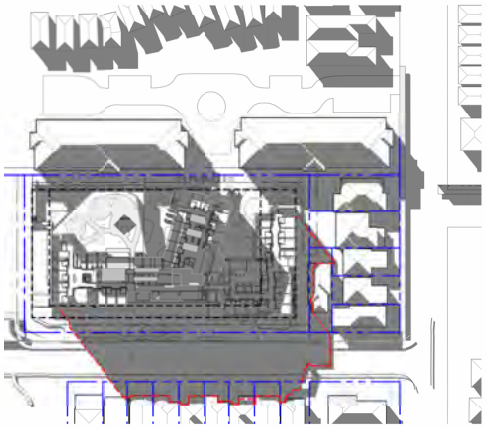
10 LUR1.04 SEPT 22 (FALL EQUINOX) 2PM
SCALE: 1 : 1000

11 LUR1.04 SEPT 22 (FALL EQUINOX) 12PM
SCALE: 1 : 1000



12 LUR1.04 SEPT 22 (FALL EQUINOX) 4PM
SCALE: 1 : 1000

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NO.	ISSUE/ REVISION	DATE
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PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

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RICHMOND, BRITISH COLUMBIA V7E 3M4

TITLE

SITE SHADOW STUDY

PROJECT NO.	DRAWN	CHECKED
234-021	Author	Checker

DRAWING NO. REVISION NO.

LUR1.04 4

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CNCL - 115

3 LUR1.05 JUNE 20 (SUMMER SOLSTICE) 10AM
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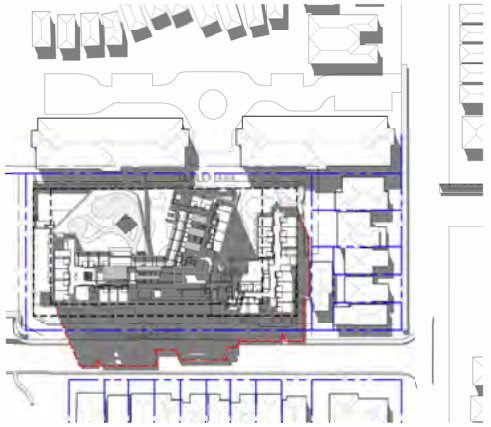

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SCALE: 1 : 1000

1 LUR1.05 JUNE 20 (SUMMER SOLSTICE) 2PM
SCALE: 1 : 1000

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RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

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RICHMOND, BRITISH COLUMBIA V7E 3M4

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SITE SHADOW STUDY

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REVISION NO. 4

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2 LUR1.06 MARCH 20 (SPRING EQUINOX) 4PM
SCALE: 1: 1000

4 LUR1.06 MARCH 20 (SPRING EQUINOX) 12PM
SCALE: 1: 1000

1 LUR1.06 MARCH 20 (SPRING EQUINOX) 2PM
SCALE: 1: 1000

3 LUR1.06 MARCH 20 (SPRING EQUINOX) 10AM
SCALE: 1: 1000

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1	LUR FIRST COMMENTS RESPONSE	2025-05-30

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PROJECT

RICHMOND LIONS MANOR FENTIMAN

PROJECT ADDRESS

11771 FENTIMAN PLACE
RICHMOND, BRITISH COLUMBIA V7E 3M4

TITLE

SITE SHADOW STUDY

PROJECT NO.	DRAWN	CHECKED
234-021	Author	Checker

DRAWING NO. REVISION NO.

LUR1.06 4

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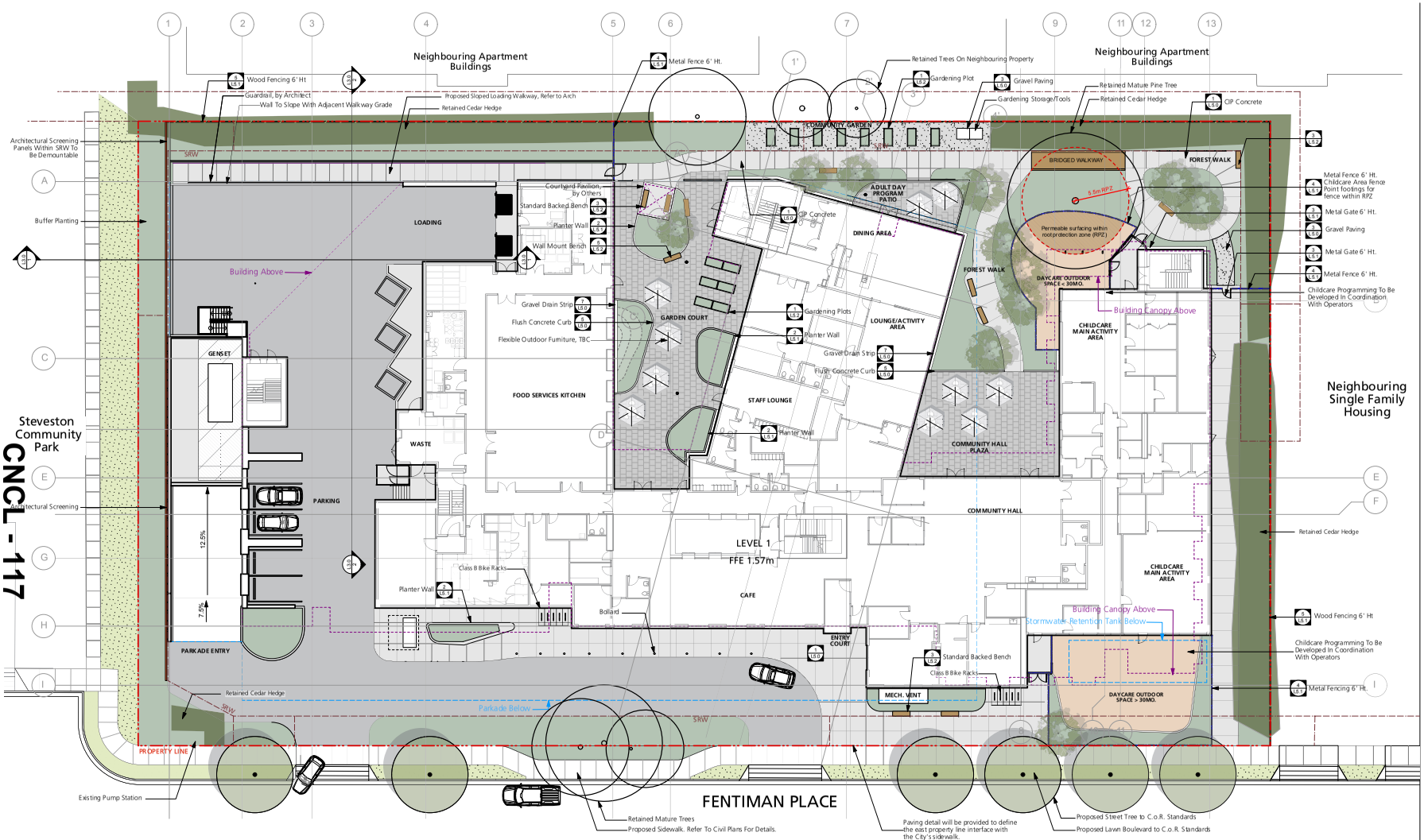

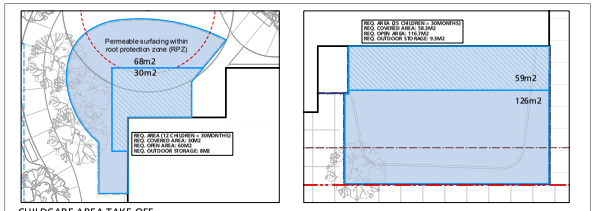

CHILDCARE AREA TAKE OFF

MATERIALS KEY

- CIP CONCRETE PAVING. MIN. 100MM DEPTH. MEDIUM BROOM FINISH WITH SAWCUT JOINTS.
- CONCRETE SLAB PAVING (24" X 24" X 1-7/8") RUNNING BOND
- OUTDOOR CHILD CARE AREAS SURFACING TO BE DETERMINED IN COORDINATION WITH OPERATOR
- MIXED SHRUB, PERENNIAL, GRASSES PLANTING
- PERMEABLE GRAVEL
- SODDED LAWN

FENCING KEY

- WOOD FENCING 6' HT.
- METAL FENCING 6' HT.
- ARCHITECTECTURAL SCREENING
- GUARDRAIL, BY ARCH
- METAL GATE, 6' HT.

DETAILS KEY

- CIP CONCRETE PAVING, BROOM FINISH
- CONCRETE SLAB PAVING
- GRAVEL PAVING
- PERMEABLE GRAVEL BINDING
- FLUSH CONCRETE CURB
- METAL EDGER
- GRAVEL DRAIN STRIP
- BASALT COLUMN
- CONCRETE PLANTER WALL
- METAL GATE 6' HT
- METAL FENCING 6' HT
- WOOD FENCING 6' HT
- GARDENING PLOT
- PRE-FAB METAL PLANTER
- STANDARD BACKED BENCH
- ARC BACKED BENCH
- WALL MOUNT BENCH

plot date: 2025-10-17

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Issues

No.	Description	Date
1	Issued for Client Review	2024-12-17
2	Issued for Rezoning	2024-12-20
3	Re-Issued for Rezoning	2025-08-07
4	Issued for Schematic Design	2025-08-22
5	Re-Issued for Land-Use Rezoning	2025-10-17

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Client:

Vancouver Coastal Health

Project Title:

Richmond Lions Manor (RLM)
11771 Fentiman Place

Drawing Title:

Ground Level Landscape Plan

Project North:

Drawn By: SC

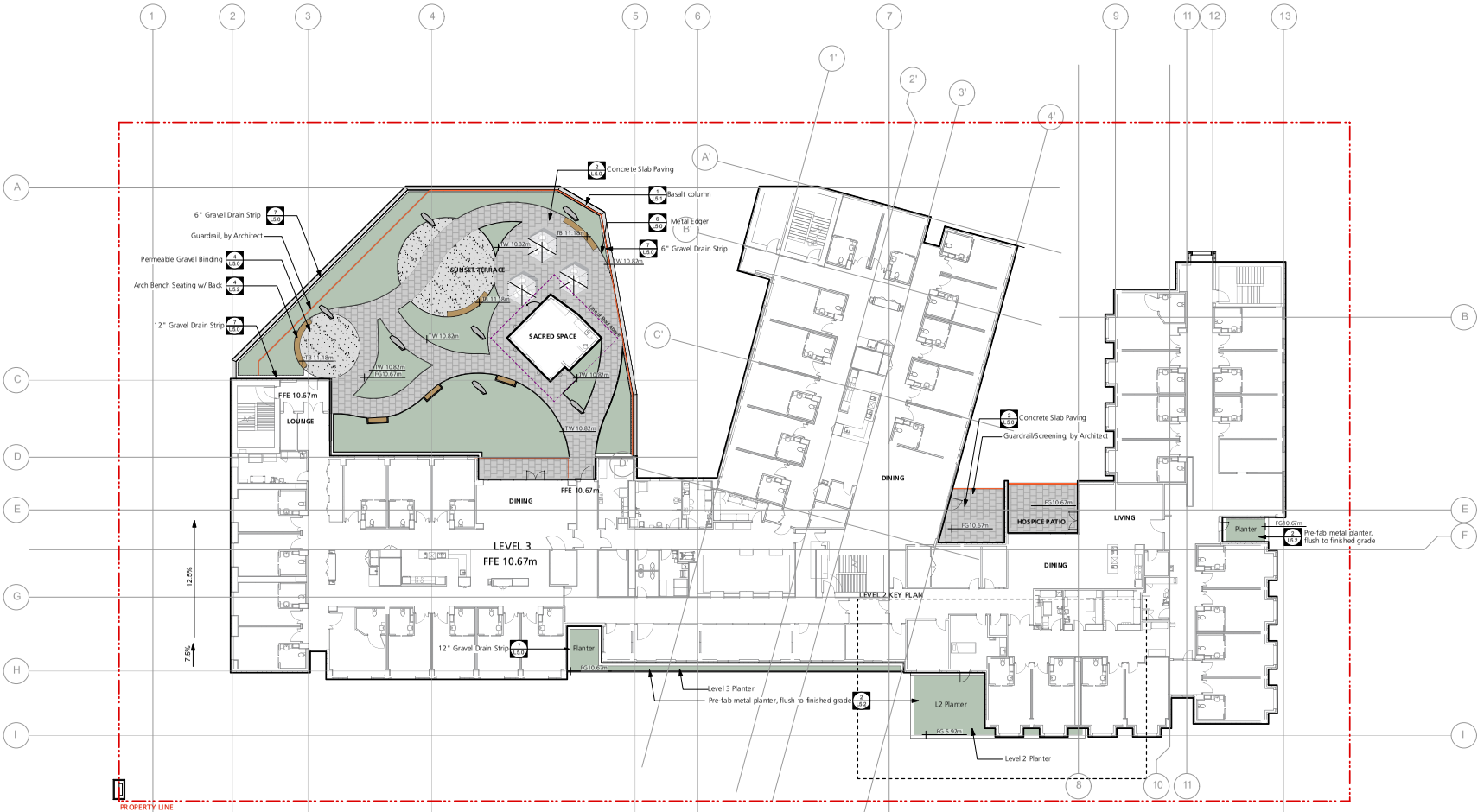
Checked By: JP

Scale: 1:200

Job No.: 24-017

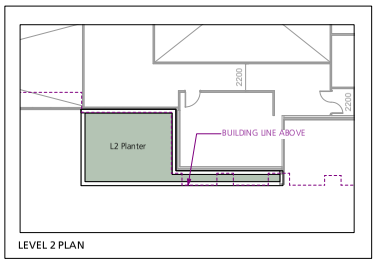
Sheet No.:

L1.0



FENTIMAN PLACE

CNCL - 118



LEVEL 2 PLAN

MATERIALS KEY

- CIP CONCRETE PAVING, MIN. 100MM DEPTH, MEDIUM BROOM FINISH WITH SAWCUT JOINTS.
- CONCRETE SLAB PAVING (24" X 24" X 1-7/8") RUNNING BOND
- OUTDOOR CHILD CARE AREAS SURFACING TO BE DETERMINED IN COORDINATION WITH OPERATOR
- MIXED SHRUB, PERENNIAL, GRASSES PLANTING
- PERMEABLE GRAVEL
- SODDED LAWN

FENCING KEY

- WOOD FENCING 6' HT.
- METAL FENCING 6' HT.
- ARCHITECTECTURAL SCREENING
- GUARDRAIL, BY ARCH
- METAL GATE, 6' HT.

DETAILS KEY

- CIP CONCRETE PAVING, BROOM FINISH
- CONCRETE SLAB PAVING
- GRAVEL PAVING
- PERMEABLE GRAVEL BINDING
- FLUSH CONCRETE CURB
- METAL EDGER
- GRAVEL DRAIN STRIP
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- CONCRETE PLANTER WALL
- METAL GATE 6' HT
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- GARDENING PLOT
- PRE-FAB METAL PLANTER
- STANDARD BACKED BENCH
- ARC BACKED BENCH
- WALL MOUNT BENCH

plot date: 2025-10-17

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Issues

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4	Issued for Schematic Design	2025-08-22
5	Re-Issued for Land-Use Rezoning	2025-10-17

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Client:

Vancouver Coastal Health

Project Title:

Richmond Lions Manor (RLM)
11771 Fentiman Place

Drawing Title:

Level 3
Landscape Plan

Project North:

Drawn By: SC

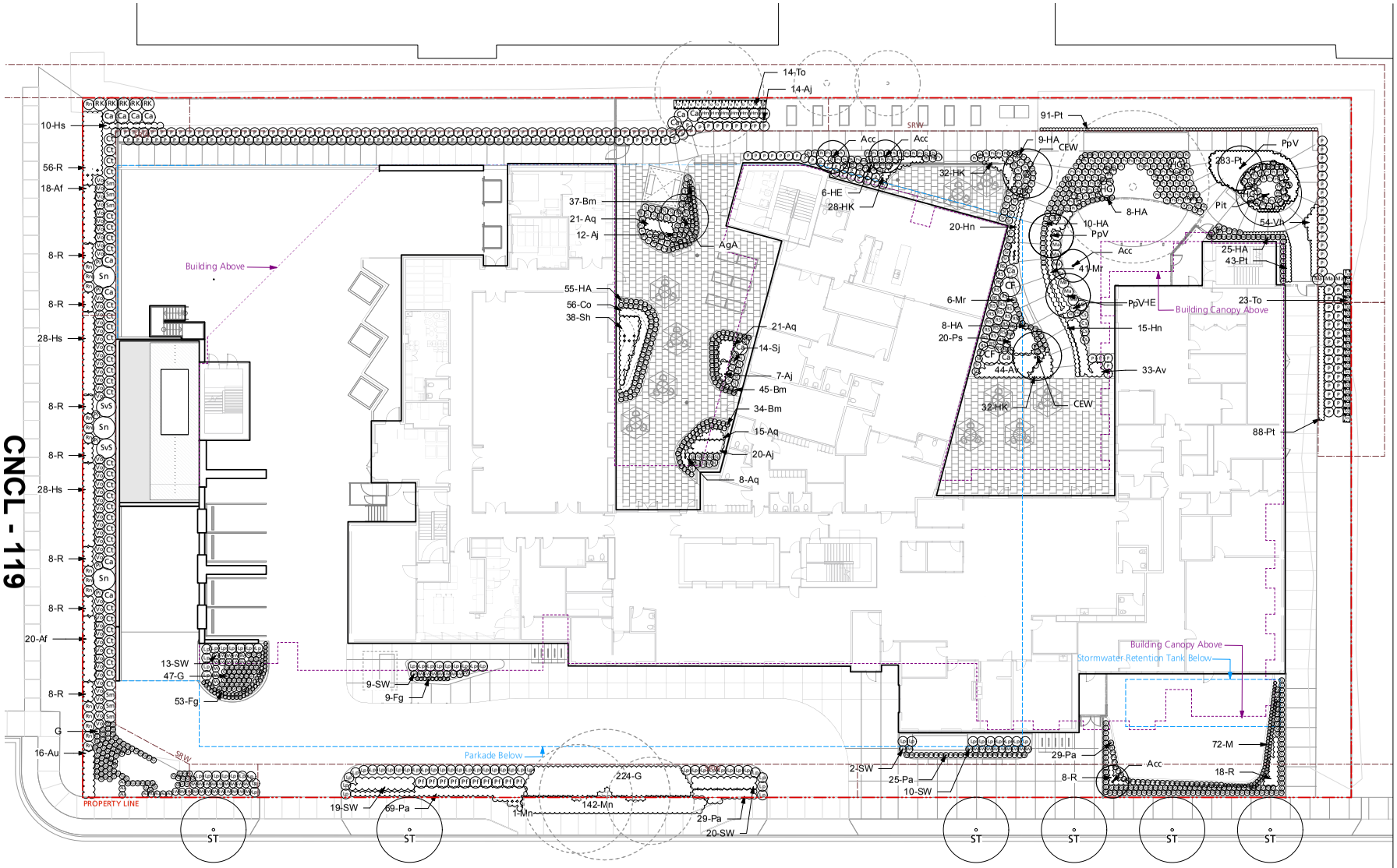
Checked By: JP

Scale: 1:200

Job No.: 24-017

Sheet No.:

L1.1



CNCL - 119

plot date: 2025-10-17

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Issues

No.	Description	Date
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2	Issued for Rezoning	2024-12-20
3	Re-Issued for Rezoning	2025-08-07
4	Issued for Schematic Design	2025-08-22
5	Re-Issued for Land-Use Rezoning	2025-10-17

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Client:

Vancouver Coastal Health

Project Title:

Richmond Lions Manor (RLM)
11771 Fentiman Place

Drawing Title:

Planting Plan
Ground Level

Project North:

Drawn By: SC

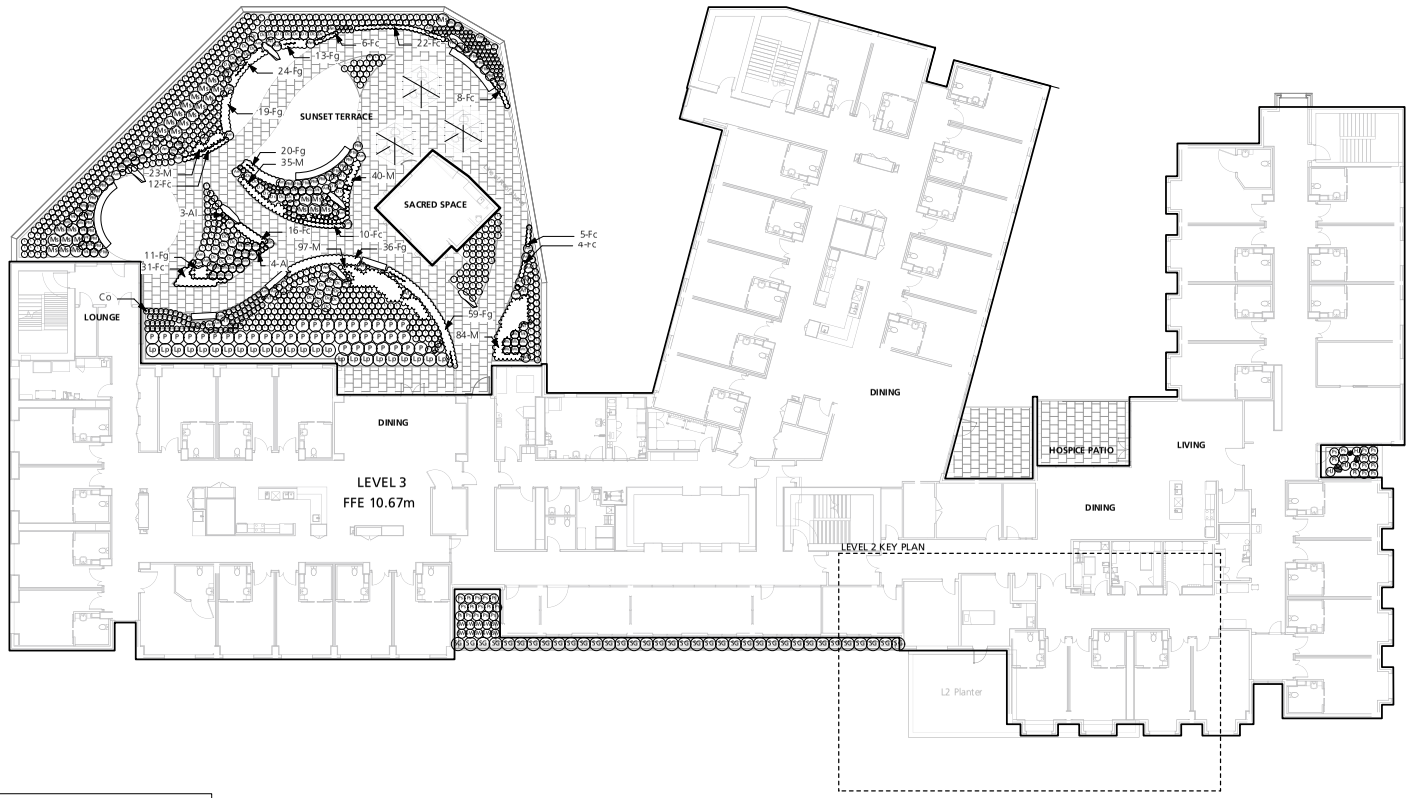
Checked By: JP

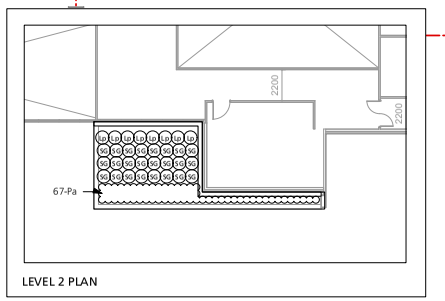
Scale: 1:175

Job No.: 24-017

Sheet No.:

L3.0





FENTIMAN PLACE

CNCL - 120

plot date: 2025-10-17

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2	Issued for Rezoning	2024-12-20
3	Re-Issued for Rezoning	2025-08-07
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Client:

Vancouver Coastal Health

Project Title:

Richmond Lions Manor (RLM)
11771 Fentiman Place

Drawing Title:

Planting Plan
Level 2 & 3

Project North:

Drawn By: SC

Checked By: JP

Scale: 1:175

Job No.: 24-017

Sheet No.:

L3.1

Planting Notes:

1) All plant material and landscape installation to conform to Canadian Landscape Standard, latest edition.

2) Brace the tree only if it will not remain upright in a moderate wind.

3) Remove all dead and dying branches.

4) As a minimal acceptable standard:
   a) Sizes on the plant list shall be considered minimum sizes
   b) Root balls to be free of pernicious weeds

5) Contractor to ensure all plant material delivered to site is from nurseries certified to be free from the phytophthora ramorum virus (sudden oak death) removal and replacement of plant material found to contain the virus to be at the contractor's expense.

6) All plant material shall be approved at the nursery by the project landscape architect.

7) The contractor shall supply all plant materials shown on all drawings.

8) No container grown stock will be accepted if it is root bound. All root wrapping material made of synthetics or plastics shall be removed at time of planting.

9) Contractor to submit a representative sample of the proposed topsoil for testing to Pacific Soil Analysis. Contractor is responsible for arranging and payment of soil analysis and amendments to growing medium as determined. Contractor shall instruct soil testing lab to submit results directly to the consultant for approval prior to commencement of work. Generic Analysis is not acceptable.

10) Soil depths to be as follows:
   a) Lawn 300mm on grade, 300mm on slab
   b) Shrub beds min. 450mm on grade, 600mm on slab
   c) Trees planting hole to be 1500mm x 1500mm x 900mm deep backfilled with approved soil available from approved source.

11) The contractor shall locate and verify the existence of all utilities prior to starting work.

12) All planting beds to have min 50mm depth of 25mm minus screened composted bark mulch (not on groundcover areas). Existing trees to have 6' radius from tree trunk of 25mm minus composted bark mulch, 100mm depth.

13) Plant Search area to include BC, WA , OR & CA.

Plant List

Symbol	Qty.	Botanical Name	Common Name	Scheduled Size	Remarks
Trees					
Acc	4	**Acer circinatum**	Vine Maple	3m ht., B&B, max. 3 stems	native
AgA	1	**Amelanchier x grandiflora 'Autumn Brilliance'**	Autumn Brilliance Serviceberry	6cm cal., WB	
ST	6	**City Standard Street Tree**	Off-site Street Tree	8cm cal.	To City of Richmond Standards
CEW	2	**Cornus 'Eddie's White Wonder'**	Eddie's White Wonder Dogwood	6cm cal., WB	
PpV	4	**Parrotia persica 'Vanessa'**	Vanessa Parrotia	6cm cal., WB	
Pit	1	**Pinus thunbergii**	Japanese Black Pine	3m ht, B&B	
Shrubs					
Ct	34	**Choisya ternata**	Mexican Orange	#3 pot	
Ca	14	**Cornus alba 'Cream Cracker'**	Cream Cracker™ Dogwood	#2 pot	
Cf	2	**Cornus sericea 'Flaviramea'**	Yellow Twig Dogwood	#2 pot	
Cs	4	**Cornus sericea 'Kelseyi'**	Kelsey Dogwood	#2 pot	
G	477	**Gaultheria shallon**	Salal	#2 pot	native
Hm	7	**Hydrangea macrophylla 'Lanarth White'**	Lanarth White Lacecap Hydrangea	#5 pot	
Lp	24	**Lonicera pileata**	Privet Honeysuckle	#3 pot	
L	81	**Lonicera pileata**	Privet Honeysuckle	#3 pot	
Ma	12	**Mahonia aquifolium**	Oregon Grape	#2 pot	native
Mn	143	**Mahonia nervosa**	Longleaf Mahonia	#2 pot	native
Mr	47	**Mahonia repens**	Creeping Mahonia	#2 pot	native
Pi	6	**Pinus mugo 'Mops'**	Mops Mugo Pine	#3 pot	
Pf	10	**Potentilla fruticosa**	Cinquefoil	#2 pot	
RS	27	**Rhododendron 'Snow Lady'**	Snow Lady Rhododendron	#3 pot	
RK	5	**Ribes sanguineum 'King Edward VII'**	Flowering Currant	#5 pot	
Rn	15	**Rosa nutkana**	Nootka Rose	#2 pot	
Sn	3	**Sambucus nigra Black Lace™**	Purple Cutleaf Elderberry	#5 pot	Specimen
Sh	38	**Sarcococca hookeriana var. humilis**	Dwarf Sweet Box	#2 pot	
Sr	18	**Sarcococca ruscifolia**	Fragrant Sarcococca	#3 pot	
Sj	45	**Skimmia japonica 'Rubella'**	Skimmia	#3 pot	
SG	60	**Spiraea japonica 'Goldmound'**	Goldmound Spirea	#3 pot	
SW	104	**Spiraea japonica 'Walbuma' Magic Carpet**	Magic Carpet Spirea	#3 pot	
Sm	6	**Syringa meyeri 'Palibin'**	Palibin Meyer Lilac	#3 pot	
SvS	2	**Syringa vulgaris 'Sensation'**	Sensation Lilac	3m ht	
To	37	**Thuja occidentalis 'Smaragd'**	Emerald Green Cedar	6' ht, B&B	Hedge
Vo	52	**Vaccinium ovatum 'Scarlet Ovation'**	Scarlet Ovation Evergreen Huckleberry	#3 pot	
Groundcovers, Vines, Ferns, Perennials and Grasses					
Am	39	**Achillea millefolium 'Terracotta'**	Yarrow	#1 pot	
Av	83	**Adiantum venustum**	Himalayan Maidenhair Fern	#2 pot	
A	27	**Allium cernuum**	Nodding Onion	#1 pot	native
Al	17	**Allium schoenoprasum**	Chives	#1 pot/bulb	
Aq	67	**Aquilegia formosa**	Crimson Columbine	#1 pot	
Au	24	**Arctostaphylos uva-ursi**	Kinnikinnick	#2 pot	native
Af	51	**Aster x frikartii 'Jungfrau'**	Frikart's Aster	#1 pot	
Aj	53	**Astilbe japonica 'Deutschland'**	Amethyst False Spirea	#1 pot	white flower colour
Bm	116	**Brunnera macrophylla 'Jack Frost'**	Siberian Bugloss	#1 pot	
Co	129	**Carex oshimensis 'Evergold'**	Sedge	#1 pot	
Dc	55	**Deschampsia cespitosa 'Goldtau'**	Gold Dew Tufted Hair Grass	#1 pot	
Df	37	**Dicentra formosa**	Pacific Bleeding Heart	#1 pot	
Fg	244	**Festuca glauca 'Blue Glow'**	Blue Glow Blue Fescue	#1 pot	groundcover
Fc	117	**Fragaria chiloensis**	Coastal Strawberry	#1 pot	native
HA	120	**Hakonechloa macra 'Aureola'**	Japanese Forest Grass	#1 pot	
Hs	66	**Helictotrichon sempervirens**	Blue Oat Grass	#1 pot	
Hn	35	**Helleborus x nigercors 'Winter's Ghost'**	Winter's Ghost Hellebore	#1 pot	
HK	121	**Heucherella 'Kimono'**	Foamy Bells	#1 pot	
HG	3	**Hosta 'Gentle Giant'**	Gentle Giant Hosta	#1 pot	
HJ	3	**Hosta 'June'**	June Hosta	#1 pot	
HE	27	**Hosta sieboldiana 'Elegans'**	Blue Hosta	#1 pot	
L	554	**Leymus mollis**	Sea Lyme Grass	#1 pot	
Ms	27	**Miscanthus sinensis 'Adagio'**	Adagio Maiden Grass	#3 pot	
Mc	49	**Molinia caerulea 'Moorflame'**	'Moorflame' Moor Grass	#3 pot	
M	426	**Molinia caerulea 'Variegata'**	Variegated Moor Grass	#1 pot	
Pt	505	**Pachysandra terminalis**	Japanese Spurge	#1 pot	Groundcover
Pa	219	**Pennisetum alopecuroides 'Hameln'**	Hamelin Fountain Grass	#1 pot	
PM	29	**Pennisetum alopecuroides 'Moudry'**	Black Flowering Fountain Grass	#1 pot	
Ph	20	**Polygonatum × hybridum**	Garden Solomon's Seal	#1 pot	
P	245	**Polystichum munitum**	Western Sword Fern	#1 pot	native
Ps	246	**Polystichum setiferum 'Divisilobum'**	Soft Shield Fern	#1 pot	
R	138	**Rudbeckia hirta**	Black-eyed Susan	#1 pot	
Vh	54	**Vancouveria hexandra**	White Inside-out Flower	#1 pot	native
V	38	**Verbena bonariensis**	Brazilian Verbena	#1 pot	
Total	5275				

CNCL - 121

plot date: 2025-10-17

P+A

Perry + Associates
Landscape Architecture
Site Planning

112 East Broadway
Vancouver, BC V5T 1V9

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perryandassociates.ca

Issues

No.	Description	Date
1	Re-Issued for Rezoning	2025-08-07
2	Issued for Schematic Design	2025-08-22
3	Re-Issued for Land-Use Rezoning	2025-10-17

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Client:

Vancouver Coastal Health

Project Title:

Richmond Lions Manor (RLM)
11771 Fentiman Place

Drawing Title:

Planting Schedule

Project North:

Drawn By: SC

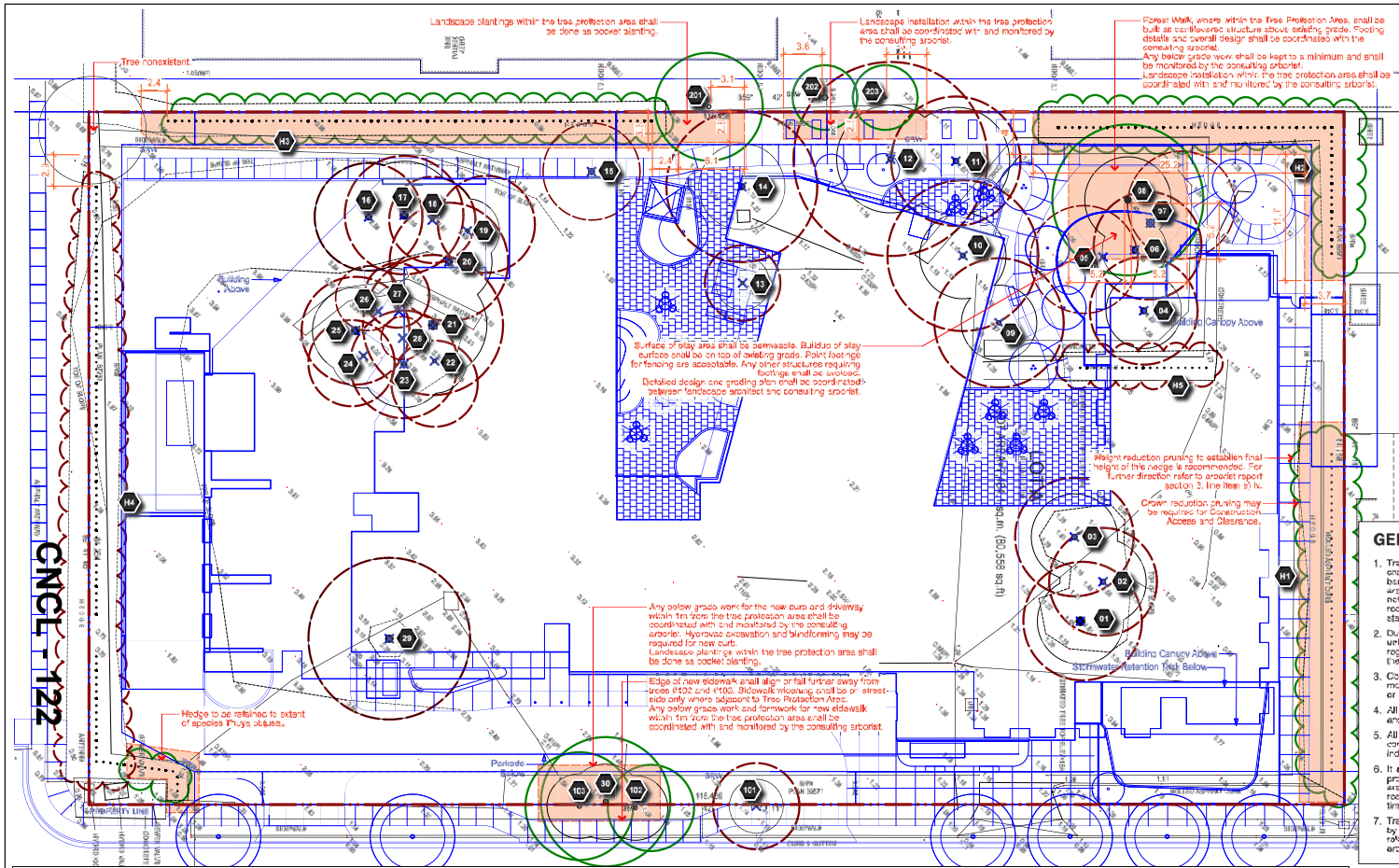
Checked By: JP

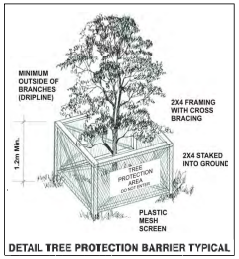
Scale:

Job No.: 24-017

Sheet No.:

L3.2





DETAIL TREE PROTECTION BARRIER TYPICAL

GENERAL ARBORICULTURAL NOTES

1. Trees, their environment, their health and structural stability change over time. Our arboricultural recommendations are based on observations made on the date noted. Observations are done as an ISA Level 2 basic visual assessment. Unless noted otherwise, Durante Kreuk Ltd. cannot guarantee that trees recommended for retention will remain whole or structurally stable.
2. Durante Kreuk Ltd. assumes no responsibility for tree protection unless we have been contracted to provide services in that regard, and provided appropriate notice when work on or near the trees is to be done.
3. Consulting arborist shall be called to site to coordinate and monitor excavation or other work within any tree protection area or as noted otherwise within the arboricultural documentations.
4. All work within the tree protection area shall be coordinated with and supervised by the consulting arborist.
5. All root pruning and crown pruning shall be done as directed by consulting arborist and City arborist. All work shall be done to ISA industry standards.
6. It is the responsibility of the general contractor to ensure all protection measures and other arboricultural recommendations are applied as required. It is the general contractors responsibility to engage the consulting arborist at appropriate times as outlined in arboricultural documentations.
7. Tree Protection Barrier shall be kept in place until final inspection by the City. Any adjustment to the barrier/fencing or temporary relocation has to be approved, in writing by the consulting arborist, 48 hour minimum notification required.

LEGEND

- extent of dripline of existing tree recommended for removal (location from BCLS Land Surveyor) unless otherwise noted.
- extent of dripline of existing tree recommended for retention (location from BCLS Land Surveyor) unless otherwise noted.
- Tree Protection Fencing shall be built to municipal standards to extent as shown on drawings.
- 01 Tree Number referred to in Existing Trees List and Report for BY-LAW size with DBH 0.20m or larger.
- Existing Condition per Survey
- Proposed Condition per Architectural Site Plan

N

Tree No.	Species	# of Stems	DBH-cm	Spread - m	Height - m	Field Observations	Tag No.	Dead	Poor	Fair	Good	Remove	Relocate	Retain	Note
	ON SITE														
1	Pinus nigra (Austrian pine)	2	86	11	16	2 co-dominant leaders at base. Included bark. Joint crown. Deadwood within inner crown. Reduced vigor.	DCH 0337					◆			
2	Pinus nigra (Austrian pine)		51	10	14	Kink in trunk near base. Joint crown. Deadwood within inner crown substantial. Reduced vigor.	DCH 0338		◆						◆
3	Pinus nigra (Austrian pine)		56	11	14	2 co-dominant leaders at 4m above ground. Scaffold limbs previously failed. Joint crown. Deadwood within lower crown. Reduced vigor.	DCH 0339					◆				◆
4	Pinus nigra (Austrian pine)		60		14	2 co-dominant leaders at 2m above ground. Included bark. Deadwood within lower crown. Joint crown.	DCH 0342					◆				◆
5	Acer platanoides (Norway maple)	4	38	10	12	4 co-dominant leaders. Other stem (s) DBH Ø 8cm. Included bark. Joint crown. Asymmetrical crown.	DCH 0343					◆				◆
6	Pinus nigra (Austrian pine)	3	70	10	15	3 co-dominant leaders at 1m above ground. Sweep. Suppressed by adjacent trees. Joint crown. Asymmetrical crown. Deadwood within lower crown.	DCH 0344					◆				◆
7	Pinus nigra (Austrian pine)	2	52	6	7	Heavy lean. Phototropic lean. Suppressed by adjacent trees. Poor potential.	DCH 0345		◆							◆
8	Pinus nigra (Austrian pine)		65	14	16	2 co-dominant leaders at 3m above ground. Included bark. Deadwood within lower crown. Joint crown.	DCH 0346					◆				◆
9	Acer platanoides (Norway maple)		42	12	13	Poor structure at base of crown. Minimal deadwood within lower crown. Joint crown.	DCH 0340					◆	◆			◆
10	Acer platanoides (Norway maple)		49	14	13	Strong surface roots. 5m all decay column at old pruning wound mid trunk. Minimal deadwood within lower crown. Joint crown.	DCH 0341					◆	◆			◆
11	Pinus nigra (Austrian pine)		61	12	15	3 co-dominant leaders within upper crown. Joint crown. Asymmetrical crown. Deadwood within lower crown.	DCH 0347					◆				◆
12	Acer rubrum var. (red maple)		54	18	14	Strong surface roots close to base. Low branching. Joint crown.	DCH 0348						◆			◆
13	Prunus var. (cherry)		28	7	7	Dam age at base. 90% dead.	DCH 0349	◆	◆							◆
14	Prunus var. (cherry)		60	14	10	Surface roots. 3 co-dominant leaders at 2m above ground. Included bark. Deadwood within lower crown.	DCH 0350						◆	◆		
15	Betula var. (birch)	3	54	9	14	2 co-dominant and 1 sub-dominant leader at base. Included bark. Sub-dominant leader with heavy lean.	DCH 0351					◆		◆		
16	Betula var. (birch)	2	64	10	19	One other sub dominant leader has previously failed, leaving short stump and small decay column. Phototropic lean. Joint crown.	DCH 0356		◆	◆		◆				
	ON SITE														
17	Betula var. (birch)	3	80	11	19	3 co-dominant and 1 sub-dominant leader at base. Phototropic lean. Ivy on lower trunk. Joint crown. Reduced vigor within upper crown.	DCH 0355		◆	◆		◆				
18	Betula var. (birch)		27	8	19	Ivy on lower trunk. Heavy phototropic lean. Joint crown. Reduced vigor within upper crown.	DCH 0354		◆	◆		◆				
19	Betula var. (birch)	2	45	9	12	2 co-dominant leaders at base. Included bark. Phototropic lean. Joint crown. Reduced vigor within upper crown.	DCH 0352		◆	◆		◆				
20	Betula var. (birch)	3	73	11	19	2 co-dominant and 1 sub-dominant leader at base. Included bark. Joint crown. Deadwood within upper crown substantial.	DCH 0353			◆						◆
21	Betula var. (birch)	3	88	13	19	3 co-dominant leaders at base. Included bark. Joint crown. Deadwood within upper crown substantial.	DCH 0359			◆						◆
22	Betula var. (birch)		36	8	16	Phototropic lean. Joint crown. Asymmetrical crown.	DCH 0364				◆					◆
23	Betula var. (birch)	2	58	10	19	2 co-dominant leaders at base. Phototropic lean. Joint crown. Reduced vigor within upper crown.	DCH 0360				◆					◆
24	Betula var. (birch)		28	8	15	Phototropic lean. Suppressed by adjacent trees. Joint crown. Asymmetrical crown. Reduced vigor within upper crown.	DCH 0362				◆					◆
25	Betula var. (birch)	3	78	10	19	2 co-dominant and 1 sub-dominant leader at base. Included bark. Phototropic lean. Joint crown. Deadwood within upper crown substantial.	DCH 0361			◆						◆
26	Betula var. (birch)	2	27	6	10	2 co-dominant leaders at base. Phototropic lean. Suppressed by adjacent trees. Joint crown.	DCH 0357				◆					◆
27	Betula var. (birch)		22	6	19	Phototropic lean. Joint crown. Reduced vigor within upper crown. Hanges.	DCH 0358				◆					◆
28	Betula var. (birch)	2	26	4	10	2 co-dominant leaders at base. 3rd co-dominant leader previously failed. Phototropic lean. Suppressed by adjacent trees. Joint crown.	DCH 0390				◆					◆
29	Cedrus atlantica (Atlas cedar)		73	15	21	Significant signs of sap sucker on lower and mid trunk. 3 co-dominant leaders at 4m above ground. Included bark. Poor structure. 1 leader previously topped at 10m above ground. Scaffold limbs previously failed.	DCH 0365				◆					◆
30	Pinus nigra (Austrian pine)		90	12	15	Base is located higher than sidewalk. Ivy on trunk. Joint crown. Deadwood within lower crown.							◆			◆
H1	Thuja plicata (western red cedar)		10 to 25		6 to 12	Unmaintained, untrimmed, hedge.							◆			◆
	ON SITE														
H2	Thuja plicata (western red cedar)		10 to 25		6 to 10	Unmaintained hedge. Sections previously trimmed, others untrimmed. Sections now overgrown with black berries and other shrubs.						◆				◆
H3	Thuja plicata (western red cedar)		10 to 15		4 to 7	Previously trimmed hedge. Currently unmaintained. North end overgrown with black berry and other shrubs.						◆				◆
H4	Thuja plicata (western red cedar)		15 to 25		6 to 13	Unmaintained, untrimmed, hedge. Height varies greatly. Last few plants near east end of hedge are of different variety.							◆	◆		
H5	Thuja plicata (western red cedar)		10 to 15		7	Previously trimmed hedge, currently unmaintained. South section previously removed.						◆		◆		
	OFF SITE														
101	Acer pseudoplatanus (sycamore maple)		25	8	9	Strong surface roots towards sidewalk.							◆	◆		a)
102	Acer platanoides (Norway maple)		27	8	11	Base is located higher than sidewalk. Joint crown. Asymmetrical crown.							◆			◆
103	Pinus nigra (Austrian pine)		45	10	15	Base is located higher than sidewalk. Ivy on trunk. Joint crown. Deadwood within lower crown.							◆			◆
	ADJACENT SITE														
201	Prunus cerasifera (cherry plum)	5	39	10	10	Located directly adjacent to fence on PL. Multiple co-dominant leaders at base.	038						◆			◆
202	Thuja plicata (western red cedar)	3	52	6	9	Multiple co-dominant leaders at base and further co-dominant leaders within mid crown. Poor structure.	040						◆			◆
203	Thuja plicata (western red cedar)		25	6	9	Multiple co-dominant leaders within mid crown. Poor structure.	039						◆			◆
	TREE NOTES														
◆	Non- bylaw trees under 0.20 DBH and dead trees listed on shaded background.														
◆	Bylaw trees over 0.20 DBH are listed on a white background.														
a)	This tree is straddling the Property line between off-site and on-site. This tree is considered to have shared ownership between the city and the private owner. For replacement calculation purposes, this tree is counted as an off-site tree and will be compensated for within the new boulevard.														a)

Observations and recommendations by
Florian Fisch
ISA Certified Arborist PN-7921A
ISA Qualified Tree Risk Assessor (TRAQ)

Original Observations made 22.10.2024.

This drawing shall be read in conjunction with Existing Trees Report for this site by Durante Kreuk, dated 17.10.2025.

no.:	date:	item:	by:
5	2025-10-17	Issued in Response to City Comments	FF
4	2025-05-28	Issued in Response to City Comments	FF
3	2025-04-19	For Coordination	FF

Revisions:

Stamp:

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102 - 1637 West 5th Avenue Vancouver B.C. V6J 1N5
P 604.564.4811 F 604.564.4877 www.dkl.ca

Client:

Vancouver Coastal Health

Project:

Vancouver Coastal Health
Richmond Lions Manor
11771 Fentiman Place, Richmond, BC, V7E 3M4

Drawn by:	FF
Checked by:	FF
Date:	May 26, 2026
Scale:	1:200

Drawing Title:

EXISTING TREES MANAGEMENT PLAN

Project No.: 24059

Sheet No.: T-1.01

Attachment 3

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 25-005701			Attachment 4
Address	11771 Fentiman Place		
Applicant	Zeidler Architecture Inc.		
Owner	Vancouver Coastal Health Authority		
Planning Area(s)	Steveston		
	Existing	**Proposed**	
Site Area	7,484 m²	No Change	
Land Uses	Vacant	Major Health Care Facility	
OCP Designation	Apartment Residential	No Change	
Area Plan Designation	Institutional	No Change	
Zoning	Health Care (HC)	Health Care (ZR13) - Fentiman Place (Steveston)	
Number of Units	None	• 144-room Long-term Care • 14-room Hospice Care • Adult Day Care & Community Care • Child Care	
	Required	**Proposed**	**Variance**
Floor Area Ratio	Max. 2.0 FAR	1.92 FAR	None permitted
Lot Coverage	Max. 55%	53%	None
Setbacks: Fentiman Place Rear Yard North Side Yard South Side Yard Underground Parking	 Min. 6 m Lev. 1-3, Min. 11 m above Min. 6 m Min. 6 m Lev. 1-3, Min. 20 m above Min. 6 m Lev. 1-3, Min. 10 m above Min. 3 m	 Min. 6 m Lev. 1-3, Min. 11 m above Min. 6 m Min. 6 m Lev. 1-3, Min. 20 m above Min. 6 m Lev. 1-3, Min. 10 m above Min. 3 m	None
Building Height	Max. 40 m & Max. 8 storeys	Max. 40 m & 8 storeys	None
Lot Size	Area: Min. 7,400 m²	Area: 7,484 m² Width: 116 m Depth: 64 m	None
Parking Spaces	86 spaces	91 spaces	None
Accessible Parking Spaces	Min. 2% (2 spaces)	3% (3 spaces)	None
Small Car Parking Spaces	Max. 50%	32% (29 spaces)	None
Tandem Parking Spaces	Not permitted	None	None
EV (Energized) Car Charging	35% Level 2 energized outlet Additional 10% opportunity charging	35% Level 2 energized outlet Additional 10% opportunity charging	None
Loading Spaces	2 Medium	2 Medium	None
Bicycle Storage	Class 1: 42 Class 2: 20	Class 1: 42 Class 2: 20	None

Richmond Lions Manor-Fentiman

December 18, 2024

Prepared by Petersson Planning Consulting for Vancouver Coastal Health

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Richmond Lions Manor-Fentiman Campus of Care

Preliminary Public Engagement Report

Introduction

Vancouver Coastal Health (VCH) is applying to redevelop their site at 11771 Fentiman Place, Richmond, to construct a new campus of care, Richmond Lions Manor-Fentiman. The intent of the project is to meet the needs of the growing community through replacement of Richmond Lions Manor, which used to operate on the site and has since been demolished, and provide timely access to services including a long-term care, hospice, an adult day program and child care centre.

This report documents a public notification and engagement process undertaken by the VCH Richmond Lions Manor-Fentiman project team prior to preparation and submission of a development application to the City of Richmond. Over 200 letters to neighbours were distributed and 12 letters were received in response from the community.

Process

The Richmond Lions Manor-Fentiman project team proactively consulted with adjacent neighbours very early in the development process, before significant design work was undertaken. This allowed the design team to consider public input prior to committing resources to a specific design configuration and consider early neighbour input prior to completing and submitting a development application with the City of Richmond.

This preliminary public engagement process was intended to provide early notification that an application was being prepared and seek input to inform the Richmond Lions Manor-Fentiman design team about opinions held by neighbourhood respondents. The process was also intended to help neighbours who wished to participate in a public engagement process to identify themselves for appropriate follow-up by the Richmond Lions Manor-Fentiman project team later in the development application process.

This process was envisioned to be the first step in engaging the public regarding this development application. It is anticipated that more opportunities for public engagement will be made available as the development application is reviewed and processed by the City of Richmond.

Notification Area

The City of Richmond generally requires development applicants to notify and request feedback from the public who live within 100m of a significant development site of a development application. The Richmond Lions Manor-Fentiman project team exceeded the 100m radius notification requirement to ensure that adjacent neighbours received this first round of notification.

A copy of the notification area map is included in Appendix 1: Notification Area.

Notification Letter

Notification letters were hand-delivered to 213 households, Wisteria Place Retirement Community, and McMath Secondary School on Sept. 16, 2024.

The notification letters were written in English, Traditional Chinese, Simplified Chinese and Punjabi. Copies of the letters are included in Appendix 2.

The letter informed neighbours that any correspondence received from them on or before Oct.1, 2024 would be documented and included in this Preliminary Public Engagement Report. Correspondence would be accepted after Oct. 1, 2024 but would be documented later in the process.

Public Responses

The Richmond Lions Manor-Fentiman project team received 12 written responses within the notification period and replied in writing to each respondent. Each correspondence is included in Appendix 3, with names and addresses redacted to protect privacy. In total, 213 letters were distributed and 12 responses received by VCH, representing a 5.5 per cent response rate.

Key Themes

Several themes were expressed by neighbours through their correspondence.

Need for seniors' housing and community services

- Recognition of the community need for seniors' long-term care, a hospice, and child care
- Recognition that the site has historically been used for seniors' housing
- Support for Richmond Lions Manor-Fentiman as key part of seniors' campus of care near Steveston Park
- Request to consider providing dental services on-site to long-term care residents

Discussion of proposed built form

- Support for taller structures in order to provide more housing
- Question whether proposed structure height is appropriate for the neighbourhood
- Request to set back main tower from Fentiman Place

Parking and traffic

- Desire to retain on-street parking for current residents' use
- Request for City to create on-street permit parking for current residents along both sides of Fentiman Place and no parking or permit-only parking in the laneway that runs along the south end of Fentiman Place
- Questions about where residents and staff will park post-construction and where construction crews and trades people will park
- Note that Fentiman Place experiences traffic associated with pick-up and drop-off at McMath Secondary School and athletic events in Steveston Park
- Question whether Fentiman Place can accommodate traffic generated by proposed Richmond Lions Manor-Fentiman

Construction process

- Question about how long construction will take
- Request for a construction schedule
- Question about how the construction process might impact Steveston Park
- Question about where the staging areas will be located for project construction materials
- Thoughts about what impacts neighbours might experience during the construction process
- Request for proactive mitigation of potential dust, noise and shaking during construction

Public realm and landscaping

- Desire to retain trees at property's edge
- Request for appropriate outdoor lighting next to Steveston Park for safety and crime prevention

Engagement process

- Desire for further opportunities to participate in meaningful consultation about proposal
- Desire to engage in a public meeting
- Desire for more information about the project
- Desire for more time to review project information

Conclusion

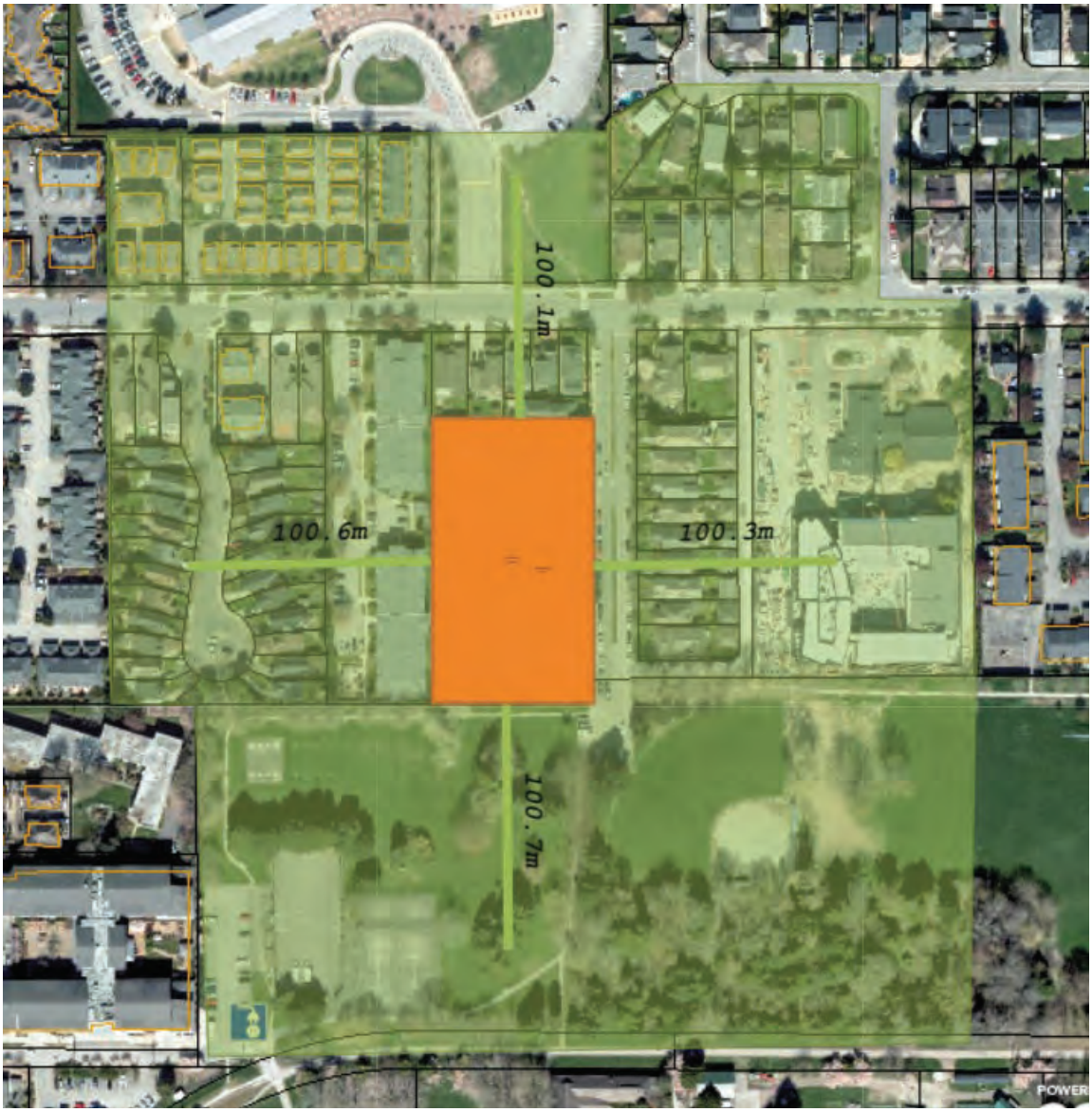
This report summarizes the preliminary public engagement undertaken by Vancouver Coastal Health in support of the proposed Richmond Lions Manor Fentiman development application.

The purpose was to notify neighbours of an impending development application for a replacement of Richmond Lions Manor, the proposed development of a campus of care and to ask for their input prior to significant design work being undertaken. Notification letters were hand-delivered to 213 neighbours slightly beyond 100m of the proposed site.

Community members expressed a range of perspectives, including support for seniors' housing on this site, questions about the proposed height and desire for further public engagement to learn more about the project as the process progresses. The project team is grateful for neighbours who took the time to respond to the notification letter. They look forward to working further with the community and City of Richmond to replace the Richmond Lions Manor and include much needed services on this site.

Vancouver Coastal Health and the project team will submit a development application to the City of Richmond to implement the vision for long-term Care, a hospice, and child care services on this site, as part of a broader campus of care. The development application will be informed by this preliminary public engagement process. After the development application is submitted, there will be future opportunities for public engagement.

Appendix 1 Notification Area Map



Appendix 2 Notification Letters

Vancouver Coastal Health

Vancouver Coastal Health

September 16, 2024

Re: New Seniors Housing Proposal for 11771 Fentiman Place

Dear Neighbour,

We are writing to update you about an upcoming proposed application to develop Richmond Lions Manor-Fentiman, a new campus of care that will feature 144 long-term care beds, 14 hospice beds, an adult day program, overnight respite and a child-care centre. We will also propose to include a café and corner store open to all residents, families and neighbours. This campus of care, which represents a significant investment in seniors' health and wellness, would be built, owned and operated by Vancouver Coastal Health (VCH).

Project background

The project is located at the original site of Richmond Lions Manor (11771 Fentiman Place), which was demolished after serving the community for several decades (see map below). Residents are being cared for temporarily at Richmond Lions Manor-Bridgeport and, if this project is approved, they will move to the new campus of care when it opens.

We would like to acknowledge that this new campus of care is located on the traditional and unceded territory of the Musqueam Indian Band.

The original Richmond Lions Manor building was a seven-storey facility. The new care home is proposed to be eight storeys. It will be designed as "households" accommodating 12 residents in single-bed rooms with bathrooms and will include the social and recreational spaces found in a typical home, such as a living room, dining room, kitchen and activity space.

Long-term care homes, like Richmond Lions Manor-Fentiman, provide care and supervision for people with complex care needs, who can no longer live safely and independently at home, through a range of services delivered by well-trained, compassionate and caring staff.

Community engagement

VCH is committed to being a good neighbour in the communities where we operate. We are reaching out before the development application is submitted to the City of Richmond to ensure the new campus of care considers the needs of this community.

We are seeking ways to be sensitive to the existing neighbourhood with the building's design and site plan, such as considering tree retention, and the location of car access and garbage pick-up.

We welcome the opportunity to connect with neighbours to provide more information, address any questions, and receive your input about the project. Is there something you would like us to consider when developing a new campus of care? What is important to you?

Please contact the project team at RLMFentiman@vch.ca to share any questions or comments. All public input received before October 1, 2024, will be used to inform the Development Application we will submit to the City of Richmond.

For more information and project updates, please visit vch.ca/RLMFentiman.

We look forward to your feedback.

Sincerely,

Jo-Ann Tait
Vice President, Richmond Community Services
RLMFentiman@vch.ca

Sharon Petty
Chief Project Officer & Executive Director
RLMFentiman@vch.ca

We would like to acknowledge that this new campus of care is located on the traditional and unceded territory of the Musqueam Indian Band.

Vancouver CoastalHealth

ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ

16 ਸਤੰਬਰ, 2024

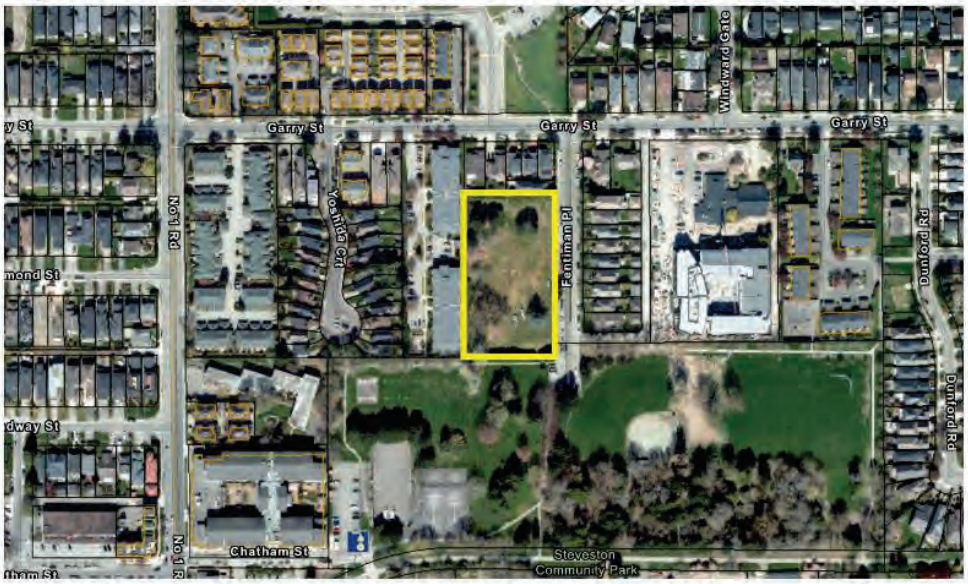
ਬਾਬਤ: 11771 Fentiman Place ਲਈ ਨਵੀਂ ਸੀਨੀਅਰਜ਼ ਹਾਊਸਿੰਗ ਦਾ ਪ੍ਰਸਤਾਵ

ਪਿਆਰੇ ਗੁਆਂਢੀ,

ਅਸੀਂ ਤੁਹਾਨੂੰ ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ-ਫੈਂਟੀਮੈਨ (Richmond Lions Manor-Fentiman), ਦੇਖਭਾਲ ਦਾ ਇੱਕ ਨਵਾਂ ਕੈਂਪਸ ਵਿਕਸਤ ਕਰਨ ਲਈ ਇੱਕ ਆਗਾਮੀ ਪ੍ਰਸਤਾਵਿਤ ਅਰਜ਼ੀ ਬਾਰੇ ਤਾਜ਼ਾ ਜਾਣਕਾਰੀ ਦੇਣ ਲਈ ਲਿਖ ਰਹੇ ਹਾਂ ਜਿਸ ਵਿੱਚ 144 ਲੰਬੀ ਮਿਆਦ ਦੀ ਦੇਖਭਾਲ ਵਾਲੇ ਬਿਸਤਰੇ, 14 ਹੌਸਪਿਸ ਬਿਸਤਰੇ, ਬਾਲਗਾਂ ਲਈ ਦਿਨ ਵੇਲੇ ਦਾ ਇੱਕ ਪ੍ਰੋਗਰਾਮ, ਰਾਤ ਭਰ ਲਈ ਆਰਾਮ ਅਤੇ ਬੱਚਿਆਂ ਦੀ ਦੇਖਭਾਲ ਦਾ ਕੇਂਦਰ ਸ਼ਾਮਲ ਹੋਣਗੇ। ਅਸੀਂ ਇੱਕ ਕੈਫੇ ਅਤੇ ਕਾਰਨਰ ਸਟੋਰ ਨੂੰ ਸ਼ਾਮਲ ਕਰਨ ਦਾ ਪ੍ਰਸਤਾਵ ਵੀ ਰੱਖਾਂਗੇ ਜੋ ਕਿ ਸਾਰੇ ਨਿਵਾਸੀਆਂ, ਪਰਿਵਾਰਾਂ ਅਤੇ ਇਲਾਕਾ ਵਸਨੀਕਾਂ ਲਈ ਖੁੱਲ੍ਹਾ ਹੋਵੇਗਾ । ਇਹ ਦੇਖਭਾਲ ਦਾ ਕੈਂਪਸ, ਜੋ ਬਜ਼ੁਰਗਾਂ ਦੀ ਸਿਹਤ ਅਤੇ ਤੰਦਰੁਸਤੀ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਨਿਵੇਸ਼ ਨੂੰ ਦਰਸਾਉਂਦਾ ਹੈ, ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ (VCH) ਦੁਆਰਾ ਬਣਾਇਆ ਅਤੇ ਸੰਚਾਲਿਤ ਕੀਤਾ ਜਾਵੇਗਾ ਅਤੇ ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ (VCH) ਦੀ ਹੀ ਮਲਕੀਅਤ ਹੋਵੇਗਾ।

ਪ੍ਰੋਜੈਕਟ ਦਾ ਪਿਛੋਕੜ

ਇਹ ਪ੍ਰੋਜੈਕਟ ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ (Richmond Lions Manor) (11771 Fentiman Place) ਦੇ ਮੌਜੂਦਾ ਸਥਾਨ 'ਤੇ ਸਥਿੱਤ ਹੈ, ਜਿਸ ਨੂੰ ਕਈ ਦਹਾਕਿਆਂ ਤੱਕ ਭਾਈਚਾਰੇ ਦੀ ਸੇਵਾ ਕਰਨ ਤੋਂ ਬਾਅਦ ਢਾਹ ਦਿੱਤਾ ਗਿਆ ਸੀ (ਹੇਠਾਂ ਨਕਸ਼ਾ ਦੇਖੋ)। ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ -ਬ੍ਰਿਜਪੋਰਟ (Richmond Lions Manor - Bridgeport) ਵਿਖੇ ਵਸਨੀਕਾਂ ਦੀ ਅਸਥਾਈ ਤੌਰ 'ਤੇ ਦੇਖਭਾਲ ਕੀਤੀ ਜਾ ਰਹੀ ਹੈ ਅਤੇ, ਜੇਕਰ ਇਹ ਪ੍ਰੋਜੈਕਟ ਮਨਜ਼ੂਰ ਹੋ ਜਾਂਦਾ ਹੈ, ਤਾਂ ਉਹ ਇਸ ਦੇ ਖੁੱਲ੍ਹਣ 'ਤੇ ਦੇਖਭਾਲ ਦੇ ਨਵੇਂ ਕੈਂਪਸ ਵਿੱਚ ਚਲੇ ਜਾਣਗੇ।



ਅਸੀਂ ਇਹ ਸਵੀਕਾਰ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਦੇਖਭਾਲ ਦਾ ਇਹ ਨਵਾਂ ਕੈਂਪਸ Musqueam Indian Band ਦੇ ਰਵਾਇਤੀ ਅਤੇ ਅਣ-ਤਿਆਗੇ ਖੇਤਰ 'ਤੇ ਸਥਿੱਤ ਹੈ।

Punjabi

Vancouver CoastalHealth

ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ

ਮੂਲ ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ (Richmond Lions Manor) ਇਮਾਰਤ ਇੱਕ ਸੱਤ ਮੰਜ਼ਿਲਾ ਸਹੂਲਤ ਸੀ। ਨਵੇਂਕੇਅਰ ਹੋਮ ਨੂੰ ਅੱਠ ਮੰਜ਼ਿਲਾ ਬਣਾਉਣ ਦਾ ਪ੍ਰਸਤਾਵ ਹੈ। ਇਸ ਨੂੰ 12 ਨਿਵਾਸੀਆਂ ਦੀ ਰਹਾਇਸ਼ ਵਾਲੇ "ਪਰਿਵਾਰਕ ਘਰਾਂ" ਦੇ ਰੂਪ ਵਿੱਚ ਡਿਜ਼ਾਇਨ ਕੀਤਾ ਜਾਵੇਗਾ ਜਿਸ ਵਿਚ ਉਹਨਾਂ ਲਈ ਸਿੰਗਲ-ਬੈੱਡ ਵਾਲੇ ਕਮਰੇ ਹੋਣਗੇ ਜਿਸ ਦੇ ਨਾਲ ਹੀ ਬਾਥਰੂਮ ਹੋਣਗੇ ਅਤੇ ਇੱਕ ਆਮ ਘਰ ਵਾਂਗ ਸਮਾਜਿਕ ਅਤੇ ਮਨੋਰੰਜਨ ਵਾਲੀਆਂ ਥਾਵਾਂ ਵੀ ਹੋਣਗੀਆਂ, ਜਿਵੇਂ ਕਿ ਇੱਕ ਲਿਵਿੰਗ ਰੂਮ, ਡਾਇਨਿੰਗ ਰੂਮ, ਰਸੋਈ ਅਤੇ ਗਤੀਵਿਧੀ ਸਥਾਨ।

ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ-ਫੈਂਟੀਮੈਨ (Richmond Lions Manor-Fentiman) ਵਰਗੇ ਲੌਂਗ-ਟਰਮ ਕੇਅਰ ਹੋਮ ਚੰਗੀ ਤਰ੍ਹਾਂ ਸਿੱਖਿਅਤ, ਦਿਆਲੂ ਅਤੇ ਦੇਖਭਾਲ ਕਰਨ ਵਾਲੇ ਸਟਾਫ ਦੁਆਰਾ ਪ੍ਰਦਾਨ ਕੀਤੀਆਂ ਜਾਂਦੀਆਂ ਬਹੁਤ ਸਾਰੀਆਂ ਸੇਵਾਵਾਂ ਦੁਆਰਾ ਗੁੰਝਲਦਾਰ ਦੇਖਭਾਲ ਦੀਆਂ ਜ਼ਰੂਰਤਾਂ ਵਾਲੇ ਅਜਿਹੇ ਲੋਕਾਂ ਲਈ ਦੇਖਭਾਲ ਅਤੇ ਨਿਗਰਾਨੀ ਪ੍ਰਦਾਨ ਕਰਦੇ ਹਨ, ਜੋ ਹੁਣ ਘਰ ਵਿੱਚ ਸੁਰੱਖਿਅਤ ਅਤੇ ਸੁਤੰਤਰ ਰੂਪ ਵਿੱਚ ਨਹੀਂ ਰਹਿ ਸਕਦੇ ਹਨ।

<u>ਭਾਈਚਾਰਕ ਸ਼ਮੂਲੀਅਤ</u>

VCH ਉਹਨਾਂ ਭਾਈਚਾਰਿਆਂ ਵਿੱਚ ਇੱਕ ਚੰਗਾ ਗੁਆਂਢੀ ਹੋਣ ਲਈ ਵਚਨਬੱਧ ਹੈ ਜਿੱਥੇ ਅਸੀਂ ਕੰਮ ਕਰਦੇ ਹਾਂ। ਅਸੀਂ ਸਿਟੀ ਆਫ਼ ਰਿਚਮੰਡ ਨੂੰ ਵਿਕਾਸ ਅਰਜ਼ੀ ਜਮ੍ਹਾ ਕੀਤੇ ਜਾਣ ਤੋਂ ਪਹਿਲਾਂ ਸੰਪਰਕ ਕਰ ਰਹੇ ਹਾਂ ਤਾਂ ਜੋ ਇਹ ਯਕੀਨੀ ਬਣਾਇਆ ਜਾ ਸਕੇ ਕਿ ਦੇਖਭਾਲ ਦਾ ਨਵਾਂ ਕੈਂਪਸ ਇਸ ਭਾਈਚਾਰੇ ਦੀਆਂ ਲੋੜਾਂ 'ਤੇ ਵਿਚਾਰ ਕਰੇ।

ਅਸੀਂ ਇਮਾਰਤ ਦੇ ਡਿਜ਼ਾਈਨ ਅਤੇ ਸਾਈਟ ਪਲਾਨ ਲਈ ਮੌਜੂਦਾ ਆਂਢ-ਗੁਆਂਢ ਪ੍ਰਤੀ ਸੰਵੇਦਨਸ਼ੀਲ ਹੋਣ ਦੇ ਤਰੀਕੇ ਲੱਭ ਰਹੇ ਹਾਂ, ਜਿਵੇਂ ਕਿ: ਰੁੱਖਾਂ ਨੂੰ ਸੁਰੱਖਿਅਤ ਰੱਖਣ, ਅਤੇ ਕਾਰਾਂ ਲਈ ਪਹੁੰਚ ਅਤੇ ਕੂੜਾ ਚੁੱਕਣ ਦੀ ਵਿਵਸਥਾ ਤੇ ਵਿਚਾਰ ਕਰਨਾ।

ਅਸੀਂ ਹੋਰ ਜਾਣਕਾਰੀ ਪ੍ਰਦਾਨ ਕਰਨ, ਕਿਸੇ ਵੀ ਸਵਾਲ ਦਾ ਜਵਾਬ ਦੇਣ, ਅਤੇ ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਤੁਹਾਡੇ ਵਿਚਾਰ ਜਾਨਣ ਲਈ ਗੁਆਂਢੀਆਂ ਨਾਲ ਸੰਪਰਕ ਦੇ ਮੌਕੇ ਦਾ ਸਵਾਗਤ ਕਰਦੇ ਹਾਂ। ਕੀ ਕੋਈ ਅਜਿਹੀ ਚੀਜ਼ ਹੈ ਜਿਸ ਬਾਰੇ ਤੁਸੀਂ ਚਾਹੁੰਦੇ ਹੋ ਕਿ ਅਸੀਂ ਦੇਖਭਾਲ ਦੇ ਨਵੇਂ ਕੈਂਪਸ ਦਾ ਵਿਕਾਸ ਕਰਦੇ ਸਮੇਂ ਵਿਚਾਰ ਕਰੀਏ? ਤੁਹਾਡੇ ਲਈ ਕੀ ਮਹੱਤਵਪੂਰਨ ਹੈ?

ਕਿਸੇ ਵੀ ਸਵਾਲ ਜਾਂ ਟਿੱਪਣੀਆਂ ਨੂੰ ਸਾਂਝਾ ਕਰਨ ਲਈ ਕਿਰਪਾ ਕਰਕੇ RLMFentiman@vch.ca 'ਤੇ ਪ੍ਰੋਜੈਕਟ ਟੀਮ ਨਾਲ ਸੰਪਰਕ ਕਰੋ। 1 ਅਕਤੂਬਰ, 2024 ਤੋਂ ਪਹਿਲਾਂ ਪ੍ਰਾਪਤ ਹੋਏ ਸਾਰੇ ਜਨਤਕ ਇਨਪੁਟ ਦੀ ਵਰਤੋਂ ਡਿਵੈਲਪਮੈਂਟ ਐਪਲੀਕੇਸ਼ਨ ਵਿੱਚ ਯੋਗਦਾਨ ਪਾਉਣ ਲਈ ਕੀਤੀ ਜਾਵੇਗੀ ਜੋ ਅਸੀਂ ਸਿਟੀ ਆਫ਼ ਰਿਚਮੰਡ (City of Richmond) ਨੂੰ ਜਮ੍ਹਾ ਕਰਾਂਗੇ।

ਹੋਰ ਜਾਣਕਾਰੀ ਅਤੇ ਪ੍ਰੋਜੈਕਟ ਸੰਬੰਧੀ ਅੱਪਡੇਟ ਲਈ, ਕਿਰਪਾ ਕਰਕੇ vch.ca/RLMFentiman 'ਤੇ ਜਾਓ।

ਸਾਨੂੰ ਤੁਹਾਡੇ ਸੁਝਾਵਾਂ ਦੀ ਉਡੀਕ ਹੈ।

ਦਿਲੋਂ,

Jo-Ann Tait
ਵਾਈਸ ਪ੍ਰੈਜ਼ੀਡੈਂਟ, ਰਿਚਮੰਡ ਕਮਿਊਨਿਟੀ ਸਰਵਿਸਿਜ਼
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Sharon Petty
ਚੀਫ਼ ਪ੍ਰੋਜੈਕਟ ਅਫ਼ਸਰ ਅਤੇ ਐਗਜ਼ੈਕਿਊਟਿਵ ਡਾਇਰੈਕਟਰ
RLMFentiman@vch.ca

ਅਸੀਂ ਇਹ ਸਵੀਕਾਰ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਦੇਖਭਾਲ ਦਾ ਇਹ ਨਵਾਂ ਕੈਂਪਸ Musqueam Indian Band ਦੇ ਰਵਾਇਤੀ ਅਤੇ ਅਣ-ਤਿਆਗੇ ਖੇਤਰ 'ਤੇ ਸਥਿੱਤ ਹੈ।

Punjabi

Vancouver Coastal Health

温哥华沿岸卫生局

2024 年 9 月 16 日

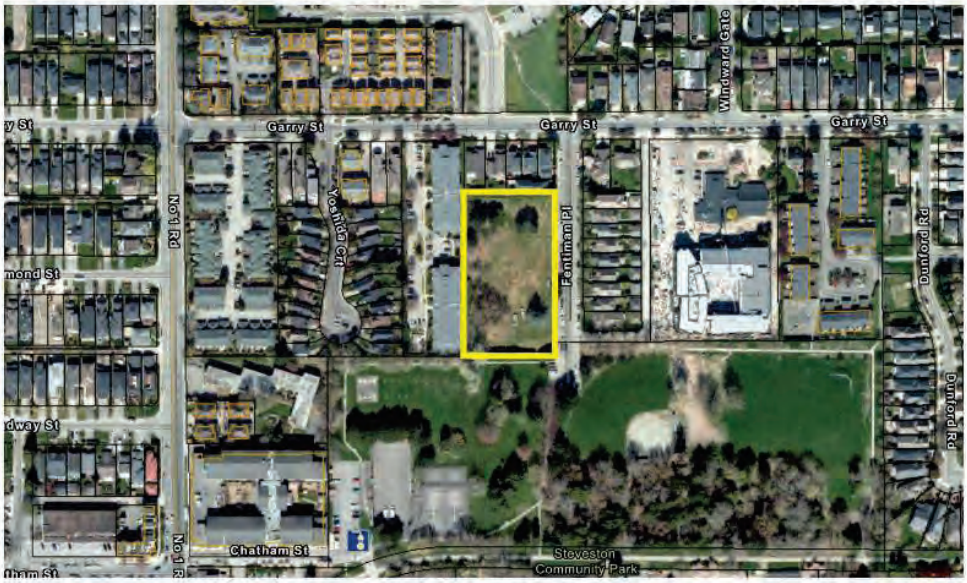
主题：关于 11771 Fentiman Place 新建长者护理园区的提案

亲爱的邻居：

我们谨此向您通报即将提案的列治文丽安园 Fentiman 部 (Richmond Lions Manor-Fentiman) 的开发申请。该新护理园区将提供 144 张长期护理床位、14 张临终关怀床位、成人日间护理、过夜临时托护和儿童托管中心。我们还将提议设立一个咖啡馆及便利店，向所有住户、家属以及周围邻居开放。 该护理园区隶属于温哥华沿岸卫生局 (Vancouver Costal Health, VCH) ，并由其负责建造和运营，是对长者健康与保健的重大投资。

项目背景

该项目位于列治文丽安园的原址 (11771 Fentiman Place) 。原大楼在为社区服务了几十年后已被拆除（见下图）。住户们目前暂时在列治文丽安园桥港路分部 (Richmond Lions Manor-Bridgeport) 接受护理，若本项目获批，他们将在新护理园区开放后搬入新园区。



我们承认，这个新的护理园区位于 the Musqueam Indian Band 的传统和未曾割让的领地。

Simplified Chinese

Vancouver CoastalHealth

温哥华沿岸卫生局

列治文丽安园的原大楼是一座七层高的建筑。新护理院计划建造八层。它将会被设计为 12 名住户为一个单位的“居家”模式，每名住户均享有带浴室的单人间，并将配备护理院常见的社交和娱乐空间，例如：客厅、餐厅、厨房和活动区域。

诸如列治文丽安园 Fentiman 本部的众多长期护理院，均配备训练有素、富有同情心和爱心的员工，为有复杂护理需求、无法继续安全独立居家生活的群体提供护理和监护等服务。

社区参与

温哥华沿岸卫生局 (VCH) 致力于在我们运营的社区成为大家的好邻居。在向列治文市政府 (the City of Richmond) 提交开发申请之前，我们先与您联系，以确保新的护理园区能够考虑到这个社区的需求 。

我们正在想方设法，使建筑设计和场地规划与现有社区相适应，例如充分考虑树木的保留、汽车通道和垃圾收集处的位置。

我们期待有机会与邻居们交流，以便提供更多的信息，解决任何问题，并听取您对项目的意见。在开发新的护理园区时，有什么是您希望我们纳入考虑的？您认为什么事情是重要的？

如有任何问题或意见，请通过 RLMFentiman@vch.ca 与项目团队联系。所有在 2024 年 10 月 1 日之前收到的公众意见都将被纳入开发申请 (the Development of Application)，提交给列治文市政府。

如需了解更多信息和项目更新，请访问 vch.ca/RLMFentiman 。

我们期待您的反馈。

谨启，

Jo-Ann Tait
列治文社区服务副主席
RLMFentiman@vch.ca

Sharon Petty
首席项目官兼执行董事
RLMFentiman@vch.ca

我们承认，这个新的护理园区位于 the Musqueam Indian Band 的传统和未曾割让的领地。

Simplified Chinese

Vancouver Coastal Health

溫哥華沿岸衛生局

2024 年 9 月 16 日

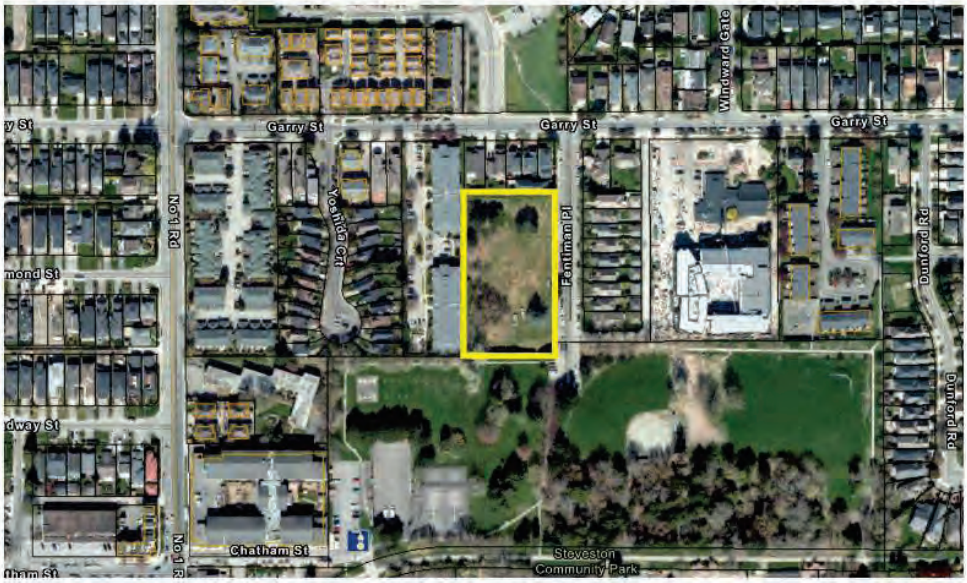
主旨：11771 Fentiman Place 全新長者房屋提案

敬告親愛的鄰里，

我們寫這封信是為了向您提供有關開發列治文麗安園 (Richmond Lions Manor) Fentiman 護理園區的最新消息。這是一個全新的護理園區，其將設有 144 張長期護理床位、14 張安寧照護床位、一個成人日託計劃、夜間喘息服務中心和一個托兒所。我們也將提議開設一家咖啡廳和街角商店，開放給所有院友、家庭和街坊鄰居使用。 這個護理園區是對長者健康和保健的一項重大投資，並將由溫哥華沿岸衛生局 (Vancouver Coastal Health, VCH) 興建、擁有和運營。

計劃背景

這個計劃位於列治文麗安園原址 (11771 Fentiman Place)，該院在為社區服務了數十年後已被拆除（請參閱下方地圖）。院友們目前暫時在列治文麗安園橋港路分部 (Richmond Lions Manor-Bridgeport) 接受護理，如果此計劃獲得批准，他們將在新護理園區開業後搬遷到新設施。



我們謹此致敬，這座新的護理園區座落於 Musqueam Indian Band 民族的傳統且未經割讓的領土上。

Traditional Chinese

列治文麗安園原址是一棟七層樓高的建築，新的護理院則擬建為八層樓。它將以「家庭住戶」的形式設計，每戶可容納 12 名院友，均住在配有浴室的單人房，並設有一般住宅中的社交和娛樂空間，如客廳、餐廳、廚房及活動空間。

長期護理院如列治文麗安園 Fentiman 護理園區，透過訓練有素、富有同情心和愛心的專業人員提供一系列的服務，為有複雜護理需求、無法繼續在家中安全獨立生活的人士提供護理和監督的服務。

社區參與

溫哥華沿岸衛生局致力於成為我們所服務社區的友善鄰居。我們在向列治文市政府提交開發申請前先行聯繫您，以確保新的護理園區能夠充分考慮到本社區的需求。

我們正在探索如何在建築設計和場地規劃上有效兼顧現有社區，例如考慮保留樹木和維持綠化景觀，以及車輛通行路徑和垃圾收集區域的配置。

我們誠摯地歡迎與鄰里交流的機會，期望能為本計劃提供更多資訊、解答您的疑問，並聆聽您的寶貴意見。在規劃新的護理園區時，您是否有任何建議或事項希望我們能夠納入考量？什麼對您來說很重要？

如有任何問題或意見，請透過 RLMFentiman@vch.ca 與項目團隊聯絡。所有在 2024 年 10 月 1 日前收到的公眾意見，都將納入我們向列治文市政府提交的開發申請。

如欲了解更多資訊和項目計劃的最新消息，請瀏覽 vch.ca/RLMFentiman。

我們期待收到您的寶貴意見。

謹啟，

Jo-Ann Tait
列治文社區服務副總裁
RLMFentiman@vch.ca

Sharon Petty
首席專案官兼執行董事
RLMFentiman@vch.ca

我們謹此致敬，這座新的護理園區座落於 Musqueam Indian Band 民族的傳統且未經割讓的領土上。

Traditional Chinese

Appendix 3: Redacted Correspondences

Neighbour Response #1

My husband and I are long-term residents of Steveston and remember the old Lion's Manor well. It did need to be rebuilt and my family is happy Coastal Health is finally rebuilding it. When it was torn down & moved "temporarily" to Brighouse it was slated to be rebuilt more than 15 years ago. Now we have even more need for seniors care homes at all levels in the province but especially here in the lower mainland. Assisted living and long-term care facilities even more so! 2 of my neighbours are dealing with mothers desperately in need of long-term care only to be told for more than 6 months - there are no spaces. This is only our own experience - there are so many more! Rebuilding Lions Manor is essential to our community.

We are pleased that you have moved from lower level buildings to high rise and encourage you to go higher to have more beds. That location is best utilized for a taller building and the needs are definitely there. Having the respite & hospice along with childcare - all much needed - are welcome in this space, in our view.

Cheers

Richmond Lions Manor-Fentiman Project Team Reply to #1:

Dear XXXX and XXXX,

Thank you so much for your letter in support of the new Lions Manor: letters of support help to tell the City and Council that your neighbourhood supports the seniors' housing, respite suites, a hospice, and child care on Fentiman Place. We also appreciate your understanding that we are trying to optimize the use of the site with a taller building, which allows us to serve more people in need.

After we submit our development application, we will reach out again with updates and more detailed plans for your review. In the meantime, please feel free to reach out again if you have further comments and questions. All of your comments and questions will be documented and submitted to the City with our development application, forming part of the public record.

Warm regards,

Richmond Lions Manor-Fentiman Team

Neighbour Response #2

Will residents who currently live in Steveston have priority since it would make it easier for neighbours and friends to visit?

Richmond Lions Manor-Fentiman Project Team Reply to #2:

Hi XXXX,

Thank you for your message. We recognize the importance of supporting ongoing relationships between long-term care residents, and their families and friends.

The current long-term care application process encourages residents, and their families and friends, to choose up to three preferred long-term care homes in any community they prefer. Whenever possible residents will be offered a bed in a care home on their preferred list.

Under the current system, Richmond Lions Manor-Fentiman long-term care home would provide an opportunity for Steveston residents to list it as their preferred long-term care home. Upon opening, Richmond Lions Manor-Fentiman will increase the number of long-term care beds available in Richmond.

Thank you,

The Richmond Lions Manor-Fentiman team

Neighbour Response #3

I am past president of Wisteria Seniors Health & Housing Society who own Wisteria Place next door. Part of our vision was to have Lions Manor rebuilt so that we develop a Campus of Care surrounding Steveston Park. Currently we have assisted living further east on Moncton Street at the Austin Harris Residence, and Seniors Independent Living at the Maples Residence and Wisteria Place immediately adjacent to Steveston Park. Also we have the Bill Rigby Seniors Housing Complex as well as the ANAF Seniors Housing nearby. Lions Manor Long Term Care will be a welcome addition to our community.

Wisteria Place has previously considered converting some of their rooms to assisted living so that even though we cannot have "aging in place" in one facility, we can accomplish that by having all seniors facilities close to each other so that the lives of seniors are less disrupted as they age and their health deteriorates.

I also echo the sentiments of Linda Barnes who points out the critical need to have more extended health as well as assisted living beds increased in our community.

Richmond Lions Manor-Fentiman Project Team Reply to #3:

Thank you for your email. We look forward to the potential of being neighbours and supporting Steveston residents and the wider Richmond community with more long-term care beds, an adult day program and hospice services.

We know that whenever possible, supporting residents to stay in their communities, close to friends, families and a familiar environment is important to their health and well-being. We look forward to future opportunities to engage with you and the Richmond community to create a vibrant and purposeful life for future residents of the Richmond Lions Manor-Fentiman campus of care. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates.

Thank you,

The Richmond Lions Manor-Fentiman team

Neighbour Response #4

Covering Letter:

Dear Ms. Petty and Ms. Tait,

On behalf of Mr. and Mrs. Roberts, please find attached their letter outlining their strong concerns regarding the proposed development at **11771 Fentiman Place**, which they are submitting as long-time residents of Steveston. The Roberts are deeply troubled by both the scale of the development and the lack of adequate consultation with the community. The height and density of the project, along with the minimal information provided, make it impossible for them and their neighbors to offer meaningful input within the limited time frame.

The Roberts strongly urge Vancouver Coastal Health and the City of Richmond to reconsider the project's scope and to extend the consultation process to better engage with affected residents like themselves.

At their request, I have also cc'd the relevant parties at the **City of Richmond** to ensure the Roberts concerns are properly heard and addressed.

Please feel free to contact XXXX, ccd in this communication, directly. We look forward to your prompt response and further clarification on how this project will proceed.

Sincerely,

Attached Letter Referenced in Covering Letter:

Re: Opposition to Proposed Development at 11771 Fentiman Place (the "Proposed Development")

We are writing as long-time residents of XXXX Garry Street, Richmond, BC, where we have lived for nearly 15 years. Our home is adjacent to the Proposed Development at 11771 Fentiman Place, and we have significant concerns about the Proposed Development, which we feel must be addressed before any further steps are taken.

Not only have we been part of this neighborhood for over a decade, but we also have **deep familial roots to Steveston Village** that span almost a century, particularly tied to the early **commercial fishing industry** supported by Indigenous and Japanese workers that helped shape this area. In fact, my (Ralph) father is memorialized at the **Steveston Fishermen's Memorial**, which honors those who lost their lives at sea while contributing to the fishing industry. While in my 70s now, I attended **high school in Steveston**. This village is an important part of our family's history and identity, and it

is deeply troubling to see such an expansive development proposal in this cherished, long-standing community.

First and foremost, the proposal for an **eight-story** building is entirely out of place in our quiet, residential neighborhood. There are no other developments of this height in Steveston Village. To our knowledge, the general height limit for buildings in Steveston is significantly lower, with most projects capped at four stories. The introduction of an eight-story structure will dramatically alter the character of the area and negatively impact our residential neighbourhood, our home and the surrounding properties.

According to the **Steveston Village Heritage Conservation Area** guidelines, most buildings in this area are limited to a **maximum of four stories** to maintain the historical character and community feel that we all love about Steveston. The village has historically preserved a lower-density and low-rise environment, with height limits to reflect its unique heritage. Developments that exceed this height are usually discouraged unless they undergo a thorough review to ensure they align with the community's character and planning objectives.

In addition, this Proposed Development is **far higher in density** than the existing Richmond Lions Manor. The inclusion of a **childcare center, café, corner store, and adult day program** and increased resident volume will greatly increase traffic, noise, and general activity in what has traditionally been a peaceful and quiet residential neighborhood. The original Lions Manor, which was set back from neighboring homes, did not have the same scale or level of activity. This Proposed Development will significantly change the dynamic of the area, and we are deeply concerned about the long-term impacts this will have on our community.

We are also very disappointed with the **extremely short consultation timeline**. We only received this brief, two-page notice on **September 16, 2024**, and yet you are requesting public input by no later than **October 1, 2024**. Two weeks is simply not enough time for us to fully understand the scope of this Proposed Development, let alone provide meaningful feedback or meaningfully be engaged. Furthermore, there has been **insufficient information provided** to us and other neighbors. We have not seen **conceptual designs**, nor have we been given any information about **construction timelines** or the potential impact on our day-to-day lives.

Given the magnitude of this project and its potential to drastically change our neighborhood, we believe that more time and **detailed information** are needed to allow for proper community engagement. Without these details, it is impossible to make an informed decision or provide thoughtful feedback.

For these reasons, we are **strongly opposed** to the current proposal. The height and density of the building, combined with the inadequate consultation process, lead us to believe that this development is not appropriate for our neighborhood. We respectfully urge you to **reconsider the scope and scale** of the Proposed Development and to allow for a **more comprehensive**

consultation process that provides sufficient time and information for residents to be fully informed and engaged.

We look forward to hearing from you and hope to see a more thorough and thoughtful approach to this development moving forward.

Sincerely,

Richmond Lions Manor-Fentiman Project Team Reply to #4:

Dear XXXX and XXXX,

Thank you for your response to our letter regarding the proposed Richmond Lions Manor-Fentiman campus of care. We appreciate that you spent the time to tell us about your concerns.
We are committed to working closely with neighbours and local communities throughout the process. The intention of our letter was to provide early notice that Vancouver Coastal Health will be submitting a Development Application for the 11771 Fentiman Place site to the City of Richmond. As well, we want to obtain early input from adjacent neighbors to help inform the design that will be submitted as part of our application. All community input received regarding the project, including your letter, will be included with the application.

We read that you express concern about the proposed 8-storey height and the density of the project. The previous Richmond Lions Manor long-term care home on the site was a 7-storey building, so there is a history of having a building taller than the single-family homes nearby. Nevertheless, we do understand that our proposal represents a change from the vacant site today, and that where we put the building on the site and its height makes a difference to you and the rest of the neighbourhood.

The conceptual design work for the new building is still in progress. Our project team is exploring how best to achieve functional requirements of a campus of care to create a vibrant and purposeful life for future residents of Richmond Lions Manor-Fentiman, while also considering the feedback we receive and how the site will serve different members of the community.

Thanks again for writing to us about Richmond Lions Manor-Fentiman, a proposed development on Fentiman Place. After we submit our development application to the City of Richmond, we will share more information and updated plans with you for your review. In the meantime, please reach out if you have further comments and questions.

Sincerely,

Jo-Ann Tait
Vice President, Richmond Community Services

Sharon Petty
Chief Project Officer & Executive Director

Neighbour Response #5

Hello,

I am writing to express the concerns on behalf of my family.

My family and I reside in a home located at XXXXX Fentiman Place. We do not have access to a garage and are concerned about the availability of street parking on Fentiman Place that would be available if this project is approved. Where will the construction trades park during construction? Will there be onsite parking for staff and visitors of the Richmond Lions Manor - Fentiman once completed?

The availability of street parking on Fentiman Place is already very limited. A lot of dog owners who use the Steveston Dog Off Leash Area arrive by car and use most of the Fentiman Place street parking as well as the laneway that runs along the south end of Fentiman Place. There is also a lot of pedestrian and vehicle traffic along Fentiman Place prior to McMath high school start and at the school end times for student drop off and pick ups. The sports field at the south end of Fentiman place also generates a lot of traffic when teams hold baseball games.

If this project is approved I would like to see permit only parking introduced along both sides of Fentiman Place and no parking or permit only parking in the laneway that runs along the south end of Fentiman Place. Permits should be only available to residents of Fentiman Place with one permit per vehicle with proof of vehicle ownership.

As we have a large family we have three vehicles that we need to park outside of our premises. We are also concerned about dust caused during the construction process falling upon our parked vehicles and the increased litter accumulation that would come from the amount of construction trades required for this project.

The south end of Fentiman Place tends to be a gathering spot for criminal activity and I would like to see increased lighting in the area for the safety of the public and residents of Richmond Lions Manor - Fentiman if this project is approved. The lighting of the project once completed may also be a concern if it is too bright and shining excessive light on our residence.

Thank you for considering our concerns. We would like to be added to any database that provides updates on this project.

Richmond Lions Manor-fentiman Project Team Reply to #5:

Dear XXXX,

Thank you very much for your letter. We appreciate how you spent the time to tell us about your specific concerns: street parking, construction trades parking, and parking for staff and visitors after construction, and security.

We understand that on-street parking is very important to your family since you do not have access to a garage. We also understand that street parking is important to the neighbourhood, especially since the site is so close to the Steveston Dog Off-Leash Area, McMath high school, and the sports field.

If the Lions Manor long-term care facility is approved by the City, when construction is complete, staff and visitors will have parking provided on the Lions Manor site, so they will not need to park on the street.

While Vancouver Coastal Health does not have authority to determine if Fentiman Place should be a permit-only parking street, we will include this comment with our development application for consideration by the City.

Your concern about dust caused during construction falling upon your parked vehicles is reasonable. The City will require us to submit an Erosion and Sediment Control Plan that describes what the construction team must do to reduce dust impacts to neighbours. This plan will include a truck tire wash station on-site to reduce spreading dust and dirt to the surrounding neighbourhood. This Erosion and Subdivision Control Plan will be worked on in greater detail a little later in the development application process.

Thank you for noting your security concerns about criminal activity on the south end of Fentiman Place. We share your desire for a safe neighbourhood. The design team will work with the City to propose appropriate lighting for the area for safety. Our draft design concept features a second storey garden and resident room on the south end of the building, facing the park: this will result in more "eyes on the street", which will further discourage criminal activity there.

We are still very early in the design process. Your early feedback will help inform the design that we submit to the City with our development application. We will definitely reach out to you again with more information and opportunities for questions and comments. In the meantime, please feel free to reach out if you have further questions or comment. All questions and comments will be documented and provided to the City as part of our development application process, becoming part of the public record.

Kind regards,

The Richmond Lions Manor-Fentiman team

Neighbour Response #6

Hello,

I thought I'd write with some concerns and questions regarding the proposed facility as I live directly opposite the site on Fentiman Place.

I was disappointed to see it confirmed that the new building will comprise eight stories. Even back in the 1980s when I studied this specific topic at UBC, the notion of stacking elderly people in towers had been discredited, and new facilities consisted of several smaller buildings positioned around common areas and/or a courtyard. However, as a resident, my primary concern with a tall building is the setback from the road. The artist's rendering I've seen shows the main tower situated near the rear, western portion of the property. I realize the actual site plan will likely barely reflect this rendering, but I would like to urge that the main tower be placed as far back from the road as possible (if a tower must be built at all).

The artist's rendering does not show parking. Will this be located in a parkade within one of the structures?

There are several attractive trees and bushes along the eastern portion of the property; can any of these be retained?

Finally, how will construction crews be managed and where will they park? During the demolition of the old building and then the construction of Wisteria Place behind my house, the street became a mess of garbage and cigarette butts for over two years and vehicles blaring music were parking outside the homes starting at 6 am.

Thank you in advance for addressing these points.

Regards,

Richmond Lions Manor-Fentiman Project Team Reply to #6:

Dear XXXXX,

Thank you very much for your letter. We appreciate how you spent the time to tell us about your specific concerns: building height, where the building will be located, landscaping, and construction impacts.

We are still very early in the design process: we reached out to you and your neighbours while we are still drafting the design. We have not submitted a development application to the City yet. Your

early feedback will be used to inform the design that we will submit to the City with our development application.

The artist rendering (I assume you are talking about the rendering installed on the fence next to the sidewalk on Fentiman Place) refers to an older design concept. We will pass on your concern about where tall buildings are sited. The design team is exploring ways for the site to have an 8-storey facility that works with the character of your neighbourhood.

We are proposing to provide all parking on the site, and that most parking will be provided underground.

We share your desire to preserve trees and shrubs wherever possible. We are still working on our site plan to see what trees and shrubs can be preserved on the site, particularly on the edges of the site where they can act as a buffer between the long-term care facility and neighbouring properties.

We'll be able to make more detailed plans to accommodate construction trades parking once our architectural plans are fleshed out in greater detail. We understand that construction trades parking is a concern for the neighbourhood, and we have flagged this issue for follow-up with our team later in the process.

We plan to manage this construction process in a manner that is sensitive to you and your neighbours. At the very least we will follow the City of Richmond's Noise Bylaw, which states that noisy construction activity cannot occur before 7am on weekdays.

Thanks again for writing to us about Lions Manor, a proposed replacement long-term care facility on Fentiman Place. After we submit our development application to the City, we will share more information and updated plans with you for your review. In the meantime, please feel free to reach out if you have further comments and questions. All of your comments and questions will be documented and submitted to the City with our development application, forming part of the public record.

Kind regards,

The Richmond Lions Manor-Fentiman team

Neighbour Response #7

Dear Project Team Officers, Ms. Angie Martienz, and Dr. Howard Chang,

I hope this letter finds you well. My name is XXXX, and I am reaching out with a sense of gratitude and enthusiasm regarding the new Richmond Lions Manor- Fentiman Campus project.

As my mother is currently receiving care at Minoru Residence, I deeply appreciate the positive impact that the new senior campus will have on the community, particularly through its focus on providing care and support for seniors. The inclusion of a childcare center at this location is especially meaningful to me.

With eight years of experience as an Early Childhood Educator and my role as one of the directors at Alliance Children Society, I have always dreamed of integrating childcare services within a senior residence setting. This vision aligns perfectly with the new campus's plans.

Alliance Children Society is a non-profit organization established in 2019, led by a dedicated group of Christians committed to delivering high-quality childcare programs with a focus on love, care, and community service. Our team of experienced Early Childhood Educators is passionate about nurturing young children and fostering their gifts and talents.

We recognize a significant need for a childcare and preschool center in the Richmond community, and we would be honored to explore the possibility of operating such a center at your new campus. We believe our values and vision would be a perfect match for the proposed facility.

Thank you for considering this proposal. I would be delighted to provide any further information about our organization or discuss this opportunity in more detail. Please feel free to contact me via email or phone at (xxx) xxx-xxxx. We look forward to the possibility of collaborating to serve our community together.

Warm regards,

xxxxxxxxxx
Alliance Children Society

Richmond Lions Manor-Fentiman Project Team Reply to #7:

Dear XXXX,

Thank you for your email. We are happy about the possibility of including child-care as part of the RLM-Fentiman campus of care.

We are aware of the significant need for child-care within Richmond, especially the Steveston Community and recognize the potential benefits of intergenerational programming.

We value your interest in the child-care opportunity. A process for the selection of a child-care operator will be established at a later date. We encourage you to subscribe for project updates at https://engage.vch.ca/richmond-lions-manor-fentiman to receive pertinent updates. As well, there is now an information board at Minoru that will also have updates.

Thank you,

The RLM Fentiman Project team

Neighbour Response #8

List email is an opportunity to express a couple of concerns regarding the proposed Senior Housing for Fentiman Place.

#1- agree with need to increase the amount of beds for: long-term care – though a seven story building exceeds the height of buildings in the area, and should not exceed the height of nearby buildings – Wisteria and Maples. The area is residential and building need to maintain a low profile to conform to the 'neighbourhood' concept. (note: senior housing No#4 and Williams – low profile)

#2 – wondering if a child care center is necessary as any playground (cordoned off) will impact negatively the outdoor space for the residents. This will be especially important if hospice care bed are included in the site.

#3 – given that Wisteria, Maples etc address the needs for seniors, is the Lions Manor to be designated for those seniors needing financial assistance as well as those requiring assisted living spaces?

#4 – parking for staff and residents?

Basically my concerns revolve around the size of building and the myriad of needs the space is trying to accommodate.

Thank you for your consideration.

Richmond Lions Manor-Fentiman Project Team Reply to #8:

Thank you for taking the time to write us with questions and concerns regarding the proposed replacement building on the site of the original Richmond Lions Manor.

Child Care
We are proposing to integrate child care into the project because it is considered a best practice for bringing vibrancy to a long-term care community. On-site child care offers a unique opportunity to provide intergenerational programming that benefits both long-term care residents and the children attending the day care.

Future Residents
The Richmond Lions Manor-Fentiman long-term care home will be publicly subsidized and will offer services to those people who have complex care needs and who require services beyond what can be provided at home or in assisted living. There is no assisted living planned on the site. Access to the beds is not dependent on someone's finances. All beds will be accessed through Vancouver Coastal Health and subsidized by the Ministry of Health.

Parking for Staff and Residents
We plan to provide parking for staff, visitors and residents on the site.

Thanks again for writing with your concerns and questions. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates. We will share more information and seek your feedback when the designs for the proposed building are further advanced. Please feel free to get in touch again if you have further questions or concerns. All correspondence you send will be documented and provided to the City of Richmond as part of the development application process.

Kind regards,

The Richmond Lions Manor-Fentiman team

Neighbour Response #9

Greetings,

This email is in response to a request from Vancouver Coastal Health for stakeholders who live in the proximity of the proposed Lion's manor development at 11771 Fentiman Place in Richmond BC. This message is from the owners at XXXX Fentiman Place, XXXX and XXXX.

The proposal to replace Lion's manor does not come as a surprise following its teardown in 2014. What is different with this construction from the original is the change to the surrounding areas (the homes now on Fentiman were not here when built, neither was McMath high school). This is where the focus of our concerns resides with this project.

Construction
How long will this project take?

What kind of inconveniences should residents expect?

Neighborhood Impact
What surrounding amenities can residents expect to be interrupted during construction? This includes parking, park access, street use for high school access, senior community access to parks and pathways.

Will we lose our street parking on both sides of the street? Residents can't park in front of our homes for up to four months each year due to tree sap from aphids in the trees on the east side of the street. If the street parking is eliminated, where will alternate parking be available?

Where will staging areas be located for project construction materials? The construction of the new Steveston community center has resulted in the temporary closure of the softball diamond. Where will project employees be parking when working on this project?

Property Damage Concerns
During the construction of Wisteria place at the Buddhist temple on Garry Street we experienced high levels of shaking of our home. It was very noisy and the only day to enjoy peace and quiet in our own home was on Sundays. Every other day was loud with lots of shaking, rattling our walls. It was difficult to live through that build.

What should residents expect with this construction? What kind of construction (piledriving?) will occur with this build? This will be much worse for Garry Street residents and the Senior residents of Lion's Park whose homes back right up to the 11771 properties.

Should we be concerned about property damage during construction? How will this be monitored by Coastal Health and construction partners?
Can pre and post inspections occur?

Project Size Concerns
Below is a layout of the previous Lion's manor, the new manor appears to take up a much larger footprint on the lot and will remove any sunlight that was available to the residents on the east side of Fentiman place. This does not seem considerate to the residents living here.

Post Project concerns
How will the neighborhood handle the additional traffic generated from this facility on a dead-end street?

Thank you,

Richmond Lions Manor-Fentiman Project Team Reply to #9:

Thank you for taking the time to write us with questions and concerns regarding the proposed replacement building on the site of the original Richmond Lions Manor.

We wanted to reach out to you and your neighbours early in the process, before architectural designs are complete and before submitting a development application to the City of Richmond. We plan to host a public information meeting after we submit our application to the City of Richmond.

Construction period
The development application still needs to be submitted and then approved by the City of Richmond. We'll be able to provide timing information once we are further along in the development application process.

Traffic
We understand that you are concerned about changes in traffic on Fentiman Place. We understand that you are concerned about traffic on Fentiman Place. The development team is working with a Traffic Consultant to study the effect of the new Richmond Lions Manor-Fentiman campus of care on traffic on Fentiman Place. The results of this traffic study will be part of the public record as we work through the development application process. We plan to provide parking for staff, visitors and residents on the site. There are currently no plans to remove public on-street parking: we can continue to discuss this as our plans become more detailed.

As we get further along into the development application process and have more detailed designs, the development team will need to document Construction Traffic Management and construction operations and identify how potential impacts to neighbours can be mitigated. For example, it is common practice to wash truck wheels on-site to reduce the amount of dirt that would otherwise get tracked off-site. At this early stage in the process, we document the concerns expressed by neighbours and later on, when we have more detailed designs to work with, the team will be able to identify more specific measures to reduce potential construction impacts to neighbours and make this information available to you.

The site currently has a fence separating the public sidewalk from the Richmond Lions Manor property. This fence, or one like it, will need to be in place before construction can begin. We understand that it is important to preserve safe pedestrian access to the park at the south end of Fentiman Place. Trades parking and staging areas for construction materials are both important details that will need to be worked out later in the development application process.

Construction and Neighbouring Foundations
Since we are still early in the design process, we do not know whether it will be necessary to drive piles into the ground. We will work with our Structural Engineer and be able to be more specific about our construction method a little later in the design process. We will need to get back to you

about documenting the condition of the foundation of neighbouring houses and monitoring potential changes during construction. There are different ways of doing this, so we need further input from our Construction Manager and more detailed designs before we can provide you with further information. We have flagged this as an item for follow-up.

Building Siting and Massing
Please note that the architectural rendering of the project you included in your email is no longer current. The project is early in the design process. The design team is still working on where to place the building on-site and is taking the concentration of the height and massing into consideration. When this preliminary design is complete, they will undertake a shadow analysis to forecast potential impacts, if any, of the new Richmond Lions Manor-Fentiman on neighbours. This information will be provided to you and the rest of the public through the development application process.

Thanks again for writing with your concerns and questions. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates. We will share more information and seek your feedback when the designs for the proposed building are further advanced. Please feel free to get in touch again if you have further questions or concerns. All correspondence you send will be documented and provided to the City of Richmond as part of the development application process.

Kind regards,

The Richmond Lions Manor-Fentiman team

Neighbour Response #10

As one of the original residents of Fentiman Place, I am very disappointed that our voices can only be heard via email. Why have you not arranged a meeting with the residents so we may discuss our concerns face to face? As a "good neighbour", please reconsider this oversight and contact us for such a meeting.

Yes, the original building was a seven story structure that covered approximately one-half of the lot, yet your new proposal appears to be three attached buildings of eight stories that appear to cover about 80% of the lot. We always wondered how they were allowed zoning for a seven story structure in Steveston in the first place. We always knew the plan was to rebuild Lions Manor, but we thought either they would use the same footprint as the original or design a plan to better fit the residential location by proposing a similar development to the four story structures of The Maples or Wisteria. A development of this size should never be allowed in this location.
We have many concerns over the logistics of worker parking, the type of construction which can cause cracks in our foundations and walls, etc. etc.

We also can't imagine the increased traffic on our street once you add the drop off and pick up of the child and adult day care facilities added to our twice daily parent drop off and pick up of the McMath students. Also add the food trucks and garbage trucks to this mix. Would you want to live on such a street?

Just to add to our concerns, many of us are considering selling and moving out of our beloved neighbourhood due to the upcoming construction of this monstrosity. Only one problem, our house values have plummeted along with the fact that buyers will be difficult to find once they see this oversized plan for Lions Manor.

Would you purchase a home on our street under these circumstances?

Thank you for considering my proposal for a face to face meeting with the residents of our beautiful street. Please feel free to contact me at any time.

Sincerely,

Richmond Lions Manor-Fentiman Project Team Reply to #10:

Thank you for taking the time to write us with questions and concerns regarding the proposed replacement building on the site of the original Richmond Lions Manor.

We chose to reach out to you and your neighbours early in the process, before architectural designs are complete and before submitting a development application to the City of Richmond. We plan to host a public information meeting after we submit our application to the City of Richmond.

Building Siting and Massing
The project is early in the design process. The design team is still working on where to place the building on-site and is taking the concentration of the height and massing into consideration. When this preliminary design is complete, they will undertake a shadow analysis to forecast potential impacts, if any, of the new Richmond Lions Manor-Fentiman on neighbours. This information will be provided to you and the rest of the public through the development application process.

Traffic
We understand that you are concerned about traffic on Fentiman Place. The development team is working with a Traffic Consultant to study the effect of the new Richmond Lions Manor-Fentiman campus of care on traffic on Fentiman Place. The results of this traffic study will be part of the public record as we work through the development application process. We plan to provide parking for staff, visitors and residents on the site. There are currently no plans to remove public on-street parking: we can continue to discuss this as our plans become more detailed.

As we get further along into the development application process and have more detailed designs, the development team will need to document Construction Traffic Management and construction operations and identify how potential impacts to neighbours can be mitigated. For example, it is common practice to wash truck wheels on-site to reduce the amount of dirt that would otherwise get tracked off-site. At this early stage in the process, we document the concerns expressed by neighbours and later on, when we have more detailed designs to work with, the team will be able to identify more specific measures to reduce potential construction impacts to neighbours and make this information available to you.

The site currently has a fence separating the public sidewalk from the Richmond Lions Manor property. This fence, or one like it, will need to be in place before construction can begin. We understand that it is important to preserve safe pedestrian access to the park at the south end of Fentiman Place. Trades parking and staging areas for construction materials are both important details that will need to be worked out later in the development application process.

Construction and Neighbouring Foundations
Since we are still early in the design process, we do not know whether it will be necessary to drive piles into the ground. We will work with our Structural Engineer and be able to be more specific about our construction method a little later in the design process. We will need to get back to you about documenting the condition of the foundation of neighbouring houses and monitoring potential changes during construction. There are different ways of doing this, so we need further input from our Construction Manager and more detailed designs before we can provide you with further information. We have flagged this as an item for follow-up.

Thanks again for writing with your concerns and questions. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates. We will share

more information and seek your feedback when the designs for the proposed building are further advanced. Please feel free to get in touch again if you have further questions or concerns. All correspondence you send will be documented and provided to the City of Richmond as part of the development application process.

Kind regards,

The Richmond Lions Manor-Fentiman team

Neighbour Response #10 reply to Richmond Lions Manor-Fentiman Project Team:

Thank you for taking the time to respond to my email.

Your update was helpful and we and our neighbours look forward to future consultations with your team as this proposal moves along.

Regards,

Neighbour Response #11

Dear interested parties at Vancouver Coastal Health,

Please consider having consideration for a place for the delivery of dental care on site at the new LTC facility. As a local dentist I see a high need in that population and there are severe barriers to care with accessing a community, out of facility clinic.

I am currently working on a research masters degree focused on geriatric dentistry with UBC with my project's foundation in the delivery of dental care in LTC facilities.

Simply put, a single room could serve your residents well as long as appropriate electrical and plumbing are in place. 144 residents would likely only require a dentist/hygienist a few days a month. Many of the residents would now qualify for the Canadian Dental Care Plan.

Options might include having a contracted dentist on-site, a private dentist running a clinic within the facility or approaching the UBC Geriatric Dentistry Program to run the clinic.

I'd happily discuss any further details if you are interested.

Best wishes,

Richmond Lions Manor-Fentiman Project Team Reply to #11

Hi Dr. XXXX,

Thank you for your interest and for contributing to the care of long-term care (LTC) residents through your research.

We recognize that dentistry plays a critical role in meeting the health needs of LTC residents, especially as many are unable to travel to visit a dentist or dental hygienist. Ensuring access to dental care, along with other essential health services, within the LTC home is a priority and aligns with our vision for Richmond Lions Manor-Fentiman.

Thank you again for your dedication to improving care for LTC residents. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates and look forward to staying connected as we continue this important work.

Warm regards,

Richmond Lions Manor-Fentiman Team

Neighbour Response #12

Hello,

I am writing to you as a homeowner at XXXX Fentiman Place and in regard to the new seniors housing proposal across the street from us at 11771 Fentiman Place.

Although we understand this project is necessary, we are all extremely saddened to hear that this project will be starting very soon. The construction, the building and the traffic will completely change our quiet street.

As you may or may not know already, Fentiman Place becomes extremely congested with traffic each and every day with cars parked all along both sides of the street to drop and pick up kids from McMath High school.

When there is an event in Steveston, such as swim meets at the Community Center, or Salmon festival in July, along with other events, the parking is extremely limited and backs up the entire street.

As a resident who parks in front of her house on Fentiman Place every day and has two very young children, I feel it is only right for the city to make the East side of Fentiman (across from where the project will be located), a permit only zone for us residents who will be completely pushed out by regular traffic as well as all of the construction trucks etc.

Please consider this as a good gesture for the homes located on the quiet street that will be completely disrupted by constant noise, shaking, foundation disruptions and construction workers, trucks and pollution.

Thank you for your consideration and I look forward to hearing from you.

Richmond Lions Manor-Fentiman Project Team Reply to #12:

Dear XXXX,

Thank you for taking the time to write us with questions and concerns regarding the proposed replacement building on the site of the original Richmond Lions Manor.

We understand that you are concerned about traffic on Fentiman Place. The development team is working with a Traffic Consultant to study the effect of the new Richmond Lions Manor-Fentiman campus of care on traffic on Fentiman Place. The results of this traffic study will be part of the public record as we work through the development application process.

As part of the development application process, the development team will need to submit a Construction Traffic Management Plan to the City for review and approval. We'll be able to do this work once we are further along in our design and development application process.

The project team does not have control over Permit Parking and other parking restrictions on public roads: this is up to the City of Richmond. However, we will document your suggestion and include it in the development application package we will submit to the City of Richmond.

Thanks again for writing with your concerns and questions. We encourage you to subscribe at https://engage.vch.ca/richmond-lions-manor-fentiman to receive project updates. We will share more information and seek your feedback when the designs for the proposed building are further advanced. Please feel free to get in touch again if you have further questions or concerns. All correspondence you send will be documented and provided to the City of Richmond as part of the development application process.

Kind regards,

The Richmond Lions Manor-Fentiman team

Richmond Lions Manor-Fentiman

Public Information Session – Summary Report

July 22, 2025

Prepared by Petersson Planning Consulting for Vancouver Coastal Health

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Richmond Lions Manor-Fentiman

Public Information Session – Summary Report

Introduction

Vancouver Coastal Health (VCH) is applying to redevelop the site at 11771 Fentiman Place, Richmond, to construct a new campus of care, Richmond Lions Manor (RLM)-Fentiman. The project will help meet the evolving needs of the growing community through replacement of RLM, which used to operate on the site and has since been demolished. The new RLM-Fentiman will provide timely access to services, including a long-term care, hospice, an adult day programming and child care.

Process

The Richmond Lions Manor-Fentiman project team proactively consulted with adjacent neighbours very early in the development process (September 2024), before significant design work was undertaken. This allowed the design team to consider public input prior to committing resources to a specific design configuration and consider early neighbour input prior to completing and submitting a development application with the City of Richmond.

This report documents the Public Information Session that was undertaken by the VCH Richmond Lions Manor-Fentiman project team on May 21, 2025 from 6 – 7:30 p.m. The session was organized after receiving initial input from the City of Richmond and was held in-person at the Steveston Community Centre. Public feedback from this meeting is intended to inform the next draft of materials to be submitted to the City as part their development application process. Over 200 letters to neighbours were distributed and 37 members of the public signed in.

The purpose of this step in the public engagement process was to:

- Present development application materials to neighbours
- Provide an opportunity for neighbours to ask questions about the development
- Provide an opportunity for neighbours to comment on the proposal

Notification Area

The City of Richmond generally requires development applicants to notify and request feedback from the public who live within 100m of a significant development site of a development application. The Richmond Lions Manor-Fentiman project team exceeded the 100m radius notification requirement (Appendix A) to ensure that adjacent neighbours received this second round of notification.

Notification Letter

Notification letters were hand-delivered to 215 households, Wisteria Place Retirement Community, Maple Residences, McMath Secondary School, Steveston Community Centre, Steveston Buddhist Temple on May 12, 2025.

The notification letters (Appendix B) were written in English, Traditional Chinese, Simplified Chinese and Punjabi. The letter informed neighbours of the Public Information Session and the opportunity to learn more about the project, ask questions and share any comments. It also shared that their input is important and will help inform the ongoing design process.

Attendance

At the Public Information Session on May 21, 2025, 37 members of the public signed in (Appendix C). The room at Steveston Community Centre was on the ground floor and physically accessible.

The following Provincial and City representatives as well as project team members were in attendance:

Province of British Columbia:

- MLA Kelly Greene

City of Richmond:

- Councillor Andy Hobbs

Project Team members:

- Jo-Ann Tait, Vice President - Richmond Community, VCH
- Angie Martinez, Operations Director, Long-Term Care and Assisted Living - Richmond Community, VCH
- Jen Selman, Director, Clinical Planning and Capital Projects, VCH
- Maria Li, Senior Project Manager, Clinical Services, VCH
- Nathaniel Lim, Leader, Clinical Services, VCH
- Stephanie Massot, Leader, Community Engagement, VCH
- Jeremy Deutsch, Leader, Public Affairs, VCH
- Darren Bryson, Chief Project Officer, MAKE Projects
- Marisa McLaws, Project Manager, MAKE Projects
- Bill Mitchell, Partner, Zeidler Architecture
- Colin Clark, Senior Architect, Zeidler Architecture
- Carly Moore, Architect, Zeidler Architecture
- Eitaro Hirota, EHA Architecture
- Johannes Petzel, Landscape Architect, Perry and Associates

Facilitator:

- Steven Petersson, Principal, Petersson Planning Consulting

Session Format

The session began as an open house. Members of the public could browse 17 display boards and engage directly with project team members. Project team members were standing next to display boards based on subject matter expertise, such as clinical, architectural, and landscaping. Two project team members were able to provide language support for members of the public who spoke Cantonese and Mandarin. There were also QR codes on each display board to provide an option for participants to access translated boards online in Traditional Chinese, Simplified Chinese and Punjabi.

The open house was followed by a presentation. The presentation began with a welcome from Musqueam Elder, Alec Dan. Project team members, including Jen Selman, Darren Bryson, Eitaro Hirota and Johannes Petzel, presented information about the new campus of care. The presentation was followed by a facilitated dialogue where project team members listened to comments and answered questions, which were recorded on a flip chart. They answered questions and responded to comments based on their areas of expertise.

Facilitated Dialogue

Many participants chose to ask questions and comment on the proposed development during the question and answer portion of the session. All questions and answers were recorded on a flip chart at the front of the room. Participants were encouraged to ensure that their questions and comments were recorded accurately. The facilitators ensured everyone who wanted to speak had the opportunity to do so, and the project team answered all of the questions.

Table of Verbal Comments/Questions and Responses

Question or Comment	Project Team Response
How big is each bedroom?	Bedrooms will be single occupancy rooms with ensuites. The room will be large enough to accommodate the resident comfortably along with storage for personal items and space for visitors.
Would residents have Wi-Fi? Their own TV?	Residents will have access to Wi-Fi and their own TV. They will be encouraged to bring their belongings so their room will reflect their own life.

Has a traffic study been conducted?	A Traffic Impact Assessment and Terms of Reference will be completed. We will ensure a traffic study will be completed.
We thought the new Lions Manor would have the same building footprint on the site as the old Lions Manor. The new proposed Lions Manor has a larger building footprint and will also be one-storey taller. The other tall buildings in the neighbourhood are only four-storeys. We are in shock.	Thank you for your comment. We are doing our best to meet program targets in a sensitive way on this site.
The shadows from the new building will impact us most of the year.	The shadow study shows that you will not be impacted for most of the year. To demonstrate it, our team will model more days and times of the year to help you understand what it will be like. The sample dates that we shared are typical for development applications, but our software allows us to model shadows in greater detail.
I am concerned about construction impacts and noise.	Thank you for your comment. The project team will ensure that construction abides by all of City of Richmond Bylaws, including the Noise Bylaw. We will do everything we can to limit all impacts to residents. We will have a "we break it, we buy it" policy.
Will the existing residents of Richmond Lions Manor-Bridgeport be grandfathered in? Will they receive priority for the new Lions Manor Fentiman?	Existing Residents will have the opportunity to move to Richmond Lions Manor-Fentiman if they wish and will receive priority.
What will the construction hours be?	We will work within the City's bylaws.
I'm concerned about traffic: the issue is not just traffic during school, but the number of visitors to visit residents.	A Traffic Impact Assessment and Terms of Reference will be completed. We will ensure a traffic study will be completed. Safety of residents and students is a number one priority. All drop-offs will happen on site.
How many child care spots will there be for Lions Manor staff? Or for Steveston? Or for Richmond? Will the additional child care spaces help our neighbourhood?	The proportion of allocation has not yet been determined. Spaces will be available for both families in and around Steveston and staff working on the site.
How locked in are the numbers for the different programs in this project? Has a business case been made for these numbers?	Yes, all programs are based on a robust business case.

I know there is a huge demand, but I'm not sure what the backlog is for people seeking care. It is difficult for family members navigating the system.	There is an existing VCH process in place for the placement of people into LTC. The redevelopment Richmond Lions Manor-Fentiman is one of the strategic ways to try to meet the demand for LTC beds.
Is the household cluster concept a new idea for VCH or has it been tried and tested elsewhere?	The small households' model is validated and has shown positive outcomes for long term care residents across the world. They have been implemented at sites across BC.
What if you get offered a spot but don't want the 12-person family style?	There are existing VCH processes for placement and choice for LTC. There are no LTC sites operating within Richmond that have a small household model.
What would put this project at risk of not going forward?	VCH's job is to manage risks that are part of any capital project. A risk outside of our control could include a change in political priorities, where capital funds are allocated to different projects. We do not anticipate this to be a problem.
A big issue for me is the height and size of the building.	Thank you for your comment.
We need two separate traffic plans: one for the construction phase, and one for once it is built.	Both plans will be required by the City as part of the approval process.
We will need resident-only parking restrictions in the neighbourhood to preserve on-street parking for residents.	This is something the City could consider, but is outside the scope of our project.
We want transparency through this process. Please make drawings publicly available.	We are committed to working in a transparent fashion with the public. VCH has a web site for people to review project materials. The sign-in sheet at this meeting included a column where you can indicate you wish to receive project updates. VCH welcomes your comments. VCH has responded to every written comment it received during the first neighbourhood notification in September 2024. All questions and written comments made at this public meeting will be recorded and submitted to the City as a public document: please help us make

	sure that we are recording your input accurately.
I am worried that construction will cause our homes and foundations to shake and cause cracks.	We do not anticipate any blasting or pile driving during the construction process.

Written Comments

During the open house, members of the public were encouraged to record any comments or questions they had on a sticky note and post them on one of the display boards. The Richmond Lions Manor-Fentiman project team received 18 written responses within the session.

Table of Written Comments/Questions and Responses

The table below lists comments and questions verbatim (in the left column), as written on the stickies. Overarching themes include general support for the project as well as support for specific aspects of the project, proposed built form, parking and traffic, clinical and program decisions, and construction process.

The right column includes responses that were written by the project team for inclusion in this report.

Posted Comments and Questions	VCH Project Team Responses
Just want you to start building.	Thank you for your comment.
Want to age in my own community.	VCH shares your goal.
Traffic for dropping off high school students and heavy pedestrian route 8:00 – 8:30am (coming from both directions and backed up). So how will daycare timing work? I think it will be a big challenge.	A Traffic Impact Assessment and Terms of Reference will be completed. We will ensure a traffic study will be completed. Safety of residents and students is a number one priority. All drop-offs will happen on site.
Glad that the big pine tree is remaining and other trees, too.	Thank you for your comment. We are doing our best to preserve significant trees, where possible.
What impacts from pile driving might occur?	We are not anticipating pile driving at this time.
Who will run the ADP?	The Adult Day Program will be owned and operated by VCH.
Who will the child care be for? Staff? Neighbours?	The proportion of allocation has not yet been determined. Spaces will be available for both families in and around Steveston and staff working on the site.

Parking lot for dropping off teenagers – what about daycare drop-offs timing? I can't get out of Yoshida Drive. Teenagers riding bikes, too – safety for them.	A Traffic Impact Assessment and Terms of Reference will be completed. We will ensure a traffic study will be completed. Safety of residents and students is a number one priority. All drop-offs will happen on site.
I love the whole concept.	Thank you for your comment.
The 7-storey had so little impact and so great to have seniors in the park.	Thank you for your comment. It is helpful to remember there was a Richmond Lions Manor operating on this site previously.
I love the daycare idea, and that seniors and children will be together.	Intergenerational programming can play a vital role within LTC benefitting both seniors and children.
Provide an option for access to the second floor for people with claustrophobia and can't use an elevator. There is a facility in Burnaby that has an access ramp to the second floor.	Thank you for your comment. Options will be considered.
Keep the seniors busy with activities – not sit in front of TV most time. Special Events i.e. Xmas dinner, Thanksgiving, etc.	Thank you for your comment. VCH's goal is to support residents and enrich their lives with appropriate programming.
None of the plans had the different functions & uses labelled. Poor drawings for community info.	Space planning is still being finalized. A vision board was displayed with a coloured legend to identify all of the programing components and their locations.
Presentation didn't speak about rezoning issue, process and timeline.	Rezoning and process timelines were discussed in the facilitated dialogue towards the end of the meeting. A vision board was displayed with a tentative Rezoning Schedule.
50 years ago, in 1970 there were 144 single bedrooms. Now 55+ years later – how can 144 bedrooms be an adequate number for a much older community.	RLM-Fentiman was originally built to provide supportive housing and later transitioned to long term care for 86 residents at time of closing. The current proposed site will replace those 86 beds and add 56 new beds to help in address the need for long term care in Richmond. The project team is also being mindful of building height; we do not want to increase height beyond what is necessary.
Form & character is not representative of Steveston in any way. This building looks like it could be located in any Canadian city – not in our village of Steveston.	VCH understands how important it is for new developments to reflect the unique character of Steveston. VCH will take this back to the project team and explore how the design can better incorporate elements that are more in keeping

	with the architectural language and village feel of Steveston.

Conclusion

This report summarizes the public engagement undertaken by VCH in support of the proposed Richmond Lions Manor-Fentiman development application.

The purpose of the Public Information Session was to present development application materials to neighbours and provide an opportunity for neighbours to ask questions about the development and to comment on the proposal. Notification letters were hand-delivered to 215 neighbours beyond the required 100m of the proposed site. Over 50 members of the public attended and 37 people chose to share their name and email for further information.

The meeting length and format were sufficient to provide all participants with an opportunity to learn more, ask questions, and make the comments they wished to provide that evening. The public could participate by browsing the display boards, speaking with project team members, writing comments on sticky notes, and posting them to one of the display boards and contributing to the facilitated dialogue. Participants expressed a variety of perspectives in civil and civic dialogue.

The project team provided information for the public to be notified of project updates and receive further information. The follow-up email (Appendix D) also indicated that on-going questions and comments are welcome by emailing RLMFentiman@vch.ca and/or visiting the RLM-Fentiman engagement webpage. The project team anticipates further ongoing engagement throughout the development application process.

Appendix A – Notification Area

Appendix B – Notification Letters

Vancouver CoastalHealth

May 12, 2025

Dear neighbour,

Vancouver Coastal Health invites you to a Public Information Session regarding the Rezoning Application (RZ 25-005701) for a new Care Centre located at 11771 Fentiman Place, Richmond, British Columbia.

The proposed centre will feature a long-term care home, hospice, adult day program, a childcare facility and other services that will provide significant benefits to the local community.

The purpose of this session is to provide an opportunity for community members to learn more about the project, ask questions and share any comments. Your input is important and will help inform the ongoing design process.

Public Information Session details

- Date: Wednesday, May 21, 2025
- Time: 6:00 to 7:30 p.m.
- Location: Room Phoenix Room in Steveston Community Centre (4111 Moncton Street, Richmond, B.C.)

Agenda

- 6:00 - 6:40 p.m.: Open House
- 6:40 - 7:00 p.m.: Presentation
- 7:00 - 7:30 p.m.: Questions and answers

If you are unable to attend the session but would like to provide comments, please visit https://engage.vch.ca/richmond-lions-manor-fentiman. Additional information, including images and translation in Traditional Chinese, Simplified Chinese and Punjabi, will become available the evening of May 21.

Thank you for your continued interest in the future of your community.

Sincerely,

Jen Selman
Director, Clinical Planning and Capital Projects
Richmond Lions Manor-Fentiman Project
Vancouver Coastal Health

Darren Bryson
Chief Project Officer
Richmond Lions Manor-Fentiman Project
MAKE Projects

Vancouver CoastalHealth

2025 年 5 月 12 日

親愛的芳鄰您好：

溫哥華沿岸衛生局 (Vancouver Coastal Health) 誠摯邀請您參加一場公眾說明會，說明有關編號 RZ 25-005701 的土地變更編定申請案。本案預計在卑詩省列治文市 (Richmond, BC) Fentiman Place 11771 號，興建一座全新的照護中心。

這座新規劃的照護中心將設有長期護理院、安寧照護中心、成人日間照護計劃、托兒設施，以及其他有助於本地社區的服務。

本次說明會將讓社區居民有機會進一步了解本專案，並歡迎您在現場提出問題或分享意見。我們十分重視每一位居民的參與，您的回饋將有助於完善後續整體規劃。

公眾說明會資訊

- 日期：2025 年 5 月 21 日（星期三）
- 時間：晚上 6：00 至 7：30
- 地點：Steveston 社區活動中心的 Phoenix 教室 (4111 Moncton Street, Richmond, B.C.)

說明會流程

- 晚上 6：00 至 6：40：開放參觀
- 晚上 6：40 至 7：00：簡報說明
- 晚上 7：00 至 7：30：問答交流

若您無法親自出席本次說明會，歡迎透過以下網站留下意見：https://engage.vch.ca/richmond-lions-manor-fentiman。網站將於 5 月 21 日晚間更新，屆時會提供更多資訊，包括圖片，以及繁體中文、簡體中文和旁遮普語的翻譯內容。

感謝您持續關注社區的未來發展。

謹啟，

Jen Selman
臨床規劃與資本專案總監
列治文麗安園–Fentiman 專案
溫哥華沿岸衛生局

Darren Bryson
首席專案總監
列治文麗安園–Fentiman 專案
MAKE 專案管理顧問有限公司

Traditional Chinese

Vancouver CoastalHealth

2025 年 5 月 12 日

亲爱的邻居：

温哥华沿岸卫生局 (Vancouver Coastal Health) 诚邀您参加为新建护理中心而申请土地用途重新规划（RZ 25-005701）的公共信息会议。该地块位于 11771 Fentiman Place, Richmond, British Columbia。

拟建的护理中心提供长期护理、临终关怀、成人日间护理、儿童照护以及其他服务，将显著提升当地社区福祉。

本次信息会议旨在为社区民众提供一个平台，使大家对该项目有更深入的了解，有机会提出疑问并表达意见。您的反馈至关重要，将为持续的设计工作提供参考。

公共信息会议详情

- 日期：2025 年 5 月 21 日，星期三
- 时间：晚 6:00 至 7:30
- 地址：Phoenix Room Steveston Community Centre (4111 Moncton Street, Richmond, B.C.)

议程

- 晚 6:00 - 6:40 :接待时间
- 晚 6:40 - 7:00 :项目介绍
- 晚 7:00 - 7:30 :问答环节

如果您无法出席本次会议，但希望发表意见，请访问该网页 https://engage.vch.ca/richmond-lions-manor-fentiman。其他信息将于 5 月 21 日晚发布，包括图片以及繁体中文、简体中文和旁遮普语的翻译。

感谢您持续关注社区的未来发展。

此致

Jen Selman
临床规划与资本项目部主任
列治文丽安园 Fentiman 项目部
温哥华沿岸卫生局 (VCH)

Darren Bryson
首席项目官
列治文丽安园 Fentiman 项目部
MAKE Projects

Simplified Chinese

Vancouver CoastalHealth

12 ਮਈ, 2025

ਪਿਆਰੇ ਗੁਆਂਢੀ,

ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ ਤੁਹਾਨੂੰ 11771 Fentiman Place, Richmond, British Columbia ਵਿੱਚ ਨਵੇਂ ਕੇਅਰ ਸੈਂਟਰ ਲਈ ਰੀਜ਼ੋਨਿੰਗ ਅਰਜ਼ੀ (RZ 25-005701) ਦੇ ਸਬੰਧ ਵਿੱਚ ਇੱਕ ਜਨਤਕ ਜਾਣਕਾਰੀ ਸੈਸ਼ਨ ਵਿੱਚ ਸ਼ਾਮਲ ਹੋਣ ਲਈ ਸੱਦਾ ਦਿੰਦੀ ਹੈ।

ਪ੍ਰਸਤਾਵਤ ਸੈਂਟਰ ਵਿੱਚ ਇੱਕ ਲੌਂਗ-ਟਰਮ ਕੇਅਰ ਹੋਮ, ਹੋਸਪਿਸ, ਬਾਲਗਾਂ ਲਈ ਦਿਨ ਦਾ ਪ੍ਰੋਗਰਾਮ, ਬਾਲ-ਸੰਭਾਲ (ਚਾਈਲਡ ਕੇਅਰ) ਲਈ ਫੈਸੀਲਿਟੀ ਅਤੇ ਹੋਰ ਅਜਿਹੀਆਂ ਸੇਵਾਵਾਂ ਸ਼ਾਮਲ ਹੋਣਗੀਆਂ ਜੋ ਸਥਾਨਕ ਭਾਈਚਾਰੇ ਲਈ ਮਹੱਤਵਪੂਰਨ ਸੇਵਾਵਾਂ ਪ੍ਰਦਾਨ ਕਰਨਗੀਆਂ।

ਇਸ ਸੈਸ਼ਨ ਦਾ ਉਦੇਸ਼ ਭਾਈਚਾਰੇ ਦੇ ਮੈਂਬਰਾਂ ਨੂੰ ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਹੋਰ ਜਾਣਕਾਰੀ ਪ੍ਰਦਾਨ ਕਰਨ, ਸਵਾਲ ਪੁੱਛਣ ਅਤੇ ਕੋਈ ਵੀ ਰਾਏ ਸਾਂਝਾ ਕਰਨ ਦਾ ਮੌਕਾ ਦੇਣਾ ਹੈ। ਤੁਹਾਡੇ ਵਿਚਾਰ ਮਹੱਤਵਪੂਰਨ ਹਨ ਅਤੇ ਚੱਲ ਰਹੀ ਡਿਜ਼ਾਈਨ ਪ੍ਰਕਿਰਿਆ ਵਿੱਚ ਯੋਗਦਾਨ ਪਾਉਣ ਵਿੱਚ ਮਦਦ ਕਰਨਗੇ।

ਜਨਤਕ ਜਾਣਕਾਰੀ ਸੈਸ਼ਨ ਦੇ ਵੇਰਵੇ

- ਤਰੀਕ: ਬੁੱਧਵਾਰ, 21 ਮਈ, 2025
- ਸਮਾਂ: ਸ਼ਾਮ 6:00 ਤੋਂ 7:30 ਵਜੇ
- ਲੋਕੇਸ਼ਨ: ਸਟੀਵਸਟਨ ਕਮਿਊਨਿਟੀ ਸੈਂਟਰ (4111 Moncton Street, Richmond, B.C.) ਵਿੱਚ Phoenix Room

ਕਾਰਜ ਸੂਚੀ

- ਸ਼ਾਮ 6:00 - 6:40 ਵਜੇ: ਓਪਨ ਹਾਊਸ
- ਸ਼ਾਮ 6:40 - 7:00 ਵਜੇ: ਪੇਸ਼ਕਸ਼
- ਸ਼ਾਮ 7:00 - 7:30 ਵਜੇ: ਸਵਾਲ ਅਤੇ ਜਵਾਬ

ਜੇ ਤੁਸੀਂ ਸੈਸ਼ਨ ਵਿੱਚ ਸ਼ਾਮਲ ਨਹੀਂ ਹੋ ਸਕਦੇ ਪਰ ਆਪਣੀ ਰਾਏ ਦੇਣਾ ਚਾਹੁੰਦੇ ਹੋ, ਕਿਰਪਾ ਕਰਕੇ https://engage.vch.ca/richmond-lions-manor-fentiman 'ਤੇ ਜਾਓ। ਵਧੇਰੇ ਜਾਣਕਾਰੀ, ਜਿਸ ਵਿੱਚ ਚਿੱਤਰ ਅਤੇ ਟ੍ਰੈਡਿਸ਼ਨਲ ਚਾਈਨੀਜ਼, ਸਿੰਪਲੀਫਾਈਡ ਚਾਈਨੀਜ਼ ਅਤੇ ਪੰਜਾਬੀ ਵਿੱਚ ਅਨੁਵਾਦ ਸ਼ਾਮਲ ਹਨ, 21 ਮਈ ਦੀ ਸ਼ਾਮ ਨੂੰ ਉਪਲਬਧ ਹੋਵੇਗੀ।

ਆਪਣੇ ਭਾਈਚਾਰੇ ਦੇ ਭਵਿੱਖ ਲਈ ਆਪਣੀ ਨਿਰੰਤਰ ਰੁਚੀ ਲਈ ਤੁਹਾਡਾ ਧੰਨਵਾਦ।

ਦਿਲੋਂ,

Jen Selman
ਡਾਇਰੈਕਟਰ, ਕਲਿਨਿਕਲ ਪਲੈਨਿੰਗ ਅਤੇ ਕੈਪੀਟਲ ਪ੍ਰੋਜੈਕਟ
ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ-ਫੈਂਟਿਮੈਨ ਪ੍ਰੋਜੈਕਟ
ਵੈਨਕੂਵਰ ਕੋਸਟਲ ਹੈਲਥ

Darren Bryson
ਰੀਟ੍ਰ ਪ੍ਰੋਜੈਕਟ ਅਫਸਰ
ਰਿਚਮੰਡ ਲਾਇਨਜ਼ ਮੈਨਰ-ਫੈਂਟਿਮੈਨ ਪ੍ਰੋਜੈਕਟ
MAKE ਪ੍ਰੋਜੈਕਟ

Punjabi

Appendix C – Sign-In Sheet

Sign-In Sheet

Lions Manor-Fentiman Proposal

Public Information Meeting May 21, 2025

NAME	ADDRESS	EMAIL (optional)	Would you like to be added to contact list for updates?
[redacted]	[redacted] Garry St	[redacted]	Yes
	[redacted] Garry St		Yes
	[redacted] Garry St		Yes
	[redacted] Garry St		yes
	[redacted] Garry St.		yes
	[redacted] Garry St.		yes
	[redacted]		
	[redacted]		
	[redacted] Garry St.		
	[redacted]		Yes
	[redacted]		
	[redacted] Garry St		Yes
	[redacted] Survey		Yes
	[redacted]		Yes
	[redacted] Fentiman Pl		yes

Information collected on this form will only be used to understand public feedback for community planning purposes and provide a record of public consultation. It will not be used for any other purpose.

Sign-In Sheet

Lions Manor-Fentiman Proposal

Public Information Meeting May 21, 2025

NAME	ADDRESS	EMAIL (optional)	Would you like to be added to contact list for updates?
[redacted]	N/A	N/A	
	[redacted] Fentiman	[redacted]	Yes
	[redacted] GARRY ST		YES
	[redacted] Garry St		
	[redacted] Yoshida Crt		yes
	[redacted] Kingfisher		✓
	[redacted] Fentiman Pl.		✓
	[redacted] Garry St.		yes
	[redacted] Garry St		✓
	[redacted] Garry St		gmail.com
	[redacted] Railway Ave		gmail.com
	[redacted] Williams Rd		mail.com YES
	[redacted] Fentiman Pl.		.net

Information collected on this form will only be used to understand public feedback for community planning purposes and provide a record of public consultation. It will not be used for any other purpose.

Sign-In Sheet

Lions Manor-Fentiman Proposal

Public Information Meeting May 21, 2025

NAME	ADDRESS	EMAIL (optional)	Would you like to be added to contact list for updates?
[redacted]		[redacted]	✓
			✓
			✓

Information collected on this form will only be used to understand public feedback for community planning purposes and provide a record of public consultation. It will not be used for any other purpose.

Appendix D – Follow-Up Email

Thank you for attending the Richmond Lions Manor-Fentiman Care Centre public information session and open house

RF Massot, Stephanie [VCH] on behalf of RLM Fentiman
To

Hello

The Richmond Lions Manor-Fentiman Care Centre team would like to thank you for making the time to attend and share your thoughts at the public information session and open house last week at the Steveston Community Centre.

If you would like to see a copy of the information boards that were located around the room, you can access them here:

- Information Boards - Richmond Lions Manor-Fentiman
- 简体中文翻译 Simplified Chinese translation
- 繁體中文翻譯 Traditional Chinese translation
- ਪੰਜਾਬੀ ਅਨੁਵਾਦ Punjabi translation

Throughout this process, you can reach us at this email (RLMFentiman@vch.ca) or you can visit our Richmond Lions Manor-Fentiman webpage to receive project updates or leave your thoughts and questions.

Kind regards,

Stephanie on behalf of the Richmond Lions Manor-Fentiman team

—

Vancouver Coastal Health
e-mail RLMFentiman@vch.ca

We respectfully and humbly acknowledge that this project is on the ancestral, traditional and unceded homelands of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), Stó:lō and Səl̓ílwətaɬ (Tsleil-Waututh) Nations.

The content of this email is confidential and may be privileged. If you receive this email in error, please contact the sender and delete it immediately.

Richmond Lions Manor-Fentiman

Steveston 20/20 Group Meeting – Summary Report

July 21, 2025

Vancouver CoastalHealth

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Richmond Lions Manor-Fentiman

Steveston 20/20 Group Meeting – Summary Report

Introduction

Vancouver Coastal Health (VCH) is applying to redevelop the site at 11771 Fentiman Place, Richmond, to construct a new campus of care, Richmond Lions Manor (RLM)-Fentiman. The project will help meet the evolving needs of the growing community through replacement of RLM, which used to operate on the site and has since been demolished. The new RLM-Fentiman will provide timely access to services, including a long-term care, hospice, an adult day programming and child-care.

In May 2025, VCH distributed a public notification regarding the project to neighbors in proximity to proposed redevelopment the site. In response, Steveston 20/20 Group requested additional information regarding the new RLM-Fentiman. On June 4, 2025, the project team presented to 15 members of the Steveston 20/20 Group, and this report provides a summary of that meeting.

Attendance

The following external representatives and project team members were in attendance:

Province of British Columbia:

- MLA Kelly Greene (represented by their Constituency Assistant)

City of Richmond:

- Councillor Alexa Loo
- Councillor Andy Hobbs

Organizations from the Steveston 20/20 Group

- Steveston Historical Society (2 people)
- Steveston Heritage Sites
- Steveston Hub
- Maples Residences
- Wisteria Place Retirement Community
- Gulf of Georgia Cannery (2 people)
- Branscombe Artist in Residence
- Britania Shipyard Historical Site Society

Project Team members:

- Jen Selman, Director, Clinical Planning and Capital Projects, VCH
- Stephanie Massot, Leader, Community Engagement, VCH
- Darren Bryson, Chief Project Officer, MAKE Projects
- Marisa McLaws, Project Manager, MAKE Projects
- Eitaro Hirota, EHA Architecture

Presentation summary

The meeting began with a territorial acknowledgement, recognizing that the project is located on the traditional, ancestral, and unceded territory of Musqueam.

Following this, project team provided an overview of VCH's shift in long-term care delivery and a transition to a new social model of care. This model empowers residents to have increased opportunities for independence and decision-making.

A brief historical context was provided of the original facility, which once accommodated 129 residents requiring long-term care. Over time, this number decreased to 93 in the early 2000s as the facility aged and neared the end of its operational life. Remaining residents were eventually relocated to the Bridgeport site to allow for the decommissioning and demolition of the original building.

Looking forward, the new care centre will introduce four integrated programs aimed at meeting a diverse range of community health needs:

- Long-Term Care: With capacity for 144 residents
- Hospice Services: Providing care for 14 patients
- Adult Day Program: Supporting seniors living at home through daytime services (25 spaces daily)
- Child care Program: Licensed care for 37 children, infant to school age

A key element of the RLM-Fentiman design is the implementation of the new household model. Each household consists of 12 residents who share a communal kitchen and living area. Every resident will have their own private bedroom and ensuite, allowing for comfort, privacy, and independence. This model supports resident choice in daily routines, meals, and activities, fostering a sense of normalcy and control in their lives.

The architectural design was then presented, emphasizing the integration of local Steveston character and history. The building celebrates the natural beauty of its setting, with design features that optimize access to daylight and takes advantage of the area's stunning sunrises and sunsets. Light wells and garden sanctuaries have been carefully incorporated into the plan to enhance well-being and support the therapeutic goals of the facility.

In addition, the building will incorporate technology and assistive systems to support safety and autonomy for residents, particularly those living with dementia. This includes resident locating systems, equipment-compatible elevators, and thoughtfully planned internal circulation to support safe and seamless wheelchair movement.

Project logistics were also shared, such as how the building will serve its operational goals and meet the community's broader needs. VCH is working with experienced developers with the needs of the community in mind. Construction is expected to span several years, with completion anticipated in fall 2029. VCH is currently progressing through the rezoning process with the City of Richmond and a Public Hearing on this project may occur in Fall / Winter 2025.

The meeting concluded with a question and answer session, which provided an opportunity for participants to engage directly with the project team.

Questions/Comments and Answers

#	Question or Comment	Project Team Response
1	Thankful it's getting started.	Thank you for your comment.
2	What plans are being made to ensure proper staffing? Have you initiated discussions with the Province, considering that this process can take a long time? Will the beds be phased in gradually?	We are currently in active discussions with the Province regarding staffing needs. At this time, there is no plan to phase in the beds; the intention is to open all beds at once upon completion.
3	Absolutely Fantastic.	Thank you for your comment.
4	20/20 would like to remain engaged and fully supports the project, recognizing the need and value for long-term care. What is happening to the Bridgeport care facility?	VCH is continually assessing the need for LTC beds. VCH will continue to work with the Ministry of Health to meet the demands for LTC.
5	Will VCH operate the entire building?	Yes, the building will be operated exclusively by VCH, with the exception of the child care facility.
6	What is Extended Care?	"Extended Care" is now referred to as "Long-Term Care."
7	If Bridgeport remains open, will current residents there have the opportunity to transfer to the new facility?	The existing community at Bridgeport will be given opportunity to transfer to the new care centre.
8	Have you explored building higher to accommodate more beds? If not, why?	No, we have not explored additional height beyond what is required to accommodate the current program. The proposed eight-storey

		design has been tailored specifically to the operational and care needs of this project.
9	Shame you didn't explore going higher [regarding the number of storeys being proposed]	We strive to balance the need for LTC and associated services with community land development expectations.
10	What cultural supports will be provided for residents?	VCH is actively engaging with the community to understand cultural programming needs. VCH recognizes the importance of culturally appropriate care and programming that recognizes the diversity of the residents.
11	Will the building incorporate safety features for residents with memory loss?	RLM-Fentiman will include a comprehensive locating system as part of its technology plan. The care centre, including outdoor gardens, will be designed to allow for all residents to move safely through the building. This includes residents who have dementia.
12	We wish you went higher. Steveston can't survive on one-storey buildings and homes. It is very touristy, which doesn't help long-term residents.	We strive to balance the need for LTC and associated services with community land development expectations.
13	If a family member is in independent living and begins to require more care, will they receive priority access to the assisted living?	RLM-Fentiman is LTC and will not have assisted living as an option. There is a regional process for accessing assisted living.
14	Sometimes project funding runs out—how are you planning to "future-proof" this project to ensure it gets built? For example, Vancouver General Hospital had a wing built but didn't open it for years. Will this project be phased?	That's a known example. At this stage, we are not anticipating phasing the project. However, the care centre has been designed with flexibility in mind, allowing for multipurpose use of some spaces should adjustments be needed depending on future funding.
15	The Ministry of Infrastructure can streamline applications.	Thank you for noting this.
16	What is the anticipated project timeline? When will construction begin?	VCH is actively working with the City of Richmond to expedite the Rezoning Application, while remaining respectful of all bylaws and policies. There may be a Public Hearing in Fall / Winter 2025. A more detailed construction schedule will become available as the process advances.

17	20/20 will take back the information to each of the respected groups. We encourage a letter, at the least, to show support for the project. Ideally, Steveston 20/20 would like to see one representative from each group to try and attend the Public Hearing. Thank you, we like the option to subscribe for updates.	Thank you for working with us to bring a new RLM-Fentiman to the neighbourhood. We are happy to continue to provide you with updates.

From: Badyal, Sara
To: dianne@sdwoodman.com
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Wednesday, June 18, 2025 9:01:00 AM

Dear Dianne and Gerry Woodman,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout an application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The application is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Transportation needs are being reviewed as part of the application review process. I will share your correspondence with our Transportation staff for their review.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
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From: Dianne Woodman <dianne@sdwoodman.com>
Sent: Friday, June 13, 2025 12:14 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: RE: Opposition to the Proposed Richmond Lions Manor-Fentiman Long-Term Care Campus Rebuild

Good Afternoon Mayor Brodie and City Councillors;

I am attaching a letter that my family and I have put together with numerous concerns about this project. I have spoken with numerous residents in the area and I will be submitting a petition in this regard to the Mayor and City Council but in the meantime I am forwarding a letter communicating our deep concerns in the hopes of gaining your support.

If you have any questions please feel free to contact me. Thank you in advance for taking the time to read my document and I hope you will be able to understand our concerns and that we can count on your support.

Kind regards,

S.Dianne Woodman

President & Managing Broker

S.D. Woodman Management LTD.
Office: 604.275.6777 / Fax: 604.275.9011
#230 – 12251 No. 1 Road
Richmond, B.C. V7E 1T6
sdwoodman.com

Petition Letter: Opposition to the Proposed Richmond Lions Manor–Fentiman Long-Term Care Campus Rebuild

To:
City of Richmond Council
Vancouver Coastal Health Authority

From:
Concerned Residents of the Steveston Community
Dianne and Gerry Woodman
4280 Garry Street
Richmond, BC
Subject: Petition Opposing the Proposed Rebuild of Richmond Lions Manor–Fentiman in Steveston

Dear Council Members and Representatives of Vancouver Coastal Health,

We are writing as long-time residents of 4280 Garry Street, where we have lived since 1983. Our family has deep roots in this community, and we've proudly contributed to its spirit and sense of togetherness—most notably through our Christmas display, which we've hosted every year since 1983 for neighbors and visitors alike.

We strongly oppose the proposed redevelopment of Richmond Lions Manor–Fentiman into a new long-term care campus, and we respectfully ask that the City of Richmond and Vancouver Coastal Health reconsider this project in its current form.

While we support the importance of long-term care services, this location is no longer appropriate for a large institutional facility. We have serious concerns for the following reasons:

1. Building Height and Site Placement Are Out of Scale
The proposed 8-storey building is dramatically out of character with the surrounding neighborhood. No other building nearby approaches this height. In fact, when Wisteria Place was proposed, its design had to be scaled back to just four stories to align with the existing residential landscape. This new proposal ignores that precedent.

Additionally, placing the new building on the north side of the property will cast significant shadows on the single-family homes that back onto the site along Garry Street. This not only disrupts light and privacy but will also fundamentally change the experience of living in these homes. The building should be located on the south side of the property—where it was originally situated—to reduce this impact.

2. Negative Impact on Property Values
This redevelopment threatens to lower the real estate value of homes along both Garry Street and Fentiman Place. With increased shadowing, reduced privacy, and the long-term operational and traffic disruptions such a facility brings, the desirability of these homes will drop—hurting homeowners who have invested in and cared for this neighborhood for decades.

3. Overburdened Traffic and Infrastructure
When the original Lions Manor was built, there were no other large-scale facilities in this area. Since then, R.A. McMath Secondary School (grades 8 – 12), Wisteria Place, Lions Place and a busy Buddhist temple have all added to the strain on our local roads and infrastructure. Traffic is already a daily challenge, especially during school hours and community events. Adding another major facility—plus a childcare center with frequent pick-ups and drop-offs—would create ongoing chaos and gridlock in an already overstretched neighborhood.

4. Emergency Response and Noise
We remember the daily presence of emergency vehicles during the old Manor's time. The sirens, lights, and noise were frequent and unavoidable. Since then, the area has become even more congested, and the cumulative emergency response demand is already disruptive. This proposal would only make things worse for residents and the seniors already living at Wisteria Place.

5. Construction Noise and Long-Term Disruption
The construction of an 8-storey building will bring years of noise, dust, traffic interruption, and stress. Once completed, the daily operations of a major facility—deliveries, staff, service vehicles, and visitors—will permanently alter the quiet character of this residential neighborhood.

We are not against long-term care. We are against the placement of this large, multi-use, 8-storey facility in a tightly packed, family-oriented neighborhood that simply cannot absorb more institutional density.

We urge Vancouver Coastal Health and the City of Richmond to:

- Reconsider this location
- Relocate the building to the south side of the property
- Reduce the height of the structure
- Engage the neighborhood directly in meaningful consultation

We want to preserve what makes Steveston livable: its balance, its human scale, and its sense of community.

Thank you for considering our concerns seriously.

Sincerely,
Dianne and Gerry Woodman
4280 Garry Street
Richmond, BC
diannewoodman56@gmail.com/604-329-8447

From: Huang,Dilys
To: Taylor Curran
Subject: RE: I Support Lions Manor (11771 Fentiman Street)
Date: Tuesday, July 22, 2025 9:34:40 AM

Hi Taylor,

Thank you for your comments below regarding the rezoning proposal at 11771 Fentiman Place.

This is to acknowledge receipt of your correspondence, which will be considered and provided to Council as part of the review of the application.

Kind regards,

Dilys Huang, RPP, MCIP, LEED Green Assoc. | Planner III, Development
Planning and Development | City of Richmond
T: 604-276-4139 | **E:** dhuang2@richmond.ca

From: Taylor Curran <taylorcurran77@gmail.com>
Sent: July 20, 2025 7:49 AM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: I Support Lions Manor (11771 Fentiman Street)

Dear Mayor and Councillors,

I am writing to voice my strong support for the redevelopment of Lions Manor in Steveston (11771 Fentiman Street).

My grandmother has lived for nearly a decade at The Maples retirement homes (4071 Chatham Street). It is a lovely neighbourhood; when I visit, we enjoy strolling through the village, across the park, or down to the water.

It is beyond unconscionable that anyone would oppose this project -- that they would try to block vulnerable seniors like my grandma from being able live and receive care in their community (to say nothing of the childcare, adult day program, café, or retail!)

I urge council to approve this project, and to make to crystal clear that *everyone* deserves a home in Steveston.

Thanks,

Taylor Curran, OLY

From: Badyal, Sara
To: "rgarfinkel@telus.net"
Cc: Younis, Martin
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Friday, September 5, 2025 3:

Dear Rochelle Garfinkel and Kevin Rennie,

I have received a copy of your correspondence addressed to Ms. Eliopoulos and copied to Director, Facilities and Project Development Martin Younis.

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca

PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

August 2, 2025

Dear Ms. Eliopoulos,

We are writing this letter in support of the proposed redevelopment of the Lions Manor – Fentiman site Richmond, BC.

Our community in Steveston South Richmond is a safe, accessible, and welcoming place, enriched with amenities such as the town of Steveston, Garry Point Park, Steveston Park, the Steveston Community Centre and Pool, the Richmond Public Library, as well as the seniors residences like The Maples, Wisteria, and Austin Harris. The area also features tennis courts, an off-leash dog park, waterfront walkways, and numerous schools. These features make our neighborhood vibrant and highly livable.

We strongly believe that the Lions Manor site can support an eight-storey development, especially given that the previous structure was seven storeys. The increase in height is modest and consistent with recent developments in the area.

As neighbors of the Wisteria residence, we initially shared concerns about the potential loss of sunlight during the pre-development phase. However, thoughtful design adjustments and repositioning of the building effectively addressed those concerns. Today, we are pleased with the additional infrastructure that supports seniors in our community.

With an aging population, it is vital to expand housing options and support systems that allow seniors to age in place. Aging in place doesn't just mean staying in one's home—it means remaining in the same neighborhood and community. The Lions Manor redevelopment offers this opportunity.

As neighbors, we have not experienced any traffic issues related to the Wisteria development. In fact, the beautifully maintained grounds have added to the neighborhood's appeal—something that single-family homes cannot always achieve. It is uplifting to see children walking or biking to school, dog walkers, seniors with walkers, and families with strollers all sharing the same paths.

On a personal note, we have recently renovated our townhouse in Steveston, reaffirming our commitment to aging in place in Steveston either in our own home or in the next stage of housing. Since the development of The Maples and Wisteria, we have come to enjoy our daily greetings with residents—many using walkers or wheelchairs—because this

community is safe, accessible, and beautiful. In the afternoons, seniors often gather at the dog park, enjoying the neighborhood in ways made possible by its design and spirit.

We are especially pleased to hear that the proposed redevelopment includes a daycare, hospice, and adult day programs. One additional suggestion we have is the inclusion of a special care dementia support that allows able bodied residents with dementia to safely enjoy the neighborhood's amenities.

We would be happy to host you or any other government representative for a coffee in the neighborhood to showcase firsthand what an ideal setting Steveston is for aging in place.

Sincerely,

Rochelle Garfinkel & Kevin Rennie
4460 Garry St. # 16
Richmond, BC V7E2V2
604 376 7645
rgarfinkel@telus.net

cc Martin Younis, City of Richmond, Director, Facilities and Project Development, Dan Levitt, Senior Advocate, Kelly Greene, MLA, Josie Osborne Minister of Health.

From:	Badyal, Sara
To:	"annel200@gmail.com"
Subject:	11771 Fentiman Pl - rezoning application RZ 25-005701
Date:	Monday, August 18, 2025 6:32:00 PM

Dear A. Lerner,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca

PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: annel200 <annel200@gmail.com>
Sent: August 5, 2025 2:35 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>; RLMFentiman@vch.ca
Subject: Letter of Support for Richmond Lions Manor-Fentiman

Letter of Support for Richmond Lions Manor-Fentiman
11771 FENTIMAN PLACE

As a senior living close to Steveston, improved access to local health services is important to me and my friends.

The programs that will be offered by this site will enable seniors to keep living independently in their own homes. This can slow the costly need for the city to build more long-term care facilities.

Please support this planned development.

Sincerely,
A. Lerner
12633 NO. 2 ROAD
Richmond V7E 6N5

From: Badyal, Sara
To: "Bruce Raber"
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Monday, August 18, 2025 6:39:00 PM
Attachments: RLM-Fentiman Letter of Sup

Dear Bruce and Rowena Raber,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

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Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Bruce Raber <raberbruce@gmail.com>
Sent: Tuesday, August 5, 2025 3:57 PM
To: CityClerk <CityClerk@richmond.ca>
Cc: RLMFentiman@vch.ca
Subject: Letter of Support for Richmond Lions Manor-Fentiman

Please see attached letter of support for Mayor Malcolm Brodie and Richmond City Council.
Thank you,
Bruce and Rowena Raber

August 05, 2025

The Raber's
3148 Broadway Street
Richmond, BC V7E 2X3

Dear Mayor Malcolm Brodie and Richmond City Council,

RE: Support for the proposed Richmond Lions Manor-Fentiman

We are writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

Our family moved to Steveston in 1993 when I (Bruce) was selected to lead the architectural design of the Richmond Hospital Ambulatory Care Centre (Milan Ilich Pavilion). Over the last 32 years we have raised our 2 daughters in Steveston. All of us have been active citizens in Richmond. From coaching at the community and high school levels, to our children playing every support possible in Richmond, to being leaders at the Steveston Community Centre's summer programs, and to sitting on City Council Advisory Committees and other Boards. Our youngest daughter is now raising our 2 granddaughters here in Richmond, and these children attend day care and elementary school in Richmond. Our oldest daughter is a family doctor and works for Vancouver Coastal Health and at Richmond Hospital.

So why do we tell you this, why should it matter?

It's because we love this community, we are invested in this community, we love living and working in this community, and we love that we have 3 generations of our family living in this community.

So, as we age, and when the day comes that we no longer can live independently in our home in Steveston; we want housing options that will allow us to continue to reside in Richmond, and specifically in Steveston.

As part of the aging population, it is vital to us to have access to housing options and support systems that will allow us and other seniors to "age in place". Aging in place doesn't just mean staying in one's home—it means remaining in the same neighborhood and community.

There are a number of options for “independent” living in our community to accommodate Steveston residents once they leave their homes. These include the Wisteria Place Independent Seniors’ living community, the Maple Residences, and the S.U.C.C.E.S.S. Austin Harris Residence.

But what happens next to us, and other seniors who have lived a large portion of their lives in Steveston, when we will need that next level of care, beyond living independently?

We want to continue to live in Steveston.

The proposed Richmond Lions Manor-Fentiman campus of care is exactly what that next level of care, after independent living could be. With a total of 144 long-term care beds and a 14-bed hospice unit, an adult day program, overnight respite and a 37-space child care centre, this proposed facility will help address the need for more long-term care home spaces and additional health and community services in Steveston and Richmond. It is important that our family members, friends and neighbors can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the Steveston and Richmond community.

The benefits would be significant, including:

- More long-term care spaces to support more seniors.
- More child care spaces.
- Easier for families and friends to take their loved ones for a walk or coffee and to use other Steveston services nearby.
- A building design that supports resident choice in daily routines, meals, and activities, fostering a sense of independence and belonging.
- Privacy for residents with private rooms and ensuite bathrooms.
- A more home-like environment with shared kitchens and living spaces.
- Co-located community services so more people can get the care they need.
- Co-located child care and senior care to foster multi-generational living.
- More autonomy and opportunities for safe movement for people living with dementia, including secure, accessible gardens and terraces.

As seniors advocate Dan Levitt wrote in his report to the provincial government last week, our province currently has a shortage of 2,000 long-term care beds and would need to build 16,000 by 2036 to meet anticipated demand. Here in Richmond, we also feel the impact if we need emergency care at Richmond Hospital. Seniors unable to get into long-term care facilities are clogging up hospital beds and ER waiting rooms as the

province struggles to cope with a rapidly aging population and a decades long underinvestment in old-age care.

The number of seniors languishing on waiting lists for publicly subsidized long-term care exploded from 2,381 in 2016 to 7,212 in 2025 — a 200 per cent increase, seniors advocate Dan Levitt wrote in his report. The average waiting time for a space also increased by 98 per cent since 2018, from 146 to 290 days.

Let’s do our part here in Richmond and Steveston to at move in the right direction.

Sincerely,

Bruce and Rowena Raber

3148 Broadway Street

Steveston

City of Richmond

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

September 5, 2025
File: RZ 25-005701

Planning and Development Division
Development Applications

Neva Bruce
11671 No 1 Road
Richmond, BC V7E 1S8

Re: Rezoning application regarding property located at 11771 Fentiman Place

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this letter is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

If you would like to discuss further or require additional information, please feel free to contact me by phone at 604-276-4282 or by email at sbadyal@richmond.ca.

Sincerely,

Sara Badyal

Sara Badyal, M. Arch, RPP

Program Manager, Housing

RE: Support for the proposed Richmond Lions Manor-Fentiman Place

August 06, 2025
11671- No 1 Road
Richmond, BC V7E 1S8

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of Richmond specifically living in Steveston for the past 31 years and working as a Registered Nurse within both Vancouver Coastal Health and Fraser Health throughout the health care continuum, I truly understand the importance of replacing the previous Lions Manor for the Community. We are witnessing the pressing need for these facilities in our communities from the city's densification, globalization, caregiver burnout, increasing numbers of adults of all ages requiring Long term care services, alongside the decreasing numbers of family members able to support people with increasingly complex health care needs.

The addition of these health and community services is critical. The newer design supports a more home like environment supporting independence, choice, privacy and best practice. Supporting our community members to be able to transition into a nearby Facility supports local familiarity and proximity to Steveston for family outings, keeping people engaged in their community, supporting residents with cognitive decline and having families close to their loved ones.

It is imperative that members of our families, friends and others in the community can continue to get the care they need and deserve with in our community. Replacing the previously located LTC facility provides the much-needed services to meet the LTC needs along with supporting families with caregiver challenges and people at the end of life with dignity. I believe this project will help meet the evolving care needs of the community.

Sincerely,

Neva Bruce R.N., M.Ed.

Community member of Richmond since 1989

From: Badyal, Sara
To: "gm@themapleresidences.com"
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Monday, August 18, 2025 6:36:00 PM
Attachments: Richmond Lions Manor-Fentiman letter of support (1).pdf

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Dear Rob Pretli and Charan Gill,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

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If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: General Manager <gm@themapleresidences.com>
Sent: Thursday, August 7, 2025 2:15 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Re: Richmond Lions Manor-Fentiman letter of support

Hi there, attached is a letter of support to Mayor and Council for the proposed Richmond Lions Manor-Fentiman project.
Best regards
Rob

Rob Pretli
Executive Director/General Manager
Steveston 284 Seniors Housing Society

The Maple Residences
4071 Chatham Street
Richmond, B.C. V7E 2Z7
604-277-4519

August 5, 2025
Mayor Malcolm Brodie and Richmond City Council
Richmond City Hall
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Dear Mayor Brodie and Members of Richmond City Council,

On behalf of the Board of Directors of the Steveston 284 Seniors Housing Society and the staff at The Maple Residences, an independent living residence for seniors in Richmond, we are writing to express our strong support for Vancouver Coastal Health's application for the proposed Richmond Lions Manor–Fentiman Campus of Care at 11771 Fentiman Place.

We fully recognize the urgent and growing need for additional long-term care beds and expanded health and community services in our city. Our residents, their families, and the wider Richmond community deserve access to appropriate, timely, and dignified care. The plan to rebuild Lions Manor as a modern, comprehensive campus of care is a welcome and necessary step in addressing these needs.

At The Maple Residences, we are increasingly seeing a "new normal" — where seniors requiring long-term care must remain in our facility for extended periods, receiving 24/7 funded care while waiting for appropriate placement. This situation is far from ideal and underscores the pressing demand for not only more long-term care beds, but also transitional care spaces to bridge the gap in service delivery.

We also commend the vision behind the proposed campus, which includes intergenerational elements such as co-located child and foster care services. This innovative approach fosters community connection and reinforces the importance of valuing and caring for our elders. Furthermore, the project's emphasis on safety, privacy, dignity, and resident choice aligns with the core values we share.

Thank you for the opportunity to share our perspective. We hope that Richmond City Council will support this vital initiative, which represents a meaningful investment in the well-being of seniors in our community.

Yours sincerely,

Charan Gill
Chair
Steveston 284 Seniors Housing Society

Rob Pretli
Executive Director / General Manager
The Maple Residences

City of Richmond

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

September 8, 2025
File: RZ 25-005701

Planning and Development Division
Development Applications

Raymond Tang
401 – 6611 Cooney Road
Richmond, BC V6Y 4C5

Re: Rezoning application regarding property located at 11771 Fentiman Place

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this letter is to share some information with you.

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If you would like to discuss further or require additional information, please feel free to contact me by phone at 604-276-4282 or by email at sbadyal@richmond.ca.

Sincerely,

Sara Badyal

Sara Badyal, M. Arch, RPP

Program Manager, Housing

August 11, 2025

401-6611 Cooney Rd.
Richmond, BC
V6Y 4C5

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of Richmond and caregiver for a family member in Richmond, I understand the need for more long-term care home spaces and additional health and community services. It is important that our family members, friends and neighbours can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the community, including:

- More long-term care spaces to support more seniors.
- More child care spaces.
- Easier for families and friends to take their loved ones for a walk or coffee and use other community services nearby.
- Building design that supports resident choice in daily routines, meals, and activities, fostering a sense of independence and belonging.
- Privacy for residents with private rooms and ensuite bathrooms.
- A more home-like environment with shared kitchens and living spaces.
- Co-located community services so more people can get the care they need.
- Co-located child care and senior care to foster multi-generational living.
- More autonomy and opportunities for safe movement for people living with dementia, including secure, accessible gardens and terraces.

Sincerely,

Raymond Tang
778-318-3810

From: Badyal, Sara
To: vivlowenstein@gmail.com
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Monday, August 18, 2025 6:41:00

Dear Vivienne Lowenstein,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

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Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Vivienne Lowenstein <vivlowenstein@gmail.com>
Sent: Saturday, August 16, 2025 4:18 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: RE: Support for the proposed Richmond Lions Manor-Fen

August 16, 2025

3371 Richmond Street, Richmond, BC, V7E 2V9

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of Richmond, I understand the need for more long-term care home spaces and additional health and community services. It is important that our family members, friends and neighbours can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the community, specifically:

- More long-term care spaces to support more seniors.
- Easier for families and friends to take their loved ones for a walk or coffee and use other community services nearby.
- Building design that supports resident choice in daily routines, meals, and activities, fostering a sense of independence and belonging.
- Privacy for residents with private rooms and ensuite bathrooms.
- A more home-like environment with shared kitchens and living spaces.
- Co-located community services so more people can get the care they need.
- Co-located child care and senior care to foster multi-generational living.
- More autonomy and opportunities for safe movement for people living with dementia, including secure, accessible gardens and terraces.

Sincerely,

Vivienne Lowenstein

From: Badyal, Sara
To: tangwinsie@gmail.com
Subject: 11771 Fentiman Pl - rezoning application RZ 25-005701
Date: Monday, August 18, 2025 6:43:00 PM
Attachments:

Dear Winsie Tang,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

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Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Wz Tg <tangwinsie@gmail.com>
Sent: Saturday, August 16, 2025 5:18 PM
Cc: RLMFentiman@vch.ca; CityClerk <CityClerk@richmond.ca>
Subject: Support for the proposed Richmond Lions Manor-Fentiman

August 16, 2025

401-6611 Cooney Rd.
Richmond, BC
V6Y 4C5

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of Richmond and caregiver for a family member in Richmond, I understand the need for more long-term care home spaces and additional health and community services. It is important that our family members, friends and neighbours can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the community, including:

- More long-term care spaces to support more seniors.
- More child care spaces.
- Easier for families and friends to take their loved ones for a walk or coffee and use other community services nearby.
- Building design that supports resident choice in daily routines, meals, and activities, fostering a sense of independence and belonging.
- Privacy for residents with private rooms and ensuite bathrooms.
- A more home-like environment with shared kitchens and living spaces.
- Co-located community services so more people can get the care they need.
- Co-located child care and senior care to foster multi-generational living.
- More autonomy and opportunities for safe movement for people living with dementia, including secure, accessible gardens and terraces.

Sincerely,

WINSIE TANG

City of Richmond

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

September 5, 2025
File: RZ 25-005701

Planning and Development Division
Development Applications

Linda and Brian Barnes
4551 Garry Street
Richmond, BC V7E 2V2

Re: Rezoning application regarding property located at 11771 Fentiman Place

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this letter is to share some information with you.

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Sincerely,

Sara Badyal

Sara Badyal, M. Arch, RPP

Program Manager, Housing

August 27, 2025

In support of Lions Manor on Fentiman

This is a rebuild of what has been in Steveston since 1970. One of the tallest buildings around - a landmark if you will. Important because it marked a place where seniors were made comfortable for their long term and often last, home.

Many people nearby worked there, or had relatives who lived there. It is a facility that has been missed since its “temporary” replacement to Brighouse several years ago. Steveston has several independent living facilities but is lacking a long term care and adult care facility.

It’s a much needed amenity here and elsewhere. We are all going to need homes such as this at some time. As residents of Garry st, who live quite close to Fentiman, we are in support of this rebuild and expanded facility. It’s long overdue and much needed.

Cheers

Linda & Brian Barnes

4551 Garry St

Richmond/Steveston

RE: Support for the proposed Richmond Lions Manor-Fentiman

August 28, 2025

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of the Steveston community in Richmond, I understand the need for more long-term care home spaces and additional health and community services. It is important that our family members, friends and neighbours can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the community and bring many benefits to residents of my community:

- More long-term care spaces to support more seniors.
- More child care spaces.
- Easier for families and friends to take their loved ones for a walk or coffee and use other community services nearby.
- Building design that supports resident choice in daily routines, meals, and activities, fostering a sense of independence and belonging.
- Privacy for residents with private rooms and ensuite bathrooms.
- A more home-like environment with shared kitchens and living spaces.
- Co-located community services so more people can get the care they need.
- Co-located child care and senior care to foster multi-generational living.
- More autonomy and opportunities for safe movement for people living with dementia, including secure, accessible gardens and terraces.

Additionally, we are experiencing a severe housing crisis. It is crucial that the city advances projects that adequately shelter residents, even in the face of localized opposition. Access to shelter is a human right, and people should not be infringing on others' ability to have a roof over their heads.

Lastly, the Bridgeport location for current Lions Manor residents was never meant to be a permanent housing solution; the Fentiman Place site is. That is a fact that should be non-negotiable.

Sincerely,

Vinny C.

City of Richmond

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

September 5, 2025
File: RZ 25-005701

Planning and Development Division
Development Applications

Regina Cid
11191 Schooner Court
Richmond, BC V7E 4L1

Re: Rezoning application regarding property located at 11771 Fentiman Place

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this letter is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

If you would like to discuss further or require additional information, please feel free to contact me by phone at 604-276-4282 or by email at sbadyal@richmond.ca.

Sincerely,

Sara Badyal

Sara Badyal, M. Arch, RPP

Program Manager, Housing

Support for the proposed Richmond Lions Manor-Fentiman

August 29, 2025

11191 Schooner Court
Richmond, BC
V7E4L1

Dear Mayor Malcolm Brodie and Richmond City Council,

I am writing to express support for Vancouver Coastal Health's application for Richmond Lions Manor-Fentiman, a new campus of care proposed for 11771 Fentiman Place in Richmond.

As a resident of Steveston, I understand the need for more long-term care home spaces and additional health and community services. It is important that our family members, friends and neighbours can continue to get the care they need and deserve. I believe this project will help meet the evolving care needs of the community.

I think the benefits shown in the project will be of utmost importance for keeping the community alive. The project will allow local residents, especially seniors and those with unique needs, to remain in the community they know and love, close to family, friends, and essential services. This is critical for well-being and quality of life. Beyond that, the project strengthens our neighbourhood by promoting inclusion, connection, and stability.

Also, this project will enhance social cohesion by creating spaces that encourage interaction, inclusion, and support. It will also strengthen our local economy, as residents continue to engage with nearby businesses and services. Besides, there will be childcare space, which will foster intergenerational interaction, and it will also be easier for families and friends to take their loved ones for a walk or coffee and use other community services nearby.

Investing in Richmond Lions Manor–Fentiman means investing in people. It will bring lasting benefits not only to future residents but to the entire community, ensuring that Richmond-Steveston remains a vibrant, caring, and supportive place to live for generations to come.

Sincerely,

Regina Cid

From: Badyal, Sara
To: Dave McKinnon
Subject: RE: Lions Manor Proposal
Date: Monday, September 29, 2025 12:43:00 PM

Dear Dave McKinnon,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence, as well as your previous correspondence will be included in the development application file and included in the future rezoning staff report.

As you are aware, the City of Richmond has received a rezoning application (RZ 25-005701) from Zeidler Architecture Inc. for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow for an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

Also as you are aware, the rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Dave McKinnon <wdmck@telus.net>
Sent: Monday, September 29, 2025 11:43 AM
To: Badyal, Sara <SBadyal@richmond.ca>
Subject: Fwd: Lions Manor Proposal

Enclosed is the email I sent to Vancouver Coastal Health as well as the City of Richmond Council Members

---------- Forwarded message ---------
From: **Dave McKinnon** <wdmck@telus.net>
Date: Fri, Sep 27, 2024 at 7:33 PM
Subject: Lions Manor Proposal
To: <RLMFentiman@vch.ca>

As one of the original residents of Fentiman Place, I am very disappointed that our voices can only be heard via email. Why have you not arranged a meeting with the residents so we may discuss our concerns face to face? As a "good neighbour", please reconsider this oversight and contact us for such a meeting.

Yes, the original building was a seven story structure that covered approximately one-half of the lot, yet your new proposal appears to be three attached buildings of eight stories that appear to cover about 80% of the lot. We always wondered how they were allowed zoning for a seven story structure in Steveston in the first place. We always knew the plan was to rebuild Lions Manor, but we thought either they would use the same footprint as the original or design a plan to better fit the residential location by proposing a similar development to the four story structures of The Maples or Wisteria. A development of this size should never be allowed in this location.

We have many concerns over the logistics of worker parking, the type of construction which can cause cracks in our foundations and walls, etc. etc.
We also can't imagine the increased traffic on our street once you add the drop off and pick up of the child and adult day care facilities added to our twice daily parent drop off and pick up of the McMath students. Also add the food trucks and garbage trucks to this mix. Would you want to live on such a street?

Just to add to our concerns, many of us are considering selling and moving out of our beloved neighbourhood due to the upcoming construction of this monstrosity.
Only one problem, our house values have plummeted along with the fact that buyers will be difficult to find once they see this oversized plan for Lions Manor.
Would you purchase a home on our street under these circumstances?

Thank you for considering my proposal for a face to face meeting with the residents of our

beautiful street. Please feel free to contact me at any time.

Sincerely,

Dave McKinnon
11764 Fentiman Place
Richmond
wdmck@telus.net
604-802-3594

From: Badyal, Sara
To: "Dave McKinnon"
Subject: RE: Lions Manor Proposal
Date: Monday, September 29, 2025 11:53:00 AM

Hi Dave,

Thank you for your additional query.

In response to your query regarding a public hearing, you are correct, a public hearing meeting has not been held yet. This is because the rezoning application is still being reviewed and has not yet been considered by Planning Committee or Council. When the proposal is finalized a rezoning staff report will be prepared and forwarded to a Planning Committee meeting for consideration. Planning Committee would then decide whether to forward the application to a Council meeting for consideration, and at that meeting Council would then decide whether to forward the application to a public hearing meeting.
Your correspondence will be included in the development application file and included in the future rezoning staff report.
Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Dave McKinnon <wdmck@telus.net>
Sent: Monday, September 29, 2025 11:37 AM
To: Badyal, Sara <SBadyal@richmond.ca>
Subject: Re: Lions Manor Proposal

Hi Sara,

Thank you for your response to my inquiry.
Most of the residents of Fentiman Place have responded via email to Vancouver Coastal Health regarding this proposal.
I also sent my email to Richmond Council members only to be told that this was a Provincial matter, not a city matter, as they already have
the zoning in place.

We also had an information meeting with Vancouver Coastal Health which was mainly a waste of time as they noted our concerns but offered no
solutions or possible changes to their proposal.
Why are there no public hearings by the City of Richmond regarding this rezoning application?

Thanks again Sara,

Dave McKinnon

On Mon, Sep 29, 2025 at 11:21 AM Badyal, Sara <SBadyal@richmond.ca> wrote:

> Dear Dave McKinnon,
> Thank you for your inquiry. The purpose of this email is to share some information with you. In response to your query, the zoning of the property would need to allow for the proposed facility.
> The City of Richmond has received a rezoning application (RZ 25-005701) from Zeidler Architecture Inc. for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow for an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.
> The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.
> Please note that public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. If you submit correspondence before the rezoning staff report is prepared, it would be included in the development application file and included in the future rezoning staff report.
> If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.
> Regards,
>
> Sara Badyal, M. Arch, RPP
> *Program Manager, Housing (Development App)*
> **Development Applications Department**
> City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
> O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
> PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION
>
> **From:** Dave McKinnon <wdmck@telus.net> **Sent:** Saturday, September 27, 2025 1:17 PM
> As a resident of Fentiman Place, I was wondering how the proposed development has been able to add an extra floor to what was originally a seven storey

building.
Wouldn't the zoning have to change to allow an eight storey structure on this property?
Thank you for your anticipated response.

Dave McKinnon
11764 Fentiman Place
Richmond, B. C.
604-802-3594
wdmck@telus.net

From: Badyal, Sara
To: "yeohlouise@gmail.com"
Subject: RE: Richmond Lions Manor-Fentiman Long Term Care Campus Rebuild
Date: Tuesday, October 14, 2025 5:02:00 PM

Dear Louise Yeoh and Don Wong,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Regarding your request for VCH consideration, I forwarded your email to VCH for their review.

Regarding transportation related concerns, I have forwarded a copy of your email to City Transportation staff for their review.

Regarding the proposed development's parking needs and potential traffic impacts, the applicant is working on providing a transportation study for the City Transportation staff review. When received, a copy of the study will be placed in the rezoning application RZ 25-005701 file, which is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Regarding retail use, the design includes a small area in the buidling lobby where facility residents, employees and visitors may share a small selection of beverages, snacks and ready-to-eat light meals (e.g. packaged sandwiches) with the purpose to enrich day to day activities.

Regarding the north-south pathway in Steveston Park and the Steveston Park Legacy Walk project that is currently under review, I have forwarded your email to Parks Planning, Design and Construction staff for their review and encourage you to review and participate in the review process. The Steveston Park Legacy Walk survey is currently posted on the City's Let's

Talk Richmond website at the following link:
https://www.letstalkrichmond.ca/StevestonLegacyWalk.

Regarding parking for the Steveston Dogs Off-Leash Area, On-site parking is provided for Steveston Park users in three surface parking areas. The largest parking area is accessed from Moncton Street. Another parking area is accessed from the east end of Chatham Street. The smallest parking area is accessed from the south end of Fentiman Place.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Louise Yeoh <yeohlouise@gmail.com>
Sent: October 11, 2025 5:02 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Richmond Lions Manor-Fentiman Long Term Care Campus Rebuild

Hello Mayor Brodie and City Councillors

I am writing as a 5 decade long Richmond resident. When my parents and I first immigrated to Richmond back in the 70/s, we lived around the No 1 and Williams area.

Never quite made it to Steveston as a resident since then, but we spend a lot of time in Steveston as we love the neighbourhood . We also love supporting all of the local businesses in the Steveston area.

We are also proud Pawrents to a small maltese, havanese rescue and we spend at least 3 to 4 times a week at the small dog park. We park along Fentiman street, around where the future site of the above captioned sits idle. Think it has been vacant for many years.

We recently learnt about the proposed redevelopment of the above and am shocked as to how massive this project and undertaking will be.

My mom is 90 and spent 8 years living on her own and also on a wait list for long term care for the past 3 years. Do not even get me going on the wait time and hoops and hurdles I have had to navigate to get my mom into Long term care. She is finally in one after spending 3

months at RGH.

So, my family and I would be the last people to be against long term care for seniors as we would be needing long term care eventually ourselves and am concerned as to where we would end up when we need it.

However, we respectfully ask the City of Richmond and VCH to reconsider the proposed redevelopment.

We do not reside in the neighbourhood but we are fully aware of how chaotic Garry Street is when Mcmath students arrive and depart. It is a gong show. Richmond also has its own Face book page - Richmond Learns to drive... Richmondnites are the butt of all jokes pertaining to vehicles crashing into commercial businesses, vehicles parked on side walks etc..so if any City Councillor or VCH Leaders are not familiar with how chaotic Garry Street is, we invite all to spend an entire week or weeks observing this chaos.

Fentimen street has parking available right now for visittors like us who head to the dog park, strolling along the park etc. We naturally avoid this area on Canada Day or Maritime festival etc.

We also seek refuge here from the hustle and bustle of No 3 Road, Garden city etc.

So, if this proposed redevelopment is allowed to proceed, we wonder where staff and visitors will park.... Imagine Fentiman street being turned into a constant traffic throughfare for parents dropping off and picking up their young ones at day care, Handy Dart and others dropping /picking up seniors at Adult day care, and visitors visiting their loved ones at Lions Manor... at the moment, after 3 pm, scores of Mcmath high school students walk and bike along Fentiman through the Proposed new Cherry BLOSSOM Legacy Lane (which warrants another opposition letter soon) - it is already a challlenge for dog owners and their dogs, seniors, chiildren etc trying to walk along Fentiman side walk and the Cherry tree lane as the Mcmath high school cyclists do not always practise cycling etiquette. We are constantly having cyclists ride to the left or right of us without any heads up.

This will be even worse if the Proposed redevelopment proceeds.

Or... let us add in ambulances going in and out of Lions Manor along Fentimen and Garry street… Can you imagine what this will be like day and night? Did the current home owners who reside in this neighbourhood plan for this disruption?

Where would one park if we are headed to the lovely dog parks that the City build for us. Cant expect all of us to walk or bike there with dogs in tow… or to take transit as Translink is not dog friendly.

What about the seniors living in Wisteria and the other reitrement homes close by... picture them in their walkers and wheel chairs trying to navigate through the chaos and hectic increased vehicle , ambulance and foot traffic.

Has any one from City hall or VCH actually spent days and weeks observing what happens before and after school, major events , events at the Buddhist temple etc... has a feasibility study been done in this regard? If so, share this report to the residents and all who might be

negatively impacted. Make it available on VCH and City of Richmond website. Make it available at all public forums etc.

We also heard there are plans to add retail space - why ? We have Stevestion Village close by... why on earth would there be a need for retail or food stores?

Steveston was voted best Neighbourhood a few years ago... let's maintain that - let;s keep Steveston as a beautiful, viable and very special community for those who live an visit . It is the last piece of sanctuary we have in Richmond - away from the concrete jungle along No 3 road etc.

Thank you for all you do for Richmondnites.

Louise Yeoh and Don Wong

I acknowledge that I reside on the traditional and unneeded territories of the Musqueam, Tsawwassen and Kwantlen Coast Salish People. This land continues to be home to diverse Indigenous Peoples whom we recognize as contemporary stewards of the land and vital contributors to our society.

From: Badyal, Sara
To: Kelly.Greene.MLA@leg.bc.ca
Subject: RE: Support for Lion"s Manor-Fentiman Place
Date: Thursday, October 16, 2025 9:34:00 AM

Dear MLA Greene,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Greene.MLA, Kelly <Kelly.Greene.MLA@leg.bc.ca>
Sent: October 15, 2025 3:26 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Support for Lion's Manor-Fentiman Place

Hello Mayor and Councillors:

Please find attached, a letter from MLA Greene in support of Lion's Manor – Fentiman Place.

Sincerely,
Lyn

Lyn Yang (she/her) | Constituency Advisor

for Hon. Kelly Greene, MLA Richmond-Steveston

604.241.8452 | Constituency Office: 115-4011 Bayview Street, Richmond, BC V7E 0A4

LEGISLATIVE ASSEMBLY
of BRITISH COLUMBIA

October 15, 2025

Dear Richmond City Council,

I am writing to express my strong support for the rezoning application submitted by Vancouver Coastal Health (VCH) for the redevelopment of Richmond Lions Manor at 11771 Fentiman Place.

This project represents a transformative investment in long-term care and community wellness for Richmond. The proposed campus of care will deliver 144 long-term care beds, 14 hospice beds, an adult day program, overnight respite services, and a child-care centre, all designed to meet the evolving needs of our growing, diverse, and ageing population.

As MLA for Richmond-Steveston, I have consistently advocated for enhanced health services and infrastructure that reflect the complexity and dignity of care required by our seniors and their families. The Fentiman redevelopment aligns with these goals and responds to the urgent demand for modern, integrated care environments.

I understand that the rezoning application includes design elements such as increased building height and expanded service offerings. These decisions are grounded in evidence-based planning and are essential to maximizing care capacity and operational efficiency. Reducing the proposed height or scope would compromise the viability of the project.

This redevelopment is not only a response to demographic pressures — it is a proactive step toward building a resilient, inclusive, and compassionate health system in Richmond. I commend VCH for its thoughtful planning, extensive community engagement, and commitment to excellence in care delivery.

My grandmother was a resident of the original Lions Manor at Fentiman Place and I experienced firsthand the importance of having long-term care in our community. When families and communities of support can stay connected, this improves the physical and mental wellness of residents and families alike.

My community office has received a notable amount of correspondence and contact in support of this project, from both individuals and organizations. The redevelopment of Fentiman Place is required to support seniors in Richmond and ensure they are in appropriate care for their needs. With many independent living homes in Steveston, we need a pathway for seniors who have increased care needs to remain in their community and connected to loved ones.

I urge the City of Richmond to approve the rezoning application without delay. This project is a rare opportunity to secure long-term care infrastructure funding in a fiscally constrained environment, and further postponement may jeopardize its viability.

Thank you for your consideration and for your continued dedication to the health and well-being of Richmond residents.

Sincerely,

Honourable Kelly Greene
Member of the Legislative Assembly
Richmond-Steveston

Richmond - Steveston Community Office
T: (604) 241-8452
kelly.greene.mla@leg.bc.ca

Legislative Office
Parliament Buildings
Victoria, BC V8V 1X4

From: Badyal, Sara
To: drew.rogers@me.com
Subject: RE: Lions Manor - Fentiman Feedback
Date: Friday, October 17, 2025 10:51:00 AM

Dear Andrew and Shelley-Ann Rogers,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

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The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Regarding your request for VCH consideration, I forwarded your email to VCH for their review.

Regarding transportation related concerns, I have forwarded a copy of your email to City Transportation staff for their review.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
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From: Andrew Rogers <drew.rogers@me.com>
Sent: Thursday, October 16, 2025 5:24 PM
To: DevApps <DevApps@richmond.ca>
Subject: Lions Manor - Fentiman Feedback

OPPOSITION TO THE REDEVELOPMENT OF RICHMOND LIONS MANOR – FENTIMAN LONG TERM CARE FACILITY

To:
Richmond City Council
Vancouver Coastal Health Authority

From:
Andrew & Shelley-Ann Rogers
11731 Fentiman Place
Richmond, BC
V7E 0A5
778-895-6191
drew.rogers@me.com

Dear Council Members and Representatives of Vancouver Coastal Health:

Our family has called Fentiman Place home since June 2012. We love Steveston and are very involved with our kids' schools, enjoy participating in community events and supporting our local businesses.

We strongly oppose the proposed redevelopment of Richmond Lions Manor – Fentiman into a new multi-purpose, long-term care campus – one that is significantly larger than the original facility. It has been more than a decade since that facility closed. We respectfully ask that you consider all the changes this neighbourhood has undergone since then before moving forward with the current plan. Having long-term care for our senior population is very important, but the size and scale of what's being proposed here is too large for a small street.

Please consider the following factors:

Building Height and Placement. Eight stories is too intrusive on the

neighbourhood. Wisteria Place needed to be scaled back when it was first proposed for this very reason. This project ignores that precedent. No other building in the surrounding area is 8 stories. With the new building proposed to go on the north side of the lot, more homes will be negatively impacted by the shadowing from a much larger building. This will no doubt negatively impact property values. Any new structure on the property should be built on the south side, like the original Lions Manor, to reduce the impact on neighbours.

The growth of McMath Secondary School. According to available numbers online, the student population has grown by several hundred students in the last 10 years with current enrollment at over 1400. This has created a traffic logjam that can leave Garry Street gridlocked at drop-off and pick-up times. With the significant increase in the number of long-term residents at Lions Manor, we can only assume that the number of ambulance visits will increase as well. An ambulance driver will get caught in this gridlock.

Parking demands. In addition to the daily traffic from McMath, Fentiman Place is also the access point for parking in Steveston Park for the Steveston Salmon Festival. That event also creates gridlock for cars getting in and out of Fentiman and Garry. Fentiman is also filled with cars when other events are happening in the neighbourhood. I have pictures & video of the street during a recent festival at the Steveston Buddhist Temple. The same thing happens when there is a Kigoos swim meet or baseball tournament in the park or any event at McMath outside of school hours. With the proposed child & adult daycare offerings at the new Lions Manor, that will significantly increase the daily traffic load on this very small street.

Construction & Long-term Impact. It takes multiple years to build an 8-story building. That's years of construction noise & dust in a small residential neighbourhood and a significant reduction in sidewalk access. There is only sidewalk on one side of Fentiman Place and construction will reduce it's access for hundreds of McMath students, Wisteria senior residents and Steveston Park goers every day for years.

We believe in the need for long-term care for our senior population. However, we are very much opposed to an 8-story, multi-use facility in on a such a small street that has had to absorb so much more in the 10+ years since the original Lions

Manor ceased operations.

We urge Vancouver Coastal Health and the City of Richmond to:

- Reconsider this location
- Reduce the height of the structure
- Relocate any new structure to the south side of the property
- Spend time in the neighbourhood during the peak times that have been identified
- Engage with your neighbours in meaningful consultation

Thank you for reading and giving serious consideration to these concerns.

Sincerely,
Andrew & Shelley-Ann Rogers

From: Badyal, Sara
To: currieshearer@gmail.com
Cc: Marisa McLaws
Subject: 11771 Fentiman: Letter of Support
Date: Wednesday, October 22, 2025 10:08:00 AM

Dear Aandra and Douglas,

Thank you for your correspondence. Public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report. The purpose of this email is to share some information with you.

As you aware, Zeidler Architecture Inc. has applied to the City of Richmond for permission to rezone 11771 Fentiman Place from "Health Care (HC)" to a site specific zone to allow an eight-storey health service, major development including 144 long-term care beds, 14 hospice beds, adult day care, child care and accessory uses.

The rezoning application RZ 25-005701 is currently being reviewed by staff and the application is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday-Friday.

Regarding transportation related concerns, I have forwarded a copy of your email to City Transportation staff for their review.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Marisa McLaws <mmclaws@makeprojects.ca>
Sent: Wednesday, October 22, 2025 9:31 AM
To: Badyal, Sara <SBadyal@richmond.ca>
Subject: 11771 Fentiman: Letter of Support

Hi Sara,

Please see below in blue for a message of support received through the VCH website regarding 11771 Fentiman Place for your records:

To: City of Richmond City Council Vancouver Coastal Health Subject: Proposed Richmond Lions Manor Development - Fentiman Place, Steveston

Dear Council members and Representatives of Vancouver Coastal Health, We are writing in support of the proposed development. We recognize that one of the great strengths of this community is the range of its demographics, and the need to provide health and social services for a variety of people within our neighborhood as opposed to remote, centralized locations. We do not think that the scale and height of the development will have an undue effect on our community. We have one strong concern which is related to the roadway serving the development site: high speeds. Our family has lived at 4111 Garry Street since 2006 and in the past 19 years it seems that vehicular traffic on Garry Street between Number One Road and Railway Avenue has increased in both volume and speed. We witness vehicles traveling at high speeds almost daily, including during the night. Since the speed limit has been reduced to 30km/hr on Moncton it appears that drivers are using Garry street as a faster conduit between Number One Road and Railway Avenue. We also regularly see and experience drivers not slowing or stopping for pedestrians crossing Garry Street at Yoshida Court. We urge the city, concurrently with the proposed development, to establish a 30km/hr speed limit on this stretch of Garry Street, as well as raising the crosswalks at Yoshida Court, Fentiman Place, and Dunford Road. The speed limit has recently been reduced to 30km/hr on the streets west of Number One Road where there are almost exclusively single family residences. In comparison, this block of Garry Street has both single and multifamily housing as well as Mc Math Secondary, Wisteria Place, Steveston Buddhist Temple, and Lions Park residences, and still has a 50km/hr speed limit. In addition to vehicles, there is significant pedestrian traffic of all ages using the crosswalks at Dunford Road, Fentiman Place and Yoshida Court. Thank you for your consideration,

Aandra Currie Shearer and Douglas Shearer 2-4111 Garry Street currieshearer@gmail.com (604) 802-2501

Thank you!

Marisa McLaws, BCQ
Project Manager

604.830.9717 MAKEProjects.ca

From: Badyal, Sara
To: Dianne Woodman
Subject: RE: Richmond Lions Manor - Fentiman
Date: Monday, September 22, 2025 5:33:00 PM

Dear Dianne Woodman,

Thank you for your further correspondence regarding Zeidler Architecture's rezoning application RZ 25-005701 at 11771 Fentiman Place. As previously noted, public input is encouraged and may be provided to the City throughout a rezoning application review process by letter, email and/or the City's website up until a rezoning bylaw receives third reading. Your correspondence will be included in the development application file and will be included in the future rezoning staff report.

Staff will review the correspondence and I have shared your correspondence with staff in our Transportation department for their review.

The current status of the rezoning application is that it is currently being reviewed by staff. The applicant's transportation engineer is working on providing a transportation study to the City. When the study is received for staff review, a copy will be placed in the application file, which is available for public viewing at the Zoning Counter in City Hall, 8:15am-5pm Monday through Friday.

If you would like to discuss further or require additional information, please feel free to contact me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Program Manager, Housing (Development App)

Development Applications Department
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
O: (604) 276-4282 | W: www.richmond.ca | E: sbadyal@richmond.ca
PEOPLE. EXCELLENCE. LEADERSHIP. TEAM. INNOVATION

From: Dianne Woodman <dianne@sdwoodman.com>
Sent: Wednesday, September 17, 2025 5:00 PM
To: 'RLM Fentiman' <RLMFentiman@vch.ca>; stephanie.massot@vch.ca; MayorandCouncillors <MayorandCouncillors@richmond.ca>; mayorea <mayorea@richmond.ca>; Reis,Joshua <JReis@richmond.ca>
Cc: tim.evans@bgo.com; syroze.evans@gmail.com
Subject: RE: Richmond Lions Manor - Fentiman

Good Afternoon,

Further to our previous correspondence regarding the proposed redevelopment of the Richmond Lions Manor–Fentiman "campus," I am writing to provide an update on the response from our community.
We have now collected over 117 signed petitions and letters from residents of Steveston opposing this redevelopment, in addition to our own covering letter. We expect to receive at least another 50–100 signatures in the coming days. This demonstrates the broad and growing concern within our neighborhood.

While we have already outlined many of our objections in earlier letters, additional concerns have been raised by residents that underscore how unsuitable this proposal is for our community:

- Event traffic and parking pressure: The Steveston Dog Park, Salmon Festival, Maritime Festival, swimming competitions at Steveston Pool, and the soon-to-open Community Centre already overwhelm Garry Street and Fentiman Place. City signage actively directs overflow parking into these streets. We have video evidence showing the chaos that results during these events.
- Excessive density and incompatible uses: Adding childcare, adult daycare, a restaurant, and a retail store to this long-term care facility will bring constant traffic and noise into what is—and must remain—a residential neighborhood.
- Safety and access concerns: Garry Street is already heavily burdened by traffic from R.A. McMath Secondary School (the largest in Richmond), Wisteria Place, the Steveston Buddhist Temple, and surrounding residents accessing the area via No. 1 Road and Railway Avenue. Introducing an 8-storey institutional complex here would push this neighborhood beyond capacity.

We are also following up to request clarity on the Traffic Study: when it will be conducted, who is leading it, and how residents will be involved in reviewing the results.

Please be advised that the concerned residents of Steveston will not stand by quietly while this proposal moves forward without proper accountability. If necessary, we are prepared to bring this matter to the attention of the media to ensure that the voices of our community are heard.

We urge the City of Richmond and Vancouver Coastal Health to take this opposition seriously and reconsider the location, scope, and scale of this redevelopment.

Sincerely,
Dianne Woodman
On behalf of the Concerned Residents of the Steveston Community
4280 Garry Street
Richmond, BC

To: City of Richmond Council and Vancouver Coastal Health Authority

From: Concerned Residents of the Steveston Community

Richard Harvey
4520 Garry Street
Richmond BC

Subject:

Petition Opposing the Proposed Rebuild of the Richmond Lions-Fentiman in Steveston

After witnessing a second serious vehicle accident last week on Garry Street and many more near misses since moving into our house at the corner of Dunford Road in May 2024, I resolved to lobby the City and ICBC this summer for much-needed traffic calming measures between No.1 Road and Railway.

On both occasions cars were travelling too fast for the narrow road and limited visibility, left the carriageway and caused significant damage to themselves, parked cars and road signs. Frankly we're all lucky the casualties didn't include a teenager walking to McMath Secondary.

With that in mind, **I was amazed to hear that Vancouver Coastal Health are proposing to rebuild Lions Manor at the Fentiman Steet site.** It would be a neglectful move from the City to increase traffic flow into a community that already urgently requires safety measures to protect schoolchildren, seniors, worshippers, walkers, bikers and residents.

A lot has changed since the original facility was built in the suggested spot. The densification of the neighbourhood and congestion from new amenities - including Richmond's biggest school just over the road - would make this a problematic location for anyone intending to use the new building. Something closer to public transport and healthcare facilities (most obviously Richmond General Hospital) would surely be more beneficial for the seniors and their families. I also know of no working parent that wants a 30-minute crawl ahead of dropping off their kids at daycare.

Yet it is of course, the residents and children of the existing community that have most to lose. A viable but tenuous balance has been struck between housing and the facilities developed within. Irreplaceable community traditions like the Ho-Ho-Ho House are only still possible because this neighbourhood *just about* remains walkable. The City should be fiercely protecting that, starting with reducing through-traffic from No.1 Road to Railway with speed limits, humps and the like. To actively do the opposite is inviting tragedy.

Sincerely,

Richard Harvey
richard.harvey05@gmail.com
604-442-5007

Thank you for considering our concerns seriously.

Sincerely,
Dianne and Gerry Woodman
4280 Garry Street
Richmond, BC
diannewoodman56@gmail.com/604-329-8447

WE, THE UNDERSIGNED, SUPPORT THIS PETITION:

Name	Address	Signature	Comments
Susan Roberts	4226 Garry ST	S Roberts	
Susie Tanaka	11500 KESTREL		
B. McLaughlin	5871 KITTIWAKE		
Ken Yoshikawa	3571 Richmond St		
Clark Mitchell	3260 GARRY ST		
K Mitchell	3260 Garry St	K Mitchell	
M. Rumley	3580 Regent	M Rumley	
Sherry Bowerman	3568 Garry	S Bowerman	
JOHN BOWERMAN	3568 GARRY		
Jerry Rumley	3580 Regent		
Bev Friesen	12131 Hayashi		
Shane Dagan	4800 Trimaran Dr.	S	
Alex Pantazis	4226 Garry St		
Ray Lupini	1892 STARLING		
	12131 Hayashi		
Anne Piche	11800 6th Ave	AS	

July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

As you may be aware, the Vancouver Coastal Health Authority is planning on re-building the Lions Manor at 11771 Fentiman Street in Steveston. The new proposed building will be EIGHT storeys high and have 144 extended long term care beds; 14 hospice beds; a childcare centre, an adult day program, a café and a retail store. While we understand the need for facilities of this nature, we do not agree with the scale of this project at this location for numerous very legitimate reasons. The old Lions Manor, built in the 1970's, provided seniors' affordable housing which was later converted into an extended long-term care facility, however when the original Lions Manor was built there were very few buildings in the immediate vicinity, as it comprised predominantly green space and open fields. Today the area has changed dramatically, with the largest high school in Richmond (R. A. McMath accommodating grades 8 – 12); Lions Housing and Wisteria Independent Living/Buddhist Temple as well as a large established community of single and multi-family homes all located on Garry Street. With all this additional development the vehicular traffic on Garry Street has increased significantly along with large amounts of foot traffic as students walk to and from McMath. To add a new project of this magnitude to the community today would be a huge additional burden to all the residents and students alike.

We are attaching some correspondence that has been sent to both the City of Richmond and Vancouver Coastal Health recently addressing the numerous and legitimate concerns with this proposed development. Please take the time to read them. If you agree with our concerns, we ask that you please sign our petition, which will be forwarded to the City of Richmond and Vancouver Coastal Health. We also encourage you to forward your own concerns, in writing, to the City and the Health Authority. To be clear, we are not suggesting that there is no need for a facility of this nature in Steveston, but we feel its proposed scale needs to be reduced or should otherwise be located elsewhere.

For your information, here is a link regarding the proposed project:

Richmond Lions Manor-Fentiman | Vancouver Coastal Health https://www.vch.ca/en/richmond-lions-manor-fentiman

The signed petition can be dropped off at the "HO HO HO HOUSE" – 4280 GARRY STREET, RICHMOND, BC AT THE FRONT DOOR IN THE BOX MARKED "PARCELS"

Thank you for taking the time to read the attached.

WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
Jaswinder Mahli	4840 GARRY ST Richmond BC		I oppose the traffic on Garry St has increased so much as a health care worker/ can't even reverse my car →

Get out of my drive way!

To have an extended care facility on Garry St makes no sense

The current facility needs to be for the community that lives in Steveston - GREEN SPACE and something positive for the environment

My suggestion for a long term facility would be more central Richmond - near Rmd Hspt / #3 Road / by the city Hall.

- Perhaps Minoru residence could have renovations to a slightly higher rise Building and accomodate patients.

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Name	Address	Signature	Comments
S. Christie	11491 Windward Gate		

Please return by: August 15th, 2025

Thank-you!

One of the reasons families like this area is the park, playground, and extensive green space → do not cut into the parkland!

- will lead to too much traffic in the area → it is already grid lock morning and ~~even~~ afternoon with school traffic, etc.

The building is too LARGE/TALL → it is out of 'character' for the neighbourhood. A lower (3 storey) is more in keeping with a residential area (think Buchanan in New West)

7, 2025

The Owner/Resident of the Steveston Community

om: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
PIETER KLAPWIJK MAITA KLAPWIJK	11371 CARAVEL CRT		100% AGREE

Please return by: August 31ST, 2025

Thank you!

CONCERNS ABOUT STREET PARKING ONCE THE FACILITY STARTS TO CHARGE FOR PARKING.
IN THE 49 YEARS WE HAVE BEEN HERE THERE HAS BEEN ZERO PARKING ENFORCEMENT EVEN IF THEY'RE PARKED RIGHT UNDER THE 'NO PARKING' SIGN.
EMERGENCY VEHICLE ACCESS WILL BE SEVERELY COMPROMISED BACK IN 1988 RFD FINALLY CONVINCED THE CITY TO PUT PARKING ON ONE SIDE ONLY IN THE SUB-DIVISION AND IT'S NOT A MATTER OF IF BUT WHEN THIS WILL HAPPEN TO IMPEDE EMERGENCY ACCESS AND THAT'S WHEN THE NEW FACILITY GETS POPULATED!

DIRECT
14133 Burrows Road, Richmond, BC V6V 3B4
Tel: 604.244.7977 Fax: 604.244.7978
www.techwebdirect.ca

August 13, 2025

URGENT ATTENTION REQUIRED

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

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Name	Address	Signature	Comments
Elaine Ting	4739 Dunfell Road Richmond BC		

PLEASE RESPOND AND RETURN COMPLETED FORM BY AUGUST 31ST, 2025 IF POSSIBLE.

ONLY THIS PAGE NEEDS TO BE RETURNED

August 13, 2025

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Name	Address	Signature	Comments
ROTH NIELSEN	243 4388 GARRY ST.		A SAD PROPOSAL FOR A BEAUTIFUL PARKING AREA

PLEASE RESPOND AND RETURN COMPLETED FORM AS SOON AS POSSIBLE.

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Name	Address	Signature	Comments
Stacey Friedman	4799 DUNFELL RD Richmond BC V7E 3H8		NOT IN THIS AREA FOR ABOVE REASONS

PLEASE RESPOND AND RETURN COMPLETED FORM BY AUGUST 31ST, 2025 IF POSSIBLE.

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July 17, 2025

THANK YOU STEPHEN!

TIM

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From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
WAHEED CHERAITI	46 - 4080 GARRY ST. RICHMOND BC V7E 6B9		

Please return by: August 31ST, 2025

Thank-you!

July 17, 2025

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From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

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Thank you for taking the time to read the attached.

WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
SHIRLEY LIM ROBERTO LIM	4100 Garry St. "		

August 13, 2025

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From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
Ritva-Lisa Ahvo	4851 Dunfell Road	Ritva-Lisa Ahvo	- Reduce Height - Place on South Side

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July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

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Thank you for taking the time to read the attached. I know this is late, but hope you can include it, we don't need a highrise in Steveston. Everything else is low.

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Name	Address	Signature	Comments
Vicki Lingle	4391 Windjammer Drive		I very much agree. 4 stories max on the south end of the site.

Please return by: August 31ST, 2025

Thank you!

August 13, 2025

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* We totally agree with this petition! The Garry Street and Fentiman Place area is not an ideal place for a large long term care campus and related facilities due to the overburdened traffic and infrastructures already in place. Please seriously listen to concern and reconsider the proposal. Thank You.

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Name	Address	Signature	Comments
Wayne Szeto Ka Hei Leung	11853 Dunford Rd, Richmond.	Wayne Szeto [illegible]	

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Name	Address	Signature	Comments
Victor & Maggie Ko	4900 Dunclaffe Rd Richmond BC V7E 3N1		

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Name	Address	Signature	Comments
Thomas Lai	11848 Dunford Road		

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Name	Address	Signature	Comments
CHUNG CHAK CHONG KELLY SIU.	4751 DUNCLIFFE ROAD RICHMOND BC V7E 3N2		WE OPPOSE TO THE LIONS MANOR PROJECT IN STEVESTON AREA. IT IS MORE APPROPRIATE TO BE LOCATED NEAR THE CITY CENTER.

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Name	Address	Signature	Comments
Avi + Julie Tuchman	4960 Duncliffe Rd		ADAMANTLY OPPOSED!

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Name	Address	Signature	Comments
Peter & Sandra Charles.	4820 Duncliffe Rd	S. Charles	Building should be scaled down, Infastructure is inadequate

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Name	Address	Signature	Comments
DING LING FAN	4928 Dunclitte RD. Richmond		RELOCATE

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Name	Address	Signature	Comments
Jill Mahy Bob Riddell	11893 Dunford Rd Richmond V7E3M6	J Mahy	* Very UNsafe So much congestion for one street! * one way street

PLEASE RESPOND AND RETURN COMPLETED FORM BY AUGUST 31ST, 2025 IF POSSIBLE.

ONLY THIS PAGE NEEDS TO BE RETURNED

August 13, 2025

URGENT ATTENTION REQUIRED

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

As you may be aware, the Vancouver Coastal Health Authority is planning on re-building the Lions Manor at 11771 Fentiman Street in Steveston. The new proposed building will be EIGHT storeys high and have 144 extended long term care beds; 14 hospice beds; a childcare centre, an adult day program, a café and a retail store. While we understand the need for facilities of this nature, we do not agree with the scale of this project at this location for numerous very legitimate reasons. The old Lions Manor, built in the 1970's, provided seniors' affordable housing which was later converted into an extended long-term care facility, however when the original Lions Manor was built there were very few buildings in the immediate vicinity, as it comprised predominantly green space and open fields. Today the area has changed dramatically, with the largest high school in Richmond (R. A. McMath accommodating grades 8 – 12); Lions Housing and Wisteria Independent Living/Buddhist Temple as well as a large established community of single and multi-family homes all located on Garry Street. With all this additional development the vehicular traffic on Garry Street has increased significantly along with large amounts of foot traffic as students walk to and from McMath. To add a new project of this magnitude to the community today would be a huge additional burden to all the residents and students alike.

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Richmond Lions Manor-Fentiman | Vancouver Coastal Health https://www.vch.ca/en/richmond-lions-manor-fentiman

The signed petition can be dropped off at the "HO HO HO HOUSE" – 4280 GARRY STREET, RICHMOND, BC AT THE FRONT DOOR IN THE BOX MARKED "PARCELS"

Thank you for taking the time to read the attached.

WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
Richard Singer	4840 Dunsmuir Rd	Richard Singer	Needs to be scaled back

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Number of programs are too ambitious

July 17, 2025

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From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
Patrick Lemky Anna Read	4620 Windjammer DR RMD	PRead	

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Name	Address	Signature	Comments
TIMOTHY WHITEHEAD	8-4771 GARRY ST, RICHMOND, BC, V7E 2T9		

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Name	Address	Signature	Comments
YUET KAN CHOI	11454 Leeward Gate	Yuet Kan Choi	

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Name	Address	Signature	Comments
Katherine Schwab Robert Schwab	11391 Galleon Crt	Katy Schwab Robert Schwab	all we need is a smaller building like the old one!

Please return by: August 31ST, 2025

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Name	Address	Signature	Comments
Frank	11311 Frigate court		I agree with your concern.

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Name	Address	Signature	Comments
Altaf & Margaret Shaikh -	11331 Schooner Court V7E 4L1		

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Name	Address	Signature	Comments
Joyce Wong Tim Chan	11340 Galleon Ct Richmond V7E4C3		

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Name	Address	Signature	Comments
Bonnie Johnston	4240 Windjammer Drive, Richmond	BJ	I believe this project should be scaled down. As a 26 year resident, the traffic has become dangerous & constant.

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Name	Address	Signature	Comments
Ting Liu	11380 Frigate Crt V7E 4M4		I strongly agree to keep our residential area quiet.

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Name	Address	Signature	Comments
TERESA CHAN	4351 GARRY ST. RICHMOND, BC V7E 2T4		

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WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
G Chung	11388 Leeward Gate		

Please return by: August 31ST, 2025

Thank you!

July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
MITZI SERIZAWA	4331 WINDJAMMER DRIVE	M. Serizawa	Would create more traffic

Please return by: August 31ST, 2025 Thank you!

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Name	Address	Signature	Comments
Bruce McCaughy Isabelle McCaughey	11360 Caravel Court 11360 Caravel Court		Garry St. is almost undriveable as it is – this complex would make it gridlocked even more often

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Name	Address	Signature	Comments
Yvonne Lee	4531 WINDJAMMER DR. RICHMOND		

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Name	Address	Signature	Comments
GLEN GUPANA JOY GUPANA	11211 CLIPPER COURT, RICHMOND BC, V7E 4M3		

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Name	Address	Signature	Comments
Jason Chan	4640 Windjammer dr		

Please return by: August 31ST, 2025 Thank-you!

Shannon

August 13, 2025

URGENT ATTENTION REQUIRED

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Name	Address	Signature	Comments
Shannon Mathers	11717 Yoshida Crt	S Mathers	Not opposed to the project but to the size & height of the building

PLEASE RESPOND AND RETURN COMPLETED FORM BY AUGUST 31ST, 2025 IF POSSIBLE.

ONLY THIS PAGE NEEDS TO BE RETURNED

July 17, 2025

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Name	Address	Signature	Comments
DAN STUART	14-4111 GARRY STREET		
Julie Stuart	14-4111 Garry St. Rmd. BC		

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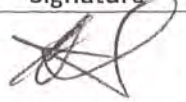
Name	Address	Signature	Comments
DAE SANGARA	12-4771 Garry St.		Definitely not the area for this Project!

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Name	Address	Signature	Comments
Tim Reitsma	11-4111 Garry st, Richmond V7E 2T9		Smaller building!

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Thank-you!

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Name	Address	Signature	Comments
Darlene Burns	4651 Windjammer Dr	Darlene Burns	Garry St traffic is very heavy before + after school.... nearly impossible to leave our development during these times

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From: Concerned Owners/Residents of the Steveston Community

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WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
Bob Burns	4451 Windjammer Drive V7E 4X1	Bob Burns	47 year owner/resident 604 271-7294

Please return by: August 31ST, 2025

Thank-you!

July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

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Name	Address	Signature	Comments
zhuo zhang	11231 Frigate Court		I donot support this high building

Please return by: August 31ST, 2025 Thank you!

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Name	Address	Signature	Comments
Kuldip Gill	4822 GARRY ST.		Need Community Consultation. Building height is a major issue.
Rupi Gill	4822 GARRY ST.		

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Name	Address	Signature	Comments
Stella Wong	4620 Garry Street, Richmond BC		I support the Petition. More Consultation is needed!

July 17, 2025

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Name	Address	Signature	Comments
John Jenner	4433 Garry St. Rmd, V7E 2T9		

Please return by: August 15th, 2025

Thank-you!

August 13, 2025

URGENT ATTENTION REQUIRED

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Name	Address	Signature	Comments
Spenser Rocky	11888 Dunford Rd., Richmond		see below.

PLEASE RESPOND AND RETURN COMPLETED FORM BY AUGUST 31ST, 2025 IF POSSIBLE.

ONLY THIS PAGE NEEDS TO BE RETURNED

A) 8 storeys is way too high.
B) Traffic along Garry already very burdened by McMath
4-5 storeys + some traffic re-jigging is more reasonable.

July 17, 2025

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Name	Address	Signature	Comments
Ken Lam	4351 Garry St Richmond, BC V7E 2Y9		

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Name	Address	Signature	Comments
PATRICIA JOHNSON	#3-4460 GARRY RICHMOND	Patricia Johnson	-PROBLEMS WITH MORE TRAFFIC -PARKING NEEDED? -MORE INFO NEEDED

Please return by: August 15th, 2025

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Name	Address	Signature	Comments
MARC ROBERTSON ANGIE ROBERTSON	19-4460 GARRY ST RICHMOND B.C. V7E 2V2	M Robertson A Robertson	

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Name	Address	Signature	Comments
RICHARD HARVEY	4520 GARRY STR. RICHMOND BC V7E 2V3		LETTER ENCLOSED

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Name	Address	Signature	Comments
Hiro Yodagawa	4271 Garry St	H. Yodagawa	NO LARGE TALL BUILDING

Please return by: August 15th, 2025

Thank you!

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WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
C. Cathcart	4-4460 Garry St		I hope the proposed size of this amazing, mutti-purpose Lions Manor can be reduced
PATRICK CATHCART	4-4460 GARRY ST		

Please return by: August 15th, 2025

Thank-you!

July 17, 2025

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From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
Pearl McDonald MURRAY McDONALD	4440 Garry st 4440 GARRY ST RICHMOND V7E-2V2	Pearl McDonald	

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Name	Address	Signature	Comments
Jamie Montgomery	11784 Fentiman Pl. Richmond, BC V7E 6M6		Build. are too close to the street, too tall, and too boxy.

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Name	Address	Signature	Comments
MAY CHU	4800 Garry St Rich		huge density, busy traffic, can relate to somewhere like farm land.
KANNY WU	4800 Garry St Rich		

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Name	Address	Signature	Comments
Jamie Turner	7-4460 Garry		

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Name	Address	Signature	Comments
Qianwan Zhong	4808 garry st. rmd. BC		

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Name	Address	Signature	Comments
Ian + Margaret MacLean	4593 Garry Street Richmond, B.C. V7E 2T9	Margaret MacLean	Our main concern is overburdened traffic on Garry Street which is already a problem and will only get worse with this development.

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Name	Address	Signature	Comments
HokHei Ryan, Lee	4546 Garry Street		It does not make sense !!!

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Name	Address	Signature	Comments
Kim Owen	15-4080 Garry St Richmond BC		Let's not add more traffic on this already over-stretched 2-Lane road!

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Name	Address	Signature	Comments
MAUREEN FREEMAN	9-4051 GARRY ST		

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Name	Address	Signature	Comments
Jing Wang	4820 Garry St. Richmond		

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WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
HING HO	4291 GARRY STREET		PROJECT TOO OVERSIZE
Marianne S. Cheng	"		

Please return by: August 15th, 2025

Thank you!

July 17, 2025

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From: Concerned Owners/Residents of the Steveston Community

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Name	Address	Signature	Comments
HEIDI AND BRYAN RATH	11768 FENTIMAN PLACE		AGREE WITH ALL OF THE POINTS.

THANK YOU!

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Name	Address	Signature	Comments
Ben Hickey	11720 Yoshida Ct. Richmond, BC.		I support the petition for the reasons mentioned.

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Name	Address	Signature	Comments
Rathy, Shans	6-4051 Garry St. Richmond		

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Name	Address	Signature	Comments
DESY SHIRLEY RAMSAY	25-4460 GARRY ST.		

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Name	Address	Signature	Comments
HING C. HO	4291 GARRY ST. RICHMOND. BC		

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Name	Address	Signature	Comments
AREA JENSEN	11740 YOSHIDA Court Richmond		NO BIG BUILDING SOMETHING SMALL THAT BLEND IN,

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Name	Address	Signature	Comments
MIKE SHACKLE	4220 GARRY STREET		

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Name	Address	Signature	Comments
Ian Daiminger	13-4080 Garry St.	Ian Daiminger	The building would ruin the landscape

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Name	Address	Signature	Comments
Amy Daminger	13-4080 Garry St Richmond BC V7E 6J9		

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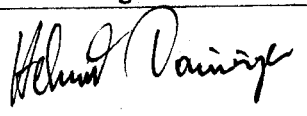
Name	Address	Signature	Comments
HELMUT DAIMINGER	13-4080 GARRY ST. RICHMOND, BC		

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The signed petition can be dropped off at the "HO HO HO HOUSE" – 4280 GARRY STREET, RICHMOND, BC AT THE FRONT DOOR IN THE BOX MARKED "PARCELS"

Thank you for taking the time to read the attached.

WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
Emeet Duhra	26-4460 Garry St. Richmond V7E 2V2		

Please return by: August 15th, 2025

Thank-you!

July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

Re: Proposed Richmond Lions Manor-Fentiman Long-Term Care Facility.

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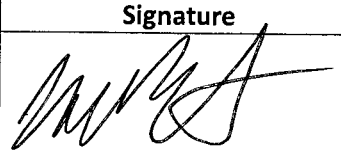
Name	Address	Signature	Comments
MICHAEL THIBERT	11786 FENTIMAN PLACE		BUILDING HEIGHT, SITE PLACEMENT DENSITY & TRAFFIC PARKING CONCERNS

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Name	Address	Signature	Comments
JUDY ORCUTT	#9-4111 GARRY ST. RICHMOND V7E 2T9	J Orcutt	

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Name	Address	Signature	Comments
Samvol Kemp	3726 garry st Richmond		

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Name	Address	Signature	Comments
D F. BROWN	4/200 GARRY ST	Don F Brown	2 BKS

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Name	Address	Signature	Comments
H. YOSHIGAWA	4271 GARRY ST	H. Yoshigawa	NO TALL BUILDINGS

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Name	Address	Signature	Comments
Nicole McLeod	26-4080 Garry St	Nicole McLeod	604-307-8767

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Name	Address	Signature	Comments
Marie Nuda	4-9111 Garry St.	Marie Nuda	Much needed facility but on a smaller scale
Charlene deFaye	" " "	Charlene de Faye	

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Name	Address	Signature	Comments
DAVE McKINNON WENDY McKINNON	11764 FENTIMAN PLACE		SEE EMAIL OF SEPT 27/24 SENT TO VAN. COASTAL HEALTH & RICH. COUNCIL

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Name	Address	Signature	Comments
Gagan Mann Scott Moreseaux	17-4111 Garry St Richmond BC V7E 2T9		

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Name	Address	Signature	Comments
Ralph and Susan Roberts	4226 Garry Street	S Roberts.	major concerns regarding this development. I agree with the two attached letters.

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WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
Rachel Lawrence Josh Akrin	11766 Fentiman Pl. Richmond, BC V7E 6M6	RLawrence Josh Akrin	This building should NOT be on this tiny, quiet and peaceful street.

July 17, 2025

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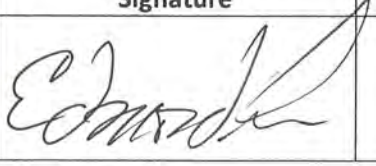
Name	Address	Signature	Comments
EDMOND LEE	11780 FENTIMAN		

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Name	Address	Signature	Comments
Andrew Rogers	11731 Fentiman Place		This scale + density of this project needs to be reconsidered.

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Name	Address	Signature	Comments
David Chang	103, 4211 Garry St. Richmond V7E2T9		NO Comments

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Name	Address	Signature	Comments
TONG TONG CHEN & PENG WANG	4240 Garry St. Richmond		We are deeply concerned about the environmental damage and safty concerns that will bring to our comm by launching this pr

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Name	Address	Signature	Comments
Natalie Oleksiy	11-4051 Garry St. Richmond, BC.		we don't need high-rises in Steveston.

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Name	Address	Signature	Comments
LINDA SHIRLEY MICHAEL SHIRLEY	4039 GARRY ST.	Linda Shirley Michael Shirley	THERE NEEDS TO BE A COMMUNITY IMPACT ASSESSMENT CARRIED OUT!! THE PLAN SHOWS NO FORETHOUGHT!!

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Name	Address	Signature	Comments
XIQUAN HU	12-4051 Garry St.	胡喜全	

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Name	Address	Signature	Comments
Fanchao Li Leng Ting Zhang	4160 Garry St. Richmond, BC	Fanchao Li Leng Ting Zhang	We support this petition. Please reconsider the proposed scale. Thank you.

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Name	Address	Signature	Comments
Pierre Ngo	#3 - 4109 Garry St. Richmond		*Proposed Scale should be reduced or should otherwise be located elsewhere

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Name	Address	Signature	Comments
Alex Murphy AFSANEH ERFAN	11726 Yoshida Court.	a. Murphy Afsaneh Erfan	Thanks ! Suggested new location where old super Grocer was.

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The signed petition can be dropped off at the "HO HO HO HOUSE" – 4280 GARRY STREET, RICHMOND, BC AT THE FRONT DOOR IN THE BOX MARKED "PARCELS"

Thank you for taking the time to read the attached.

WE, THE UNDERSIGNED, SUPPORT THIS PETITION; OPPOSITION TO THE PROPOSED RICHMOND LIONS MANOR-FENTIMAN LONG-TERM CARE CAMPUS – 11771 FENTIMAN STREET, RICHMOND, BC

Name	Address	Signature	Comments
JACQUELINE HIEW	10111 FRESHWATER DRIVE	J Hiew	

July 17, 2025

To: The Owner/Resident of the Steveston Community

From: Concerned Owners/Residents of the Steveston Community

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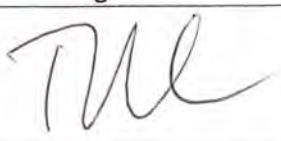
TIM + SYROZE EVANS	8-4111 GARRY ST, RICHMOND		

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Name	Address	Signature	Comments
Ronald Calderon	45-8080 Garry St. Richmond BC		8 stories? that is insane!

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Name	Address	Signature	Comments
J. Bulat	29-4080 Garry St Richmond.		I do not approve high rises

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Name	Address	Signature	Comments
ANN REVELL RICHARD REVELL.	11300 CARAVEL CRT	Ann Revell R.T. Revell.	WE AGREE.

Please return by: August 31ST, 2025

Thank you!

Name	Address	Signature	Comments
HELINA CLEMENT	11733 YOSHIDA COURT	Helina Clement	Strongly oppose this project!

Annotated Excerpt of the Meeting Minutes from

Advisory Design Panel

Wednesday, June 19, 2025

[As this is a rezoning application, formal comments and a Panel Decision did not occur. Informal review comments below were provided, followed with design responses in ***'bold italics'***]

3. RZ 25-005701 - VANCOUVER COASTAL HEALTH 8-STOREY HEALTH SERVICE, MAJOR DEVELOPMENT INCLUDING APPROXIMATELY 144 LONG-TERM CARE BEDS, 14 HOSPICE BEDS, ADULT DAY CARE, CHILD CARE AND ACCESSORY USES

ARCHITECT:	Zeidler Architecture
LANDSCAPE ARCHITECT:	Perry + Associates
PROPERTY LOCATION:	11771 Fentiman Place

Panel Discussion

Comments from Panel members were as follows:

- appreciate the applicant's presentation – ***Noted***;
- appreciate the household grouping concept which is a good way to create a home-like atmosphere in the long-term care facility – ***Noted***;
- consider installing more accessible parking spaces for the proposed development – ***Considered***;
- appreciate the well thought-out project and the applicant's presentation – ***Noted***;
- appreciate the consideration for caregiver and visitor accommodation for the long-term care and hospice rooms – ***Noted***;
- appreciate the well-considered project and the applicant's presentation – ***Noted***;
- appreciate the integration of different uses for the proposed development to create a more cohesive facility – ***Noted***;
- investigate opportunities to further integrate the proposed development into the park; look at ways to enable residents to experience the park from open/outdoor areas of the building and from their rooms – ***Considered. Design improved with extending third floor outdoor amenity terrace towards park and increasing planting from Park edge to building***;
- consider ways to make the child care facility or play area visible from the main entrance to the development to improve the entrance and better integrate the child care facility with the long-term care facility – ***Considered. Child Care fencing to be designed as playful structure, which will make the facility more visible***;

- review the location and design of the drop-off area to ensure the efficient movement of vehicles and people due to the mixed uses of the proposed development; also consider the line of sight to the surface parking spaces from the drop-off area – ***Continuing to review through detail design. Weather protection canopy provided***;
- the proposed design of the building is complex in relation to its proposed uses and will have cost implications; consider getting pre-construction advice to simplify the design of the building and minimize cost – ***Noted***;
- the building appears institutional; consider a more residential design for the building and de-emphasize its institutional aspects considering its location in a residential neighbourhood and to better address the needs and preferences of residents and other users – ***Design improved with additional colour, articulation of building planes, and window detailing to visually break down the building massing and increase residential aesthetic and feel***;
- the proposed building looks institutional; support the Panel comment to make it more residential in character; consider adjusting the height of some parts of the building if necessary in order create a more residential feel for the building – ***Comment addressed above***;
- support the programming and inter-generational aspects of the proposed development – ***Noted***;
- the project is moving in the right direction – ***Noted***;
- appreciate the forward-looking project – ***Noted***;
- the ground level elements of the building could be made more distinctive to break down the long façades of the building; support the Panel comment that the child care facility could be relocated to the front and be the face of the building to improve the design of the main building entrance and bring out some elements of scale – ***Design improved with planting to help visually break down massing of the façade. Outdoor play area of the Child Care facility is located both in front of the building and behind the building and is visually prominent at the front of the building***;
- support the proposed use of colours which is a work in progress – ***Noted***;
- the scale needs some improvement; the size of the balconies makes the building look bigger and would present a challenge in terms of balancing cost and successful design – ***Design improved by reducing scale of balconies***;
- overall, the project is successful but needs to improve its frontages – ***Comment addressed above***;
- the project is needed by the community and appreciate its holistic approach – ***Noted***;
- support the Panel comments to mitigate the institutional look of the building – ***Comment addressed above***;
- support the Panel comment to bring the character of the park/nature into the overall design of the building (e.g. on the face of and inside the building) to provide residents,

caregivers and other users of the building a stronger connection to the park/nature to enhance their well-being – ***Comment addressed above***;

- agree with Panel comments regarding the scale of the building; consider making the building façades more porous to provide better connection to the people coming in and out of the building – ***Considered. The central lobby public area is very porous. The design also addresses access and privacy needs in areas of the building for Long Term, Hospice, Child Care, and Adult Day Care uses***;
- appreciate the project and the applicant's intention to provide the needed health care services to the community – ***Noted***;
- support the Panel comments to create a stronger connection from the park/nature to the building particularly to the hospice facility not only for the well-being of residents but also of caregivers and visitors; review the location of the hospice facility on the north side of the building which is away from the park – ***Considered. As noted above, the connection of the building third floor amenity space to the park has been enhanced. The Hospice use is located on the third floor, close to the outdoor amenity space overlooking the Park. The building massing has been pulled to the south end of the site and on each of the upper floors contains Long Term Care use as the same floor plate is required for this use***;
- understand the rationale for the proposed massing; however, it would create a lot of shaded areas, e.g. on the south courtyard, the lower garden court, and the outdoor area by the child care facility; consider ways to mitigate the shaded condition of these areas – ***Considered. Courtyard design opened up to increase sunlight***;
- consider ways to (i) reground the building in the context of its location in Steveston, (ii) increase the porosity of the building particularly on the north side to enhance the connection of the building to the community, (iii) improve the connection of the child care facility to the street, and (iv) simplify the massing of the building to relate it more directly to the ground – ***Comments addressed above***;
- support the Panel comment regarding the need to provide more accessible parking spaces in the development – ***Comment addressed above***;
- appreciate the complex and interesting project; appreciate the applicant's efforts to engage the various stakeholders of the project – ***Noted***;
- the institutional look of the building especially if viewed from the street is the result of (i) open spaces being internalized into the courtyard which is boxed in by the adjacent mid-rise buildings to the west, and (ii) angling the building which compartmentalizes the outdoor amenity areas on the west – ***Comments addressed above***; and
- investigate ways to (i) provide more porosity to the development from the park and the street to bring in more daylight into the development and enhance the connection of the park to the building and its residents and users, and (ii) mitigate the compartmentalization of and shadowing on the outdoor amenity spaces on the west side – ***Comments addressed above***.

City of Richmond

Rezoning Considerations

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

Address: 11771 Fentiman Place **File No.:** RZ 25-005701

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10721, the developer is required to complete the following:

Payments

1. (**Fees - Public Hearing Notices**) Payment of all fees in full for the cost associated with required mailed notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
2. (**Tree Replacement Contribution**) City acceptance of the developer's offer to voluntarily contribute $34,536.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. This amount comprises $1,536.00 in compensation for removal of 1 City tree (#101) and $33,000.00 in compensation at a 2:1 ratio for the removal of 28 trees from the site at a rate of $750 per replacement tree not planted on-site.

Tree Management

3. (**Tree Protection Fencing**) Installation of appropriate tree protection fencing around all trees to be retained (#30, 102, 103, 346 and as needed to protect trees on neighbouring properties) as part of the development prior to any construction activities occurring on-site.
4. (**Arborists Contract**) 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 or protected (#30, 102, 103, 346 and as needed to protect trees on neighbouring properties). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

Security Agreements and Securities

5. **(On-site Tree Survival Security)** Entering into a Tree Survival Security legal agreement and submission of a cash or Letter of Credit Tree Survival Security to the City in the amount of $20,000.00 for the two trees (#30 and 346) to be retained on-site. Security to be released one year after construction completion subject to the project Arborist submitting an assessment report confirming the successful protection and retention of the trees to the satisfaction of the City.
6. (**City Tree Survival Security**) Entering into a Tree Survival Security legal agreement and submission of a cash or Letter of Credit Tree Survival Security to the City in the amount of $20,000.00 for the two City trees (#102 and 103) to be retained. Security to be released one year after construction completion subject to the project Arborist submitting an assessment report confirming the successful protection and retention of the trees to the satisfaction of the City.
7. (**Landscape Security**) Provision of a Landscape Security to the City in the amount of $1.908,600.00 for the installation of landscaping including the planting of 12 replacement trees on-site. Entering into a Landscape Security legal agreement and submission of a Letter of Credit security or alternate to the satisfaction of the Director, Development. Security to be released one year after construction completion subject to the project Landscape Architect submitting an assessment report confirming the successful installation to the satisfaction of the City.

Legal Agreements

8. (**Flood Indemnity Covenant**) Registration of a flood indemnity covenant on title (Area A).
9. (**Noise Mitigation**) Registration of a legal agreement on Title indicating requirement to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from building mechanical equipment will comply with the City's Noise Bylaw.
10. (**Discharge**) Discharge of the obsolete Development Variance Permit notice from Title regarding previous telecommunications infrastructure installation on the previous building.

Initial: _____

Separate Applications

11. (**Servicing Agreement**) Enter into a Servicing Agreement* for the design and construction of required works. A Letter of Credit, cash security or surety bond for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following:

    A. Park Works:
        a. (Steveston Park) The existing pathway connection from the site's South property line to the existing Steveston Park pathway is to be removed and replaced with sod to match the surrounding park area.
        b. (Street Tree Retention) Protection of two City trees (#102 and 103) as per Arborist contract and Tree Survival Security secured through the rezoning.
        c. (Street Tree Planting) To support long-term tree health and maximize soil volumes for new street trees, provide structural soil cells beneath the Fentiman Place sidewalk to achieve a continuous soil depth of 900 mm for new street tree planting.

    B. Transportation Works:
        a. (Fentiman Place) Construct the following upgrades along the site's full Fentiman Place frontage:
            i. From west to east, starting at the subject site's east property line:
                (1) 1.5 m wide concrete sidewalk;
                (2) Boulevard planted with street trees or grass; and
                (3) 0.15 m wide curb and gutter to match existing curb alignment.
            ii. Sidewalks to be transitioned to meet the existing conditions beyond the subject site through a reverse curve design.
            iii. Sidewalk may need to meander locally for retention of existing trees.
            iv. Construct two vehicular access driveways in accordance with the City's Engineering Design Specifications.
            v. Construct new curb returns and letdowns at the southeast corner of the subject site.
        b. (North-South Pathway) Within Steveston Park south of the subject site, construct a new 2.0 m wide public pathway behind curb and gutter along the western edge of the existing parking and vehicle turnaround area, connecting to the new Fentiman Place sidewalk and to the existing asphalt pathway south of the turnaround area.
        c. (East-West Park Pathway) Along the south edge of the subject site within Steveston Park, re-instate sections of the existing asphalt pathway as required to accommodate tie-in to the new Fentiman Place sidewalk, to accommodate tie-in to the new north-south pathway, to accommodate the removal of the existing pathway connection to the southwestern corner of the subject site, and to accommodate the construction of any needed utility works as per Engineering requirements.
        d. (Vehicle Parking and Turnaround Area) At the south end of Fentiman Place within Steveston Park, local improvements to the existing vehicle parking and turnaround area to optimize parking, potentially to include the construction of curb stops, signage and line painting.

    C. Water Works:
        a. Using the OCP Model, there is 130 L/s of water available at a 20 psi residual at the Fentiman Place frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
        b. At Developer's cost, the Developer is required to:
            i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
            ii. Install approximately 155 m of new water main along Fentiman Place, from the existing 200 mm diameter PVC water main at the intersection of Garry Street & Fentiman Place to the south property line of the development site. Alignment and details such as the diameter and fittings of the new water main shall be determined via the servicing agreement design.

Initial: _____

iii. Remove and legally dispose off-site the existing water main along Fentiman Place to the extent of the proposed water main upgrade.

iv. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) plus any appurtenances (for example, the bypass on W2n-SD) plus 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the servicing agreement process.

v. Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use. At minimum, one additional hydrant on the Fentiman Place frontage is required. Fire department approval is required for all fire hydrant installations and relocations.

vi. Install one new water service connection off of the proposed water main along Fentiman Place frontage complete with water meter and meter box in a right-of-way which will be provided by the developer as per City's specifications.

c. At Developer's cost, the City will:

i. Cut, cap, and remove the existing water service connection and meter to the development site.

ii. Reconnect all existing water service connections and hydrant leads to the new water main.

iii. Complete all tie-ins for the proposed works to existing City infrastructure.

D. Storm Sewer Works:

a. At Developer's cost, the Developer is required to:

i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.

ii. Perform a capacity analysis to size the proposed storm sewer and drainage conveyances in Fentiman Place. The analysis shall consider both the existing condition and the 2041 OCP condition, and include runoff from the future roads proposed in the OCP. The minimum diameter of the new storm sewer shall be 600 mm as per City specifications.

iii. Install approximately 150 m of new storm sewer from Garry Street to the north property line of 4131 Chatham Street, complete with manholes. Connect the proposed storm sewer to the existing storm sewer at Garry Street via a new manhole. Alignment and details such as the slope and high point of the new storm sewer shall be determined via the servicing agreement design.

iv. Fill and abandon, as per MMCD, the existing storm sewer along Fentiman Place to the extent of the proposed storm sewer upgrade.

v. Install one new storm service connection off of the proposed storm sewer main, complete with inspection chamber, as per City specifications to service the development site.

vi. Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewer.

b. At Developer's cost, the City will:

i. Cut and cap the existing service connection to the development site and remove the existing inspection chamber.

ii. Complete all tie-ins for the proposed works to existing City infrastructure.

E. Sanitary Sewer Works:

a. At Developer's cost, the Developer is required to:

i. Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.

ii. Upgrade the existing 150 mm diameter AC sanitary sewer along the north property line to 200 mm diameter PVC as per the City's Engineering specifications. This requirement is waived on the condition that the existing hedge along this sanitary sewer main will be retained.

iii. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the Servicing Agreement.

(1) That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the north, south and west property lines and sanitary force main along the east property line) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the existing sanitary pipes as recommended by a professional geotechnical engineer.

(2) That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the City utilities/infrastructure (i.e. sanitary main along the north, south and west property lines and sanitary force main along the east property line).

(3) That impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing infrastructures around the proposed site (i.e. sanitary main along the north, south and west property lines and sanitary force main along the east property line) are determined by the Geotechnical Engineer. If the existing infrastructures will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures shall be done prior to start of the site preparation works at developer's cost.

(4) Pre and post pre-load and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.

(5) Ensure that the existing sanitary sewer system along the north, south, west and east property lines remains operational during any preload and/or construction phase. If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the Servicing Agreement, at the developer's costs, after completion of the site preparation and/or building construction works.

(6) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.

iv. Perform capacity analyses to confirm that the existing sanitary main and existing Garry sanitary pump station are adequate to service the proposed development. If the capacity analyses indicate that the existing sanitary sewer and pump station are inadequate to service the proposed development then the existing sanitary sewer and pump station shall be upgraded. The pump station upgrade may include replacement of the pumps, kiosks, antenna and provision of a BC Hydro PMT.

v. Replace the BC Hydro PMT that services the existing Garry sanitary pump station to address conflict between the existing PMT and the proposed building. The developer shall reach out to BC Hydro to coordinate the required replacement of the existing PMT. Replacement of the existing PMT shall be completed prior to start of site preparation works (e.g., preload, DSM wall if required, etc.) or prior to Engineering sign off on the Building Permit application of the proposed project, whichever comes first. Completion of the required PMT replacement shall be a condition of Building Permit issuance. Details of the location of the required PMT replacement shall be finalized in the servicing agreement design review.

vi. Install one new sanitary service connection complete with inspection chamber off of the existing manhole SMH4867 at the west property line.

b. At Developer's cost, the City will:

i. Complete all tie-ins for the proposed works to existing City infrastructure.

ii. Cut and cap the existing service connection and remove associated inspection chamber.

F. Street Lighting:

a. At Developer's cost, the Developer is required to:

i. Upgrade street lighting along Fentiman Place (from Garry Street to Steveston Park boundary) according to the following:

ii. Fentiman Place (Center median lighting)

(1) Provide roadway lighting calculations as per City of Richmond Standards

Initial: _____

(2) Roadway lighting at back of curb in center of median strip: Type 3A Custom Decorative Luminaire Pole (Refer to City of Richmond drawing no. 627046-12-09 for details), including 1 Signify Lumec Richmond Custom BR20 LED Luminaire.

(3) Pole and Luminaire colour: Powder coated in smooth gloss Grey finish (RAL7040)

G. General Items:

a. At Developer's cost, the Developer is required to:

i. Complete other frontage improvements as per Transportation requirements.

ii. Coordinate with BC Hydro, Telus and other private communication service providers:

(1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.

(2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

(3) To underground overhead service lines.

iii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to Servicing Agreement design approval:

- BC Hydro PMT - 4.0 x 5.0 m
- BC Hydro LPT - 3.5 x 3.5 m
- Street light kiosk - 1.5 x 1.5 m
- Traffic signal kiosk - 2.0 x 1.5 m
- Traffic signal UPS - 1.0 x 1.0 m
- Shaw cable kiosk - 1.0 x 1.0 m
- Telus FDH cabinet - 1.1 x 1.0 m

iv. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

v. Provide a video inspection report of the existing sanitary sewer along the north, south, and west property lines and the sanitary force main along the east property line of the development site prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.

vi. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the Servicing Agreement design.

vii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.

viii. Submit a proposed strategy at the Building Permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate

Initial: _____

facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.

ix. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

x. Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

(1) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.

(2) Pipe sizes, material and slopes.

(3) Location of manholes and fire hydrants.

(4) Road grades, high points and low points.

(5) Alignment of ultimate and interim curbs.

(6) Proposed street lights design.

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

xii. The water main and storm sewer upgrade works that are required beyond the development frontages may be eligible for a latecomer agreement. This is subject to submission by the developer of a latecomer agreement application which shall be reviewed and approved by the City prior to the developer entering or signing the preliminary servicing agreement documents.

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

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

Note:

* This requires a separate application.

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

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

Initial: _____

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.
- If the development will be constructed in phases and stratified, a Phased Strata Subdivision Application is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an Air Space Parcel Subdivision Application is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- 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 version on file]

_____ _____

Signed Date

City of Richmond

Bylaw 10721

Richmond Zoning Bylaw 8500
Amendment Bylaw 10721 (RZ 25-005701)
11771 Fentiman Place

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 21 – Site Specific Residential (Other) Zones, in numerical order:

"21.13 Health Care (ZR13) – Fentiman Place (Steveston)

21.13.1 Purpose

This **zone** provides for health care, long-term care, adult day care, **child care** and accessory **uses**.

21.13.2 Permitted Uses

- **Child Care**
- **Community care facility, major**
- **Congregate housing**
- **Health service, major**

21.13.3 Secondary Uses

- **Restaurant**
- **Service, personal**

21.13.4 Additional Uses

- n/a

21.13.5 Permitted Density

1. The maximum **floor area ratio** is 2.0.

21.13.6 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 55%.

21.13.7 Yards & Setbacks

1. Minimum **setbacks** shall be:

   a) for the **front yard**: **6.0 m** for the first three **storeys** and minimum 11.0 m above the first three **storeys**.

   b) for the **rear yard**: 6.0 m.

c) for the south **side yard**: 3.0 m for the first three **storeys** and minimum 10.0 m above the first three **storeys**.

d) for the north **side yard** interface with residential use: 6.0 m for the first three **storeys** and minimum 20.0 m above the first three **storeys**.

e) for parts of the **building** situated below finished **grade**: 3.0 m.

2. Architectural features such as cornices, leaders, pilasters, fins and sills may project into a required **setback** but may not project more than a distance of 0.75 m.

21.13.8 Permitted Heights

1. The maximum **height** for **buildings** is 40.0 m, but containing no more than 8 **storeys**.

2. The maximum **height** for **accessory structures** is 12.0 m.

21.13.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 7,400 m^2.

21.13.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

21.13.11 On-site Parking and Loading

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

2. On-site **loading spaces** shall be provided according to the standards set out in Section 7.0, except that 2 medium size **loading spaces** shall be required.

3. On-site bicycle parking shall be provided according to the standards set out in Section 7.0, except that the minimum number of Class 2 bicycle spaces shall be 20.

21.13.12 Other Regulations

1. **Restaurant** and **Service, Personal secondary uses** are only permitted if they are located within the same **building** as a **principal use**.

2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of the Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"HEALTH CARE (ZR13) – FENTIMAN PLACE (STEVESTON)"**.

P.I.D. 016-621-662
Lot "A" Section 2 Block 3 North Range 7 West New Westminster District Plan 87236

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10721".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
SB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 22, 2025
From:	Joshua Reis Director, Development	**File:**	08-4045-01/2025-Vol 01
Re:	**Updating Development Permit Area Exemptions**		

Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, to update the Development Permit Area Exemptions criteria to provide an inflationary adjustment to the exterior alterations exemption threshold and to add a new exemption for exterior envelope repairs required due to water ingress, be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in conjunction with:
   a. the City's Financial Plan and Capital Program; and
   b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*; and
3. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5403, is hereby found not to require further consultation.

Joshua Reis
Director, Development
(604-247-4625)
JR:ac
Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Policy Planning	☑	
Building Approval Department	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

8189995

Staff Report

Origin

The Official Community Plan (OCP) includes Development Permit (DP) Areas and Guidelines that inform the project approvals process and are intended to promote a high standard of development, support community character and safety and protect Environmentally Sensitive Areas (ESA).

As part of staff's regular monitoring of development controls and through developer and builder feedback, it is proposed that the DP exemption criteria for renovations to existing buildings be updated to reflect current economic conditions and local development needs, and to streamline approvals for building envelope repair in response to water ingress. The proposed changes to the exemption criteria generally include the following and apply to all DP Areas except ESAs, protected heritage properties and properties within the Steveston Village Heritage Conservation Area (SVHCA):

- Inflationary increase to the construction value for exterior renovations for all buildings except neighbourhood public houses, from $75,000 to $150,000; and
- Exempting the repair of a building's exterior envelope where such works are required due to water ingress, and the repairs are comparable with the building's existing materials, colours and general form and character.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

> *Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*
>
> *2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.*

Background

The Local Government Act gives local governments the authority to designate Development Permit Areas. Section 14 of the OCP establishes DP areas and exemptions. Where new development is in a DP Area, a DP is required prior to the issuance of a Building Permit (BP), unless otherwise exempted from a DP in accordance with criteria outlined in the OCP.

Public Consultation

Attachment 1 includes a summary of consultation with respect to the Local Government Act and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Should Council grant first reading to the proposed amendments, the bylaw will be forwarded to the next Public Hearing, where members of the public will have an opportunity to participate.

Analysis

1. **Increasing the DP construction value exemption threshold to $150,000 for all exterior building renovations (except neighbourhood public houses, protected heritage properties, development within the SVHCA, or development in an ESA).**

The existing DP exemption threshold for exterior renovations to all buildings is where the construction value is less than $75,000, excluding neighbourhood public houses, protected heritage properties, development within the SVHCA and development in an ESA. Where construction value of the exterior works are $75,000 or greater, a DP is required. This threshold was established in 2012. The DP construction value exemption ensures that minor façade improvement projects with limited impact on community form and character are able to proceed without the requirement for a detailed technical and design review process.

Based on inflation adjustments informed by the Building Construction Price Index (BCPI) for Vancouver, construction costs have increased by approximately 73.4 per cent since 2012. This increase means that the current exemption threshold, which is based on 2012 costs, no longer accurately reflects today's construction costs. Raising the threshold to account for inflation and current market conditions better enables the exemption criteria to maintain its original purpose.

When the existing construction value threshold of $75,000 is adjusted in line with this inflation rate, it establishes an equivalent construction value for 2025 of approximately $130,000. This analysis shows that the existing construction value threshold of $75,000 is significantly lower than current construction values.

The proposed amendment would increase the construction value exemption threshold to $150,000 to account for both inflation and ongoing market conditions and construction cost increases. Establishing a rate marginally above the inflation rate for 2025 reduces the need for frequent threshold adjustments to address short-term inflation and construction cost fluctuations, thereby providing greater predictability for developers, builders and staff. Staff will periodically review the construction value exemption threshold to ensure it reflects market conditions and maintains its original purpose and value. This could be undertaken at the time of the provincially mandated five-year OCP reviews to ensure it continues to reflect current market conditions at that time.

The proposed amendments do not affect the type of development subject to a DP within the SVHCA. A DP is required for all development in the SVHCA with the exception of: interior renovations: minor repair and maintenance that does not involve a change in design, materials, finishes of appearance; demolition associated with a development application (e.g. rezoning); and exterior renovations to identified heritage resources that are subject to a Heritage Alteration Permit or Heritage Revitalization Agreement.

2. **Exempting exterior building repairs where they are associated with building envelope failure and resultant water ingress (except protected heritage properties, development within the SVHCA, or development in an ESA).**

As buildings age, they require repair and maintenance to ensure they are safe for their intended use. In some instances, the repair of a building envelope is urgently required, and a timely

permitting process is necessary. This is particularly important for residential buildings where a compromised building envelope can impact resident safety.

Staff regularly receive inquiries from property owners seeking to understand whether repair works to address building envelope failure and resultant water ingress require a DP.

The City has a practice of not requiring a DP where the repairs are necessary to address water ingress issues that pose a public or resident safety concern, provided the exterior form and character of the building are not being substantially altered. In such cases, staff have undertaken a preliminary review of the proposed works and require a signed and sealed letter from a qualified professional confirming the necessity of the repairs and verifying that materials are being replaced on a like-for-like basis.

The proposed amendment clarifies and formalizes this existing practice of exempting these works from a DP and creates transparency around the City's service level response to building envelope failures that present safety concerns. Staff will continue to require the submission of a signed and sealed letter from a registered professional engineer verifying the requirement for the repair works, and replacement of exterior building materials and colours being comparable to the building's existing materials, colour and general form and character. Qualifying repair works would still be required to obtain a BP prior to commencement. Given the narrow scope of these types of applications, staff are able to promptly review and process them.

Financial Impact

None.

Conclusion

Amendment Bylaw 10719 proposes changes to the current DP exemption requirements, including an increase to the construction value exemption threshold for exterior building renovations to account for inflation between 2012 and 2025 and ongoing market conditions, and an exemption for exterior building repairs where they are associated with water ingress, verified by a registered qualified engineer and are comparable to the building's existing form and character. The proposed amendments are expected to improve efficiency and generally maintain the City's form and character objectives.

It is recommended that OCP Bylaw 9000, Amendment Bylaw 10719, be introduced and given first reading.

Alex Costin
Planner 1
(604-276-4200)
AC:js
Att. 1: OCP Consultation Policy and Summary of Consultation with Key Stakeholders

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission	No referral necessary because the the scope of the proposed amendment does not impact agricultural uses.
Richmond School Board	No referral necessary because the proposed OCP amendment does not increase number of dwelling units or number of households with school aged children. (See below)
Board of Metro Vancouver	No referral necessary because the scope of the proposed OCP amendment does not affect the City's Regional Growth Statement.
Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen & Musqueam)	No referral necessary.
TransLink	No referral necessary.
Vancouver Port Authority & Steveston Harbour Authority	No referral necessary.
Vancouver International Airport Authority (Federal Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or Aircraft Noise
Richmond Coastal Health Authority	No referral necessary.
Community Groups & Neighbours	No referral necessary, the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal & Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

City of Richmond

Bylaw 10719

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719 (Development Permit Area Exemptions)

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Subsection 14.1.6.1 (Development Permit Area Exemptions) by:

   a. inserting the following as a new first bullet:

   "• repair of all buildings where a signed and sealed letter from a registered professional engineer identities that such repair to the building's exterior envelope is required due to water ingress and where the repair works are comparable to the building's existing materials, colours, and general form and character;"

   b. replacing the bullet "exterior renovations of all buildings, except neighbourhoods public houses, which cost less than $75,000" with "exterior renovations of all buildings, except neighbourhoods public houses, which cost less than $150,000;"

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10719".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
AC
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

8188469

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 31, 2025
From:	Kim Somerville Director, Community Social Development	**File:**	08-4055-20-RAFR1/Vol 01
Re:	**World Health Organization Global Network for Age-Friendly Cities and Communities Membership**		

Staff Recommendations

1. That the City apply for membership to the World Health Organization Global Network for Age-Friendly Cities and Communities, as outlined in the report titled "World Health Organization Global Network for Age-Friendly Cities and Communities Membership", dated October 31, 2025, from the Director, Community Social Development; and

2. That a letter be prepared for the Mayor's signature in support of this application.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Housing Office	☑	
Parks Services	☑	
Policy Planning	☑	
PRC Planning & Strategic Initiatives	☑	
Public Works	☑	
Recreation & Sport Services	☑	
Transportation	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

8169181

Staff Report

Origin

Age-friendly communities are designed to foster healthy and active aging in place. The age-friendly movement was initiated by the World Health Organization (WHO) in 2007 to promote global best practices for inclusive and accessible communities for seniors. Central to an age-friendly approach is the active engagement of seniors in the planning of physical and social environments. Commitment to age-friendly planning approaches equip communities to be proactive and responsive to diverse aging-related needs as the proportion of seniors continues to grow in cities across Canada.

This report provides an overview of the WHO Global Network for Age-Friendly Cities and Communities and seeks Council's approval for the City of Richmond to apply for network membership.

This report supports the Council's Strategic Plan 2022–2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

> *Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

This report also supports Council's Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

This report supports City of Richmond Seniors Strategy 2022–2032 Strategic Direction #1:

> *Age-Friendly Neighbourhoods that Support Seniors to Age in Place.*

This report also supports City of Richmond Seniors Strategy 2022–2032 Strategic Direction #5:

> *Planning for a Growing Population of Seniors.*

Analysis

Background

Seniors aged 55 years and over are the fastest growing demographic in Richmond, currently making up 35 per cent of the population and projected to reach 39 per cent by 2036. Richmond residents also live longer than most Canadians, with an average life expectancy of 86.8 years, higher than both provincial and national averages. These trends reinforce the need for sustained age-friendly efforts to build a community that is inclusive, accessible and socially connected for all seniors.

The City of Richmond has a long-standing commitment to planning for seniors' well-being, as demonstrated by the following Council-endorsed plans that support healthy, active aging:

- Older Adults Service Plan (2008–2012);
- Seniors Service Plan (2015–2020);
- Age-Friendly Assessment and Action Plan (2015–2020);
- Dementia-Friendly Community Action Plan (2019); and
- Seniors Strategy (2022–2032).

Actions within these plans, complemented by other City strategies, are aimed at creating supportive environments, strengthening services and programs and ensuring that seniors are safe, respected, healthy and actively engaged in their communities.

In 2015, Richmond was formally recognized as an Age-Friendly BC Community (AFBC) by the Province of British Columbia, reflecting the City's long-standing commitment to supporting seniors' well-being through City planning and service delivery. This designation affirmed the City's leadership in age-friendly planning and strengthened its ability to secure funding to implement seniors planning initiatives from provincial and federal grant programs. Membership in the WHO Global Network for Age-Friendly Cities and Communities would connect Richmond to a global community of practice and provide opportunities to learn from and share best practices worldwide.

WHO Global Network for Age-Friendly Cities and Communities

The WHO established the Global Network for Age-Friendly Cities and Communities (the Network) to connect cities and communities around the world with a shared goal of making communities great places to age in place. The Network's mission is to inspire change, facilitate knowledge exchange among cities worldwide and support the development of innovative and evidence-based solutions for aging populations.

Currently 1,739 cities and communities across 57 countries are members of this network, including over 100 in Canada and six in British Columbia, including Cranbrook, Maple Ridge, Oliver, Saanich, Surrey and West Vancouver. The City of Vancouver has recently received Council approval to apply for Network membership.

Being a member of the Network does not result in formal certification or accreditation, but rather represents a public commitment with like-minded cities and communities to:

- Engage with seniors in planning, decision-making and evaluation of age-friendly initiatives;
- Conduct a baseline age-friendly assessment across the WHO's eight domains, including Outdoor Spaces and Buildings, Transportation, Housing, Social Participation, Respect and Social Inclusion, Civic Participation and Employment, Communication and Information, and Community and Health Services;
- Develop and implement a three-year age-friendly action plan; and
- Monitor and report on progress.

The City is currently meeting the above commitments required of Network members through the following:

- Ongoing engagement of seniors through Council advisory committees such as the Richmond Seniors Advisory Committee and Minoru Centre for Active Living Program Committee;
- Implementation of strategic actions through City planning initiatives as well as the delivery of seniors' programs and services through a relationship-based approach with non-profit Community Associations and Societies, such as the Minoru Seniors Society;
- Completion of a needs analysis that informed development of the Richmond Seniors Strategy 2022–2032 (the Strategy) and implementation of Age-Friendly Neighbourhood Groups that garner input from seniors across Richmond to inform future City and neighbourhood planning;
- Strategic actions in the Strategy that align with age-friendly approaches to enhance social and built environments that support seniors' well-being; and
- Biennial reporting on implementation of the Strategy, highlighting the City's efforts towards being an age-friendly city.

WHO Global Network Membership

Benefits of joining the Network include access to WHO resources, toolkits, training and evidence-based planning approaches that would further the City's age-friendly work. Membership benefits also include international recognition by publicly listing the City of Richmond on the WHO Age-Friendly World website, fostering opportunities to collaborate with other Network cities, participate in mentorship programs and showcase Richmond's successes at global events.

Network Application Requirements

To apply for membership, the City must submit an application that provides information about Richmond's interest in becoming a Network member and demonstrates:

- A commitment towards becoming an age-friendly city;
- The City's age-friendly activities implemented to date;
- Current engagement efforts with seniors; and
- Cross-sectoral collaborations underway.

Required supplementary documents include a letter of support from the Mayor to demonstrate the City's commitment, as well as documentation of an age-friendly baseline assessment, action plan and implementation reporting, such as the Seniors Strategy 2022–2032 and the Seniors Strategy Highlights Report 2023–2024.

Should the City's application be accepted, the City will be responsible for creating and maintaining its profile on the WHO Age-Friendly World website, including submitting regular updates on age-friendly initiatives, progress on its action plan and examples of innovative

practices. Richmond's highlighted age-friendly initiatives will be publicly available on the WHO website, enabling other cities and communities to learn from the City's practices.

No additional resources would be needed should Richmond become a Network member as membership requirements align with existing Council-endorsed priorities and staff resources. There is no membership fee and participation continues indefinitely as long as the City remains active in updating its online profile on the WHO Age-Friendly World website.

Next Steps

It is recommended that the City of Richmond apply for membership to the WHO Global Network for Age-Friendly Cities and Communities to enable the City to learn and share best practices in age-friendly community planning worldwide. The Richmond Seniors Advisory Committee to Council has reviewed this opportunity and provided a recommendation letter supporting the City's application (Attachment 1).

Pursuant to Council direction, staff will prepare a letter of support for the Mayor's signature to be submitted along with the City's application to the Network.

Should Richmond's application for Network membership be accepted, staff will prepare a memo to inform Council.

Financial Impact

None.

Conclusion

Membership in the WHO Global Network for Age-Friendly Cities and Communities reflects the City's continued commitment to seniors' well-being and advancing age-friendly initiatives within a global community of practice. Membership in the Network will enhance Richmond's continued efforts to building an inclusive, age-friendly community that supports seniors' well-being while aging in place.

Niloofar Hedayati
Planner 1 (Seniors)
(604-247-4175)

Att. 1: Richmond Seniors Advisory Committee Recommendation Letter to Council

8169181

September 29, 2025

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

Dear Mayor and Councillors,

Re: Application for Membership in the World Health Organization Global Network of Age-Friendly Cities and Communities

Background

In 2015, the City of Richmond developed its first Age-Friendly Assessment and Action Plan, which was approved by Council on March 23, 2015. The Plan is structured around the World Health Organization's (WHO) eight dimensions of an age-friendly city. Through implementing the Plan, the City received provincial Age-Friendly BC (AFBC) recognition, a designation that reflects communities' efforts to create inclusive and supportive environments for seniors.

Richmond's AFBC recognition also qualifies the City for the Pan-Canadian Age-Friendly Communities Recognition, a national initiative supported by the Public Health Agency of Canada and aligned with WHO age-friendly standards. This underscores Richmond's ability to meet international age-friendly benchmarks while addressing local priorities. Building on this, joining the WHO Global Network of Age-Friendly Cities and Communities marks a significant advancement in Richmond's efforts to become an age-friendly community. The City continues to support seniors to age in place through the Richmond Seniors Strategy 2022–2032.

Currently, 62 communities in British Columbia (BC) have taken steps toward becoming age-friendly by receiving Age-Friendly BC (AFBC) recognition. As well, 112 Canadian communities have joined the WHO Global Network for Age-Friendly Cities and Communities, which now includes 1,739 member communities across 57 countries worldwide. In British Columbia, WHO Global Network members include West Vancouver, Saanich, Cranbrook, Oliver, Maple Ridge, and Surrey.

Recommendation

The Richmond Seniors Advisory Committee (RSAC) reviewed the criteria for joining the WHO Global Network of Age-Friendly Cities and Communities and recommends that the City of Richmond apply for membership. Membership in the WHO Global Network involves the City ensuring adequate resources to sustain age-friendly initiatives, including dedicated staff capacity, continued support from City Council and political leadership, and ongoing monitoring and adaptation to evolving age-friendly requirements.

Membership in the WHO Global Network would strengthen the City's commitment to supporting seniors to age in place by:

- Networking and Collaboration: Connecting Richmond with policymakers and researchers in more than 50 countries and bringing global expertise to local initiatives. Members may form

partnerships, participate in joint projects or collaborate on international research studies and pilot projects.

- Global Visibility: Providing recognition through the WHO Age-Friendly website, showcasing Richmond's achievements on an international stage.
- Knowledge Exchange: Providing access to evidence-based tools, mentorship programs, and international research to support local planning.
- Innovation and Motivation: Inspiring new ideas to improve housing, transportation, health services, accessibility and inclusion for seniors while fostering civic pride.
- Local Impact: Helping Richmond sustain and expand its age-friendly activities and respond more effectively to community needs.

At its September 10, 2025, meeting, RSAC passed the following motion:

> That a letter of support expressing RSAC's recommendation for the City to seek Age-Friendly Cities designation from the World Health Organization (WHO), signed by the RSAC Chair, be submitted to the City for inclusion with the staff report entitled "World Health Organization Global Network for Age-Friendly Cities and Communities Membership."

RSAC respectfully requests that Council support Richmond's application to the WHO Global Network of Age-Friendly Cities and Communities.

Thank you for your consideration.

Yours truly,

Diana Leung

Chair, Richmond Seniors Advisory Committee

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 22, 2025
From:	Joshua Reis Director, Development	**File:**	RZ 21-938604
Re:	**Application by Rav Bains for Rezoning at 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" Zone to the "Small-Scale Multi-Unit Housing (RSM/M)" Zone**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10722, for the rezoning of 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit Housing (RSM/M)" zone, be introduced and given first, second and third reading.

Joshua Reis
Director, Development
(604-247-4625)

JR:mt
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Transportation	☑	
Housing Office	☑	

8174298

Staff Report

Origin

Rav Bains, on behalf of the property owners: Manpreet Bains, Amraj Bains and Amrik Lilly, has applied to the City of Richmond to rezone 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit Housing (RSM/M)" zone to facilitate the property to be subdivided to create two new lots. The applicant proposes to construct a single-family home on each new lot, each with a secondary suite, with access provided from Mariposa Court. A location map and aerial photograph of the subject site are provided in Attachment 1. A topographic survey of the proposed subdivision is provided in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently contains a stratified duplex with both units currently tenanted. The tenants are aware of the proposed rezoning application. The property owners have committed to provide notice in accordance with the BC Tenancy Act.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across the cul-de-sac are single-family dwellings and duplexes zoned "Small-Scale Multi-Unit Housing (RSM/L)".

To the South: Single-family dwellings zoned "Small-Scale Multi-Unit Housing (RSM/L)" fronting Granville Avenue.

To the East: A duplex zoned "Two Unit Dwellings (RD1)". In addition, across the Railway Greenway are JN Burnett Secondary School, Thompson Burnett Community Park, and Thompson Community Centre zoned "School and Institutional Use (SI)".

To the West: A single-family dwelling zoned "Small-Scale Multi-Unit Housing (RSM/L)".

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) along the subject site's south property line for sanitary sewer services. The applicant has been advised that no building encroachment into the SRW is permitted. No encroachment is proposed.

Related Policies & Studies

Official Community Plan – Thompson Planning Area

The subject site is in the Thompson Planning Area (Attachment 4). The 2041 Official Community Plan (OCP) Land Use Map and Thompson Planning Area designation for the subject site is "Neighbourhood Residential". The subject rezoning complies with the "Neighbourhood Residential" land use.

Single-Family Lot Size Policy

The subject site is in an area governed by Single-Family Lot Size Policy 5473 (Attachment 5). This policy permits lots to be subdivided in accordance with the dimensions of the "Single Detached (RS1/E)" zone (i.e. 18.0 m widths), which is equivalent to the "Small-Scale Multi-Unit Housing (RSM/L)" zone.

Notwithstanding the lot size policy, the City's Zoning Bylaw had, until March of 2025, previously permitted existing duplexes to rezone and subdivide into two new lots. As this application was in-stream prior to this change coming into force, the application may be considered under the previous policy in place at that time.

The proposed rezoning would facilitate the subdivision into two new lots of 15.57 m and 13.55 m widths, in keeping with the dimensions of the "Small-Scale Multi-Unit Housing (RSM/M)" zone.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. At the time of writing this report, staff have not received any comments from the public about the rezoning application.

Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the subject rezoning application.

Analysis

Site Planning, Access and Transportation

The subject property currently contains a duplex, which is strata titled. Prior to rezoning bylaw adoption, the existing Strata Plan (EPS NWS108) must be discharged.

The subject site is currently served by two driveways accessed on Mariposa Court. The subject rezoning proposes to remove the existing driveways and replace them with a single, central driveway that provides access to both proposed lots. Prior to subdivision approval, the applicant is required to register a reciprocal cross-access easement on Title. This easement will ensure each new lot has access over the common driveway.

The subject site is located within 400 m of a frequent service bus stop. In accordance with Bill 44 and the City's Zoning Bylaw, minimum parking requirements are not applicable. The applicant is proposing a total of four parking spaces, with two spaces on each lot.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant is proposing to provide a total of two 41.8 m^2 (450 ft^2) one-bedroom secondary suites, with one on each lot. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final BP inspection is granted until a minimum 41.8 m^2 (450 ft^2) one-bedroom secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Arborist Report assessed:

- On the subject site: one bylaw-sized tree (#481);
- On neighbouring properties: four bylaw-sized trees, and a cedar hedgerow (tagged #OS1-OS4 & #osHedge); and
- No trees on City property.

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

- One significant tree (tagged #481, a cherry tree with a DBH of 95 cm) is to be retained and protected per the Arborist Report.
- One tree (a plum tree with a DBH of 24 cm) had been identified by City staff in 2022 as having a suppressed, unbalanced canopy, was in declining health, and identified for removal. However, this tree was subsequently removed without authorization. Consequently, enforcement action has been undertaken separately from this rezoning application, with a fine of $1,000.00. Additionally, and because of the unauthorized removal, the applicant has agreed to plant 3 replacement trees, exceeding the 2:1 replacement ratio as required in the City's Tree Protection Bylaw.
- Four trees (tagged #OS1-OS4) and one hedgerow of 28 Western cedars (#osHeddge) are located off-site on the properties to the south and west and are to be protected.
- Per the Zoning Bylaw, two additional new trees must be planted, as one of the newly created lots currently has no trees.

Tree Replacement

As noted, the applicant has removed one on-site tree without a tree permit. The applicant is proposing three replacement trees to address the removal of this tree. Per the Zoning Bylaw, an additional two trees are required for newly created residential lots where there are currently no on-site trees. Therefore, a total of five replacement trees are proposed.

The required new trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of New and Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
5	8.0 cm	4.0 m

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Security of $3,750 ($750/tree) to ensure that all five new trees will be planted and maintained.

Tree Protection:

One tree (tagged #481) on the subject property and four trees (tagged #OS1-OS4), and one hedgerow of Western red cedars (tagged #osHedge) on neighbouring properties, are to be retained and protected. The applicant has provided a tree management plan (Attachment 6) showing the trees to be retained and the measures to be taken to protect them during and throughout construction. To ensure that the trees identified for retention are protected, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or near tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing duplex on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site. Tree protection fencing must remain in place until construction and landscaping on-site are completed.
- Prior to final adoption of the zoning bylaw, a $20,000 tree security is required to ensure the existing significant tree (tagged #481) located on-site is retained and protected.

Sustainability

Prior to BP issuance, the applicant will be required to submit a report, signed and sealed by a Qualified Professional, confirming that the proposed design is compliant with the energy efficiency targets set out in the BC Energy Step Code: either Step 5 with EL-2, Step 4 with EL-3 or alternatively Step 3 with EL-4.

Site Servicing and Frontage Improvements

Prior to subdivision approval, the applicant is required to enter into a work order to complete necessary site servicing works and improvements, including but not limited to:

- A new 1.5 m wide sidewalk next to the curb and connected to the existing sidewalk to the east and west of the subject site.
- A landscaped boulevard between the sidewalk and the property line.
- Removal of the existing driveway letdowns and construction of a new shared central driveway servicing both newly created lots.
- Water, storm and sanitary service connections.

Complete details of the site servicing and frontage improvements required for this application are included in the rezoning considerations in Attachment 7.

Financial Impact or Economic Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure.

Conclusion

This application is to rezone 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit (RSM/M)" zone to facilitate the property to be subdivided to create two single-family homes, each with a secondary suite.

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

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10722 be introduced and given first, second and third reading.

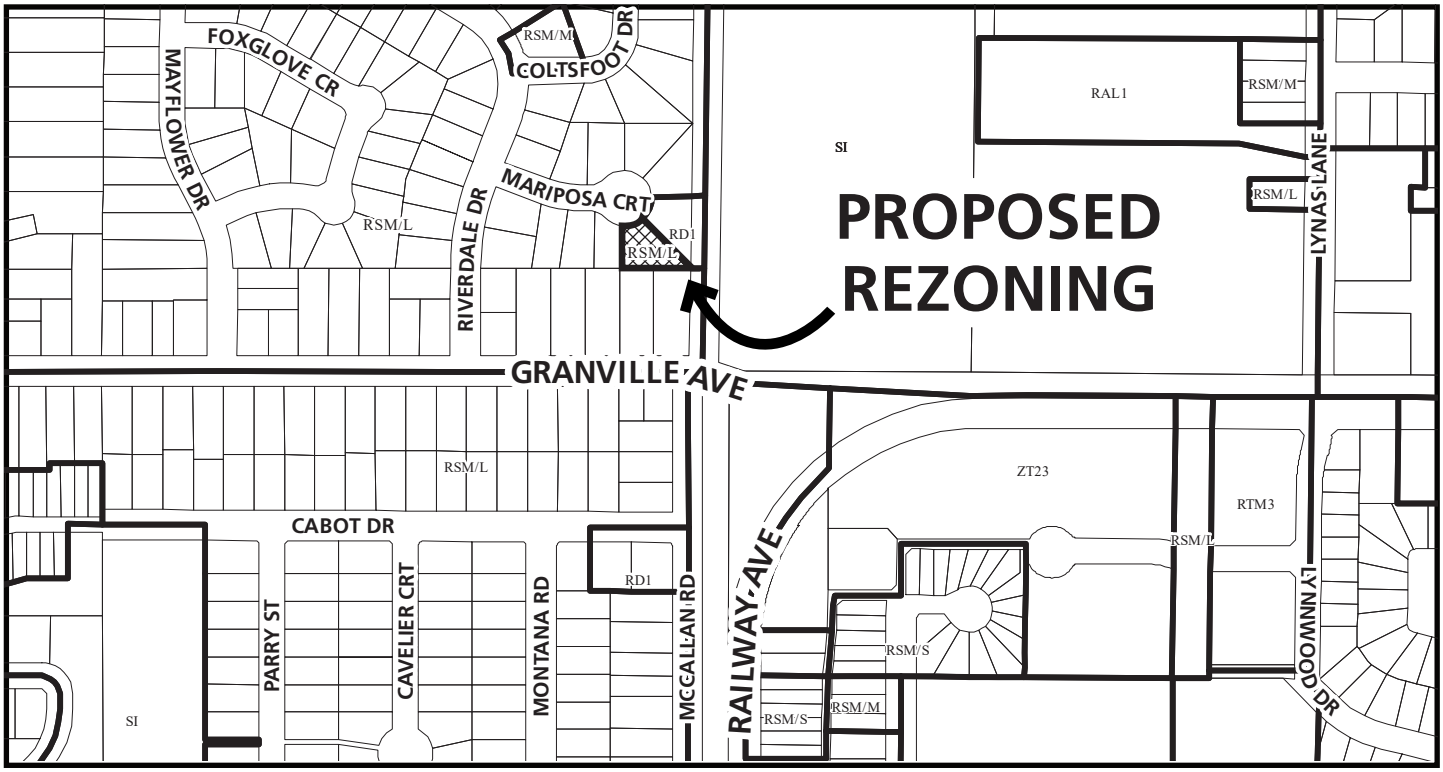
Mark Tennenhouse
Planning Technician
(604-276-4090)

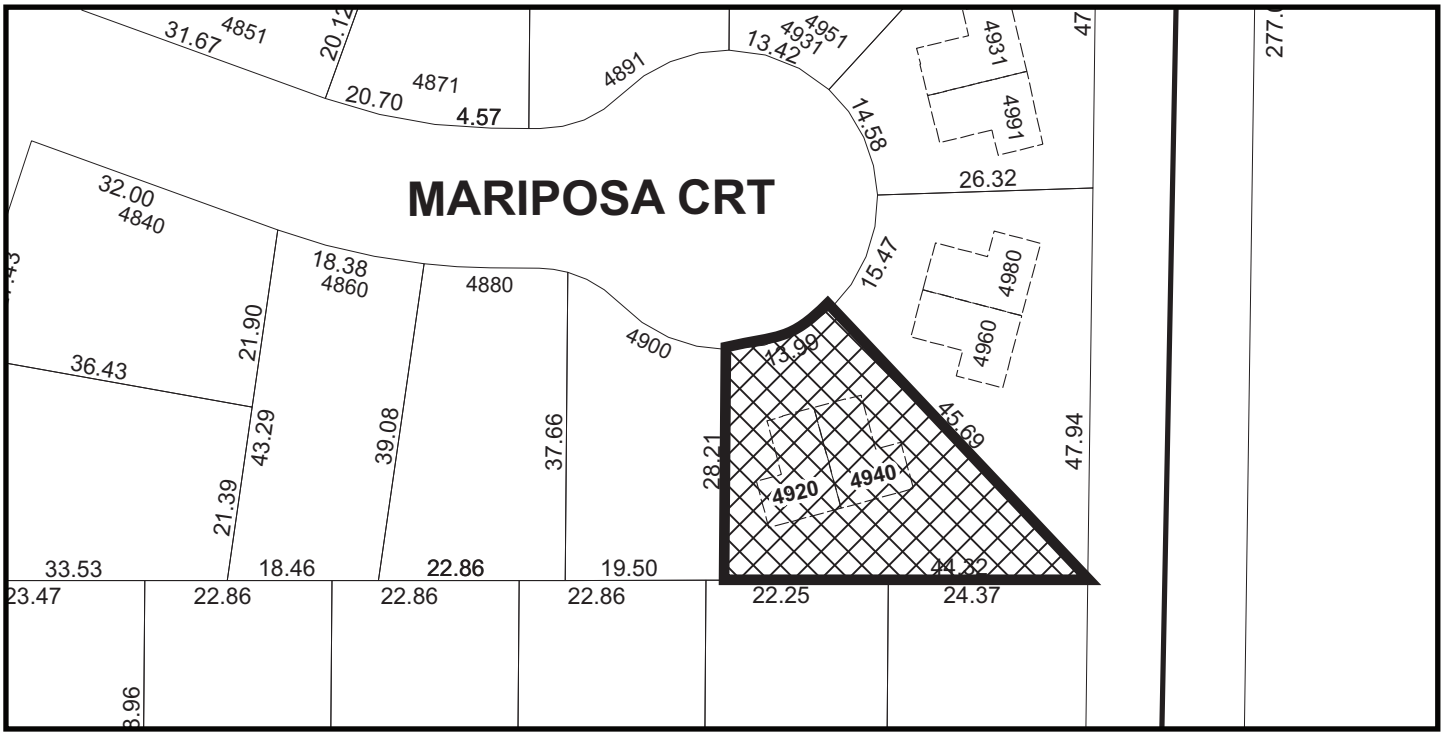
MT:aa

Att. 1: Location Map
2: Site Survey and Subdivision Plan
3: Development Application Data Sheet
4: Thompson Area Map
5: Single Family Lot Size Policy 5473
6: Tree Management Plan
7: Rezoning Considerations

ATTACHMENT 1

City of Richmond





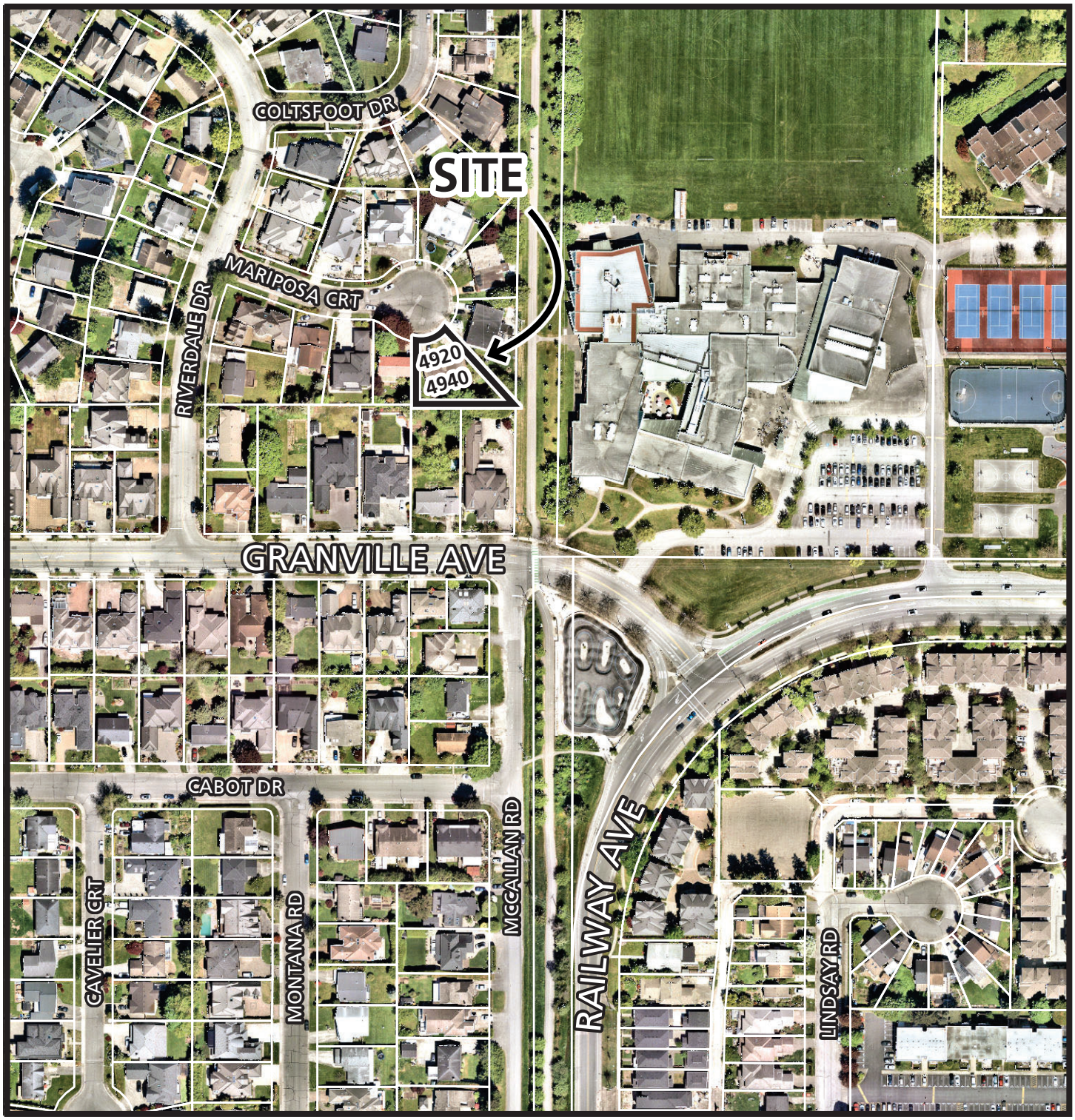
RZ 21-938604

Original Date: 09/20/21

Revision Date: 10/20/25

Note: Dimensions are in METRES

City of
Richmond



RZ 21-938604

Original Date: 09/20/21
Revision Date: 10/20/25

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY OF STRATA PLAN NW108 SECTION 11
BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

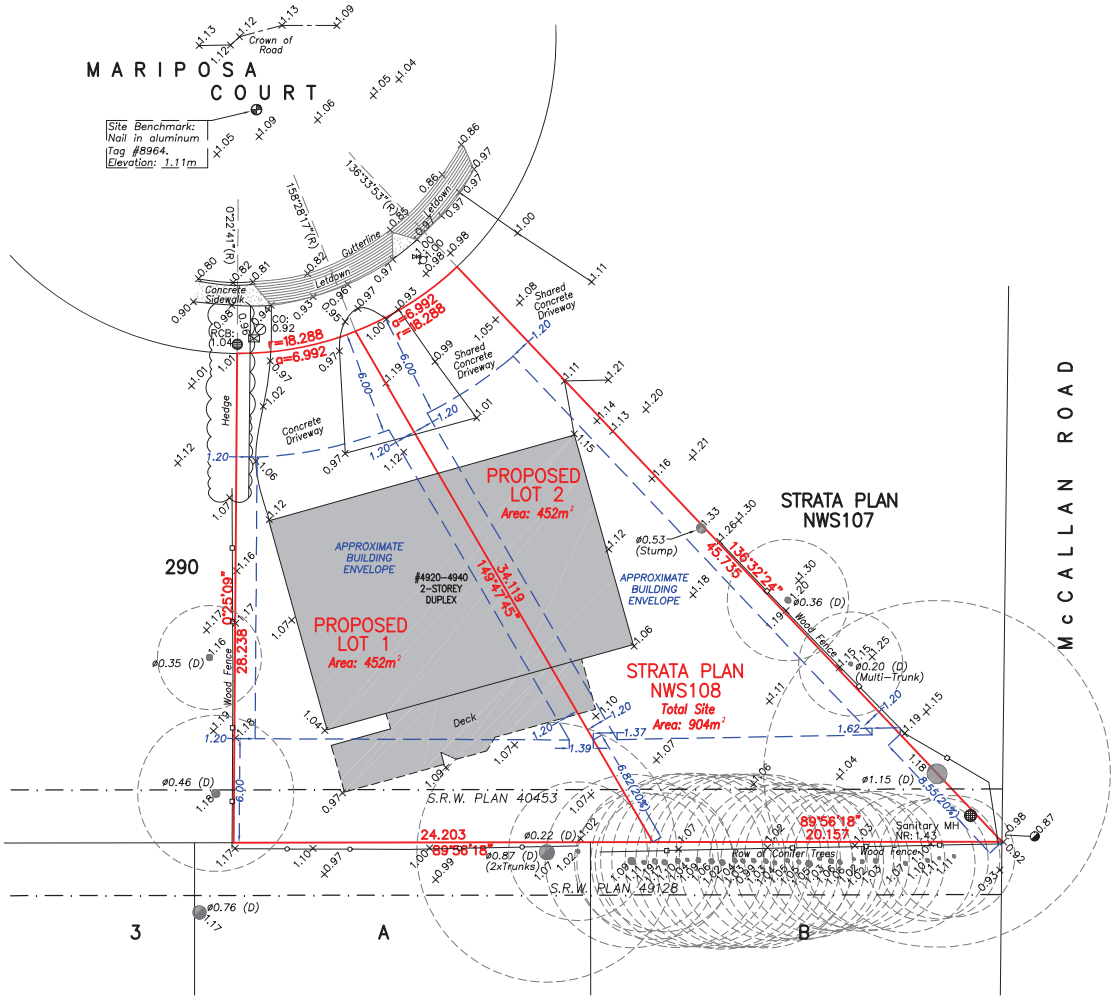
4920 & 4940 MARIPOSA COURT,
RICHMOND, B.C.
P.I.D. 001–111–337 (STRATA LOT 1)
P.I.D. 001–111–345 (STRATA LOT 2)

NOTE:
Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: Control Monument GCM# 336099
Elevation: 3.741m
Benchmark: Control Monument 77H4891
Elevation: 1.128m

Use site Benchmark Tag #9864 for
construction elevation control.

CNCL - 382

LEGEND:
- (c) denotes conifer
- (D) denotes deciduous
- denotes round catch basin
- denotes water valve
- denotes manhole
- denotes cleanout
- denotes inspection chamber
- denotes fire hydrant
- denotes guy wire anchor
- denotes power post
- denotes main floor
- (R) denotes radial bearing



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

DISCLAIMER:
Building envelope shown is only an approximate interpretation of City Zoning bylaws. J. C. Tam & Associates does not guarantee the accuracy nor assume any responsibility in the interpretation of these bylaws. All parties using this plan must consult and confirm with the appropriate city department(s) for the approval of the building envelope before commencing on design work.

For construction, use city survey monument only for elevation control.

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.
Johnson Tam JQQ5M3
Digitally signed by Johnson Tam JQQ5M3 Date: 2025.08.26 15:40:27 -07'00'
JOHNSON C. TAM, B.C.L.S., C.L.S.
August 20th, 2025.

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 – 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214–8928
Fax: (604) 214–8929
E–mail: office@jctam.com
Website: www.jctam.com
Job No. 8365
FB–454 P20–21
Drawn By: WK

DWG No. 8365–Topo

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 21-938604 **Attachment 3**

Address: 4920/4940 Mariposa Court

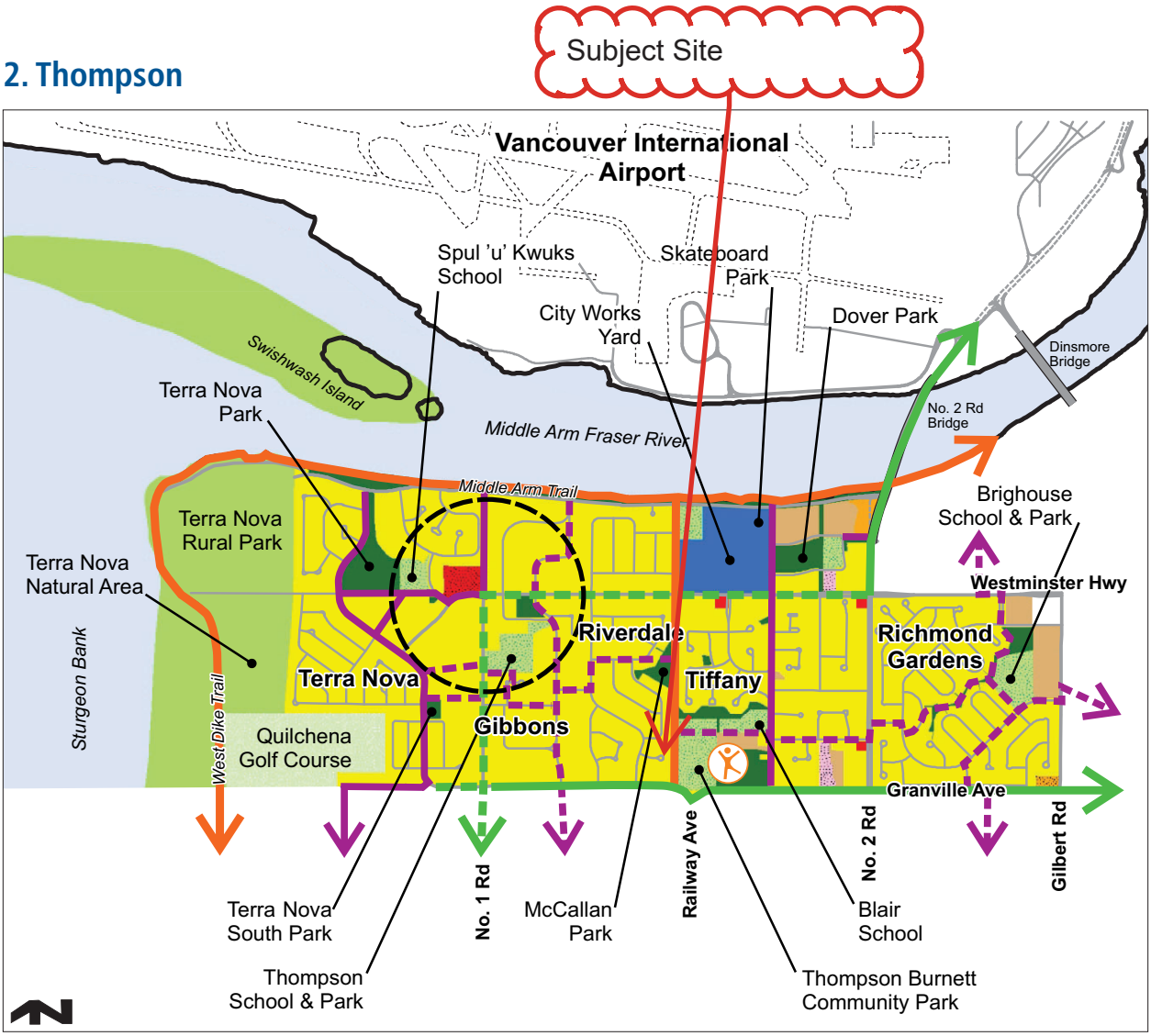
Applicant: Rav Bains

Planning Area(s): Thompson

	Existing	Proposed
Owner:	Amrik Lilly, Amraj Bains, Manpreet Bains	No Change
Site Size (m^2):	904 m^2	Lot 1: 452 m^2 Lot 2: 452 m^2
Land Uses:	Duplex	Single-family detached with secondary suites
OCP Designation:	Neighbourhood Residential (NRES)	No change
Area Plan Designation:	Thompson	No change
702 Policy Designation:	5473	No change
Zoning:	Small-Scale Multi-Unit Housing (RSM/L)	Small-Scale Multi-Unit Housing (RSM/M)
Number of Units:	2	2 units + 2 secondary suites

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	None permitted
Buildable Floor Area (m^2)	Lot A: Max. 248.6 m^2 (2676 ft^2) Lot B: Max. 248.6 m^2 (2676 ft^2)	Lot A: Max. 248.6 m^2 (2676 ft^2) Lot B: Max. 248.6 m^2 (2676 ft^2)	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None permitted
Lot Size:	360 m^2 (minimum)	452 m^2	None
Lot Dimensions (m):	Width: 12.0 m (min) Depth: 24.0 m (min)	Lot A Width: 15.57 m Depth:31.2m Lot B Width: 13.55 m Depth: 39.927	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None permitted
Height (m):	10.0 m	10.0 m	None permitted
Off-street Parking Spaces – Regular (R) / Visitor (V):	Not applicable (within 400m of a prescribed bus stop)	4 (2 on each lot)	None permitted

2. Thompson



- Agricultural
- Apartment Residential
- Commercial
- Community Institutional
- Conservation
- Industrial
- Limited Mixed Use
- Mixed Use
- Neighbourhood Residential
- Neighbourhood Service Centre
- Park
- School
- Terra Nova Neighbourhood Centre (future)
- Thompson Community Centre
- Existing Major Street Bike Route
- Future Major Street Bike Route
- Existing Greenway/Trail
- Future Greenway/Trail
- Existing Neighbourhood Link - enhanced
- Future Neighbourhood Link - unenhanced

City of Richmond Policy Manual

Page 1 of 2	Adopted by Council: July 18th, 2005	**POLICY 5473**
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-4-7 AND 14-4-7	

POLICY 5473:

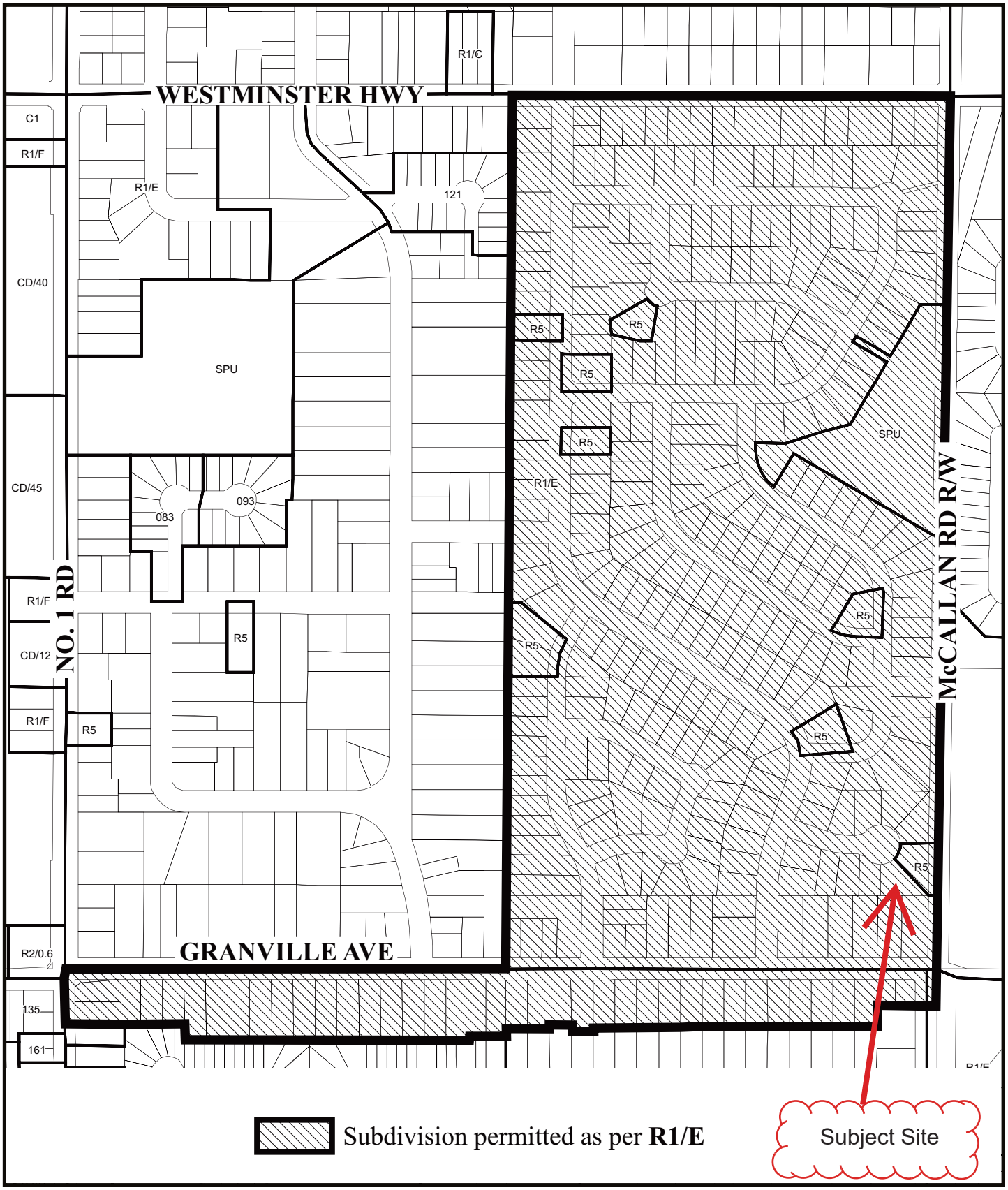
The following policy establishes lot sizes for that portion of Section 11-4-7, bounded by **Granville Avenue, Westminster Highway, the McCallan Road Right-of-Way, and the property line to the rear of the properties on the west side of Mayflower and Riverdale Drive**, and for **the lots abutting Granville Avenue between Railway Avenue and No. 1 Road** in a portion of Section 14-4-7**:**

1. All lots resulting from subdivision shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300.

2. This policy is to be used in determining the disposition of future applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.

3. Property boundaries are outlined on the accompanying plan.

4. Multiple-family residential development shall not be permitted.



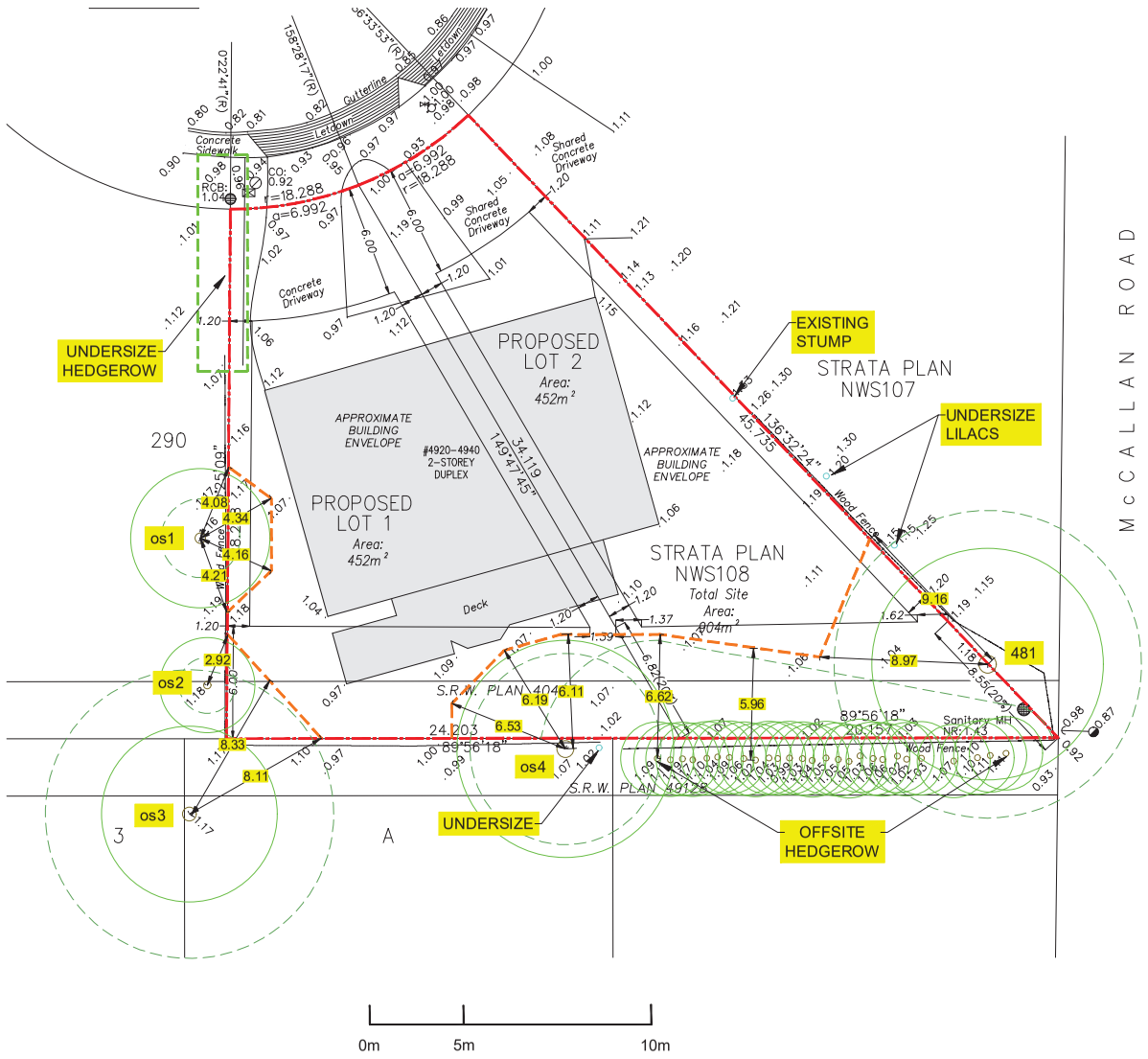
Policy 5473
Section 11-4-7 and 14-4-7

Adopted Date: 07/18/05

Amended Date:

Note: Dimensions are in METRES

CNCL - 387



TREE INVENTORY				
ID #	SPECIES	DBH (cm)	CR (m)	TPZ (m)
481	CHERRY	95	8.20	5.70
os1	JAPANESE MAPLE	57	2.10	3.42
os2	BEECH	39	1.50	2.34
os3	HORSE CHESTNUT	72	7.60	4.32
os4	SYCAMORE MAPLE	89	5.10	5.34
osHedge	WESTERN RED CEDAR HEDGEROW	30	2.60 TO 6.30	1.80

LEGEND
- =Tree Location
- =Non Surveyed Tree
- =Undersize Tree
- =Remove Tree
- =Tree Barrier
- =Dripline
- =Assumed Excavation
- =Replacement tree

Dripline / CR
TPZ
TREE LOCATION

NOTES:
- NON SURVEYED TREE LOCATIONS ARE APPROXIMATE. LOCATIONS CAN ONLY BE CONFIRMED BY A REGISTERED BC LAND SURVEYOR
- TREE PROTECTION DISTANCES ARE SHOWN IN METERS (m). DIMENSIONS ARE SHOWN FROM THE TREE CENTER
- TREE PROTECTION BARRIERS ARE TO BE PLACED AT THE EDGE OF THE TREE CROWN / DRIPLINE OR TPZ, WHICHEVER THE LARGER OF THE TWO

TREE PLAN FOR CONSTRUCTION AT

4920 & 4940 MARIPOSA COURT, RICHMOND

SCALE: 1:250
DATE: AUGUST 29, 2025

WOODRIDGE TREE CONSULTING ARBORISTS LTD.

City of Richmond

Rezoning Considerations

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

Address: 4920/4940 Mariposa Court **File No.:** RZ 2021-938604

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10722, the developer is required to complete the following:

1. **(Landscape Security)** Submission of a Landscape Security in the amount of $3,750.00 ($750/tree) to ensure that five trees are planted and maintained (a minimum of two on each future lot), each with a minimum 8 cm for deciduous caliper or 4 m for high conifers.
2. **(Arborist Contract)** 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.
3. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of $20,000.00 for the significant tree (tagged #481).
4. **(Flood indemnity Covenant)** Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
5. **(Secondary Suite)** Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite, with an area of 41.8m^2 (450 ft^2) or larger, is constructed on each of the future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
6. **(Strata Plan)** Cancellation of the existing Strata Plan (EPS NWS108)
7. **(Fees – Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

1. **(Tree Protection Fencing)** 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* stage, the developer must complete the following requirements:

1. **(Shared Access Agreement)** Register a reciprocal cross-access easement on Title over the area of the shared driveway so that each owner of the future lots can legally pass over the common property line to access their respective properties.
2. **(Charges)** Pay Development Cost Charges (City, GVS& DD and Translink), School Site Acquisition Charge, Address Assignment Fees, and other costs associated with the completion of the required servicing works (water, storm, sanitary, and sidewalk/driveway crossing installation).
3. **(Servicing)** Complete the following servicing works via work order which are to include (but are not limited to):

   Water Works

   a) Using the OCP Model, there is 328.0 L/s of water available at a 20 psi residual at the Mariposa Court frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

   b) At the Developer's cost, the Developer is required to:

      i) Install a new 25mm diameter water service connection complete with water meter and meter box for the east lot as per standard City drawings.

      ii) Remove the existing water service connection and install a new 25mm diameter water service connection complete with water meter and meter box for the west lot as per standard City drawings.

      iii) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.

Initial: _____

iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).

c) At Developers cost, the City will:
   i) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

a) At Developer's cost, the Developer is required to:
   i) Confirm the diameter of the existing north-west storm sewer service connection. If the existing storm service connection is not 100mm diameter as per city bylaw, install a new service connection and cap the existing connections at the IC.
   ii) Install a new storm sewer service connection complete with inspection chamber to service the east lot.

a) At Developer's cost, the City will:
   i) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

a) At Developer's cost, the Developer is required to:
   i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
   ii) Confirm the diameter of the existing south west sanitary service connection. If the existing water service connection is not 100mm diameter as per city bylaw, install a new service connection and cap the existing connection at main to service the west lot.
   iii) Install a new 100 mm diameter service connection complete with IC along the south east corner to service the east lot

b) At Developer's cost, the City will:
   i) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements & Vehicular Access

a) At the applicant's cost, the applicant is required to complete the following frontage and driveway improvements via City work order, including but not limited to:
   a. Frontage Improvements
      i. A 1.5 m wide concrete sidewalk next to the curb. The sidewalk is to connect to the existing sidewalk to the east and west of the subject site.
      ii. A landscaped boulevard over the remaining width between the sidewalk and property line.
   b. Vehicular Access
      i. The existing road frontage of the subject site is not adequate in supporting separate driveways for the two subdivided lots. The existing driveway is to be closed permanently. A new single driveway shared between the two subdivided properties, centered at the common property line, is to be constructed. The shared driveway is to be constructed per Bylaw 7222 (Schedule B)

General Items

a) At Developer's cost, the Developer is required to:
   i) Complete other frontage improvements as per Transportation requirements.
   ii) Cancel the existing Strata Plan (NWS108).
   iii) Coordinate with BC Hydro, Telus and other private communication service providers:
      (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
   vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

Initial: _____

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
3. Provide plans that are compliant with City's EV-Ready Construction Requirements and Zoning Bylaw and demonstrate that all new residential parking stalls will be equipped with Level 2 energised outlets or higher.
4. Provide a report, signed and sealed by a Qualified Professional, confirming that the proposed plans are in compliance with the energy efficiency targets set out in the BC Energy Step Code: either Step 5 with EL-2, Step 4 with EL-3 or alternatively Step 3 with EL-4.

Note:

* This requires a separate application.

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

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

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

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

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

_____ _____

Signed Date

(Signed copy on file)

City of Richmond

Bylaw 10722

Richmond Zoning Bylaw 8500
Amendment Bylaw 10722 (21-938604)
4920 and 4940 Mariposa Court

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 **"SMALL-SCALE MULTI-UNIT HOUSING (RSM/M)".**

   P.I.D 001-111-337
   Strata Lot 1 Section 11 Block 4 North Range 7 West New Westminster District Strata Plan NW108 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1.

   P.I.D 001-111-345
   Strata lot 2 Section 11 Block 4 North Range 7 West New Westminster District Strata Plan NW108 Together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1.

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10722".**

FIRST READING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 21, 2025
From:	Joshua Reis Director, Development	**File:**	08-4430-03-01
Re:	**Zoning Amendments Relating to Small-Scale Multi-Unit Housing**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10716, to clarify setback provisions associated with Small-Scale Multi-Unit Housing and amend the definition of principal dwelling unit, be given first, second and third reading.

Joshua Reis, MCIP, RPP, AICP
Director, Development
(604-247-4625)

JR:an
Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Building Approvals	☑	
Policy Planning	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

8155344

Staff Report

Origin

On June 24, 2024, Council amended zoning for nearly 27,000 single-family and duplex lots throughout the city to permit Small-Scale Multi-Unit Housing (SSMUH) in compliance with the Province's Bill 44 legislation.

As part of staff's regular monitoring of the implementation of SSMUH development in the Richmond context, and through feedback from homeowners, builders and designers, the following changes to the provisions of the Zoning Bylaw are proposed:

- Establishing the same minimum interior and exterior side yard setback requirements for single-family (or single-family with a secondary suite) and SSMUH development; and
- That a secondary suite is not considered a principal dwelling unit.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

> *Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*
>
> *2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.*

Background

In June 2024, the City amended Zoning Bylaw 8500 to permit SSMUH development. Those changes generally included:

- A new zoning district, "Small-Scale Multi-Unit Housing (RSM)", and amendments to duplex zones to permit up to three, four and six units on eligible lots, subject to lot size and location criteria; and
- Removing residential parking minimums for development on lots where up to six units are permitted (e.g., areas within 400 m of a frequent transit service bus stop that provides bus service every 15 minutes during the day).

Table 1 below identifies the total number of Building Permits (BP) that have been received for new development on RSM zoned lots between July 2024 and September 2025.

Table 1 – Building Permits Received on RSM Lots (July 2024-September 2025)

Dwelling Type	BPs Received
Single Family Dwelling (with/without secondary suite)	92 (40%)
New Secondary Suite in an Existing Building	51 (22%)
2–4 Unit Development	86 (37%)
4+ Unit Development	2 (1%)
Total	**231 (100%)**
Total Dwelling Units (including Secondary Suites)	**380 units**

Approximately 37 per cent of building permits received on RSM zoned lots are comprised of two to four dwelling units, while only a small proportion of applications propose the maximum permitted density of up to four and six dwelling units. A total of 40 per cent of new development is comprised of single-family dwellings (with or without a secondary suite), while 22 per cent of permits seek to add a secondary suite to an existing building. This indicates that the development objectives of homeowners, builders and designers on RSM zoned lots are varied and that design flexibility is important.

Since June 24, 2024, the City has received seven Development Permit (DP) and Development Variance Permit (DVP) applications for SSMUH development. Three of the applications have been endorsed by the DP Panel, and four are currently under review.

Through the review and processing of DP, DVP and BP applications, staff have received feedback from homeowners, builders and designers about the common design and viability challenges they face when contemplating SSMUH development in the City. These include:

- Delivering market acceptable interior floor plans; and
- Meeting minimum side yard setbacks on different sized and shaped lots, or those lots accessed via a rear lane.

This report identifies targeted zoning amendments that address the feedback received, while balancing housing delivery, design viability and local character considerations that:

- Simplify zoning provisions to support ease of use and application;
- Enhance site planning and building design flexibility while respecting local character; and
- Reduce time and costs to developers and builders associated with variance requests.

Public Consultation

The proposed amendments are a result of feedback and discussion from homeowners, builders and designers. Bill 44 prohibits a local government from holding a Public Hearing on zoning bylaws and amendments tied to the implementation of SSMUH and where the changes are consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the proposed amendments. Notice of Council's consideration of First Reading is to be provided in accordance with the Local Government Act.

Analysis

1. Align minimum interior side yard setback requirements for single-family (or single-family with a secondary suite) and SSMUH development.

The RSM zone has different interior side yard setback requirements based on whether a single-family building (with or without a secondary suite) or a SSMUH building is proposed. Table 2 below outlines the current interior side yard setback requirements in the RSM zone, while Table 3 shows what is proposed through this amendment. In addition, Attachment 1 includes building envelopes comparing the existing and proposed interior side yard setback requirements for different development types within the RSM zone.

Table 2 – Existing Interior Side Yard Setback Requirements in the RSM Zone

Development Type	Existing Interior Side Yard Setback Requirement	
Single-Family (with or without a secondary suite)	• 2.0 m for lots with width 20.0 m or greater • 1.8 m for lots with width 18.0 m or greater, but less than 20.0 m • 1.2 m for lots with width less than 18.0 m	
SSMUH	• On lots with a width of 14.9 m or less	• 1.2 m on both sides
	• On lots with a width of 15.0 m or more	• 1.2 m on one side and 4.0 m on other side

Table 3 – Proposed Interior Side Yard Setback Requirements in the RSM Zone

Development Type	Proposed Interior Side Yard Setback Requirement
All Development	• 2.0 m for lots with width 20.0 m or greater • 1.8 m for lots with width 18.0 m or greater, but less than 20.0 m • 1.2 m for lots with width less than 18.0 m

The current required 4.0 m interior side yard setback on one side of a lot with a width of 15.0 m or greater, accommodates internal driveways that connect the front of the lot to parking spaces in the rear, where required, or to provide opportunities for enhanced pedestrian connectivity, building separation and landscaping. It was considered that wider lots have more capacity to accommodate these design objectives.

Feedback from homeowners, builders and designers has noted that accommodating the 4.0 m setback is unnecessary and an inefficient use of outdoor space on lots, where parking and access is provided from a rear lane and where an internal driveway is not required. Three of the seven DPs received by the City have proposed side yard setback variances and have access from a rear lane. For lots where this applies, the requirement results in building mass being pushed to upper floors and internal floor plan inefficiencies.

Staff have observed that reducing the 4.0 m interior side yard setback is the most requested variance, particularly for lots marginally wider than 15.0 m.

The proposed amendment removes the 4.0 m setback provision for SSMUH development on lots wider than 15.0 m and establishes a common setback requirement applicable to all development in the RSM zone. The proposed interior side yard setback is based on the existing single-family dwelling (or single-family and secondary suite) requirements in the RSM zone, as shown in Table 2. Establishing a common setback requirement as proposed means that character and adjacency considerations are generally consistent for all lots, while it provides greater flexibility for homeowners, builders and designers to address the spatial and viability aspects presented by different sized and shaped lots.

The amendment acknowledges the original intent of the interior side yard setback requirements in the RSM zone as it relates to internal driveways, pedestrian connectivity, landscaping and building siting, while seeking to balance this with homeowner, builder and designer feedback relating to design and viability, including common variance requests.

Zoning Bylaw 8500 requires that SSMUH development on lots with a width of 15.0 m or greater, and that provide three or more units, must provide parking in the rear of the lot. Accordingly, the building must be setback at least 4.0 m from one property line to accommodate an internal driveway access from the fronting street. Regardless of the minimum setbacks in the Zoning Bylaw, the parking provisions of the zone require the homeowner, builder and designer to setback the building to accommodate the driveway.

For a two-unit SSMUH development on lots with a width of 15.0 m or greater, the required parking may be accommodated in garages in the front of the building and does not need driveway access to the rear of the property. In addition, for SSMUH development on lots greater than 15.0 m and where the lot is accessed via a lane, additional side yard setbacks are not required to facilitate a driveway. In these situations, permitting a smaller side yard setback would provide for greater design flexibility. The proposed changes to the interior side yard setback would not reduce the amount of live on-site landscaping or outdoor amenity space required.

For a two-unit SSMUH development where an internal driveway is not required or proposed, the proposed amendments provide greater design flexibility and building siting, which may result in greater setbacks to the rear of the lot, enhancing landscape and on-site outdoor amenity provision. The amendment does not preclude SSMUH development from providing a 4.0 m interior side yard setback in support of enhanced pedestrian connectivity and building separation.

The amendment is proposed for the following reasons:

- It provides a consistent design standard for all development on RSM zoned lots;
- The minimum side yard setbacks and resulting adjacency and character considerations are consistent with those currently permitted for SSMUH development on lots that are less than 15.0 m in width;
- Where an internal driveway is proposed, a setback of 4.0 m along one side of the lot is already commonly provided. This provides design flexibility where one is not proposed;

- It provides greater design flexibility, particularly important for lots with a width less than 18.0 m, where design and viability challenges are typically more acute; and
- It addresses a common variance request which has previously received support.

2. Align minimum exterior side yard setback requirements for single-family (or single-family with a secondary suite) and SSMUH development.

The RSM zone has different exterior side yard setback requirements based on whether a single-family building (with or without a secondary suite) or a SSMUH building is proposed. Table 4 below outlines the current exterior side yard setback requirements in the RSM zone, while Table 5 shows what is proposed through this amendment. In addition, Attachment 1 includes diagrams comparing the existing and proposed exterior side yard setback requirements.

Table 4 – Existing Exterior Side Yard Setback Requirements in the RSM Zone

Development Type	Existing Exterior Side Yard Setback Requirement	
Single-Family (with or without a secondary suite)	• 3.0 m	
SSMUH	• On lots with a width of 14.9 m or less	• 3.0 m
	• On lots with a width of 15.0 m or more	• 4.0 m

Table 5 – Proposed Exterior Side Yard Setback Requirements in the RSM Zone

Development Type	Proposed Exterior Side Yard Setback Requirement
All Development	• 3.0 m

The intent of the additional 1.0 m setback for lots with a width of 15.0 m or greater was to support attractive frontages for SSMUH development facing the exterior side yard and flanking street, to allow for increased landscaping complementary to adjacent 6.0 m deep front yards and to accommodate parking accessed from the exterior side yard. It was also considered that larger lots have more capacity to accommodate these design objectives.

Feedback from homeowners, builders and designers has indicated that the additional 1.0 m requirement, in addition to the existing 6.0 m front and rear yard setback requirements, is resulting in building mass on upper floors and internal floor plan inefficiencies.

The proposed amendment establishes a common exterior side yard standard for all development in the RSM zone that is based on the existing requirement for single-family (with/without a secondary suite), and SSMUH development on lots with a width less than 15.0 m.

The same design principles that apply to these lots can be achieved on lots with a width greater than 15.0 m. The proposed amendment provides greater design flexibility for homeowners, builders and designers to respond to different lot sizes and shapes. The proposed changes to the exterior side yard setback would not reduce the amount of live on-site landscaping or outdoor amenity space required.

The amendment is proposed for the following reasons:

- It provides a consistent standard for all development on RSM zoned lots; and
- It supports greater design flexibility, particularly important for lots with a width less than 18.0 m where design and viability challenges are typically more acute.

3. Clarifies in the Zoning Bylaw definitions section that a secondary suite is not a principal dwelling unit.

The City's current Zoning Bylaw definition for a principal dwelling unit does not reference a secondary suite. Given SSMUH development may include a secondary suite, this proposed amendment updates the definition of principal dwelling unit to make clear that a secondary suite is not considered a principal dwelling unit. This amendment is consistent with the BC Building Code and other sections of the City's Zoning Bylaw which only permit one secondary suite per principal dwelling unit and do not permit a secondary suite to be stratified. The proposed amendment and clarification do not impact the overall number of units permitted on an RSM zoned lot.

The proposed amendment provides further clarity for all homeowners, builders and designers.

Financial Impact

None.

Conclusion

Amendment Bylaw 10716 responds to feedback received from homeowners, builders and designers and clarifications identified by staff through the regular monitoring of SSMUH development in the City. The proposed amendments are targeted and address interior and exterior side yard setbacks, and the definition of a principal dwelling unit. They balance housing delivery, design flexibility and local character considerations.

It is recommended that Richmond Zoning Bylaw No. 8500, Amendment Bylaw 10716, be introduced and given first, second and third reading.

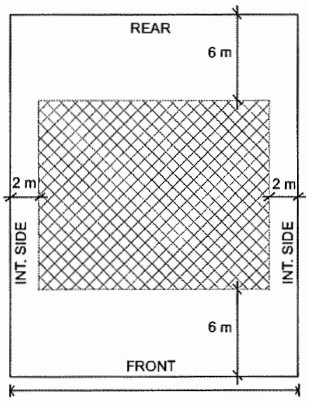
Andrew Norton, BA, MSc, MRTPI
Manager, Development - West
(604-276-4138)

AN:aa
Att. 1. Comparison of Existing and Proposed Setbacks for RSM Development

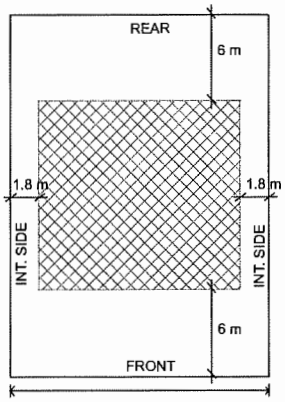
8155344

EXISTING INTERIOR SIDE YARD SETBACKS

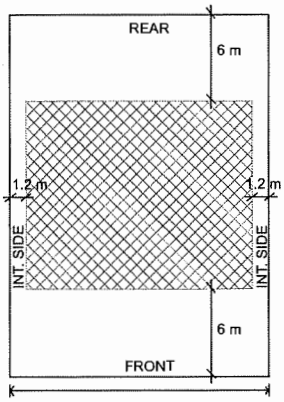
Single Family (With/ Without Secondary Suite)



20 m or greater

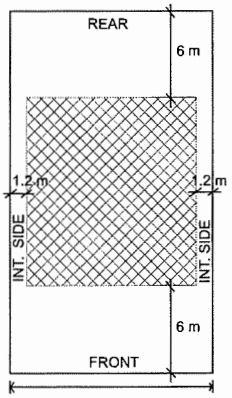


18 m or greater but less than 20 m

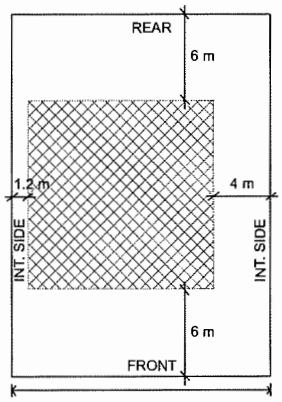


Less than 18 m

Small-Scale Multi-Unit Housing (SSMUH)



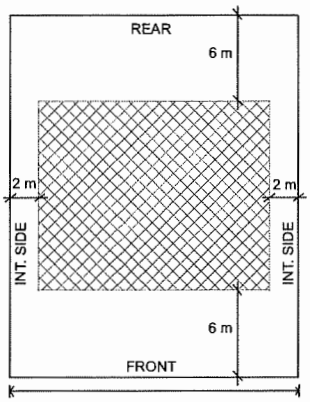
Less than 15 m



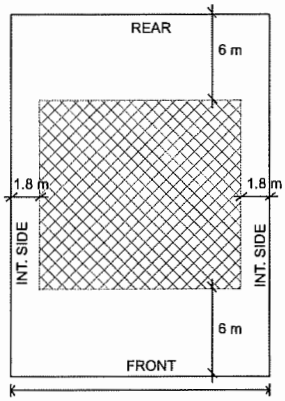
15 m or greater

PROPOSED INTERIOR SIDE YARD SETBACKS

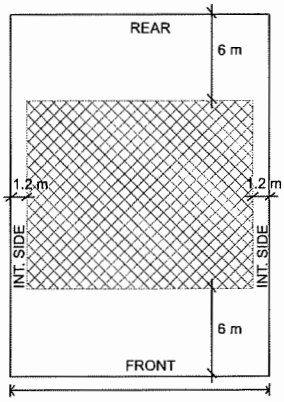
Single Family (With/ Without Secondary Suite) & SSMUH



20 m or greater



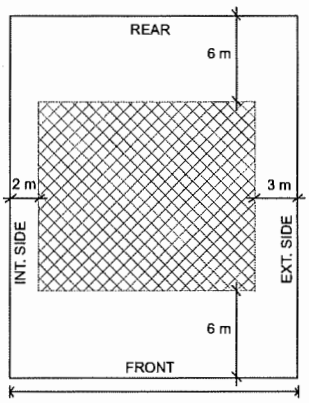
18 m or greater but less than 20 m



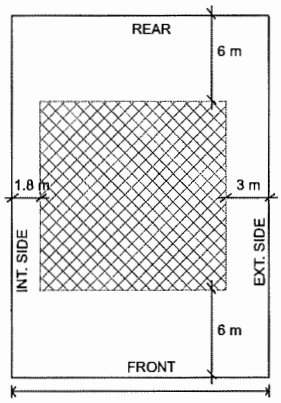
Less than 18 m

EXISTING EXTERIOR SIDE YARD SETBACKS (CORNER LOTS)

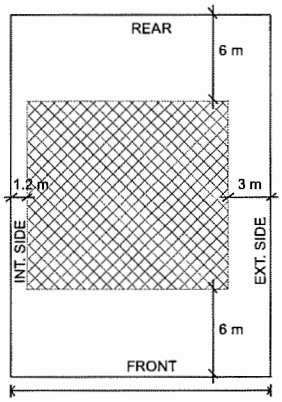
Single Family (With/ Without Secondary Suite)



20 m or greater

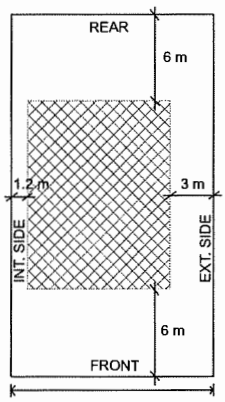


18 m or greater but less than 20 m

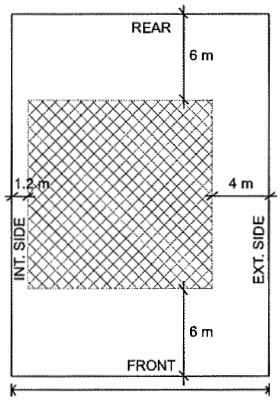


Less than 18 m

Small-Scale Multi-Unit Housing (SSMUH)



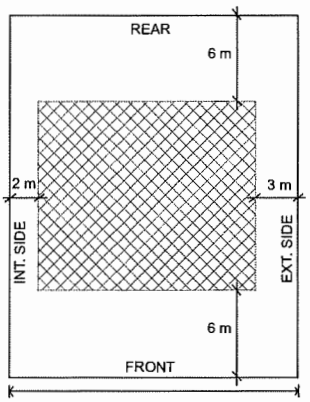
Less than 15 m



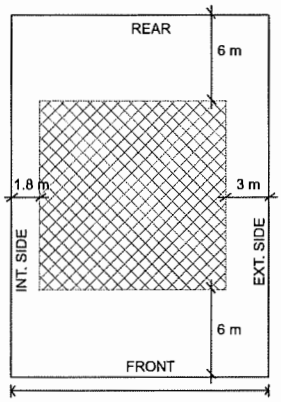
15 m or greater

PROPOSED EXTERIOR SIDE YARD SETBACKS (CORNER LOTS)

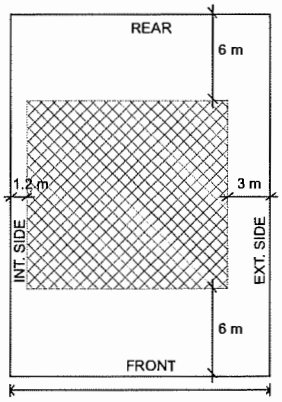
Single Family (With/ Without Secondary Suite) & SSMUH



20 m or greater



18 m or greater but less than 20 m



Less than 18 m

City of Richmond

Bylaw 10716

Richmond Zoning Bylaw 8500 Amendment Bylaw 10716 (Small-Scale Multi-Unit Housing)

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 3.4 Use and Term Definitions by replacing the definition of "Dwelling unit, principal" with the following:

   "**Dwelling unit, principal** means either a **dwelling unit** for which a building permit was issued prior to any other **dwelling unit** on a **site** or a **dwelling unit** which occupies the entirety of a **building** or a larger **gross floor area** than another **dwelling unit** in the same **building.** A **secondary suite** is not a **principal dwelling unit**."

2. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.19 Small-Scale Multi-Unit Housing (RSM/S, RSM/M, RSM/L, RSM/XL) by

   2.1. Replacing Section 8.19.7.2 with the following:

   "2. The minimum **interior side yard** for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, or **development** involving **small-scale multi-unit housing**, is:

   i) 2.0 m for **lots** with a **lot width** of 20.0 m or greater;
   ii) 1.8 m for **lots** with a **lot width** of 18.0 m or greater, but less than 20.0 m; or
   iii) 1.2 m for **lots** with a **lot width** of less than 18.0 m."

   2.2 Replacing Section 8.19.7.3 with the following:

   "3. The minimum **exterior side yard** for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, or **development** involving **small-scale multi-unit housing**, is 3.0 m."

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10716".**

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
AN
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 21, 2025
From:	Lloyd Bie, P.Eng. Director, Transportation	**File:**	10-6500-01/2025-Vol 01
Re:	**Westwater Drive Traffic Calming**		

Staff Recommendation

That Option 2 to implement traffic calming on Westwater Drive, as described in the report titled "Westwater Drive Traffic Calming", dated October 21, 2025, from the Director, Transportation, be approved.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Engineering	☑	
Fire Rescue	☑	
RCMP	☑	
Public Works	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

8162032

Staff Report

Origin

Staff received a petition from residents in the Westwater Drive neighbourhood requesting traffic calming on Westwater Drive to address concerns of vehicle speeding. This report provides the results of staff's traffic assessment and engagement with the neighbourhood.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*
>
> *3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*
>
> *6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*

Analysis

Neighbourhood Traffic Calming Program

The City's neighbourhood traffic calming objectives aim to transform local roads into people-first streets by:

- Informing speed interventions with public engagement;
- Redesigning streets to discourage speeding; and
- Enhancing the comfort of people walking and biking.

The approach to delivering traffic calming on local roads is a data and community-driven process.

The process includes the following steps:

- Residents request speed management measures on their local street.
- Traffic studies are conducted by staff to measure road safety and operational issues.
- Staff collaborate with residents to develop tailored traffic calming measures based on the speed data results and site conditions to work towards achieving consensus.
- Surveys of affected residents determine the level of support for the proposed traffic calming measures developed during the engagement phase.

Council Policy 7018 indicates that the Director of Transportation may implement traffic calming measures, without reference to Council, if the measures have the support of the majority of affected residents and the measures are on a local street. If any of the conditions are not met, Council approval for the implementation of traffic calming measures must be obtained.

Review of Westwater Drive Traffic Calming Request

Study Area

Westwater Drive, from Railway Avenue to Trites Road, is a local street located in the Steveston neighbourhood east of Steveston Village (Figure 1).

The default speed limit on Westwater Drive is 50 km/h. There is a 30km/h speed zone near the school playground and 20km/h advisory speed signs where the road curves. Westwater Drive is used by multiple user groups accessing the perimeter road by foot, bicycle and car.

Figure 1: Westwater Drive between Railway Avenue and Trites Road

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Speed Study:** The results of a speed study conducted from February 12 to February 19, 2025, indicated 85 percent of the traffic is travelling at or below 40 km/h on the western end of Westwater Drive near Railway Avenue. Towards Trites Road on the east end of the study area, the 85th percentile speed was 60 km/h.

- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded two vehicle incidents along this section of Westwater Road. No incidents were speed-related, and none involved a cyclist or pedestrian.

Engagement with Residents

Stakeholder Meeting

A total of 185 addresses are located along this section of Westwater Drive.

A meeting with residents was held on March 27, 2025, at the Steveston Community Centre. The results of staff's technical assessment along with potential traffic calming measures were presented for input and feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
March 27, 2025	15	• Present staff's technical assessment; and • Discuss options for traffic calming measures.	• Majority of attendees expressed the following: ▪ Concern for speeding on straight section of road; ▪ Support for speed humps and speed cushions; ▪ No interest in 30 km/h speed limit; and ▪ Suggestion to enhance pavement markings on road curves.

Feedback at the meeting indicated support for installation of the proposed traffic calming measures which included a combination of speed cushions and speed humps on the straight section of Westwater Drive where the 85th percentile speed was measured at 60 km/h.

Stakeholder Survey

From April 22 to May 13, 2025, residents were surveyed to determine the level of support for the physical traffic calming measures determined through the engagement phase.

A total of 185 surveys were mailed to each discrete address; 76 responses were received for a 41 percent response rate.

Figure 2 provides a breakdown of the survey results. The results indicate support (93 percent of respondents or 38 percent of total households) in favour of traffic calming measures on Westwater Drive.

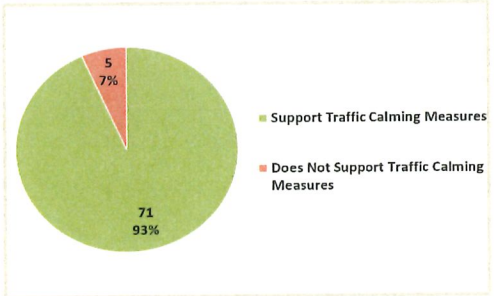


Figure 2: Westwater Drive Traffic Calming – Survey Results

In addition, staff engaged with representatives from Homma Elementary School and Britannia Shipyards. Both stakeholders are supportive of implementing physical traffic calming measures on Westwater Drive.

Proposed Traffic Calming Measures

Option 1: Status Quo

As there was measured speeding on the eastern section of Trites Road (85th percentile speed of 60km/h) and support for interventions to reduce vehicle speeds on Westwater Drive from adjacent residents, staff do not recommend this option.

Option 2: Traffic Calming (Recommended)

This option proposes installation of two asphalt speed cushions and an asphalt speed hump on Westwater Drive (Figure 3). This arrangement balances emergency response objectives with neighbourhood concerns as the two speed cushions have cutouts for unimpeded travel by fire trucks and the midpoint speed hump, without cutouts, slows motorcycles. A lower profile of 7 cm is proposed for these three traffic calming devices. This profile has been successful at addressing vibration and noise emission as well as being effective at achieving speed reduction.

Figure 3: Proposed Traffic Calming Measures on Westwater Drive

As only 38 percent of total households responded, with 93 percent of those voting in favour, Council approval for the implementation of the described traffic calming measures is required.

Next Steps

Staff recommend construction of two asphalt speed cushions and one asphalt speed hump. These interventions are anticipated to be constructed in Q1 2026.

The line markings to delineate the centre line of the curved sections of roadway as residents requested at the open house will be implemented by the end of this year.

Financial Impact

The total estimated capital cost to implement the traffic calming measures is $30,000. Funding can be accommodated through the Council-approved 2025 Capital Plan - Traffic Calming Program.

Conclusion

A petition for traffic calming to reduce speeding on Westwater Drive was received from area residents. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Westwater Drive between Trites Road and Railway Avenue. A traffic study indicated no operational or safety concerns on the western section of Westwater Drive where the road curves multiple times. However, an 85th percentile speed of 60 km/h was measured on the straight section of Trites Road to the east. As 93 percent of survey respondents support installing traffic calming measures, staff recommend the introduction of two speed cushions and one speed hump on Westwater Drive as traffic calming devices.

Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:sh

Motion to Support Affected Landowners During Appeal of Cowichan Land Claim:

1. **Write a letter to the Prime Minister, the Premier, the Ministers of Finance, the Attorneys General to mitigate the effects of the Cowichan Land ruling on private landowners during the appeal process.**

2. **For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process and report back.**

Rationale:

The Cowichan Land Claim decision has caused unintended effects. The length of time for the appeal process is adding to the uncertainty for residents, businesses, workers and landowners in the area. Many residents are worried about such things as:

the ability to remortgage their properties,

being charged a premium to remortgage due to the uncertainty of being in the "zone",

the valuations of their properties,

the possibility of losing their properties,

the inability to sell their properties,

the inability to obtain insurance on their properties,

The Land Title Act and the unreliability of title must be solved by the Province.

It is not fair for individuals to lose their homes while the process plays out. The Provincial and Federal Governments must enact measures to protect residents and landowners from the financial effects of the ruling while the issue is in the courts.

Motion submitted by Councillor Alexa Loo

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 28, 2025
From:	Suzanne Bycraft Director, Public Works	**File:**	02-0780-01/2025-Vol 01
	Jim Wishlove Fire Chief		
Re:	**Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services**		

Staff Recommendations

1) That Contract 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services, be awarded to Fountain Tire Ltd. for an initial three-year term for an estimated total value of $1,009,872 excluding taxes and contingency, as described in the report titled "Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services", dated October 28, 2025;

2) That authorization be given to issue change orders as required up to an additional $201,974 for contingency, for a maximum total value of $1,211,846 for the initial term, excluding taxes;

3) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term for up to two additional one-year periods, to a maximum total term of five years, at an additional estimated value of $673,248, plus $134,650 contingency excluding taxes, resulting in a total estimated contract value of $2,019,744 over five years; and

4) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with Fountain Tire Ltd.

Suzanne Bycraft
Director, Public Works

Jim Wishlove
Fire Chief

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance Department	☑	Roeland Zwaag
Purchasing	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

The City maintains contracts for the supply of tires and tire related services to support vehicle needs for Richmond Fire-Rescue and City Fleet Operations.

This report presents the results of the submissions received following a competitive procurement process and recommends awarding the contract to the submission that offers the best value while effectively meeting operational requirements.

This report supports Council's Strategic Plan 2022-2026 Strategy #1 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*
>
> *3.4 Ensure Civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.*

Analysis

Procurement Process

Request for Proposals (RFP) 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Service, was posted on BC Bid on January 24, 2025. Three proposals were submitted by the February 28, 2025 closing date. Bidders were invited to submit pricing proposals for various brands and types of tires, aligned with the City's historical usage patterns. The City purchases approximately 720 tires encompassing various sizes and specifications on an annual basis to serve departments such as Public Works, Parks Services, Engineering and Richmond Fire Rescue. The scope of services includes tire repair and replacement, road and service calls, tire delivery, mounting and installation and wheel alignment. The City's intention is to award a contract for an initial three-year term, with the option to renew for two additional one-year terms, for a total potential duration of five years. Renewals will be subject to performance and mutual agreement between the City and the successful proponent.

Review Process

Staff conducted independent evaluations of the submitted proposals, which were assessed based on pre-determined criteria, including Financial, Technical, and Sustainability components.

The evaluation results of the RFP are summarized in Table 1. Total costs are based on estimated volumes of tires and related services required over the initial 3-year contract term.

Table 1: Financial Summary and Evaluation Scores

Proponent	Estimated Total Costs for a Three Year Contract Term	Evaluation Score
Fountain Tire Ltd.	$1,009,872	90.25

Kal Tire	$1,007,385	82.33
Jover Holdings Inc.	$1,120,716	70.79

Although the financial proposals presented by Fountain Tire and Kal Tire were closely aligned, Fountain Tire Ltd. offered a proposal demonstrating the greatest benefit in meeting the City's operational needs, technical specifications, and service responsiveness. Their proposal includes guaranteed service call response times within the scope of the contract, 24/7 tire service availability—an essential feature during extreme weather conditions when fleet continuity is critical—and robust inventory management practices which includes proactive stocking and oversight of tire inventory to ensure same-day or next-day availability for all tire types used across the City's fleet.

Contract Term

The recommended contract is for an initial three-year term which would commence upon contract agreement, with the option to renew for two additional one-year terms, for a total potential contract term of five years. The prices for the supply of tires and tire-related services will be fixed throughout the initial term of the contract. The contract may be renewed under the same terms and conditions with any future year's unit price adjustments to be negotiated prior to the fourth and fifth year of the contract to ensure alignment with industry price indices.

Financial Impact

The total estimated cost for the contract is based on the City's forecasted volume and service level requirements over the full contract term based on prior years' experience. Staff note the full contract expenditure may vary given tire and tire related services are procured on an as-needed basis. To account for potential fluctuations in demand and unforeseen circumstances, a contingency allowance of 20% has been included, as detailed in Table 2.

Table 2: Estimated Contract Cost

Years 1 to 3	$1,009,872
Contingency (20%)	$201,974
Total – Years 1 to 3	**$1,211,846**
Optional Years 4 and 5	$673,248
Contingency (20%)	$134,650
Total – Maximum 5-Year Term	**$2,019,744**

Requested funding for the services to be procured under this contract are included in the operating budgets for both Richmond Fire-Rescue and Fleet Operations.

Conclusion

This report presents the results of a competitive procurement process RFP 8397P. Staff recommend that Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services be awarded to Fountain Tire Ltd, for an initial three-year term, with the

option to extend for two additional one year terms, to a maximum of five years upon satisfactory performance and mutual agreement, for an estimated total value of $2,019,744.

Owen Sinclair
Manager, Fleet Operations

Kevin Gray
Deputy Fire Chief

City of Richmond

Bylaw 10705

Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 10705

The Council of the City of Richmond enacts as follows:

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

2. This Bylaw is cited as **"Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10705"**

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 10705

SCHEDULE C to BYLAW NO. 8641

Rates and Charges

PART 1 - RATES FOR SERVICES

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

(a) Capacity charge – a monthly charge of $0.1058 per square foot of Gross Floor Area; and

(b) Volumetric charge – a charge of $26.756 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2150 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 21.1(e)(i), 21.1(e)(ii), and 21.1(e)(iii) that exceeds 6 watts per square foot.

PART 3 - RATES FOR SERVICES APPLICABLE TO AREA A

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

(a) Volumetric charge – a charge of $103.855 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property calculated on each of (i) an energy use of 2644 MWh per annum ("Basic Supply Amount"), and (ii) any energy use in excess of the Basic Supply Amount.

City of Richmond

Bylaw 10706

Oval Village District Energy Utility Bylaw No. 9134 Amendment Bylaw No. 10706

The Council of the City of Richmond enacts as follows:

1. The Oval Village District Energy Utility Bylaw No. 9134, as amended, is further amended by deleting Schedule D (Rates and Charges) of the Bylaw in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Bylaw.

2. This Bylaw is cited as **"Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10706".**

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 10706

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

(a) capacity charge - a monthly charge of $0.0739 per square foot of gross floor area; and

(b) volumetric charge – a monthly charge of $45.516 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2150 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(e) (i), (ii), and (iii) that exceeds 6 watts per square foot.

City of Richmond

Bylaw 10707

City Centre District Energy Utility Bylaw No. 9895 Amendment Bylaw No. 10707

The Council of the City of Richmond enacts as follows:

1. City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended by deleting Schedule D (Rates and Charges) in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Bylaw.

2. This Bylaw is cited as **"City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10707".**

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 10707

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

(a) capacity charge - a monthly charge of $0.0862 per square foot of gross floor area; and

(b) volumetric charge – a monthly charge of $52.980 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of $0.2150 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 19.1(f) (i), 19.1(f) (ii) and 19.1(f) (iii) that exceeds 6 watts per square foot.

City of Richmond

Bylaw No. 10711

Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10711

The Council of the City of Richmond enacts as follows:

1. The **Flood Protection Bylaw No. 10711**, as amended, is further amended:

   a) By replacing section 2.1 with the following:

   2.1 Imposition of Flood Protection System User Fees

   2.1.1 Every **property owner** in the **City** must pay a **flood protection system** fee in the amount specified in Schedule B for the period from January 1 to December 31 of each year.

   2.1.2 **Property owners** with a property within the Agricultural Land Reserve with greater than one zoning type attributed to the property, will pay a **flood protection system** fee based on the sum of the amounts specified in Schedule B, proportional to each zoning type.

   b) By deleting Schedule B and replacing it with the schedule attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10711"**, and is effective January 1, 2026.

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8168150

SCHEDULE A TO BYLAW NO. 10711

SCHEDULE B to BYLAW NO. 10426

FLOOD PROTECTION USER FEES

		Annual Fee
(a)	Residential Dwellings (per **dwelling unit**)	
	(i) **One-Family Dwelling** or **Two-Family Dwelling**	$380.00
	(ii) **Multiple-Family Dwellings**	$256.64
(b)	Agricultural properties	$380.00
(c)	Industrial, commercial and institutional properties with lot areas less than 800 m^2	$380.00
(d)	Industrial, commercial and institutional properties with lot areas between 800 m^2 and 1,999 m^2	$734.59
(e)	Industrial, commercial and institutional properties with lot areas between 2,000 m^2 and 9,999 m^2	$1,805.03
(f)	Industrial, commercial and institutional properties with lot areas between 10,000 m^2 and 19,999 m^2	$4,135.80
(g)	Industrial, commercial and institutional properties with lot areas between 20,000 m^2 and 49,999 m^2	$9,306.01
(h)	Industrial, commercial and institutional properties with lot areas between 50,000 m^2 and 99,999 m^2	$13,638.30
(i)	Industrial, commercial and institutional properties with lot areas between 100,000 m^2 and 499,999 m^2	$24,051.21
(j)	Industrial, commercial and institutional properties with lot areas greater than 500,000 m^2	$56,504.22

City of Richmond

Bylaw No. 10712

Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10712

The Council of the City of Richmond enacts as follows:

1. The **Sanitary Sewer Bylaw No. 10427**, as amended, is further amended by deleting Schedule B and replacing it with the schedule attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10712"**, and is effective January 1, 2026.

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8168144

SCHEDULE A TO BYLAW NO. 10712

SCHEDULE B to BYLAW NO. 10427
SANITARY SEWER USER FEES

1. FLAT RATES FOR NON-METERED PROPERTIES

		Annual User Fee
(a)	Residential Dwellings (per **dwelling unit**)	
	(i) **One-Family Dwelling** or **Two-Family Dwelling**	$1,170.72
	(ii) Townhouses	$1,071.17
	(iii) Apartments	$892.12
(b)	Public School (per classroom)	$805.06
(c)	Shops and Offices (per unit)	$953.31

2. RATES FOR METERED PROPERTIES **User Rate**

Calculated as rate per cubic metre (m^3) of water delivered to the property: $ 2.8554

3. MINIMUM USER FEE FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, AND AGRICULTURAL

Minimum charge in any quarter of a year: $ 86.00

4. CONSTRUCTION PERIOD USER FEE (per **dwelling unit** per month)

Month (2024)	One-Family Dwellings & Each Unit in a Two-Family Dwelling (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling Less than 4 Storeys (fee per dwelling unit)	Start Bill Year	Multi-Family Dwelling 4 Storeys or More (fee per dwelling unit)	Start Bill Year
January	$1,171	2027	$1,071	2027	$1,887	2028
February	$1,073	2027	$2,176	2028	$1,813	2028
March	$976	2027	$2,087	2028	$1,738	2028
April	$878	2027	$1,998	2028	$1,664	2028
May	$780	2027	$1,909	2028	$1,590	2028
June	$683	2027	$1,819	2028	$1,515	2028
July	$585	2027	$1,730	2028	$1,441	2028
August	$1,793	2028	$1,641	2028	$2,476	2029
September	$1,696	2028	$1,551	2028	$2,401	2029
October	$1,598	2028	$1,462	2028	$2,327	2029
November	$1,501	2028	$1,373	2028	$2,253	2029
December	$1,403	2028	$1,284	2028	$2,178	2029

City of Richmond

Bylaw 10713

Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10713

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and replacing them with the corresponding schedules attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10713"**, and is effective January 1, 2026.

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8180927

SCHEDULE A TO BYLAW NO. 10713

BYLAW YEAR: 2026

SCHEDULE A to BYLAW NO. 6803

FEES FOR CITY GARBAGE COLLECTION SERVICE	
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 80L container	$ 91.94
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 80L container	$ 110.33
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 120L container	$ 125.00
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 120L container	$ 150.00
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 240L container	$ 158.50
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 240L container	$ 190.20
Annual City garbage collection service fee for each unit in a single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development: 360L container	$ 299.44
Annual City garbage collection service fee for each unit in a townhouse development with weekly collection service: 360L container	$ 359.33
Annual City garbage collection service fee for each unit in a multi-family dwelling - Weekly service - Twice per week service	 $ 57.50 $ 101.11
Fee for garbage cart replacement	$ 25.00
Fee for each excess garbage container tag	$ 2.00
Large Item Pick Up fee	$ 24.00
Non-compliant large item collection fee	$ 75.00

SCHEDULE B to BYLAW NO. 6803

FEES FOR CITY RECYCLING SERVICE	
Annual City recycling service fee: (a) For residential properties, which receive blue box service (per unit) (b) For multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	$ 71.89 $ 63.22
Annual City recycling service fee: (a) For yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling (per unit) (b) For yard and garden trimmings and food waste from townhome dwellings that receive City garbage or blue box service (per unit) (c) For yard and garden trimmings and food waste from multi-family dwellings - Weekly Service - Twice per week service Cardboard bin recycling service for multi-family dwellings, collected once every 2 weeks Cardboard bin recycling service for multi-family dwellings, collected weekly Fee for yard/food waste cart replacement Annual City recycling service fee for non-residential properties	$ 185.56 $ 74.89 $ 58.11 $ 78.89 $ 90.00/bin/month $ 100.00/bin/month $ 25.00 $ 8.21
City recycling service fee for the Recycling Depot: (a) (i) for yard and garden trimmings from residential properties (ii) for recyclable material from residential properties (b) For yard and garden trimmings from non-residential properties (c) For recycling materials from non-residential properties (d) For upholstered furniture from residential properties (i) office/dining chair, ottoman, bench (ii) arm chair, loveseat, couch, recliner, chaise (iii) sectional, sofabed, reclining loveseat/couch, massage chair (e) For upholstered furniture from non-residential properties (i) office/dining chair, ottoman, bench (ii) arm chair, loveseat, couch, recliner, chaise (iii) sectional, sofabed, reclining loveseat/couch, massage chair	$25.00 per cubic yard for the second and each subsequent cubic yard $ 0.00 $25.00 per cubic yard $ 0.00 $ 0.00 $ 0.00 $ 0.00 $ 20.00 $ 35.00 $ 50.00

SCHEDULE C to BYLAW NO. 6803

FEES FOR CITY LITTER COLLECTION SERVICE	
Annual City litter collection service fee for both residential properties and non-residential properties	$ 51.78

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
Month in Current Year in which Building Permit is Issued		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2026	$ 221	2027	$ -	2027	$ -	2027	$ 79	2028
February	2026	$ 184	2027	$ 292	2028	$ 167	2028	$ 66	2028
March	2026	$ 148	2027	$ 266	2028	$ 152	2028	$ 53	2028
April	2026	$ 111	2027	$ 239	2028	$ 137	2028	$ 40	2028
May	2026	$ 74	2027	$ 213	2028	$ 122	2028	$ 26	2028
June	2026	$ 37	2027	$ 186	2028	$ 106	2028	$ 13	2028
July	2026	$ -	2027	$ 160	2028	$ 91	2028	$ -	2028
August	2026	$ 414	2028	$ 133	2028	$ 76	2028	$ 149	2029
September	2026	$ 376	2028	$ 106	2028	$ 61	2028	$ 135	2029
October	2026	$ 339	2028	$ 80	2028	$ 46	2028	$ 122	2029
November	2026	$ 301	2028	$ 53	2028	$ 30	2028	$ 108	2029
December	2026	$ 263	2028	$ 27	2028	$ 15	2028	$ 95	2029

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City of Richmond

Bylaw 10714

Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10714

The Council of the City of Richmond enacts as follows:

1. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting Schedules A, B, C, E and G and replacing them with the corresponding schedules attached as Schedule A to this bylaw and forming part thereof.

2. This Bylaw is cited as **"Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10714"**, and is effective January 1, 2026.

FIRST READING	NOV 10 2025
SECOND READING	NOV 10 2025
THIRD READING	NOV 10 2025
ADOPTED	

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

MAYOR

CORPORATE OFFICER

8168147

SCHEDULE A TO BYLAW NO. 10714

SCHEDULE "A" to BYLAW NO. 5637

FLAT RATES FOR
RESIDENTIAL, AGRICULTURAL, AND INSTITUTIONAL PROPERTIES

		Annual Fee
A.	Residential dwellings per unit	
	One-Family Dwelling or Two-Family Dwelling	$1,066.82
	Townhouse	$873.28
	Apartment	$562.74
B.	Stable or Barn per unit	$214.95
C.	Field Supply – each trough, water receptacle, or tap	$134.37
D.	Public Schools for each pupil based on registration January 1st	$12.73

SCHEDULE "B" TO BYLAW NO. 5637

METERED RATES FOR INDUSTRIAL, COMMERCIAL, INSTITUTIONAL, MULTI-FAMILY, STRATA-TITLED AND FARM PROPERTIES

1. RATES

Consumption per cubic metre:	$2.0089
Minimum charge in any 3-month period (not applicable to Farms)	$114.00

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

Meter Size	Fixed Charge
16 mm to 25 mm (inclusive)	$15
32 mm to 50 mm (inclusive)	$30
75 mm	$110
100 mm	$150
150 mm	$300
200 mm and larger	$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated)	$215

SCHEDULE "C" TO BYLAW NO. 5637

METERED RATES FOR ONE-FAMILY DWELLING AND TWO-FAMILY DWELLING

1. RATES

Consumption per cubic metre: $2.0089

2. WATER METER FIXED CHARGE

Fixed charge per **water meter** for each 3-month period:

Meter Size	Fixed Charge
16 mm to 25 mm (inclusive)	$12
32 mm to 50 mm (inclusive)	$14
75 mm	$110
100 mm	$150
150 mm	$300
200 mm and larger	$500

3. FEE FOR AN INACCESSIBLE METER AS SET OUT IN SECTION 7

Per quarter that the meter is inaccessible (not to be pro-rated) $215

SCHEDULE "E" to BYLAW 5637

CONSTRUCTION PERIOD WATER CONSUMPTION RATES – RESIDENTIAL

MONTH (2025)	ONE-FAMILY DWELLINGS & EACH UNIT IN A TWO-FAMILY DWELLING (rate per unit)	START BILL YEAR	MULTI-FAMILY LESS THAN 4 STOREYS (rate per unit)	START BILL YEAR	MULTI-FAMILY 4 STOREYS OR MORE (rate per unit)	START BILL YEAR
January	$1,067	2027	$873	2027	$1,175	2028
February	$978	2027	$1,751	2028	$1,128	2028
March	$889	2027	$1,678	2028	$1,081	2028
April	$800	2027	$1,605	2028	$1,035	2028
May	$711	2027	$1,533	2028	$988	2028
June	$622	2027	$1,460	2028	$941	2028
July	$533	2027	$1,387	2028	$894	2028
August	$1,606	2028	$1,314	2028	$1,514	2029
September	$1,517	2028	$1,242	2028	$1,467	2029
October	$1,428	2028	$1,169	2028	$1,420	2029
November	$1,339	2028	$1,096	2028	$1,373	2029
December	$1,250	2028	$1,023	2028	$1,326	2029

CONSTRUCTION PERIOD WATER CONSUMPTION RATES – COMMERCIAL AND INDUSTRIAL

Water Connection Size	Consumption Charge
20mm (3/4") diameter	$170
25mm (1") diameter	$325
40mm (1 ½") diameter	$805
50mm (2") diameter and larger	$1,990

SCHEDULE "G" to BYLAW 5637

RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)

Applicable rate is $1.5198 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at $0.3372 per m^3;
- 50% of the actual cost of operations and maintenance activities on water infrastructure shared by the **City** and YVR, as shown outlined in red on the plan attached as Schedule H;
- 100% of the actual cost of operations and maintenance activities on water infrastructure serving only YVR, as shown outlined in red on the plan attached as Schedule H; and
- 76 m^3 of water per annum at a rate of $1.5198 per cubic meter for water used annually for testing and flushing of the tank cooling system at Storage Tank Farm TF2 (in lieu of metering the 200 mm diameter water connection to this facility).

(Note: water infrastructure includes water mains, pressure reducing valve stations, valves, hydrants, sponge vaults and appurtenances)

City of Richmond

Minutes

Development Permit Panel
Wednesday, October 29, 2025

Time:	3:30 p.m.
Place:	Council Chambers Richmond City Hall
Present:	Wayne Craig, General Manager, Planning and Development, Chair Marie Fenwick, Director, Arts, Culture and Heritage Services Roeland Zwaag, General Manager, Engineering and Public Works

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

Staff advised that Item 2, Development Permit 22-022003, for the property at 14511 Westminster Highway, was not in order for the Panel to consider at this time and that this item should be referred to the next meeting of the Development Permit Panel to be held on November 13, 2025, in order for staff to work with the Applicant and prepare a revised report and agreed to considerations.

It was moved and seconded
That Item 2, Development Permit 22-022003, be considered at the next meeting of the Development Permit Panel, scheduled to be held on November 13, 2025.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on October 16, 2025, be adopted.

CARRIED

1. GENERAL COMPLIANCE - REQUEST BY KADIUM NO. 4 DEVELOPMENT LTD. FOR A GENERAL COMPLIANCE RULING AT 10380 NO. 4 ROAD

(File Ref. No.: DP 21-936427) (REDMS No. 7778537)

APPLICANT: Kadium No. 4 Development Ltd.

PROPERTY LOCATION: 10380 No. 4 Road

INTENT OF PERMIT:

For the plans involving changes to the proposed Landscape Plan, Tree Management Plan and Landscape Detail Plan, be considered to be in General Compliance with the approved Development Permit (DP 21-936427).

Applicant's Comments

Jason Liang, Kadium No. 4 Development Ltd., 10380 No. 4 Road, introduced the project and, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), highlighted the proposed changes as follows:

(i) Replacement of Tree # 435:

- as part of the rezoning consideration in 2021, the approved tree protection and replacement plan identified two trees that were to be relocated on-site and which required they be removed and temporarily transplanted off-site during construction;
- Maple Leaf Tree Movers (2015) Ltd. (Maple Leaf) provided an assurance letter outlining the methodology and procedure to relocate Tree #422, a Japanese maple, and Tree #435, a Pink snowbell, and were subsequently hired to transplant both trees temporarily off-site (April-July 2022);
- a few months later, Maple Leaf advised the developer that Tree #435 did not survive, and on October 17, 2023, the project arborist undertook a field review to the off-site location at 14571 Westminster Hwy. and found that although Tree #422 was likely to survive, Tree #435 had not survived the temporary relocation and would need to be replaced; and
- Tree #435 is proposed to be replaced with one large tree, a 10cm Dawyck Purple beech tree, in the same location that was proposed for the transplanted tree on the property.

(ii) Change in height of the north property line fence:

- the neighbour to the north requested that the originally planned 4ft. fence be increased for improved privacy; and
- the project team reviewed and confirmed the fence could be raised to 5ft. while remaining in full compliance with Richmond City Bylaw (combined retaining wall and fence height below 2.0m).

(iii) Change of east retaining wall material from Allan Block to Timber:

- The change in material is for the rear yards of the east side of the townhouses, with the eastern half of the backyards being within the Statutory Right-of-Way (SRW) area;
- a perimeter drain runs approximately 8 inches west of the SRW, leaving only 8 inches between the perimeter of the drain and the SRW boundary which could not accommodate 12 inch Allen Block as originally intended; and
- following discussion with the design team and Landscape Architect, a timber retaining wall (4 inches x 6 inches) is proposed instead, which has a thinner profile, will fit within the space, also provides the same durability and structural integrity and will match the wood fence style along the east property line.

Staff Comments

Staff noted (i) the development is currently under construction, (ii) tree retention was originally assessed as part of the rezoning application, (ii) the applicant has provided detailed accounting of the tree relocation process and has agreed to plant an upsized tree, a 10 cm Dawyck Purple beech tree, in the same location that Tree #435 was to be replanted to, (iii) proposed changes to the fence and retaining wall are consistent with the site zoning, and (iv) the City continues to hold a security to ensure the landscaping works are completed in accordance with approved plans.

Panel Discussion

The Panel queried the typical success rate of transplanted large trees and if there were limitations to the size of the replacement trees (e.g., 10 cm.). In response, Terry Thrale, Project Arborist, Woodridge Tree Consulting, noted (i) in general, he rarely recommends tree relocation as it is often (over 50%) unsuccessful and optimal conditions are needed, and (ii) a 10 cm calibre tree is considered to be an upsize tree and would be as large as commercially available for most types of trees.

In response to a further query with respect to the fencing along the north property line in relationship to the front yard setback, Denitsa Dimitrova, PMG Landscape Architect, confirmed there will be a 1m high fence within the front yard setback and then the 5ft. fence extends from the end of setback beyond.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commended the developer and arborist for efforts made to retain Tree #435, noting the care and attention that was paid.

Panel Decision

It was moved and seconded
That the attached plans involving changes to the proposed Landscape Plan, Tree Management Plan and Landscape Detail Plan, be considered to be in General Compliance with he approved Development Permit (DP 21-936427).

CARRIED

2. DEVELOPMENT PERMIT 22-022003
(REDMS No. 8173750)

APPLICANT: Hardev S. Chane

PROPERTY LOCATION: 14511 Westminster Highway

INTENT OF PERMIT:

Permit the construction of a single detached house on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA).

This item has been deferred and will be considered at the next meeting of the Development Permit Panel, scheduled to be held on November 13, 2025.

3. New Business

None.

4. Date of Next Meeting: November 13, 2025

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (3:50 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, October 29, 2025.

Wayne Craig
Chair

Lorraine Anderson
Legislative Services Coordinator

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, October 29, 2025

October 29, 2025

General Compliance Application

DP 24-040325

ONWARD – 19 Townhouses

10380 No.4 Road

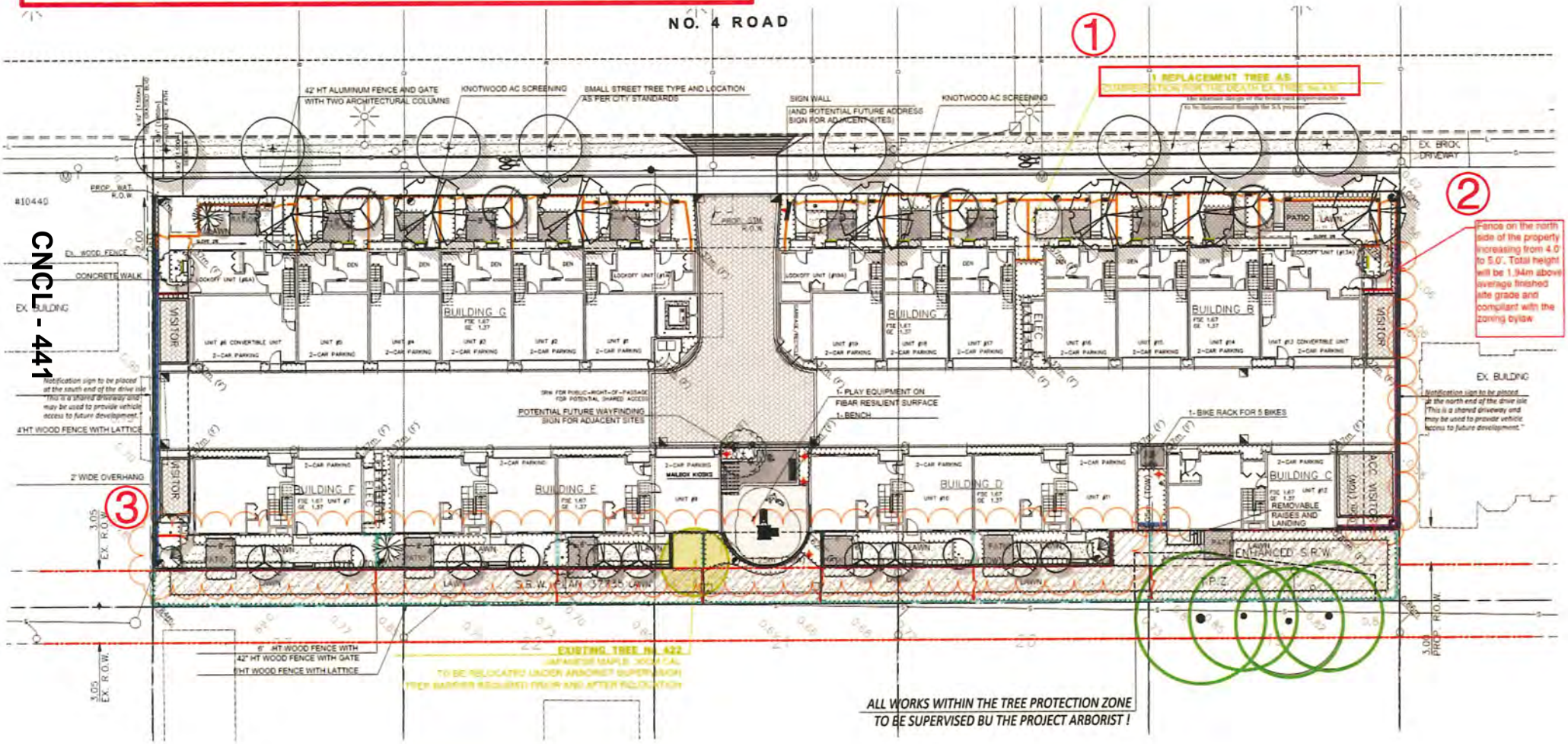
RZ 18-831725 DP 21-936427 BP 23-024098

Project Team

- Developer
  Kadium No.4 Development Ltd.
- Architect
  Matthew Cheng Architect Inc.
- Landscape Architect
  PMG Landscape Architects Ltd.
- Arborist
  Woodridge Tree Consulting Arborists Ltd.

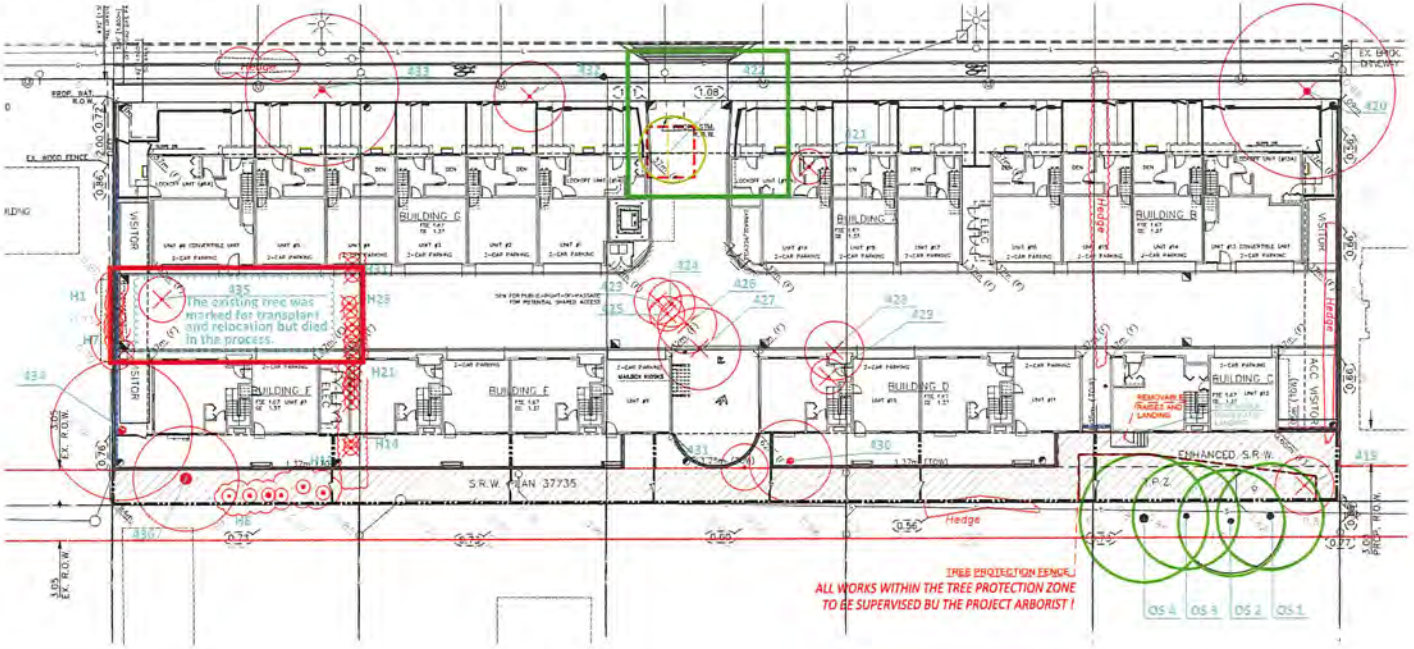
Agenda

1. The Replacement of Tree #435
2. The Change in Height of North Property Line Fence from 4ft to 5ft
3. The Change of East Retaining Wall Material from Allan Block to Timber

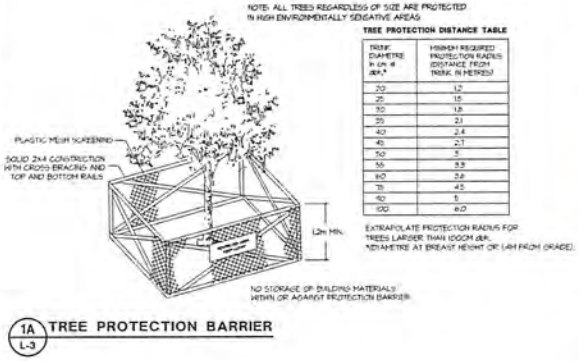


CNCL - 441

1. The Replacement of Tree #435



CNCL - 442



1A L-3 TREE PROTECTION BARRIER

Tree Inventory			
Tag	Species	DBH (cm)	TPZ (m)
419	Fig	40	2.40
420	Deodar cedar	73	4.38
421	Fig	39	2.34
422	Japanese maple	30	1.80
423	Smaragd cedar	36	2.16
424	Smaragd cedar	40	2.40
425	Smaragd cedar	28	1.68
426	Oyama magnolia	24	1.44
427	Japanese maple	36	2.16
428	Himalayan birch	48	2.88
429	Elderberry	24	1.44
430	Apple	43	2.58
431	Apple	21	1.26
432	Cherry	39	2.34
433	Norway maple	57	3.42
434	Flowering cherry	82	4.92
435	Pink snowbell	27	1.62
436	Hazelnut	30	1.80
H1-H7	Western red cedar	30	1.80
H8-H13	Western red cedar	30	1.80
H14-H31	Western red cedar	30	1.80
os1	Hemlock	60	3.60
os2	Hemlock	60	3.60
os3	Hemlock	60	3.60
os4	Western red cedar	85	5.10

- May 3, 2021 –

  - Rezoning Consideration: Retention of on-site trees #422 and #435
  - Transplant during construction and relocation back to site near completion

- March 2022 –

  Kadium retained Maple Leaf Tree Movers Ltd. for transplant of trees #422 and #435 off-site

- April-July 2022 –

  Trees #422 and #435 were successfully transplanted to site located at 14571 Westminster Hwy, Richmond.

- October 17, 2023 –

  Arborist undertook a field review, and found that Tree #422 "is likely to survive" and Tree #435 "did not survive the relocation"

IMAGE 1- Tree 422- **Picture from 2021**

IMAGE 2- Tree 422. **Photo October 17, 2023**

IMAGE 3- Root ball/root mass from transplant is 1.50m from the tree center. Outlined in yellow. **Photo October 17, 2023**

IMAGE 4- Soil conditions near the base of tree tag 422. Good condition loam/topsoil. **Photo October 17, 2023**

IMAGE 5- Tree 435- **Picture from 2021**

IMAGE 6- tree #435- **Photo October 17, 2023**, the tree did not survive relocation

CNCL - 443

Maple Leaf Tree Movers (2015) Ltd

March 4, 2022

VIA EMAIL mhuk@richmond.ca

City of Richmond
Tree Preservation Official, Building Approvals
6911 No. 3 Road, Richmond, BC V6Y 2C1

Attention: Matthew Huk, RPF

Project address: 10340, 10360, 10380, 10400, 10420 No 4 Road, Richmond, B.C.

We have been retained by Kadium No.4 Development Ltd. to transplant one Japanese Maple and one Styrex Japonica at above stated site and to be transported to our tree nursery for storage until such time they are in a position to reinstated the trees back to the original locale as per City of Richmond request.

We can successfully transplant these trees as per the BCNTA specification outlined in our meeting at the Planning Department. We will Hydrovac around this Styrex exposing the root system beyond the 72" root zone and then prune anything exposed. We then use a root ball harness with a multiple point of lift for our crane to then transplant this Styrex tree off site as per landscape and Planning's specifications.
Rental of our 94" truck mounted tree spade to transplant this specimen Japanese maple.

If there are any other questions or concerns regarding this letter, please feel free to contact us.

Accepted by:
Kadium No.4 Development Ltd.

Jason Y.B. Liang

Maple Leaf Tree Movers (2015) Ltd.

Stephen B. Hill

Specializing in transplanting mature specimen trees since 1967

14571 Westminster Hwy.
Richmond, B.C. V6A 1A4

604.880.2555

Maple Leaf Tree Movers Ltd

Attention: Jason Y.B. Liang

E-mail: Jason@kadium.ca

Kadium No.4 Development Ltd.
460 – 1200 73rd. Avenue
Vancouver. B.C.,
V6P 6G5

City of Richmond
Attention: Mark Tennenhouse
Planning Department

E-mail: MTennenhouse@richmond.ca

Project: 10380 No. 4 Road
Ricmond, B.C.

Styrex Japonica No. 435 was transplanted to our tree farm July 2. 2022
We placed it into an 87" wire basket, then reinstated with nutrient top soil & maintained with irrigation as per BCNTA specifications.

Unfortunately this tree did not do well from the beginning and leaves simply transpired to the point of no return and within 30 days this plant appeared to be lifeless. Months later I personally checked for any signs of fresh cambium, however it was clearly dead. I eventually contacted Jason and inform him that their Styrex Japonica was **NOT** a successful transplant and we agreed to dispose of this tree.

I hope this information and photos will help you with your final decision.

Stephen B. Hill
604-880-2555
Maple Leaf Tree Movers Ltd.

Specializing in transplanting mature specimen trees since 1967

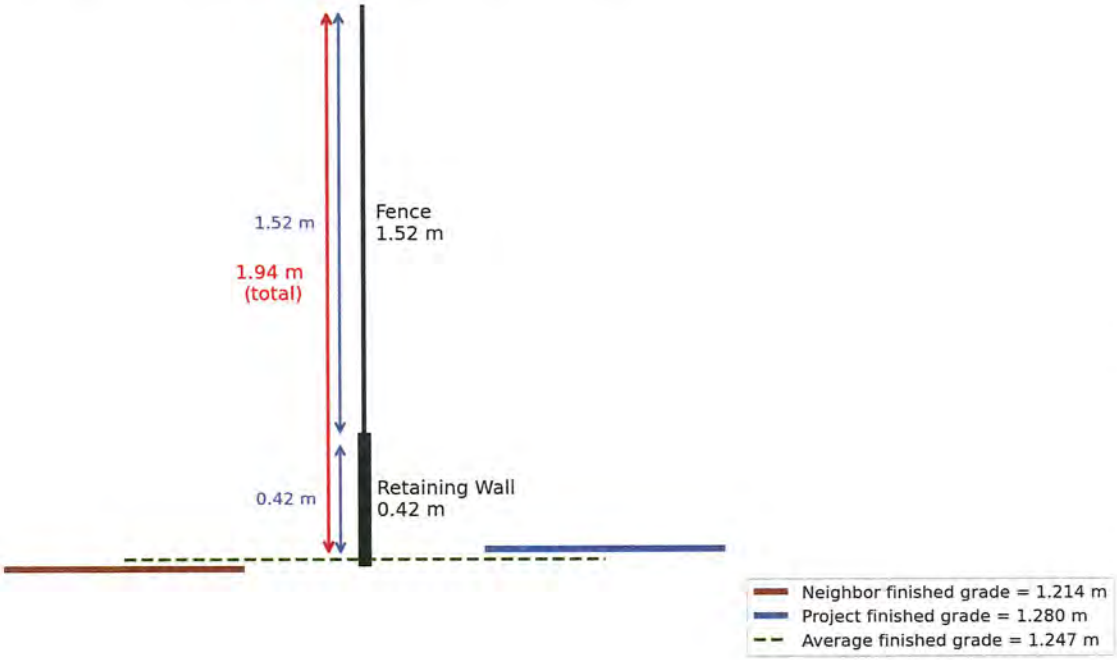
14571 Westminster Hwy.
Richmond, B.C.
V6A 1A4
604.880.2555

2. The Change in Height of North Property Line Fence from 4ft to 5ft

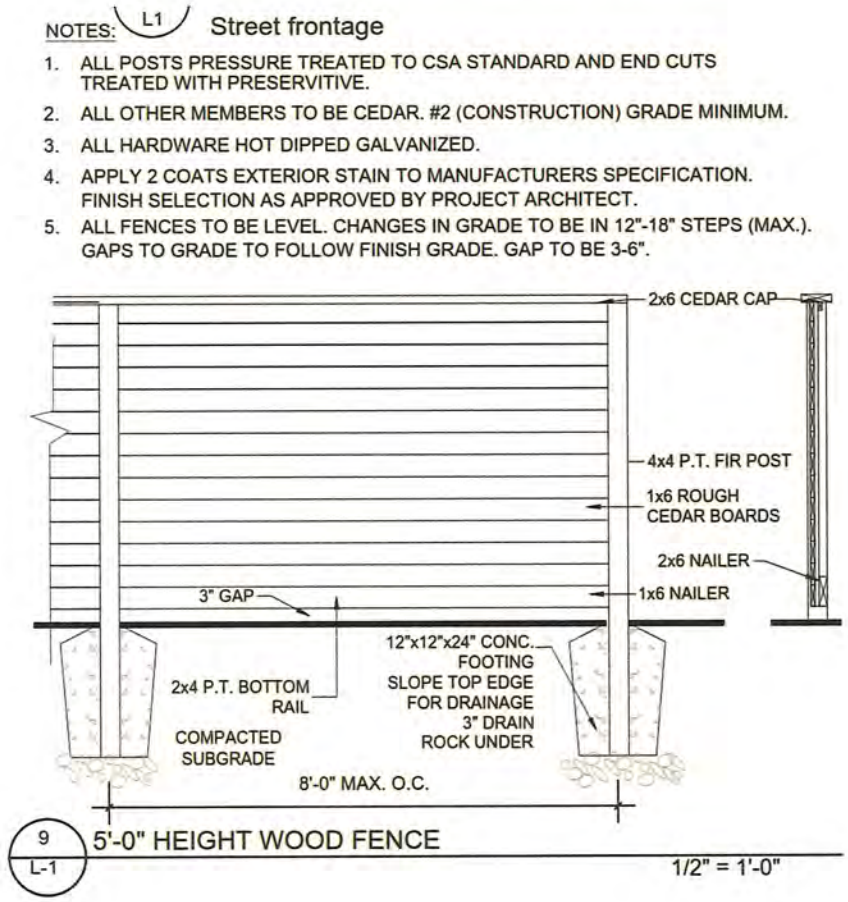
Design Rationale

- Neighbor to the north requested increasing the original 4 ft fence for improved privacy
- The Project Team reviewed and confirmed the fence can be raised to 5 ft while remaining in full compliance with Richmond City Bylaw (combined retaining wall and fence height below 2.0 m)

Section Drawing: 5ft Fence Height Measurement



Source: Extract from Landscape Design Revisions

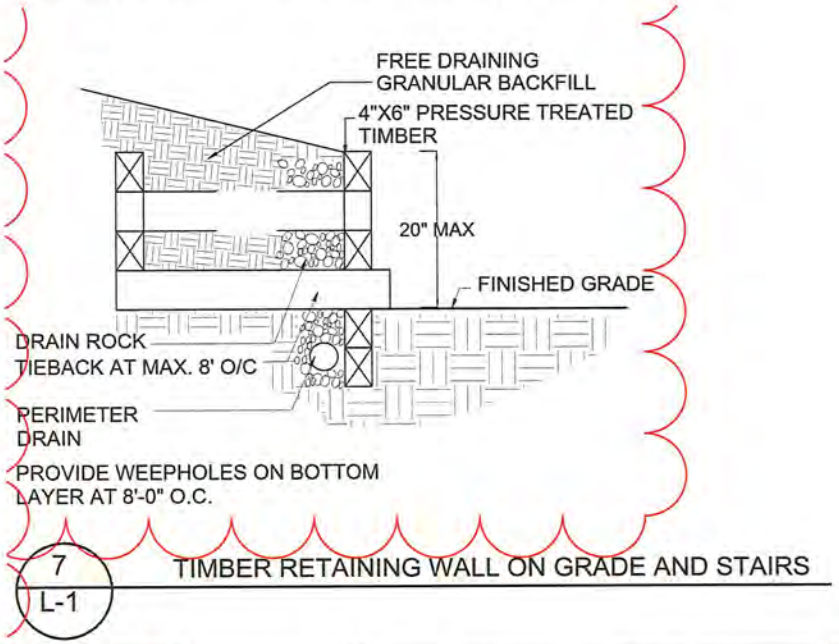


3. The Change of East Retaining Wall Material from Allan Block to Timber

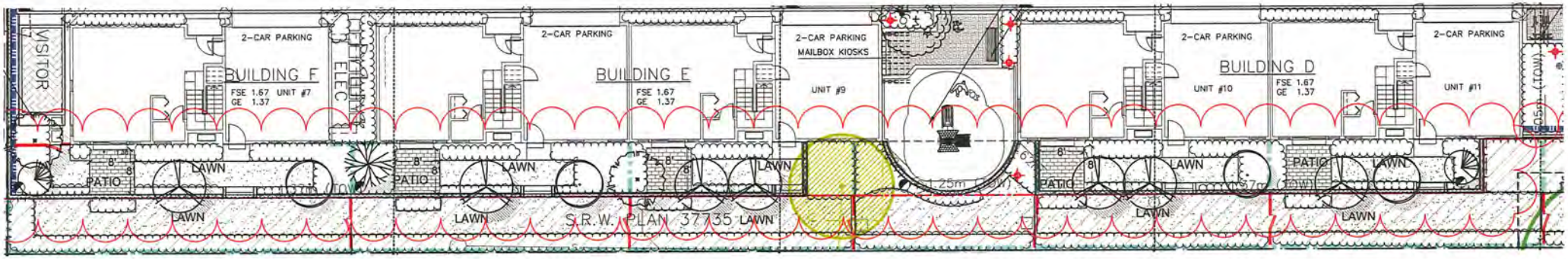
Design Rationale

- Located at the rear yards of the east-side townhouses
- The eastern half of the backyard is within the S.R.W. (Statutory Right-of-Way) area
- A perimeter drain runs approximately 8 inches west of the S.R.W. boundary
- The retaining wall is designed to be placed between the perimeter drain and the S.R.W. boundary
- The original Allan Block wall (≈12" wide) cannot fit within the 8" space
- A timber retaining wall (4"x6") is proposed instead, which fits within the space and matches the wood fence style along the east property line

Source: Extract from Landscape Design Revisions



Source: Extract from Landscape Plan (East Retaining Wall Location)



CNCL - 446

City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	November 7, 2025
From:	Wayne Craig Chair, Development Permit Panel	**File:**	DP 21-936427
Re:	**Development Permit Panel Meeting Held on October 29, 2025**		

Staff Recommendation

That the recommendation of the Panel to authorize the approval of changes to the Development Permit (DP 21-936427) issued for the properties located at 10380 No. 4 Road, be endorsed and the changes be deemed to be in general compliance with the permit.

Wayne Craig
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following item at its meeting held on October 29, 2025.

GENERAL COMPLIANCE TO DP 21-936427 – KADIUM NO. 4 DEVELOPMENT LTD. – 10380 NO. 4 ROAD
(October 29, 2025)

The Panel considered a General Compliance Development Permit (DP) application to permit changes to the proposed Landscape Plan, Tree Management Plan and Landscape Detail Plan, be considered to be in General Compliance with the approved DP (DP 21-936427).

The applicant, Jason Liang, of Kadium No. 4 Development Ltd. and the applicant's architect provided a brief visual presentation highlighting the proposed changes:

- As part of the rezoning considerations in 2021, the approved tree protection and replacement plan identified two trees that were to be relocated on-site, and which required them to be removed and temporarily transplanted off-site during construction.
- Maple Leaf Tree Movers Ltd. (Maple Leaf) provided an assurance letter outlining the methodology and procedure to relocate Tree #422, a Japanese maple, and Tree #435, a Pink snowbell and were subsequently hired to transplant both trees temporarily off-site (April-July 2022).
- A few months later, Maple Leaf advised the developer that Tree #435 did not survive, and on October 17, 2023, the project arborist undertook a field review to the off-site location at 14571 Westminster Hwy. and found that although Tree #422 was likely to survive, Tree #435 had not survived the temporary relocation and would need to be replaced.
- Tree #435 is proposed to be replaced with one large tree, a 10 cm Dawyck Purple beech tree, in the same location that was proposed for the transplanted tree on the property.
- The applicant proposes to increase the fence height along the north property line from 4 ft. to 5 ft. in response to the neighbour to the north requesting that the fence be increased for improved privacy.
- The project team reviewed and confirmed the fence could be raised to 5 ft. while remaining in full compliance with Richmond City Bylaw.
- The applicant proposes to replace the previously proposed Allan Block retaining wall with timber. This change would apply to the rear yards of the east side of the development adjacent to the utility Statutory Right-of-Way (SRW) area.
- A perimeter drain runs approximately 8 inches west of the SRW, leaving only 8 inches between the perimeter of the drain and the SRW boundary, which could not accommodate a 12-inch Allen Block as originally intended.
- Following discussion with the design team and Landscape Architect, a timber retaining wall (4 inches x 6 inches) is proposed instead, which has a thinner profile, will fit within the space, also provides the same durability and structural integrity and will match the wood fence style along the east property line.

Staff noted (i) the development is currently under construction, (ii) tree retention was originally assessed as part of the rezoning application, (iii) the applicant has provided detailed accounting of the tree relocation process and has agreed to plant an upsized tree, a 10 cm Dawyck Purple beech tree, in the same location that Tree #435 was to be replanted to, (iv) proposed changes to the fence and retaining wall are consistent with the site zoning, and (v) the City continues to hold a security to ensure the landscaping works are completed in accordance with approved plans.

The Panel queried the typical success rate of transplanted large trees and if there were limitations to the size of the replacement trees (e.g., 10 cm). In response, Terry Thrale, Project Arborist, Woodridge Tree Consulting, noted (i) in general, he rarely recommends tree relocation as it is often (over 50%) unsuccessful and optimal conditions are needed, and (ii) a 10 cm calibre tree is considered to be an upsize tree and would be as large as commercially available for most types of trees.

In response to a further query with respect to the fencing along the north property line in relation to the front yard setback, Denitsa Dimitrova, PMG Landscape Architect, confirmed there will be a 1.0 m high fence within the front yard setback, and then the 5 ft. fence extends from the end of the setback beyond.

The Panel commended the developer and arborist for efforts made to retain Tree #435, noting the care and attention that was paid.

The Panel recommends that the permit be deemed to be in general compliance with the Development Permit (DP 17-768248).

Access for Everyone?

Publicly Operated HandyDART In Metro Vancouver

March 2023

By Eric Doherty – Ecopath Planning
www.ecoplanning.ca

For Amalgamated Transit Union Local 1724

About the Author

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Amalgamated Transit Union Local 1724

ATU Local 1724 represents the workers in the Greater Vancouver regional area with the paratransit service known as HandyDART. We are the operators, office workers, mechanics and road supervisors that serve the elderly and those with special needs. More information is available at www.atu1724.com

Cover photo – TransLink - https://buzzer.translink.ca/2021/03/translink-launches-handydart-modernization-program/

Photographs by Eric Doherty except as noted

Updated in Sept 2023 to correct an error in Figure 4 and associated text

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Summary

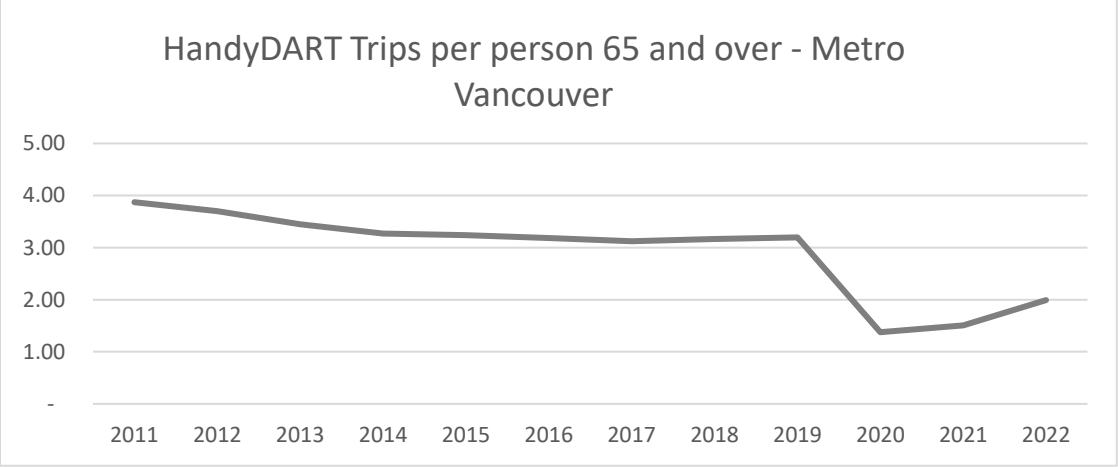
In early 2022 The TransLink Mayors' Council and Board of Directors adopted Transport 2050, which aims to create a "fairer and more just and inclusive transportation system that truly delivers on the promise of Access for Everyone." TransLink admits that in "the past, transportation justice has not been central to our regional mission and so, as a region, we have catching up to do."

However, not only does Transport 2050 mostly ignore the challenge of population aging it also makes HandyDART riders almost invisible. HandyDART (and associated terms like paratransit and custom transit) are barely mentioned.

This is not only a TransLink responsibility. The minister responsible for TransLink states that the provincial government has been a "partner in developing Transport 2050 since its inception." TransLink is a creation of the provincial government, receives provincial funding, and has a legislated responsibility to consider all relevant provincial objectives including those regarding HandyDART provision.

The rates of disability for British Columbia range from 13% for the 15 to 24 age group to 51% for people 75 and over. This year the oldest people in the baby boom generation turn 78, and in the coming decade providing the services and urban environment older seniors need will be a defining social and political challenge in Metro Vancouver and across the country.

HandyDART service per senior was dropping even before pandemic

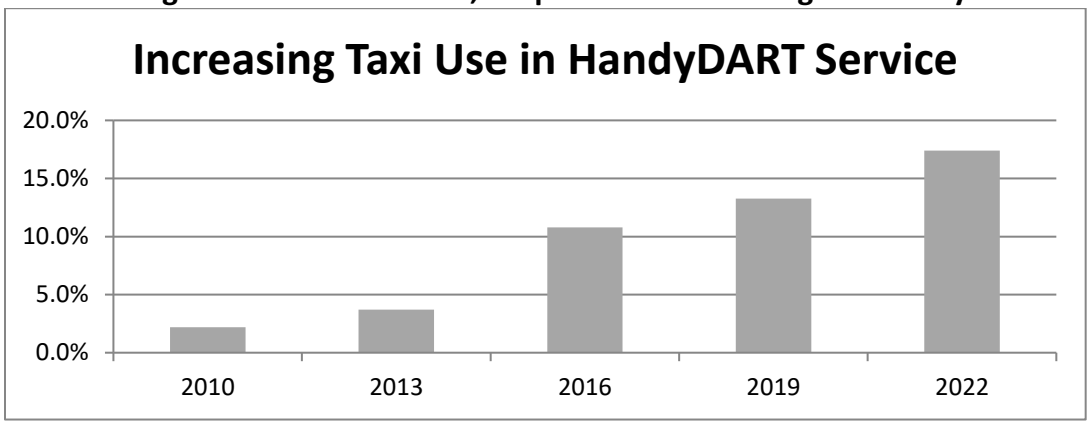


The number of HandyDART trips per person 65 and over declined significantly between 2011 and 2019, as shown in the graph above. In 2019, before the COVID pandemic, TransLink provided twenty two percent less HandyDART service per person 65 and over

than in 2008*. In 2022, with demand again outstripping supply as pandemic restrictions eased, TransLink provided 1.99 trips per senior, only half the HandyDART service per person 65 and over than in 2008.*

In 2022 the percentage of taxi trips also reached 17%, reflecting the inability of the private contractor to attract, train, and retain workers in a tight labour market. This also seems to reflect a disregard for targets set in TransLink plans – the previous TransLink 10 Year Plan called for reducing the percentage of taxi trips to 7% by 2021.

Taxi usage has climbed to 17%, despite TransLink's target of 7% by 2021



Experience in Metro Vancouver and elsewhere shows that substituting taxis for dedicated custom transit vehicles results in sub-standard safety and service, often without any real reduction in costs.

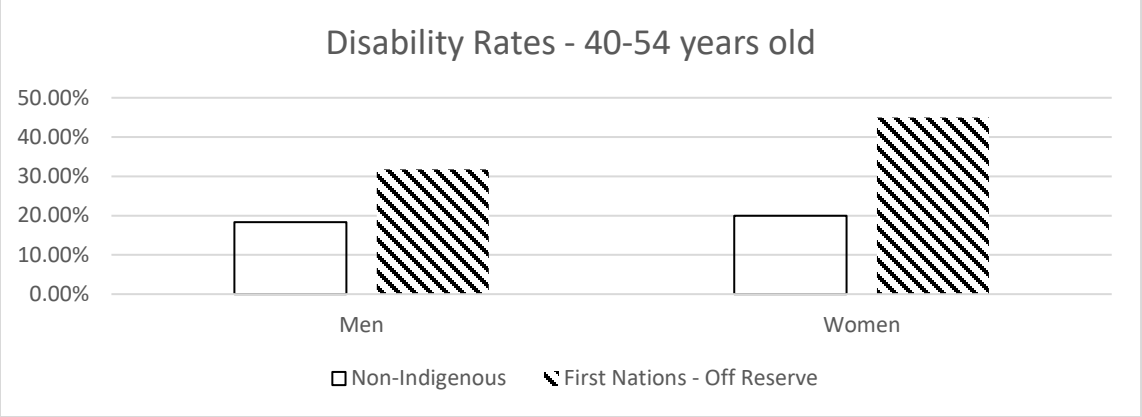
In 2017 the Mayors' Council on Regional Transportation noted that TransLink's 2017 "10-Year Vision . . . will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region." The same report states that HandyDART service "expansion in the Mayors' Vision is expected to address the increased demand to some degree, but analysis shows that it is likely insufficient to catch up or keep pace with need."

The Legislature's Select Standing Committee on Finance and Government Services budget consultation reports have also recommended "increasing accessible transportation options such as HandyDART" (or similar wording) for several years running.

Disabilities caused by COVID-19 will increase the need for HandyDART service, and other mobility options for people with disabilities, in both the short and long term. These disabilities will also reduce the availability of workers able to do the physically and mentally demanding work of operating a HandyDART vehicle and assisting passengers.

Transport 2050 notes that Indigenous people emphasized the need for "improved accessibility for people with disabilities and mobility challenges." However, it does not recognize that Indigenous people have much higher rates of disability than the general population. For example, the rate of disability for First Nations women 40 to 54 years old is 45%, more than double the rate for non-Indigenous women the same age as shown below.

The disability rate of First Nations women is more than double that of non-Indigenous women 40-54 years old



If Access for Everyone is to include Indigenous Peoples, TransLink needs to greatly improve accessibility for persons with disabilities (including HandyDART service) region wide but particularly on reserve lands and other areas with high indigenous populations.

Public HandyDART Provision Essential for Increasing and Improving service

The rationale for contracting out transit services has been that as workers have less job security working for a private contractor, wages will be enough lower to offset the corporations profit margin and additional administrative expenses. However, with an aging population and the effects of the COVID pandemic, transit agencies across North America are having great difficulty attracting and retaining enough qualified workers.

Stability is crucial for attracting and retaining qualified workers

Over the last few years, TransLink's HandyDART operations have been in the hands of four different corporations. Every time a new contractor takes over, years of efficiency gains are lost as new management implements new procedures. Employee morale suffers along with efficiency, quality of service, and workplace health & safety. Stability is crucial for attracting and retaining qualified workers.

Contacting out also means that TransLink staff do not gain the knowledge and experience they would if involved directly in HandyDART operations. It seems likely that Transport 2050 would not have the glaring gaps it has regarding aging and HandyDART if TransLink staff were directly involved in providing HandyDART service.

Large for-profit operators have a history of performance issues that affect riders and consume large amounts of transit agency staff time – including problems related to low wages and resulting staff turnover. Part of the problem is that it is impractically complex to align public service with the profit motive in large public transit systems – a contract that covered all aspects of quality service would be enormously complex and difficult to enforce.

Multiple disability rights organizations have supported in-house HandyDART service as a way to improve staff retention, on the basis that experienced operators provide better and more sensitive service.

The intractable problems with contracting out custom transit services, and the recognition of the benefits of living wages and decent working conditions, have resulted in a number of jurisdictions directly providing paratransit as a public service. The Regional District of Nanaimo, City of Nelson, District of Powell River and the Sunshine Coast Regional District all chose to provide BC Transit HandyDART and conventional transit directly as a public service rather than pay a multinational corporation to do so.

The BC government's recent decision that about 5,000 health care workers should be "once again directly employed by the government and health authorities" was based on the evidence that "employees who feel secure and safe in their jobs provide higher-quality care for people, and in turn employers can attract and retain staff at a higher and more consistent level."

Proper public sector comparator needed

At this point, it is essential that TransLink conduct a proper and unbiased Public Sector Comparator (PSC) to compare the costs and benefits of continued outsourcing to insourcing of HandyDART. TransLink committed to do a multiple accounts evaluation PSC in 2016, but then reneged on this commitment.

HandyDART riders should be involved in selecting the criteria to be considered. And the union representing HandyDART workers should be involved in selecting the company to do the work, and have input into the design of the PSC. The full PSC, not just a summary, should be made public.

Electrification of HandyDART requires permanent facilities

Electric transit vehicles have multiple benefits for riders including quieter smoother operation, and better air quality inside and outside the vehicle. These benefits are more important for HandyDART riders, many of whom have conditions exacerbated by pollution, than for the general public. Transitioning TransLink's conventional bus fleet to quiet clean electric power while leaving the HandyDART fleet burning fossil fuels would be discriminatory and incompatible with the Transport 2050 commitment to equity.

However, it is not practical to electrify TransLink's HandyDART fleet without permanent, publicly owned, operations and maintenance centres. All of TransLink's HandyDART centres are leased temporary facilities. These, sometimes substandard, temporary facilities are also a factor in high staff turnover – substandard facilities translate into substandard working conditions.

It is time for TransLink to do what BC Transit Victoria has already done, and get funding from the provincial and federal governments for permanent operations centres with equipment for charging electric HandyDART vehicles. This would shift a significant proportion of the cost of HandyDART from TransLink's operating budget to a capital expense. Capital expenses are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink.

Multiple benefits of quality HandyDART

There are many benefits to providing good quality transit service that is accessible to all, and poor quality paratransit is never a good choice. Quantifying the economic and social benefits of improving HandyDART service are beyond the scope of this study. But, given the costs and negative social consequences of inadequate service, improving HandyDART service is a very good investment.

Failing to increase the amount of high-quality door-to-door custom transit service would impose substantial costs on the public health system and family care givers, as well as infringing on the rights of the increasing population of people living with disabilities.

Access for Everyone – sidewalks, bus lanes, rolling & more

Improving the conventional transit system, the sidewalk network, and numerous other features of our communities is essential to creating the "Access for Everyone" that Transport 2050 claims to aim for. Many, but not all, of these measures are mentioned in Transport 2050. And there is considerable potential to moderate the increase in HandyDART service that will be required, with adequate investment and re-allocation of road space. Some of these changes can also increase the efficiency of HandyDART service.

Some of the measures that have the potential to increase accessibility and moderate the need for HandyDART service increases include:

- Increasing regular transit service frequencies, and using larger buses, to reduce overcrowding.
- Improving transit priority measures, including transit lanes that can be used by HandyDART, and equipping HandyDART vehicles to activate transit signal priority.
- Installing accessible public washrooms at major transit transfer points.
- Creating many more high-quality bike and roll routes, and welcoming people riding power wheelchairs and mobility scooters to use these facilities.
- Building and improving sidewalks and crosswalks region wide. Transit is not accessible without good quality sidewalks all the way to and from the transit stop.
- Improving bus stops, with more transit shelters with spaces to sit and park wheelchairs out of the rain.
- Locating affordable housing, including for seniors and people with disabilities, in walkable areas with good quality transit.

Even with all these measures, a large increase in HandyDART service still will be needed.

Reallocating investment to meet Transport 2050 goals

The provincial government has set a target of reducing light duty vehicle kilometres traveled 25% by 2030, and is making action to meet this target central to the forthcoming BC Clean Transportation Action Plan. And it makes no sense to spend billions widening highways if your objective is to have much less traffic in the future.

Funding should be shifted away from highway expansion, which makes traffic worse and increases greenhouse gas pollution, to public transit infrastructure including permanent facilities for an expanded and electric HandyDART fleet.

A balanced examination of insourcing HandyDART should be one of the first steps towards Access for Everyone

In 2021 the Capital Regional District (CRD) voted to advocate for transportation investments that contribute to meeting regional sustainable transportation, affordability, and greenhouse gas reduction targets. A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade.

Conclusion

TransLink has some catching up to do, and a balanced examination of insourcing HandyDART should be one of the first steps towards Access for Everyone.

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1) Introduction & context

This report documents a compelling case for a HandyDART system in Metro Vancouver that is publicly operated (rather than being contracted out), has highly prioritized access to the road network along with transit buses, and is electrified along with the rest of TransLink's fleet. It is also crucial that HandyDART service is increased to meet the present need and keep up with the increasing number of people with disabilities in the region, which is largely linked to our aging population.

The promise of "Access for Everyone", set out by TransLink and the Government of BC in Transport 2050, cannot be met without meeting these conditions.

HandyDART is a custom transit service for people with physical and/or cognitive disabilities who cannot use the regular transit system for at least some trips. HandyDART is not just for older seniors. The people who benefit from HandyDART include children on their way to school and specialized programs, young adults on their way to work and medical appointments, and middle-aged people going to rehabilitation programs. Any one of us – even young able-bodied people – could be using these kinds of services next year on a temporary or permanent basis; however, the probability of needing custom transit service increases greatly with age.

The promise of Transport 2050 – Access for Everyone

In early 2022 The TransLink Mayors' Council and Board of Directors adopted Transport 2050, which boldly promises "Access for Everyone".[1] Their message lists key "Challenges and Opportunities", which include:

- "the accelerating climate emergency whose destructive impacts we are now clearly feeling"
- "the affordability crisis leaving many struggling"
- "relationship with Indigenous Peoples"
- "recovery from the COVID-19 pandemic"

Notably absent from this list of challenges, and Transport 2050 as a whole, is Metro Vancouver's aging population. Population aging translates to a higher number of people with disabilities (as discussed in section 2 below).

The Mayors' Council and Board states that "each of these challenges also present us with an opportunity to do better — to become the just, equitable, inclusive, and carbon-free region we aspire to be." P4

[1] www.translink.ca/plans-and-projects/strategies-plans-and-guidelines/transit-and-transportation-planning/transport-2050

By ignoring the challenges of our aging population, Transport 2050 repeats the mistakes of the past, at the same time as promising to change and do better in the future:

> "The transportation future we want is one where no one gets left behind.
>
> To create this fairer and more just and inclusive transportation system that truly delivers on the promise of Access for Everyone, we need to take steps to help lessen the struggles and reduce the barriers that people face. In the past, transportation justice has not been central to our regional mission and so, as a region, we have catching up to do." P 19

Not only does Transport 2050 mostly ignore the challenge of population aging it also makes HandyDART riders almost invisible. HandyDART (and associated terms like paratransit and custom transit are barely mentioned). The one HandyDART shown in the whole document is far in the background, behind a skateboarder. Making the most vulnerable transit riders invisible is a serious flaw in a document that is supposed to guide transportation in Metro Vancouver in the next crucial decade and beyond. TransLink has some serious "catching up to do."

Provincial and regional district responsibility

Transport 2050 also promises to break down the conflicting silos that have led to so many contradictory policies, and so much finger pointing between levels of government, in the past. It includes a letter from George Heyman, then Minister Responsible for TransLink, claiming that the provincial government has been a "partner in developing Transport 2050 since its inception" and that they are "supportive of the steps Transport 2050 takes towards advancing reconciliation and social equity to make it easier for everyone to travel around the region and access opportunities" (p 5).

Similar promises have been made it the past, but there are some indications that the provincial government may be making a real change of direction. The upcoming Clean Transportation Action plan is one example of the potential for positive change at the provincial level.

It is helpful to recognize that TransLink is a creation of the provincial government, receives provincial funding, and has a legislated responsibility to consider all relevant provincial objectives including those regarding paratransit (HandyDART) provision.

Transport 2050 notes that the "South Coast British Columbia Transportation Authority Act requires TransLink to "consider regional land use objectives, provincial transportation and economic objectives, and provincial and regional environmental and emissions reduction objectives." P 35

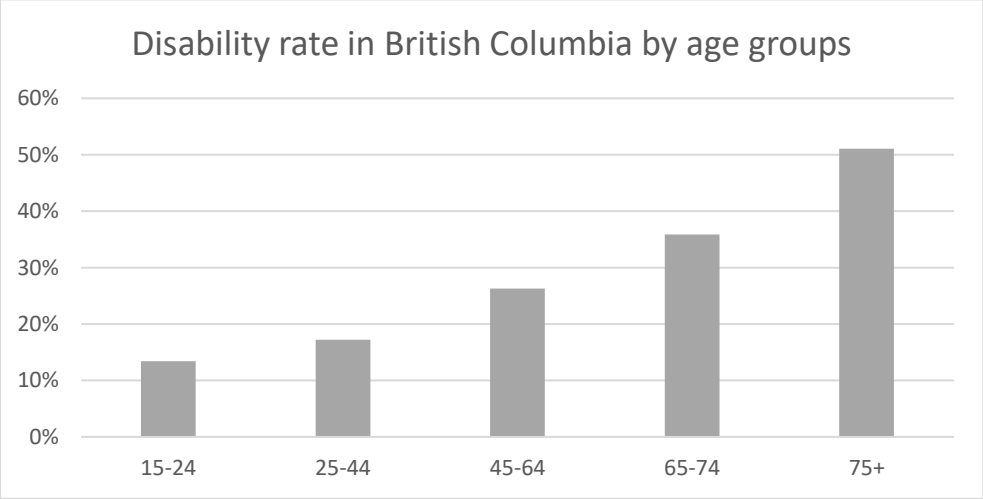
2) Aging population, growing HandyDART demand, and human rights

In 2017 the Mayors' Council on Regional Transportation released a backgrounder titled *HandyDART: A Backbone of Provincial Healthcare,* which notes that TransLink's 2017 "10-Year Vision . . . will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region."[2]

"Providing the services and urban environment older seniors need will be a defining social and political challenge"

In the same year, Statistics Canada was conducting the most recent Canadian Survey on Disability. The rates of disability for British Columbia, ranging from 13% for the 15 to 24 age group to 51% for people 75 and over, are shown in Figure 1 below.

Figure 1 – Disability increases with age, particularly past age 70



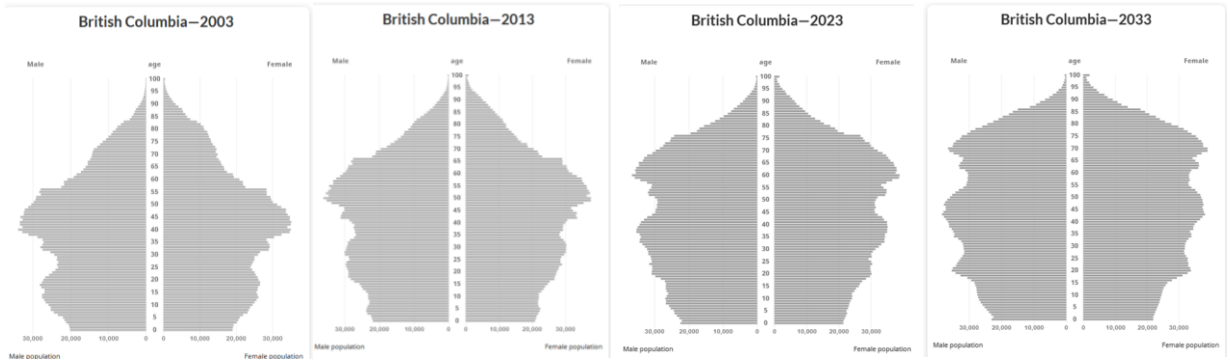
Source: Statistics Canada, Canadian Survey on Disability[3]

The 2021 census revealed important information on Canada's aging population. The Canadian Press reported that "seniors over the age of 85 are the fastest-growing age group in the country, marking another milestone on the slow march to what experts warn will be a crisis in care for the country's elders. . .. The pace of aging is expected to accelerate with every new candle added to the boomer generation's birthday cake."[4]

[2] ecoplanning.ca/wp-content/uploads/2021/09/Mayors-Council-HandyDART-backgrounder-April-2017.pdf
[3] www150.statcan.gc.ca/n1/pub/71-607-x/71-607-x2019035-eng.htm
[4] www.timescolonist.com/national-news/2021-census-shows-number-of-seniors-over-85-expected-to-triple-in-next-25-years-5303975

This year the oldest people in the baby boom generation turn 78, and in the coming decade providing the services and urban environment older seniors need will be a defining social and political challenge in Metro Vancouver and across the country. Figure 2, the Statistics Canada age 'pyramids' (which become less and less pyramid shaped over time) below illustrate the scale of change over the past two decades and the coming one.

Figure 2 – Age 'pyramids' show impact of Baby Boom generation aging 2003 - 2033



Source: www12.statcan.gc.ca/census-recensement/2021/dp-pd/dv-vd/pyramid/index-en.htm

The boomer generation is generally healthier and more active than previous generations, but disability increases sharply after age 70. A key question is how to provide the needed services so a larger proportion of older seniors can live independently, and transportation is a key and often neglected component of that.

The Canadian Press notes that "Wait-lists for long-term care beds can already stretch on for years, leaving people stuck in hospitals because there is nowhere else for them to go, or families struggling to care for their loved ones at home." But the boomer generation had fewer children than previous generations, so a larger proportion don't have family to provide care such as driving them to medical appointments and social activities. In addition, a significant proportion of the children of boomers don't own cars or have driver's licences. Meeting the "Access for Everyone" aspiration of Transport 2050 means that people with disabilities of any age should not have to have family who can drive them in order to live well.

More HandyDART service can reduce long-term care and hospital stay expenses. The BC Seniors Advocate states "On average, a long-term care bed costs taxpayers $27,740 more per year than two hours of daily home support."[5] Good paratransit service is one of the crucial supports that allows people to live independently.

[5] www.seniorsadvocatebc.ca/osa-reports/report-home-support-review/

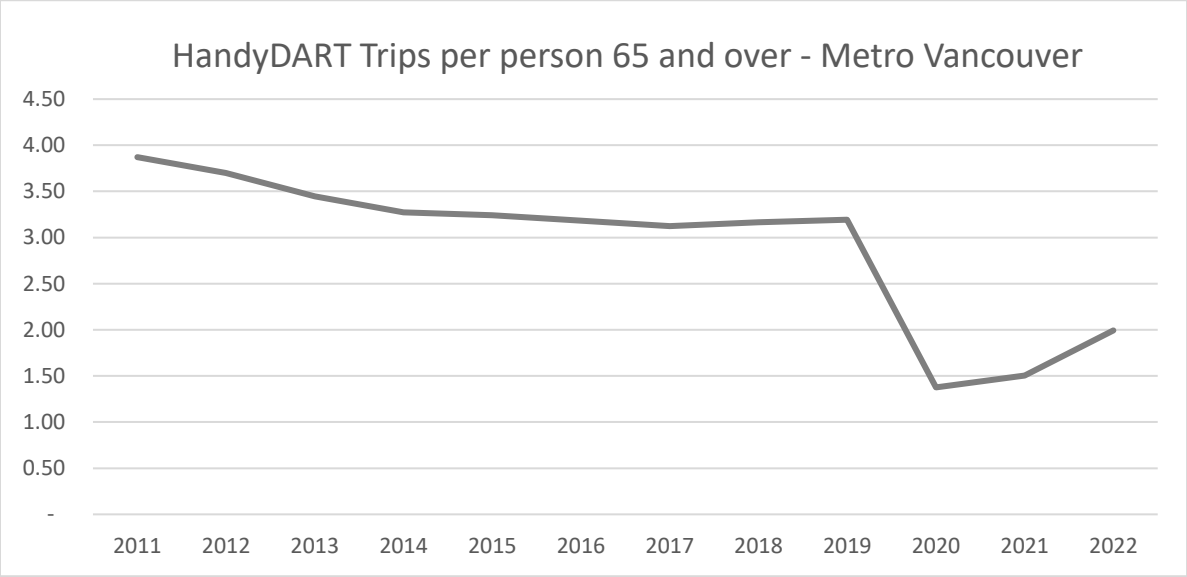
During the pandemic, substandard privatized long-term care cost lives and drove the societal recognition that public and non-profit provision of services to vulnerable populations is superior to what for-profit corporations provide.

The number of people with disabilities will increase at almost twice the rate of population growth

TransLink held the number of HandyDART trips per capita approximately constant over the last decade, until the COVID-19 pandemic. However, the number of HandyDART trips per person 65 and over declined significantly between 2011 and 2019 as shown in Figure 3 below. In 2011 TransLink was providing 3.87 trips per year for every person 65 and over (down from 4.07 in 2008). By 2013, when the crisis of HandyDART service was documented in the report *Metro Vancouver's Aging Population and the Need for Improved HandyDART Service,* and widely reported in the media, the level had dropped to 3.45.[6] From 2017 to 2019 the levels ranged from 3.12 to 3.19 trips per person 65 and over.

In 2019, before the COVID pandemic, TransLink provided twenty two percent less HandyDART service per person 65 and over than in 2008*. In 2022, with demand again outstripping supply as pandemic restrictions eased, TransLink provided 1.99 trips per senior, only half the HandyDART service per person 65 and over than in 2008.*

Figure 3 - HandyDART service per senior was dropping even before pandemic



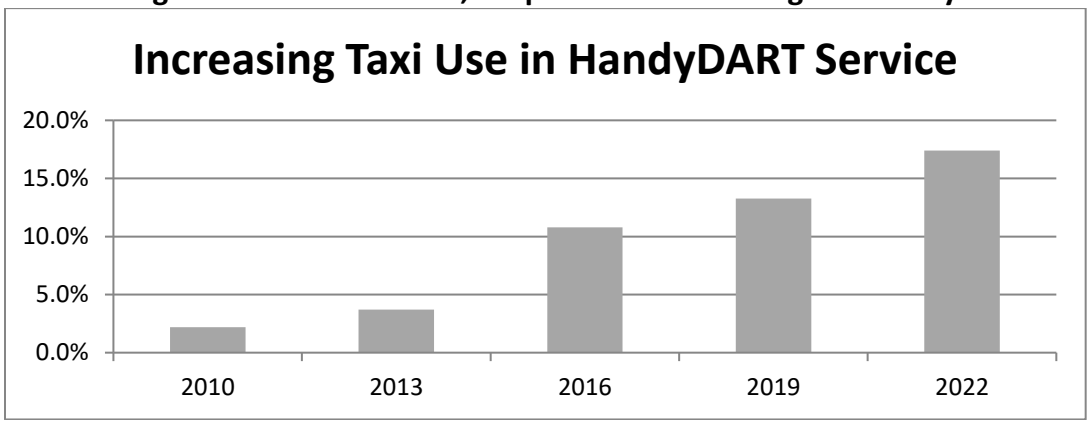
Data Sources: TransLink Data & Statistics Canada. Table 17-10-0135-01 Population estimates[7]

[6] ecoplanning.ca/wp-content/uploads/2011/01/ATU-HandyDART-Report-Final-Nov-15-2013.pdf; www.cbc.ca/news/canada/british-columbia/handydart-trip-denials-up-670-since-2008-says-group-1.2433056

[7] January 2023 www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1710013501

In 2022 the percentage of taxi trips also reached 17%, reflecting the inability of the private contractor to attract, train, and retain workers in a tight labour market. This also seems to reflect a disregard for targets set in TransLink plans – the previous TransLink 10 Year Plan called for reducing the percentage of taxi trips to 7% by 2021.

Figure 4 Taxi usage has climbed to 17%, despite TransLink's target of 7% by 2021[8]



Source: TransLink data

Experience in Metro Vancouver and elsewhere shows that substituting taxis for dedicated custom transit vehicles results in sub-standard safety and service, often without any real reduction in costs. The low pay and resulting high turnover in the taxi industry creates intractable problems. These serious issues with taxis in HandyDART service are discussed in the Appendix, and in more detail in the 2017 report *Metro Vancouver's Aging Population and the need for Quality HandyDART Service.*[9]

According to Human Resources and Skill Development Canada, due to an aging population, the number of people with disabilities in Canada will increase at almost twice the rate of population growth through 2036.[10] Metro Vancouver has many of the specialized medical facilities in British Columbia, such as the G.F. Strong Rehabilitation Centre. Many with severe disabilities and serious medical conditions – particularly older people – will likely relocate here to access specialized healthcare in the coming years.

TransLink acknowledged HandyDART crisis in 2017, but not in Transport 2050

In March 2017 TransLink published documents revealing that TransLink provides less HandyDART service per capita than comparable transit agencies. One document states:

[8] 2022 data updated to correct an error in the original version of this report.
[9] ecoplanning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf
[10] HRDC (2011) *Federal Disability Report* Figure 1.9.

> Demand for HandyDART Currently Outstrips Supply and is Anticipated to Grow: Up until late 2016, there had been no increase in HandyDART service since 2009 . . . we heard from many customers that it can be difficult to get a trip when needed and that many customers have stopped calling out of frustration. In addition, HandyDART is currently providing fewer trips per capita than our peer custom transit agencies, which indicates that there is likely latent demand for the service. Furthermore, recent BC Stats projections indicate the number of people in Metro Vancouver aged 70 or older will increase by 55% over the next ten years, which could translate into a greater need for HandyDART service, as the incidence of disabilities increases at this age.

The 10-Year Vision would still leave Metro Vancouver with half the service provided in similar Canadian cities

The same report states that HandyDART service "expansion in the Mayors' Vision is expected to address the increased demand to some degree, but analysis shows that it is likely insufficient to catch up or keep pace with need."[11]

The next month, the Mayors' Council chimed in with this statement:

> "The 10-Year Vision will increase this service by 30% [but] will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region. This service shortfall is in large part a reflection of the lack of provincial support for this service. . .
>
> The Mayors' Council is calling on all B.C. political parties to . . . commit to improving service above and beyond the 30% increase proposed in the 10-Year Vision, so our residents have access services at a level comparable to other major Canadian cities.[12]

TransLink provided twenty two percent less HandyDART service per person 65 and over in 2019 than in 2008.

Unfortunately, there is no real acknowledgement of the need for increased HandyDART service in Transport 2050. The terms "HandyDART", "custom transit" and "paratransit" are completely absent from the Transport 2050 executive summary. Transport 2050 does discuss the impacts of our aging population, stating "As our population ages, seniors transitioning away from driving — and encountering new accessibility challenges — will require more safe and comfortable choices, particularly as more people 'age in place'."

[11] Custom Transit Service Delivery Review: Outcomes and Recommendations (March 22, 2017) handydartriders.ca/wp-content/uploads/2017/03/HandyDART-Service-Review-March-2017.pdf
[12] mayorscouncil.ca/wp-content/uploads/2017/04/Backgrounder-HandyDART-1.pdf

However, this passage is found on page 161 and is not followed up with any substantive discussion of the need for improved HandyDART service.

Transport 2050 could be a step backwards, not forward, in TransLink's journey towards providing "Access for Everyone".

Legislature committee recommends more HandyDART

The Legislature's Select Standing Committee on Finance and Government Services BC Budget consultation reports have recommended "increasing accessible transportation options such as HandyDART" (or similar wording) for several years running including 2023.[13]

A large and rapid increase in HandyDART service is needed to restore service to pre-COVID levels and reverse this reduction in service relative to need.

Adequate HandyDART service is essential for many seniors and people with disability to live independently rather than going into long-term care, and the ongoing COVID pandemic will add to the need.

COVID has created more need for HandyDART

A significant, but not yet well documented, percentage of the Canadian population has been disabled by COVID-19 already. Some of these disabilities will be permanent, and some will last for years. Those affected include all age groups including children, younger working age people, and seniors who were healthy and active before contracting COVID.[14]

Disabilities caused by COVID-19 will increase the need for HandyDART service, and other mobility options for people with disabilities, in both the short and long term. These disabilities will also reduce the availability of workers able to do the physically and mentally demanding work of operating a HandyDART vehicle and assisting passengers.

The ongoing COVID pandemic is having severe impacts on older seniors and people with disabilities.[15] The federal *COVID-19 Disability Advisory Group Report* documented access related harms including "social isolation and loss of access to supports [and] loss of access to services crucial to well-being, including occupational therapy, mental health services, and maintenance/repairs of disability aids."[16] Improved HandyDART service is one way of reducing this ongoing harm.

[13] Quote is from p96 of Budget 2022 report - www2.gov.bc.ca/gov/content/governments/finances/budget/consultations

[14] E.g. www.scientificamerican.com/article/a-tsunami-of-disability-is-coming-as-a-result-of-lsquo-long-covid-rsquo/; www.theguardian.com/world/commentisfree/2022/mar/30/long-covid-coronavirus-covid-pandemic-health; www.webmd.com/covid/news/20230306/long-covid-takes-toll-on-health-care-system

[15] thetyee.ca/Analysis/2022/03/30/Stop-Leaving-Disabled-People-Behind/

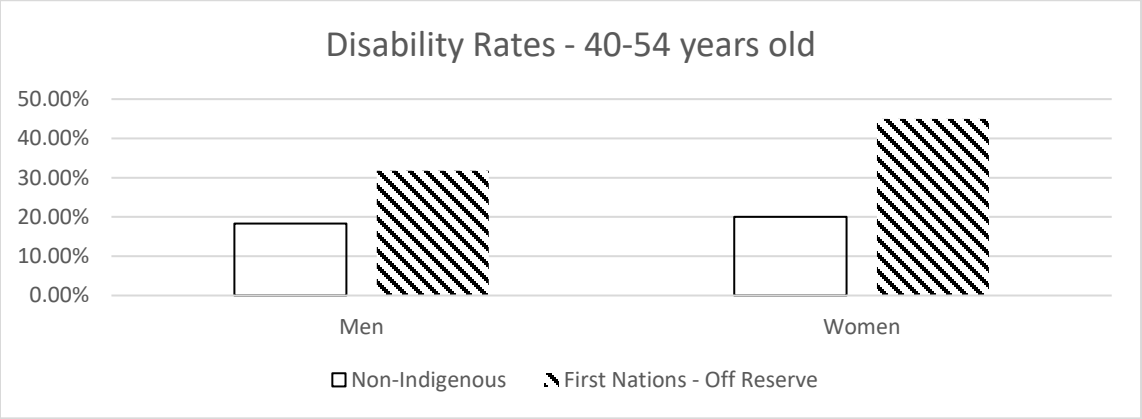
[16] www.canada.ca/en/employment-social-development/corporate/disability-advisory-group/reports/2020-advisory-group-report.html#h2.03

Indigenous peoples and disability

Transport 2050 notes that Indigenous people emphasized the need for "improved accessibility for people with disabilities and mobility challenges" in the consultation phase. However, crucial context is missing from Transport 2050.

The British Columbia Aboriginal Network on Disability Society (BCANDS) asserts that the "Indigenous population of Canada experience a disability rate much higher than that of the general population, at approximately 30% to 35%".[17] This is backed up by Statistics Canada, which produced a study of disability rates of Indigenous peoples in Canada for the first time in 2019.[18] For example, the rate of disability for First Nations women 40 to 54 years old is 45%, more than double the rate for non-Indigenous women the same age as shown in Figure 5 below. [19]

Figure 5. The disability rate of First Nations women is more than double that of non-Indigenous women 40-54 years old



Source: Statistics Canada - *Indigenous people with disabilities in Canada* (2019).

In this study Statistics Canada states that

> "In Canada, disability is defined using the social model of disability, which takes into account not just a person's impairments or task difficulties, but also the added impact of environmental barriers to create disability. These environmental barriers can be. . . attitudinal resulting in discrimination and exclusion."

By this definition, inadequate transit service (particularly HandyDART service) increases disability rates among Indigenous people and the general population rather than merely worsening conditions for persons with disabilities.

[17] www.bcands.bc.ca/
[18] www.straight.com/news/1336741/statistics-canada-reports-high-rates-disability-among-inuit-metis-and-reserve-first;
[19] P3 www150.statcan.gc.ca/n1/en/pub/89-653-x/89-653-x2019005-eng.pdf?st=OX64TB2s

TransLink 2050 states that:

> "Indigenous communities were purposefully isolated from society, causing marginalization, economic disparity, and impacts on the health and safety of Indigenous Peoples. TransLink collectively acknowledges that past decisions have shaped our region's current transportation system, including access and mobility options being unavailable for many Indigenous communities" P 10.

These health impacts combined with the lack of "access and mobility options" translate to elevated disability rates. If Access for Everyone is to include Indigenous Peoples, TransLink needs to greatly improve accessibility for persons with disabilities (including HandyDART service) region wide but particularly on reserve lands and other areas with high indigenous populations.

3) Public HandyDART essential for increasing and improving service

The rationale for contracting out transit services has been that as workers have less job security working for a private contractor, wages will be enough lower to offset the corporations profit margin and additional administrative expenses. However, with an aging population and the effects of the COVID pandemic, transit agencies across North America are having great difficulty attracting and retaining enough qualified workers.

Decent wages, working conditions and future prospects are now essential for attracting enough workers to maintain, never mind increase, service. And TransLink is failing to attract and retain workers to their HandyDART service.

Over the last few years, TransLink's HandyDART operations have been in the hands of four different corporations. TransLink terminated their contract US based MV Transportation group (MVT Canadian Bus) and entered into a contract with UK-based FirstGroup in 2017. This transfer was controlled by TransLink, but nevertheless caused considerable disruption.

However, in 2021, EQT AB of Sweden bought out FirstGroup's North American operations and subsequently separated the transit and school bus operations. In 2022 EQT sold the division that operates HandyDART for TransLink to Transdev, which is headquartered in France. TransLink had no control over these two transfers between multinational corporations.

Every time a new contractor takes over, years of efficiency gains are lost as new management implements new procedures. Employee morale suffers along with efficiency, quality of service, and workplace health & safety.

The cost of HandyDART is inflated due to the funding of profit and the cost of administering contracted out services meanwhile creating instability that conventional transit is not burdened by. Stability is crucial for attracting and retaining qualified workers and there is presently a nearly unprecedented shortage of qualified workers.

Contacting out also means that TransLink staff do not gain the knowledge and experience they would if involved directly in HandyDART operations. It seems likely that Transport 2050 would not have the glaring gaps it has regarding aging and HandyDART if TransLink staff were directly involved in providing HandyDART service.

The original shift of all TransLink HandyDART services from mainly non-profit contractors to the series of for profit corporations had decidedly mixed results. The consolidation to one contract reduced some of the previous problems with trips between zones served by different contractors. However, other problems emerged with service quality and efficiency. The 2012 TransLink Commissioner's report states:

HANDYDART RIDER SPEAKS TO MEDIA

"The consolidation of operations to one contractor does not appear to have produced any economies of scale. Instead, slippage has occurred in service cost efficiency and effectiveness, as well as productivity."[20]

The privatization of HandyDART services also had a negative impact on HandyDART riders, including poor service and a strike largely resulting from MVT's attempt to eliminate pensions for workers.[21]

A contract that covered all aspects of quality service would be enormously complex and difficult to enforce

Privatization in conventional public transit service has a poor track record – most notably the disastrous experience from the UK, including the London Underground 'public private partnership' which cost the public billions and went bankrupt in 2007.[22] The problems with trying to create and enforce contracts that create financial incentives for providing good service have proven to be immense, and the failures

[20] Shirocca Consulting (2012) TransLink Efficiency Review. P 42.
[21] Matthew Burrows (Nov 25, 2009) *Georgia Straight* "HandyDart strike leaves disabled passengers out in the cold"
[22] E.g. Todd Litman (2011) *Contrasting Visions of Urban Transport - Critique of "Fixing Transit: The Case For Privatization"* Victoria Transport Policy Institute vtpi.org/cont_vis.pdf; CUPE (2008) *Metronet P3 failure 'spectacular'*; Centre for Civic Governance (2016) *Back in House: Why local governments are bringing services home*. columbiainstitute.eco/research/our-latest-publication-is-out-back-in-house-workbook-why-local-governments-are-bringing-services-home/

have been extremely costly both in terms of financial cost and the impact of poor transit service on individuals and society.

In the conventional transit sector large for-profit operators have a history of performance issues that affect riders and consume large amounts of transit agency staff time – including problems related to low wages and resulting staff turnover. As one former public sector manager with experience with contracting out put it:

> "If you had a contractor that wanted to run the business and not maximize their profit at every turn, then it would be fine . . . As it tends to work out, you're spending 85 percent of the time making sure that they're doing everything in the contract instead of doing the things you need to be doing"[23]

Poor treatment of employees and poor service to riders goes hand in hand

The idea that the poor treatment of employees and poor service to riders goes hand in hand is illustrated by the fact that some full time paratransit drivers in the US have to rely on food stamps to feed their children. For example, speaking at an event organized by the Washington Interfaith Network (an affiliate of the Metro Vancouver Alliance) Karen Reed spoke about how her and her daughter rely on social services and were homeless for three months despite her working far more than full time hours for First Transit.[24] Corporations that pay substandard wages and impose miserable working conditions when they can get away with it cannot be expected to treat vulnerable riders with any more consideration.

Private Contracts Impractically Complex

In the book *A Very Public Solution* the late Australian transportation planning professor Paul Mees put forward a compelling and well documented case that for-profit companies should not be involved in coordinating and planning functions in conventional public transit. Mees explains that it is impractically complex to align public service with the profit motive in large public transit systems.[25] The same argument applies to custom transit – a contract that covered all aspects of quality service would be enormously complex and difficult to enforce.

The public solution

In 2005 the Coalition of HandyDART Users (CHU) published a report calling for HandyDART to be operated as a subsidiary of TransLink rather than being contracted out. One of the

[23] Zusha Elinson (March 9, 2013) "MV Transportation woes go beyond Tahoe" *Lake Tahoe News*. laketahoenews.net/2013/03/mv-transportation-woes-go-beyond-tahoe

[24] Video by ATU Local 689 (Jan 10, 2015) *Metro Access Operator Karen Reed tells Mayor Bowser of Perils of Outsourcing Buses in the District*. https://youtu.be/NybfVVvtwaA

[25] (2000) *A very public solution: Transport in the dispersed city*. Melbourne University Press.

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main justifications for this proposed change was to improve staff retention, as they believed that experienced operators provide better and more sensitive service:

> "The two things that handyDART users care about the most are:
> 1) expanding the availability and flexibility of rides, and
> 2) a safe and professional service with well-trained drivers.
>
> Custom transit employees are the people we interact with every day. Drivers have a job that is very distinct from that of conventional bus drivers, including:
> • Experience, training and sensitivity with a range of disabilities, conditions and impairments.
> • Provision of a door-to-door service.
> • Planning custom routes.
> • Safety and securement of passengers.
> • One-on-one attention for passengers.
>
> For those of us using handyDART, the employees we most appreciate are those with experience and sensitivity. These are qualities and abilities that drivers develop through serving customers with a variety of needs over time. This is why it is CHU's position that longevity and training of employees is crucial to a safe, quality service for us – and why we are proposing a permanent subsidiary. The instability of the current contracting process undermines staff longevity."[26]

Custom transit drivers facing substandard pay and working conditions quit as soon as they find better jobs, and the only way to overcome this is to improve wages, benefits and working conditions. A TRB report asserts that the "difficulty in hiring, training, and retaining qualified paratransit drivers will continue to be a problem in the paratransit industry until the industry finds a way to compensate quality drivers."[27]

Given the poor track record that for-profit companies have for service quality and cost effectiveness, CHU's recommendation that HandyDART be operated as a publicly owned subsidiary of TransLink should be seriously considered.

As Washington D.C.-area disability rights advocate Carol Tyson said at a transit forum in 2015, "the system that encourages privatization and discourages ensuring workers are paid living wages and benefits is intertwined with the system that denies the supports and services that people with disabilities need to remain in the community."[28]

[26] Ann Vrlak (2005) *Engaging the Future: Making HandyDART a TransLink Subsidiary*. Coalition of handyDART Users. P 13. handydartriders.ca/wp-content/uploads/2014/04/Engaging-Future-2005.pdf
[27] Roy Lave & Rosemary Mathias (2000) *State of the Art of Paratransit*. Transportation Research Board. Pp 3-4
[28] (Oct 14, 2015) DC Fair Transit Forum https://youtu.be/fVV-rextu_0?t=3m36s

Examples of shifts to In-house provision

The intractable problems with contracting out custom transit services, and the recognition of the benefits of living wages and decent working conditions, have resulted in a number of jurisdictions directly providing the service as a public service. Some examples include:

- In 2015, Calgary HandiBus was taken over and amalgamated with Access Calgary. The HandiBus operators become Calgary Transit employees.[29]
- The City of Ottawa took over the operation of Para Transpo in 2007 after numerous problems with the service First Bus Canada was providing.[30]
- After a scathing audit, in 2015 the Alberta municipality of Wood Buffalo (Fort McMurray) announced it would terminate its 15 year contract with Tok Transit after only two years and deliver both conventional and Paratransit in-house.[31] [32]According to one media report "many of the complaints the auditors heard centred around specialized transit provided to seniors and people with disabilities."[33]
- In 2016 the Santa Clara Valley Transportation Authority took over managing the VTA Paratransit service directly after the FBI raided the offices of the company operating their paratransit service, to investigate allegations of over billing.[34]

These are examples of the "growing international trend" of 'insourcing' services that were previously contracted out. [35] A prime example of the trend is the BC government's recent decision that about 5,000 health care workers should be "once again directly employed by the government and health authorities".[36] A government media release regarding this insourcing decision states that "Evidence has shown that employees who feel secure and safe in their jobs provide higher-quality care for people, and in turn employers can attract and retain staff at a higher and more consistent level."[37]

[29] City of Calgary (May 6, 2015) *Calgary HandiBus employees joining Calgary Transit family* newsroom.calgary.ca/calgary-handibus-employees-joining-calgary-transit-family

[30] Hugh Adami (Sept 2, 2013) Ottawa Citizen "For disabled mom, Para Transpo's a tough call" ottawacitizen.com/news/ottawa%20&%20area/public-citizen-for-disabled-mom-para-transpos-a-tough-call

[31] Regional Municipality of Wood Buffalo (2015) *FAQ: New Era For Transit in Wood Buffalo*.

[32] Centre for Civic Governance (2016) *Back in House: Why local governments are bringing services home*. columbiainstitute.eco/research/our-latest-publication-is-out-back-in-house-workbook-why-local-governments-are-bringing-services-home/

[33] Rebekah Benoit (2015) "RMWB commits in-house transit services will be better after terminating contract" fortmacconnect.ca

[34] NBC Bay Area (Nov. 3, 2016) FBI Raids Paratransit Operator Prompting VTA to Scramble to Help Disabled Riders nbcbayarea.com/news/local/FBI-Raids-Paratransit-Operator-Prompting-VTA-to-Scramble-For-Alternate-Plans-399884971.html

[35] Keith Reynolds, Gaetan Royer and Charley Beresford (21 Sep 2016) *Like London and Paris, Sooke BC Is Voting Privatization Out of Style*. thetyee.ca/Opinion/2016/09/21/Sooke-Voting-Privatization-Out/

[36] thetyee.ca/News/2022/12/20/Health-Workers-Celebrate-After-Bitter-Battle-Rights/

[37] Cleaning, dietary workers coming back in-house at B.C. hospitals (Aug 30 2021) news.gov.bc.ca/releases/2021HLTH0157-001703

The Regional District of Nanaimo, City of Nelson (Regional District of Central Kootenay), District of Powell River and the Sunshine Coast Regional District all chose to provide BC Transit HandyDART and conventional transit directly as a public service rather than pay a multinational corporation to do so.[38]

Proper public sector comparator needed

At this point, it is essential that TransLink conduct a proper and unbiased Public Sector Comparator (PSC) to compare the costs and benefits of continued outsourcing to insourcing of HandyDART.

Corporate consulting firms like PwC and KPMG are highly biased to favor privatization. Rachel Tansey of the Corporate Europe Observatory refers to them as "Professional (privatisation of) services firms."[39]

In 2015 I recommended that HandyDART riders be involved in selecting an outside group to conduct a participatory Multiple Accounts Evaluation PSC. I also suggested that public confidence in the results would be enhanced if the group doing the work was conducted by a smaller firm and led by professionals with a code of conduct requiring clear and accurate communications with the public.

In 2016, then TransLink CEO Kevin Desmond committed to a 'public sector comparator' to evaluate the costs and benefits of bringing HandyDART in-house as part of a "Custom Transit Service Delivery Review . . . in response to a number of questions that had been raised at TransLink Board meetings, particularity around responsiveness to customer concerns, and the standards and quality of HandyDART and taxi services, and the HandyDART service model." The "Stakeholder Advisory Committee [was supposed to help develop] evaluation criteria for service delivery models"[40]

The Custom Transit Service Delivery Review initially included a Multiple Accounts Evaluation (MAE) of service delivery models. Multiple Accounts Evaluation allows multiple factors, such as safety and quality of service to be evaluated (TransLink regularly uses MAE evaluations in evaluating projects such as rapid transit lines).

However, at some stage the MAE was terminated, and only a financial analysis was done. TransLink hired PwC to do the financial review. PwC is one of the scandal-prone big international accounting & consulting partnerships "the most secretive of all large global

[38] www.bctransit.com/about/funding-and-governance/regional; mypowellrivernow.com/33024/news/service-provider-change-coming-for-paratransit-and-handydart/

[39] corporateeurope.org/en/power-lobbies/2017/06/creeping-privatisation-healthcare

[40] *Custom Transit Service Delivery Review* translink.ca/en/Plans-and-Projects/Custom-Transit-Service-Review.aspx (accessed Sept. 21, 2017).

institutions."[41] It is also one of the firms the Canadian Centre for Policy Alternatives identifies as having "potential conflict of interest, because accurate auditing would sometimes speak against corporate practices that yield general consulting revenues" such as contracting out and 'private public partnerships.'[42] The names and qualifications of the people who did the financial analysis were not included in the thin and vaguely worded report summary that was released to the public.

PwC was apparently not informed that the MAE had been cancelled and wrote that: "The outputs from the PSC were incorporated into the final Multiple Account Evaluation ("MAE") used by TransLink and the project Stakeholder Advisory Committee to prepare the final recommendation to the TransLink Board."[sic] [43]

As should be expected, PwC's report suggested that contracting out would save money, apparently on the basis that wage rates and benefits would be suppressed compared to in-house provision.

This time a proper, transparent, Public Sector Comparator is needed. HandyDART riders should be involved in selecting the criteria to be considered. And the union representing HandyDART workers should be involved in selecting the company to do the work, and have input into the design of the PSC. The full PSC, not just a summary, should be made public.

4) Electrification of HandyDART requires permanent facilities

Electric transit vehicles have multiple benefits for riders including quieter smoother operation, and better air quality inside and outside the vehicle. These benefits are more important for HandyDART riders, many of whom have conditions exacerbated by pollution, than for the general public. Transitioning TransLink's conventional bus fleet to quiet clean electric power while leaving the HandyDART fleet burning fossil fuels would be discriminatory and incompatible with the Transport 2050 commitment to equity.

With provincial, federal and regional funds, BC Transit Victoria has built a new permanent HandyDART centre to "respond to the growing needs for handyDART services in Greater Victoria [with] infrastructure to support a fully electric fleet… installed during

[41] michaelwest.com.au/pwc-scandal-whos-guarding-the-guards-nobody/
[42] Stuart Murray (2006) *CCPA*. Value for Money? Cautionary lessons about P3s from British Columbia. p 32 policyalternatives.ca/sites/default/files/uploads/publications/BC_Office_Pubs/bc_2006/P3_value_for_money.pdf
[43] (March 2017) TransLink Custom Transit Service Delivery Review: Public Sector Comparator Executive Report for Public Board Meeting. P2 handydartriders.ca/wp-content/uploads/2017/03/TL-HandyDART-Public-Sector-Comparator-March-2017.pdf

construction"[44] In contrast, TransLink has a detailed Low Carbon Fleet Transition Plan that fails to even mention HandyDART.[45]

Multiple manufacturers are already taking orders for electric vehicles suitable for HandyDART use. Many of the present HandyDART vehicles are based on the Ford Transit chassis, and Ford is already taking orders for the electric Transit chassis. As a major purchaser of paratransit vehicles and small buses TransLink is well positioned to lead in the testing of new types of electric vehicles and charging systems rather than passively waiting as other transit agencies to do so.

However, it is not practical to electrify TransLink's HandyDART fleet without permanent, publicly owned, operations and maintenance centres. All of TransLink's HandyDART centres are leased temporary facilities. These, sometimes substandard, temporary facilities are also a factor in high staff turnover – substandard facilities translate into substandard working conditions and erode staff morale. If HandyDART lags far behind the rest of the transit system in electrification, this will also erode morale and make it harder to attract and retain qualified operators.

Capital expenses (particularly for the electrification of transit) are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink

It is time for TransLink to do what Victoria has already done and get funding from the provincial and federal governments for permanent operations centres with equipment for charging electric HandyDART vehicles. This would shift a significant proportion of the cost of HandyDART from TransLink's operating budget (which is largely funded by property taxes and fares) to a capital expense. Capital expenses (particularly for the electrification of transit) are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink.

5) Multiple Benefits of Quality HandyDART

There are many benefits to providing good quality transit service that is accessible to all, and poor quality paratransit is never a good choice. Accessible transit, including HandyDART, evolved as our society acknowledged the benefits of allowing people with physical and/or cognitive disabilities to live and participate in society rather than being physically segregated in institutions or isolated at home.

A report by the Canadian Urban Transit Association (CUTA) asserts that even a small reduction in the barriers to employment and education for people with disabilities would

[44] www.bctransit.com/viewroyal/handydart

[45] www.translink.ca/news/2020/february/translink%20low%20carbon%20fleet%20strategy; www.translink.ca/-/media/translink/media-releases/2021/january/translink_low_carbon_fleet_transition_plan_update_2021_01_18.pdf

have annual economic benefits in the hundreds of millions of dollars. The study also suggests that reductions in health care costs with improvements to accessible transit would be substantial.[46] There are economic benefits of freeing family care-givers to seek employment and costs borne by the public health system to forcing people with disabilities into institutions.

This CUTA report also identifies substantial safety benefits to accessible transit improvements. People 70 and older get into more crashes per kilometre than any other group except young males. [47] Without good options, people will be tempted to keep driving even when their ability to do so safely is impaired.

Accessible transportation services are a key component in helping seniors to stay active, involved and engaged in their communities

With an aging population, it will be essential to have high quality programs, and transportation to these programs, so that older people with disabilities can fully participate in their communities. The Council of Senior Citizens' Organizations of BC (COSCO) asserts that "Accessible transportation services are a key component in helping seniors to stay active, involved and engaged in their communities."[48] Custom transit services such as HandyDART are essential for meeting the growing demand not met by regular transit service.

Quantifying the economic and social benefits of improving HandyDART service, along with improvements to the rest of the transit system, are beyond the scope of this study. But, given the costs and negative social consequences of inadequate service, improving HandyDART service is a very good investment.

Failing to increase the amount of high-quality door-to-door custom transit service would impose substantial costs on the public health system and family care givers, as well as infringing on the rights of the increasing population of people living with disabilities. *And given the shortage of qualified workers, it is impractical to provide the volume and quality of service needed without insourcing the (presently outsourced) HandyDART service in Metro Vancouver as discussed in section 2 above.*

[46] CUTA (2013) *Value Case for Accessible Transit in Canada.* cutaactu.ca/wp-content/uploads/2021/01/cutareport_valuecaseforaccessibletransitincanada.pdf
[47] Statistics Canada (2011) *Profile of seniors' transportation habits*. statcan.gc.ca/pub/11-008-x/2012001/article/11619-eng.htm
[48] (April 2013) *COSCO News*. P 10

6) Access for Everyone – sidewalks, bus lanes, rolling & more

It is tempting to think that the answer to providing accessible transportation is simply to force some of the people who now use HandyDART onto the regular transit system, which is now equipped with low-floor buses and other features to reduce barriers for people with disabilities. This approach is exactly the opposite of what Transport 2050 promises regarding equity, as it would likely result in many of the most vulnerable HandyDART passengers becoming isolated and unable to access transit.[49]

Transport 2050 includes a "bold vision to build out an extensive network of transit that is both fast (competitive with cars) and reliable, travelling in dedicated lanes, free from congestion" (P 29).If this is done in a way that maximizes the benefits for HandyDART, including equipping HandyDART vehicles to activate transit signal priority, it could significantly improve HandyDART cost effectiveness, speed, and reliability.

Improving the conventional transit system, the sidewalk network, and numerous other features of our communities is essential to creating the "Access for Everyone" that Transport 2050 claims to aim for. Many, but not all, of these measures are mentioned in Transport 2050. And there is considerable potential to moderate the increase in HandyDART service that will be required, with adequate investment and re-allocation of road space. Some of these changes can also increase the efficiency of HandyDART service.

Some of the measures that have the potential to increase accessibility and moderate the need for HandyDART service increases include:

- Increasing regular transit service frequencies, and using larger buses, to reduce overcrowding. Overcrowding makes accessing transit very difficult, and even dangerous, for many people with disabilities.
- Improving transit priority measures, including transit lanes (and busways on bus rapid transit routes) that can be used by HandyDART vehicles and equipping HandyDART vehicles to activate transit signal priority.
- Installing accessible public washrooms at rapid transit stations and major transit transfer points.
- Creating more spaces on buses for wheelchairs, mobility scooters and baby carriages. Most buses have only two spaces, and these are often full on some routes.

MOBILITY SCOOTER ON PROTECTED BIKE & ROLL LANE

[49] E.g. www.straight.com/news/jean-swanson-handydart-users-oppose-proposed-application-procedures-sure-to-reduce-ridership

- Extend the scope of the "walking, cycling, and transit skills training, resources, and support programs" promised in Transport 2050 to include wheelchairs and mobility scooters.[50]
- Creating many more high-quality bike and roll routes, with changes in regulations and signage to clarify that people riding power wheelchairs and mobility scooters are permitted and encouraged to use these facilities.[51]
- Building and improving sidewalks and crosswalks region wide. Transit is not accessible without good quality sidewalks all the way to and from the transit stop. One dangerous street crossing can make a trip dangerous and terrifying for a frail senior with mobility disabilities.
- Improving bus stops, with more transit shelters with spaces to sit and park wheelchairs out of the rain.
- Making bus stops accessible to wheelchairs. Significant progress has been made in making bus stops accessible, but many bus stops are still not accessible.
- Clarifying Transport 2050's ambition regarding making electric bicycles and micromobility devices affordable for people living on low incomes to explicitly prioritize mobility scooters and wheelchairs.[52]
- Locating the services used by people with disabilities, including medical facilities, on major transit routes. And improving transit service and reliability to existing facilities.
- Locating affordable housing, including for seniors and people with disabilities, in walkable areas with good quality transit.

Bus stops are only accessible if the neighbourhood has good sidewalks and crosswalks

Many of these improvements would require cooperation between multiple levels of government and funding agencies, and Transport 2050 is a significant step forward in that it proposes coordinated action led by TransLink.

These changes also involve considerable amounts of money – for example providing increased transit capacity and building sidewalks will likely cost billions in capital costs alone. In the case of transit overcrowding at peak periods, on some routes improved HandyDART service might be more cost effective than increasing regular service enough to allow reasonable and reliable access for vulnerable riders.

Other changes, such as concentrating health care facilities and employment in walkable areas with good quality accessible transit, will realistically happen only over decades and only with much stronger commitment from governments, including municipalities and the

[50] Section 4.2.6. p 183.

[51] For current background on the use of wheelchairs and mobility scooters on bike and roll routes see www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673

[52] Transport 2050 messaging regarding wheelchairs and mobility scooters is inconsistent. See sections 3.2.2 and 3.2.4

province. So far, the implementation of regional plans has been inconsistent – making it more difficult for people with disabilities to get where they need to go.

7) Reallocating investment to meet Transport 2050 goals

People with disabilities tend to have much lower incomes than people who do not. This is largely related to the barriers to employment they face, resulting in both lower income during working years and lower retirement income. According to the Disability Without Poverty Network, about one in five people who reported an activity limitation live in poverty. Individuals relying on the Persons with Disability benefit live well below the poverty line – the Statistics Canada Low Income Cut Off.[53]

People with disabilities living in poverty need affordable transportation. Even regular transit fares for using HandyDART are a barrier. The half-price taxi saver coupons available from TransLink are far too expensive for many to use regularly, even for short trips; the social expectation to tip taxi drivers poses an additional barrier.

People with disabilities face significant barriers in getting to potential employment locations, given that many cannot drive even if able to purchase and operate a reliable car or accessible van.

The transportation planning and advocacy gap

One of the acknowledged failures of regional planning in Metro Vancouver has been the failure to coordinate transportation and land use planning to concentrate employment and residential development in transit and pedestrian friendly areas. For example, the provincial government took on $4.2 billion in debt for the expansion of Highway 1 and the Port Mann Bridge. The project was funded despite being opposed by the Regional District Board on the basis that it conflicted with regional transit-oriented land use objectives and would stimulate automobile dependant residential and commercial land use.

While employment is an important issue, so is the ability to participate fully in society. People with disabilities have a right to social activity and to access recreation facilities

Neither TransLink nor the Metro Vancouver Regional District have shown real leadership on transportation planning in the region in recent years, instead allowing the provincial government to proceed with billions of dollars of highway expansion projects (without even opposing federal funding going to these projects instead of transit improvements).

[53] Disability Without Poverty Network (2012) *Overdue: The Case for Increasing the Persons with Disabilities Benefit in BC.* P5.

As a result of this failure of regional planning, much of the recent employment growth has been located in automobile-dominated office parks or other locations with poor transit service and incomplete sidewalk networks. Even young people without disabilities find accessing these new employment locations by transit and walking a severe challenge. Given that many older buildings are not wheelchair accessible, this means than many of the newer accessible worksites are inaccessible without HandyDART – even for the proportion of people with disabilities who can use regular transit.

While employment is an important issue, so is the ability to participate fully in society. Lower income people, including people of all ages with disabilities, have a right to social activity and to access recreation facilities and parks. Restricting HandyDART service, or imposing higher fares, would further isolate those in deep poverty. Social isolation is associated with a wide range of negative physical and mental health impacts, so inadequate HandyDART service translates to increased health care costs and shorter lifespans for some of the most vulnerable.

In an ideal world Metro Vancouver would rapidly be transitioning to an age-friendly region with greatly improved access for people with disabilities. But the fact is that people with disabilities are living and looking for work where many recently developed areas are inaccessible without an automobile or custom transit. Improved HandyDART service is essential for overcoming the barriers exacerbated by recent regional planning and transportation infrastructure decisions.

As discussed above, TransLink is legislatively obligated to consider provincial policy objectives. The provincial government has set a target of reducing light duty vehicle kilometres traveled 25% by 2030, and is making action to meet this target central to the forthcoming BC Clean Transportation Action Plan.[54] And it makes no sense to spend billions widening highways if your objective is to have much less traffic in the future.

The obvious implication is that funding should be shifted away from highway expansion, which makes traffic worse and increases greenhouse gas pollution, to public transit infrastructure including permanent facilities for an expanded and electric HandyDART fleet.

A similar policy in Metro Vancouver could see billions of dollars shifted to transit

In 2021 the Capital Regional District (CRD) unanimously approved a groundbreaking new policy on transportation infrastructure prioritization in the region. Greater Victoria's regional district is now prepared to advocate for transportation investments that contribute to meeting regional sustainable transportation, affordability, and greenhouse gas reduction

[54] www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf; www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs/clean-transportation-action-plan

targets. As a result, the region could see hundreds of millions of provincial and federal dollars invested in electric rapid bus lines, cycling routes, and sidewalks instead of highway expansion projects.[55]

A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade. This could go a long way towards meeting the affordability and equity objectives TransLink set out in Transport 2050. TransLink is the obvious choice to lead these advocacy efforts.

8) Conclusion

This report:

- Points out that Transport 2050 aims to create a "fairer and more just and inclusive transportation system that truly delivers on the promise of Access for Everyone" and admits that TransLink has "catching up to do."
- Notes that Transport 2050 mostly ignore the challenge of population aging.
- Shows that rates of disability increase greatly with age, that Metro Vancouver's population is aging rapidly, and asserts that in the coming decade providing the services and urban environment older seniors need will be a defining social and political challenge.
- Documents that the number of HandyDART trips per person 65 and over declined significantly between 2011 and 2019.
- Shows that 2022 TransLink provided only half the HandyDART service per person 65 and over than in 2008.
- Points out that the percentage of taxi trips also reached 17% in 2022, compared to TransLink's target of reducing taxi use to 7% by 2021.
- Documents that substituting taxis for dedicated custom transit vehicles results in sub-standard safety and service.
- Notes that 2017 TransLink admitted that it provides only "about half of the accessible transit trips per capita that are provided in other similar Canadian cities" and that much more service is needed.
- Quotes the Legislature's Select Standing Committee on Finance and Government Services recommendation to increase "accessible transportation options such as HandyDART."
- Asserts that disabilities caused by COVID-19 will increase the need for HandyDART service, and reduce the availability of workers able to be HandyDART operators.
- Points out that Indigenous people have much higher rates of disability than the general population, and asserts that if Access for Everyone is to include Indigenous

[55] www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways

Peoples, TransLink needs to greatly improve accessibility for persons with disabilities.

- Asserts that public HandyDART provision is essential for increasing and improving service because:
    - The rationale for contracting out transit services was based on contractors' ability to get away with lower wages and benefits than the public sector.
    - With an aging population and the effects of the COVID pandemic, transit agencies across North America are having great difficulty attracting and retaining qualified workers.
    - Over the last few years, TransLink's HandyDART operations have been in the hands of four different corporations. Every time a new contractor takes over, years of efficiency gains are lost and employee morale suffers along with efficiency and quality of service.
    - Stability is crucial for attracting and retaining qualified workers.
    - For-profit operators have a history of performance issues that affect riders and consume large amounts of transit agency staff time – including problems related to low wages and resulting staff turnover.
    - Multiple disability rights organizations have supported in-house HandyDART service as a way to improve staff retention, on the basis that experienced operators provide better and more sensitive service.

- Points out that the BC government's recent decision that about 5,000 health care workers should be "once again directly employed by the government and health authorities" was based on evidence that "employees who feel secure and safe in their jobs provide higher-quality care for people, and in turn employers can attract and retain staff at a higher and more consistent level."
- Notes that TransLink committed to do a multiple accounts evaluation Public Sector Comparator (PSC) in 2016, but then reneged on this commitment.
- Asserts that TransLink must conduct a proper and unbiased PSC to compare the costs and benefits of continued outsourcing to insourcing of HandyDART.
- Proposes that HandyDART riders should be involved in selecting the criteria to be considered. And the union representing HandyDART workers should be involved in selecting the company to do the work, and have input into the design.
- Asserts that transitioning TransLink's conventional bus fleet to quiet clean electric power while leaving the HandyDART fleet burning fossil fuels would be incompatible with the Transport 2050 commitment to equity.
- Documents that it is not practical to electrify TransLink's HandyDART fleet without permanent operations and maintenance centres, and asserts that substandard, temporary facilities are a factor in high staff turnover.
- Asserts that TransLink should do what BC Transit Victoria has already done, and get funding from the provincial and federal governments for permanent operations centres.

- Notes that capital expenses are eligible for federal and provincial funding, so permanent HandyDART centres could be a major financial benefit for TransLink.
- Asserts that failing to improve HandyDART service would impose substantial costs on the public health system and family care givers, as well as infringing on the rights of the increasing population of people living with disabilities.
- Proposes improving the conventional transit system, the sidewalk network, and numerous other features of our communities, as well as improving HandyDART service, to create the "Access for Everyone" that Transport 2050 claims to aim for.
- Notes that the provincial government has set a target of reducing light duty vehicle kilometres traveled 25% by 2030, and it makes no sense to spend billions widening highways if your objective is to have much less traffic in the future.
- Proposes that TransLink should advocate for shifting provincial and federal funding away from highway expansion, which makes traffic worse and increases greenhouse gas pollution, to public transit infrastructure including permanent facilities for an expanded and electric HandyDART fleet.

In conclusion, TransLink has some catching up to do, and a balanced examination of insourcing HandyDART should be one of the first steps towards Access for Everyone.

Appendix - History of the HandyDART crisis

When elected mayors and councillors sat on the TransLink Board from 1999 to 2007, they increased HandyDART service hours by about 5% per year to keep up with demand. But after then Premier Gordon Campbell and Transport Minister Kevin Falcon imposed an appointed board in 2008 everything changed.

Once the appointed board was in place, HandyDART service hours were frozen and HandyDART trip denials soared. The situation for conventional transit was similar. In 2008, the Provincial Liberals unveiled a grandiose pre-election transit plan.[56] After the election they reneged on many of their transit promises and cancelled planned conventional transit bus service increases.

Most transit agencies have long acknowledged that an aging population will require more custom transit service. For example, BC Transit's 2011 long range plan for the Victoria area states: "The aging population will increase the demand for handyDART and other custom transit services in the future. This will require an increase in resources."[57] The same report notes that there is likely a hidden demand for HandyDART service by people who have given up on requesting service due to a lack of capacity.

The Liberal government attempted to cover up the crisis they created

The City of Vancouver's Persons with Disabilities Advisory Committee (PWDAC) responded to the service freeze and proposed that HandyDART funding and service be increased to meet the needs of the increasing population of people with disabilities. They also opposed invasive processes to screen HandyDART applicants as a way of reducing costs:

> "Access Transit (TransLink) has been contemplating a new process to deal with increasing demand for HandyDART without increasing funding to meet the need. The process they are contemplating is an invasive, time-consuming, and upsetting process, which would discourage many people, especially persons with language issues, developmental disabilities, persons who are older, frail or confused, from applying for HandyDART. In essence, it solves the problem of not enough HandyDART rides by eliminating the most vulnerable of users."[58]

[56] E.g. Kenneth Chan (2015) *The $14 billion transit plan the B.C. Liberals conveniently forgot* dailyhive.com/vancouver/the-14-billion-transit-plan-the-b-c-liberals-conveniently-forgot

[57] BC Transit (2011) *Transit Future Plan: Victoria Region*. P30. www.bctransit.com/victoria/transit-future/victoria-transit-future-plan

[58] (2011) *Issues and Concerns about the Translink Report: "Moving Forward: Improving Metro Vancouver's Transportation Network."* p15

The impact on people who need the service the most should be considered with regard to the type and quality of service offered, not just the formal screening process. If people with severe disabilities find that the service does not meet their needs, they will be screened out and not use the service. The cost of this silent screening process may not show up on TransLink's financial statements, but the individuals, families and the public health care system will pay the price.

The 2013 report *Metro Vancouver's Aging Population and the Need for Improved HandyDART Service* documented that trip denials soared by over 600% between 2008 and 2012.[59] Shortly after the report was published, and the soaring trip denials were widely reported in the media, the contractor and TransLink re-defined trip denials – apparently to disguise the crisis.[60] One headline resulting from TransLink and the contractor's re-definition of denial and misleading communications was "HandyDART trip denials plummet."[61] Instead of increasing HandyDART service, the provincial Liberal government seemingly attempted to cover up the crisis they created.

HandyDART Riders' Alliance creates pressure for increased service

In 2013 the HandyDART Riders Alliance was formed. This group of HandyDART riders and allies greatly increased the media coverage of the freeze in HandyDART service, and the resulting crisis.

TransLink committed to considering taking HandyDART in-house

After the 2013 election, the provincial Liberal government imposed a referendum requirement on new funding for TransLink, but made the TransLink Mayors' Council responsible for developing the plan to be voted on. The provincial Liberal government also imposed a very rushed timeline, ensuring that through public consultation would be impossible. The HandyDART Riders' Alliance and allies had to scramble to mount a campaign to get the Mayors Council to include funding for increased HandyDART service in their plan. The mayors' plan was released in June 2014 and included a 30% increase in HandyDART bus service hours over 10 years. The HandyDART Riders' Alliance campaigned for the yes side in the referendum on the basis of this commitment. The referendum did not pass, but the Mayors' hastily drafted plan became the de-facto transit plan for the region.

The HandyDART Riders' Alliance succeeded in keeping the HandyDART crisis in the public eye throughout 2014 and 2015. And after the HandyDART Riders' Alliance organized a large

[59] ecoplanning.ca/wp-content/uploads/2011/01/ATU-HandyDART-Report-Final-Nov-15-2013.pdf
[60] E.g. CBC (Nov 19, 2013) HandyDART trip denials up 670% since 2008, says group. cbc.ca/news/canada/british-columbia/handydart-trip-denials-up-670-since-2008-says-group-1.2433056
[61] Michael Mui, 24 Hours Vancouver (December 16, 2014)

presence at the December 2015 TransLink board meeting, the TransLink board chair Barry Forbes was interviewed by the Vancouver Sun and said:

> All of us were pretty moved by the comments from the folks . . . We are concerned. We had an offer to work with these folks more and we want to do that. We will consider (taking HandyDART) in-house.

The Vancouver Sun also interviewed HandyDART riders:

> At the meeting, Pam Winthrop said she drives her 20-year-old son from Ladner to Richmond every day so he can get a HandyDart to his Vancouver school. He never arrives on time. Bet Tuason, who is on kidney dialysis, said he has passed out three times — and has had to be resuscitated — while waiting for HandyDart to show up, while Sandra Bryan has missed her medical appointments and claims she has been abused by the HandyDart call centre after she complained.
>
> Beth McKellar, who suffered a spinal cord injury 16 years ago, urged TransLink to do the right thing, noting that many people are told to take taxis instead of HandyDart, and wind up stranded because there are none available.[62]

Public sector comparator promised & canceled

At this same TransLink board meeting I recommended that HandyDART riders be involved in selecting an outside group to conduct a participatory Multiple Accounts Evaluation Public Sector Comparator (PSC). I also suggested that public confidence in the results would be enhanced if the group doing the work was conducted by a smaller firm and led by professionals with a code of conduct requiring clear and accurate communications with the public, such as Registered Professional Planners.

TRANSLINK URGED TO OUST HANDYDART FIRM

Riders frustrated that TransLink uses a private contractor for service

You got private, big corporations and you end up with problems that end up in the media.

aim to prevent predatory debt practices

Users want better service

HandyDart passengers rail against TransLink

HANDYDART RIDERS' ALLIANCE PUT QUALITY OF SERVICE ON PUBLIC AGENDA

In June 2016, TransLink CEO Kevin Desmond committed to involving HandyDART riders in designing a 'public sector comparator' to evaluate the costs and benefits of bringing HandyDART in-house as part of a "Custom Transit Service Delivery Review . . . in response to a number of questions that had been raised at TransLink Board meetings, particularity around responsiveness to customer concerns, and the standards and quality of HandyDART and taxi services, and the

[62] Kelly Sinoski, Vancouver Sun (Dec 9, 2015) "TransLink to consider taking HandyDart in house" vancouversun.com/news/local-news/translink-to-consider-taking-handydart-in-house

HandyDART service model." The "Stakeholder Advisory Committee [was supposed to help develop] evaluation criteria for service delivery models"[63]

The HandyDART Riders' Alliance media release in response stated that they were "very pleased with the significant commitments made by TransLink's CEO Kevin Desmond at today's board meeting."

The Custom Transit Service Delivery Review initially included a Multiple Accounts Evaluation (MAE) of service delivery models as recommended by Ecopath Planning and requested by the HandyDART Riders' Alliance. Multiple Accounts Evaluation allows multiple factors, such as safety and quality of service to be evaluated (TransLink regularly uses MAE evaluations in evaluating projects such as rapid transit lines).

However, at some stage the MAE was terminated, and only a financial analysis was done. TransLink hired PricewaterhouseCoopers (PwC) to do the financial review, one of the firms the Canadian Centre for Policy Alternatives identifies as having "potential conflict of interest, because accurate auditing would sometimes speak against corporate practices that yield general consulting revenues" such as contracting out and 'private public partnerships.'[64] The names and qualifications of the people who did the financial analysis were not included in the report summary that was released to the public.

PwC was apparently not informed that the MAE had been cancelled and wrote this in their Public Sector Comparator (PSC) report: "The outputs from the PSC were incorporated into the final Multiple Account Evaluation ("MAE") used by TransLink and the project Stakeholder Advisory Committee to prepare the final recommendation to the TransLink Board."[sic] [65]

It is not clear if these decisions were made by TransLink or by the provincial Liberal government

Promised Increase Diverted to Taxis

In September 2016, the new TransLink CEO announced that $820,000 was going to increase HandyDART service as an emergency top up to meet demand, and that 90% of this would go to HandyDART buses. In fact, the data provided by TransLink shows that slightly *less* than the 'budgeted' number of HandyDART bus trips were delivered (also slightly less than

[63] *Custom Transit Service Delivery Review* translink.ca/en/Plans-and-Projects/Custom-Transit-Service-Review.aspx (accessed Sept. 21, 2017).

[64] Stuart Murray (2006) *CCPA*. Value for Money? Cautionary lessons about P3s from British Columbia. p 32 policyalternatives.ca/sites/default/files/uploads/publications/BC_Office_Pubs/bc_2006/P3_value_for_money.pdf

[65] (March 2017) TransLink Custom Transit Service Delivery Review: Public Sector Comparator Executive Report for Public Board Meeting. P2 handydartriders.ca/wp-content/uploads/2017/03/TL-HandyDART-Public-Sector-Comparator-March-2017.pdf

delivered in 2015), and instead taxi trips were increased by almost 30%.[66] This resulted in a record high of 10.8% taxi trips, up from less than 1% in 2008 and 3.7% in 2013.

In November 2016, the appointed TransLink Board and the Mayors' Council both voted unanimously to approve a 'Phase One Plan' which includes a 15% HandyDART increase over 3 years, starting in January 2017. This was a faster increase than what was originally in the mayors plan, and is a recognition that the need for HandyDART greatly exceeds the supply. TransLink staff and executives assured the HandyDART Riders Alliance that this increase would be in the form of HandyDART bus hours, not trips using taxis.

TransLink acknowledges HandyDART crisis

In March 2017 TransLink published documents revealing that TransLink provides less HandyDART service per capita than comparable transit agencies. One document states:

> Demand for HandyDART Currently Outstrips Supply and is Anticipated to Grow: Up until late 2016, there had been no increase in HandyDART service since 2009 . . . we heard from many customers that it can be difficult to get a trip when needed and that many customers have stopped calling out of frustration. In addition, HandyDART is currently providing fewer trips per capita than our peer custom transit agencies, which indicates that there is likely latent demand for the service. Furthermore, recent BC Stats projections indicate the number of people in Metro Vancouver aged 70 or older will increase by 55% over the next ten years, which could translate into a greater need for HandyDART service, as the incidence of disabilities increases at this age.

The same report states that HandyDART service "expansion in the Mayors' Vision is expected to address the increased demand to some degree, but analysis shows that it is likely insufficient to catch up or keep pace with need."[67]

The next month, the Mayors' Council chimed in with this statement:

> "The 10-Year Vision will increase this service by 30% [but] will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region. This service shortfall is in large part a reflection of the lack of provincial support for this service which is a backbone of the provincially funded healthcare system. This represents a download of provincial costs onto regional taxpayers.

[66] Backgrounder - HandyDART Service Provision (Provided to HandyDART Riders' Alliance by TransLink on Jan 25, 2017)

[67] Custom Transit Service Delivery Review: Outcomes and Recommendations (March 22, 2017) handydartriders.ca/wp-content/uploads/2017/03/HandyDART-Service-Review-March-2017.pdf

> The Mayors' Council is calling on all B.C. political parties to . . . commit to improving service above and beyond the 30% increase proposed in the 10-Year Vision, so our residents have access services at a level comparable to other major Canadian cities.[68]

NDP promises action – Human Rights complaint

At the Metro Vancouver Alliance (MVA) provincial electoral assembly in April 2017, NDP leader John Horgan committed to providing funding through a special grant to increase HandyDART service hours by 5% per year (above previously planned increases) for four years starting in 2018 for both TransLink and BC Transit HandyDART services.[69]

In June of 2017 the HandyDART Riders' Alliance filed a class-action complaint with the B.C. Human Rights Tribunal alleging discrimination in the form of inadequate HandyDART service. The complaint alleges inferior transit service is provided to people with physical and mental disabilities compared to people who can use conventional public transit.

NDP leader John Horgan committed to increase HandyDART service hours 20% above previously planned increases

The complaint states that

> "People are being denied access to transit because they are unable to use conventional transit without assistance. Dignity & self-esteem are damaged. Safety is put at risk. . .. We are unable to access physiotherapy appointments, specialist's appointments and other medical or recreational events. We are being disconnected from our communities and our families and friends. We are being isolated. This in turn causes depression, anxiety, fear and loneliness."

Some of the incidents and patterns documented in the complaint include:

- An elderly and disabled client who was picked up at 8 am in Burnaby for an appointment in Surrey and did not get home until 6 pm.
- A client the HandyDART contractor took to dialysis treatment, but then abandoned to make his own way home on the bus at 9 pm in the snow.
- Riders forced to pay twice when the trip involves transferring from HandyDART bus to taxi.

The complaint quotes a number of individual riders, family members and health professionals. Quotes include:

[68] mayorscouncil.ca/wp-content/uploads/2017/04/Backgrounder-HandyDART-1.pdf

[69] Metro Vancouver Alliance. (no date) *Over 800 delegates heard commitments from provincial party leaders. Our Provincial Election Accountability Assembly was a success!* metvanalliance.org

- "During the summer, the taxi service could not be depended upon to pick up HandyDART clients as they would take passengers from the Cruise ships as priority as that is where the money is. This is a taxi driver's priority. Our client had to wait until 6pm or later for a taxi to finally show up."
- "This client is 15 years old with the mental capacity of a 4 year old. They attend dialysis at BC Children's Hospital three times weekly. They live in Burnaby. Their problem is that HandyDART has been denying them return trips home from BC Children's as their trip does not fall between the hours scheduled by MVT for Service between Vancouver and outlying communities."
- "No bus showed up and when I called to ask 'where's my ride', dispatch indicated that a taxi is on its way – for some reason a taxi never showed up till about 10:15 am and I had missed my physio appointment"

The HandyDART Riders' Alliance complaint was accepted by the Human Rights Tribunal, and a negotiated settlement was announced in 2019.[70]

John Horgan became Premier of BC in July 2017 but did not fulfil his commitments to fund an fund an increase HandyDART service in Metro Vancouver.

Move to replace HandyDART service with taxis

Safe and good quality HandyDART service that meets the needs of the most vulnerable riders should not be negotiable, it should be the baseline. However, once the elected TransLink board was removed in 2008, TransLink and/or provincial government officials seem to have decided that safety and quality of service was not important.

In 2012 Martin Crilly, then TransLink Commissioner, released the *TransLink Efficiency Review* by Shirocca Consulting of North Vancouver.[71] Shirocca Consulting concludes that:

> "Increasing the use of non-dedicated vehicles, such as taxis, could be done relatively quickly and would offer cost savings. While it is acknowledged there maybe concerns over service quality, these can be managed."[72]

As discussed below, safety and service quality problems with taxis in custom transit service are extremely difficult to overcome so this unsupported assurance that these problems "can be managed" should be viewed with scepticism. Unsupported claims of cost savings should be viewed with similar scepticism.

[70] Media Release: TransLink and HandyDART Riders' Alliance Announce Settlement Agreement (March 22, 2019) handydartriders.ca/?p=484

[71] Martin Crilly's term as TransLink Commissioner ended April 30, 2013

[72] P 92

Following the Shirocca report, TransLink announced cuts of 10,000 hours in HandyDART service, about 2% of the service, with the stated intention of re-allocating the money to taxis. In a letter to the Vancouver Sun, TransLink's Chief Operating Officer claimed to "expect an overall addition of 7,000 customer trips" with this funding re-allocation.[73] In response to a freedom of information request, TransLink explained that the claimed 'expectation' of 7,000 additional trips is based on comparing "low-productivity HandyDART runs" – with the fewest trips per hour – to "average taxi trip cost." [74] Comparing the highest cost HandyDART trips to the average taxi trip cost as appears to have been done in this case seems to be poor methodology at best. Accurately estimating the taxi cost for these trips would be fairly complex since factors such as traffic congestion affect taxi fares; it should be expected that some of the low-productivity HandyDART runs operate in heavy traffic.

The assertion that taxis provide much less expensive service is not borne out by the available evidence. Instead, taxis seem to be providing a less demanding type of service to people with less severe disabilities at costs similar to dedicated services such as HandyDART. Anecdotal reports suggest that taxis contracted by HandyDART often provide only curb to curb service rather than the reliable door to door service required by many of the HandyDART users.

Even if taxis were substantially less expensive, unsafe and poor quality service is never a bargain.

Are Taxis Cheaper & Good Enough?

There is a history of simplistic and misleading claims regarding the cost of HandyDART service compared to taxis in Metro Vancouver. For example, in 1995 a group calling itself Fair Access to Custom Transit (F.A.C.T.) proposed replacing HandyDART service completely with taxis as a cost saving measure. In response, BC Transit staff pointed out significant errors in F.A.C.T's analysis and noted that Maple Ridge Cabs had recently lost a HandyDART contract and that Yellow Cabs of Vancouver had recently submitted a proposal with the "highest cost (about 18 percent higher than the successful proposer) and lowest evaluation score of all four proposals"[75]

BC Transit staff pointed out that the taxi proposal had the highest cost and lowest evaluation score

The BC Coalition of People with Disabilities (BCCPD) rejected the F.A.C.T. taxi proposal and any privatization of HandyDART, stating that it would "leave the most vulnerable consumers isolated and disempowered [and] make it very difficult to monitor the system to ensure that standards of safety are being

[73] Doug Kelsey (June 6, 2013) "HandyDart pilot project an attempt to better meet demand" *Vancouver Sun*.
[74] Liina Marshall (Sept. 9, 2013) *FOI Request 2013/172*. TransLink – Access Transit. TransLink withheld all actual cost information on the basis that it could "harm the financial or economic interests of a public body."
[75] Glen Leicester (May 2, 1995) *F.A.C.T. Report on Taxi Service.* BC Transit. P5

met and abuses are not occurring." [76] [77] The BCCPD raised an important point about the most vulnerable HandyDART riders: lowering standards through increased contracting to taxis may create a system that is not suitable for the people who need it the most. The Amalgamated Transit Union noted in its analysis of the F.A.C.T. proposal that "Poor service from the taxi industry is not the fault of the taxi drivers, but how those drivers are rewarded for their service. They are rewarded for speed over safety."[78]

Experience in the US also shows that substituting taxis for dedicated vehicles with specially trained drivers results in sub-standard service to passengers with disabilities. For example, a 2008 US Transportation Research Board report notes that using dedicated vehicles rather than taxis results in better trained drivers "providing a better quality of service to paratransit passengers" (p 22). The same report suggests that metered taxis are often available for custom transit only when other taxi business is slow. [79]

The HandyDART Riders' Alliance claimed that taxis are often completely unavailable at peak demand times, and when anything is going on that increases the demand for taxis (such as a major sporting event or the arrival of a cruise ship). The union representing HandyDART drivers confirmed this information.

TransLink's 2017 *Custom Transit Service Delivery Review: Outcomes and Recommendations* report discusses some of these persistent problems:

> Persistent and significant concerns have been raised about the customer service provided by taxis. Training of taxi drivers that provide custom transit trips is currently inconsistent and not on par with the training for HandyDART drivers. As such, we have heard reports from customers that safety protocols and general good customer service practices are not always followed. Furthermore, customers are not informed that their trip will be provided by a taxi and the advance notification call is often not provided or is inaccurate. In addition, taxis often neglect to display appropriate HandyDART signage and it can be difficult for customers to discern, particularly in busy locations, if the arriving taxi is for their trip.

A US Transportation Research Board (TRB) report points out that the skills and personality traits that make for a successful taxi driver are very different from those that make for a good custom transit driver providing safe door-to-door service for people with severe disabilities. "Taxicab drivers tend to be independent contractors. Finding people who have

[76] The BCCPD has since changed its name to Disability Alliance BC
[77] BCCPD (June 1995) *Response to the FACT Brief*. P 3.
[78] Craig Wright (1995) *Cheaper equals better??? A comparison of accessible, door to door transportation services for persons with disabilities in BC*. Canadian Council of the Amalgamated Transit Union. P13
[79] David Chia (2008) *Policies and Practices for Effectively and Efficiently Meeting ADA Paratransit Demand.* Transportation Research Board. P25

the entrepreneurial skills to be independent contractors and who meet all the requirements of a paratransit driver is an even more difficult task." [80]

A coordinator for a day program for older adults in Metro Vancouver described in a June 2013 letter how substituting taxis for regular HandyDART service puts clients at risk and creates extra work for hospital staff.

> "On three separate occasions a specific client was dropped off at the emergency entrance as opposed to the planned drop off area which is the Day Program for Older Adults entrance . . .It was fortunate that staff in emergency approached our client and took him down to the Day Program. This client has dementia . . . and several other complex medical conditions. This client would not have been able to navigate his way through the hospital to get to the Day Program. . . We are very concerned about the use of taxis with our clients who mostly have been diagnosed with some form of dementia or Alzheimer's disease."

A more detailed timeline and description of issues with taxis in paratransit service is included in the 2017 Ecopath Planning report *Metro Vancouver's Aging Population and the need for Quality HandyDART Service*.[81]

[80] Roy Lave & Rosemary Mathias (2000) *State of the Art of Paratransit*. Transportation Research Board. Pp 3-4.
[81] ecoplanning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf