



City Council

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

**Monday, November 26, 2018
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-10** (1) *adopt the minutes of the Regular Council meeting held on November 13, 2018;*
- CNCL-57** (2) *adopt the minutes of the Regular Council meeting for Public Hearings held on November 19, 2018; and*
- CNCL-78** (3) *receive for information the Metro Vancouver 'Board in Brief' dated November 16, 2018.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 19.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961 – 4211 No. 3 Road
- Richmond's Submission to Transport Canada on the Port Authority Review
- UBCM 2019 Age-Friendly Communities Grant Submission
- Land use applications for first reading (to be further considered at the Public Hearing on December 17, 2018):
 - 10671, 10691, and 10751 Bridgeport Road – Rezone from Single Detached (RS1/D) Zone to the Low Density Townhouses (RTL4) Zone (Interface Architecture Inc. – applicant)
 - 8320 Alexandra Road – Zoning Text Amendment to the Pub & Sales (CP1; CP2) Zone (Spring Communication Development Ltd. – applicant)
- Non-Stormwater Discharge Process Improvements
- George Massey Tunnel – Update On Independent Technical Review

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



Council Agenda – Monday, November 26, 2018

Pg. # ITEM

Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-79 (1) the **Community Safety Committee** meeting held on November 14, 2018;
- CNCL-94 (2) the **General Purposes Committee** meeting held on November 19, 2018;
- CNCL-107 (3) the **Planning Committee** meeting held on November 20, 2018;
- CNCL-112 (4) the **Public Works and Transportation Committee** meeting held on November 21, 2018;
- be received for information.*



Consent
Agenda
Item

7. BUSINESS REGULATION BYLAW NO. 7538, AMENDMENT BYLAW NO. 9961 – 4211 NO. 3 ROAD (File Ref. No. 12-8060-20-00961) (REDMS No. 6017566)

CNCL-118

See Page CNCL-118 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961, which amends Schedule A of Bylaw No. 7538, to add the address of 4211 No. 3 Road among the sites that permit an Amusement Centre to operate, be introduced and given first, second and third readings.



Consent
Agenda
Item

8. RICHMOND'S SUBMISSION TO TRANSPORT CANADA ON THE PORT AUTHORITY REVIEW

(File Ref. No. 01-0025-01) (REDMS No. 6011892)

CNCL-123

See Page CNCL-123 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the submission to Transport Canada detailed in the report "Richmond's Submission to Transport Canada on the Port Authority Review" from the Director, Corporate Programs Management Group, regarding the review of the Canadian Port Authorities, be endorsed and submitted to the Government of Canada;*

- (2) *That copies of the submission be forwarded to local Members of Parliament and Members of the Legislative Assembly as well as senior Federal Ministers on the West Coast of British Columbia; and*
- (3) *That a letter to be written to Transport Canada (i) to re-emphasize the City's opposition to the Vancouver Airport Fuel Facilities Corporation's jet fuel line, (ii) to re-iterate that the Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in, and (iii) to examine the cumulative effects of projects in the context of the community and the Fraser River.*



Consent
Agenda
Item

9. **UBCM 2019 AGE-FRIENDLY COMMUNITIES GRANT SUBMISSION**
(File Ref. No. 07-3400-01) (REDMS No. 6005442)

CNCL-144

See Page CNCL-144 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application to the Union of British Columbia Municipalities (UBCM) 2019 Age-friendly Communities Grant Program for \$25,000 in the Age-friendly Assessments, Action Plans and Planning Category be endorsed; and*
- (2) *That should the funding application be successful, the Chief Administrative Officer and a General Manager be authorized to enter into agreement with the UBCM for the above mentioned project and the Consolidated 5-Year Financial Plan (2019-2023) be updated accordingly.*



Consent
Agenda
Item

10. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 10671, 10691, AND 10751 BRIDGEPORT ROAD FROM THE "SINGLE DETACHED (RS1/D)" ZONE TO THE "LOW DENSITY TOWNHOUSES (RTL4)" ZONE**
(File Ref. No. 12-8060-20-009935; RZ 17-771592) (REDMS No. 5972162)

CNCL-164

See Page CNCL-164 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, for the rezoning of 10671, 10691, and 10751 Bridgeport Road from the “Single Detached (RS1/D)” zone to the “Low Density Townhouses (RTL4)” zone to permit the development of 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road, be introduced and given first reading.



Consent
Agenda
Item

11. **APPLICATION BY SPRING COMMUNICATION DEVELOPMENT LTD. FOR A ZONING TEXT AMENDMENT TO THE “PUB & SALES (CP1; CP2)” ZONE TO PERMIT RESTAURANT USE AT 8320 ALEXANDRA ROAD**

(File Ref. No. 12-8060-20-9962; ZT 18-840326) (REDMS No. 6013481)

CNCL-229

See Page CNCL-229 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9962, for a Zoning Text Amendment to the “Pub & Sales (CP1; CP2)” zone to permit restaurant use at 8320 Alexandra Road, be introduced and given first reading.



Consent
Agenda
Item

12. **NON-STORMWATER DISCHARGE PROCESS IMPROVEMENTS**

(File Ref. No. 10-6160-08) (REDMS No. 5999379 v. 6)

CNCL-242

See Page CNCL-242 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the Pollution Prevention and Cleanup Bylaw No. 8475, Amendment Bylaw No. 9950, which introduces the new Non-Stormwater Discharge Permit, standards, and application fee, be introduced and given first, second, and third readings; and*
- (2) *That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9951, which quantifies the Non-stormwater Discharge application fee, be introduced and given first, second, and third readings.*



Consent
Agenda
Item

13. **GEORGE MASSEY TUNNEL – UPDATE ON INDEPENDENT TECHNICAL REVIEW**

(File Ref. No. 10-6350-05-08) (REDMS No. 6029512)

CNCL-258

See Page CNCL-258 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That staff be directed to report back upon the release of the Independent Technical Review of the George Massey Tunnel corridor with any further recommendations with a view to advancing the development and implementation of a mutually supportable solution to address congestion along the Highway 99 in a timely manner; and*
- (2) *That staff be directed to explore the current deficiencies related to lane markings and lighting in the George Massey Tunnel and forward those appropriate maintenance requests to the Ministry of Transportation for corrective action.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

COUNCILLOR BILL McNULTY

14. **MASSEY TUNNEL CONSULTATION PROCESS**

(File Ref. No.)

RECOMMENDATION

That the City write a letter to the Minister of Transportation and Infrastructure with a copy to the Premier requesting a direction, communication, and consultation process regarding the Massey Tunnel issue.



GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

15. **SPECIAL EVENT PERMITS PILOT PROJECT – REPORT BACK**

(File Ref. No. 11-7000-01) (REDMS No. 6010445 v. 3)

CNCL-261

See Page CNCL-261 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed to Part (2): Cllr. McNulty

- (1) *That the staff report titled “Special Event Permits Pilot Project – Report Back”, dated October 31, 2018, from the Director, Arts, Culture and Heritage Services be received for information; and*
- (2) *That Special Event Permits for site-wide liquor licensing at City produced events be endorsed, subject to conditions being met under the City’s Richmond Event Approval Coordination Team (REACT) application and prior approval of the Major Events Advisory Group.*



PLANNING COMMITTEE

Councillor Linda McPhail, Chair

16. **APPLICATION BY ORIS (DYKE ROAD) DEVELOPMENT CORP. FOR REZONING AT 6091 AND 6111 DYKE ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)**

(File Ref. No. 12-8060-20-00953; RZ 15-702486) (REDMS No. 6025747)

CNCL-266

See Page CNCL-266 for full report

PLANNING COMMITTEE RECOMMENDATION

Opposed: Cllr. Day

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone, and to rezone 6091 and 6111 Dyke Road from “Light Industrial (IL)” to “Commercial Mixed Use – London Landing (Steveston) (ZMU 40)”, be introduced and given first reading.



PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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CNCL-329 Roz Johns, representative of the Grandmothers Advocacy Network and the University Women's Club regarding the **Orange Campaign**.

18. *Motion to rise and report.*

☐

RATIFICATION OF COMMITTEE ACTION

☐

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-332 Road Closure and Removal of Road Dedication **Bylaw No. 9853** (Portion of Road Adjacent to 8820, 8840, 8860, 8880, 8900, 8911, & 8931 Spires Road)
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-335 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9491**
(6571/6573 No. 4 Road, RZ 11-578758)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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- CNCL-337** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9566**
(8300/8320 St. Albans Road, RZ 15-702268)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

- CNCL-339** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9828**
(5220/5240 Merganser Drive, RZ 16-721172)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

19. RECOMMENDATION

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

- CNCL-341** (1) *That the **minutes** of the Development Permit Panel meeting held on November 14, and the **Chair's reports** for the Development Permit Panel meetings held on September 13, 2017, June 13, 2018, June 27, 2018 and November 14, 2018, be received for information; and*
- CNCL-348** (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 16-728670) for the property at 6571 No. 4 Road (formerly 6571/6573 No. 4 Road)*
- (b) *a Development Permit (DP 18-815966) for the property at 9151 Van Horne Way*
- be endorsed, and the Permits so issued.*

☐

ADJOURNMENT

☐



Regular Council

Tuesday, November 13, 2018

Place: Council Chambers
Richmond City Hall

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

Corporate Officer – David Weber

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

RES NO. ITEM

MINUTES

R18/19-1 1. It was moved and seconded

That:

- (1) *the minutes of the Regular Council meeting held on October 22, 2018, be adopted as circulated;*
- (2) *the minutes of the Inaugural Council meeting held on November 5, 2018, be adopted as circulated;*
- (3) *the minutes of the Special Council meeting held on November 6, 2018, be adopted as circulated; and*
- (4) *the Metro Vancouver 'Board in Brief' dated October 26, 2018, be received for information.*

CARRIED

1.



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COMMITTEE OF THE WHOLE

- R18/19-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:03 p.m.).

CARRIED

3. Delegations from the floor on Agenda items

Item No. 10 – Minoru Place Activity Centre Program Options as Arts Space

Linda Barnes, 4551 Garry Street, expressed support for the proposed project and encouraged the development of arts space in the city.

Item No. 16 – Residential Development On Agriculturally Zoned Land

Henry Yao, 5900 Dover Crescent, expressed that the maximum house size on agricultural land should be limited to 400m², below proposed Provincial regulations, in order to address potential real estate speculation of agricultural land and to support young farmers.

Item No. 16 – Residential Development On Agriculturally Zoned Land

Niti Sharma, Richmond resident, spoke on further restricting house size on agricultural land to 400m², below proposed Provincial regulations, since she was of the opinion that the size of agricultural lots in Richmond are generally smaller compared to the Provincial average. Also, she expressed that a further restriction on house size will help curtail real estate speculation of agricultural land.

Item No. 15 – Cannabis Related Official Community Plan and Zoning Bylaw Amendments in Response to Changes to Provincial Agricultural Land Reserve Legislation

Zenbia Chan, representing the 2018 Marijuana Concern Group, read from her submission (attached to and forming part of these minutes as Schedule 1), expressing opposition to Provincial regulations that permit the production of cannabis on agricultural land.



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- R18/19-3 4. It was moved and seconded
 That Committee rise and report (7:13 p.m.).

CARRIED

CONSENT AGENDA

- R18/19-4 5. It was moved and seconded
 That Items No. 6, 7, 9, 11, 12 and 14 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the General Purposes Committee meeting held on November 6, 2018;*
 and
(2) *the Planning Committee meeting held on November 7, 2018;*
be received for information.

ADOPTED ON CONSENT

7. **FEEDBACK ON THE ORGANIC MATTER RECYCLING
REGULATION (OMRR) INTENTIONS PAPER 2018**

(File Ref. No. 10-6175-02-01; 10-6370-10-05) (REDMS No. 5972541 v. 7)

That the comments in the report titled "Feedback on the Organic Matter Recycling Regulation (OMRR) Intentions Paper 2018" from the Senior Manager, Sustainability and District Energy, dated October 3, 2018 be forwarded to the BC Minister of Environment and Climate Change Strategy.

ADOPTED ON CONSENT



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8. WESPAC TILBURY MARINE JETTY PROJECT- APPLICATION COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL ASSESSMENT PROCESS

(File Ref. No. 10-6125-30-007) (REDMS No. 6004736 v. 3; 6006027)

Please see page 6 for action on this item.

9. PROPOSED ROAD SECTION TO BE ADDED TO TRANSLINK'S MAJOR ROAD NETWORK

(File Ref. No. 01-0154-04) (REDMS No. 6017892)

That the section of Cambie Road between No. 3 Road and No. 6 Road be added to TransLink's Major Road Network as described in the report titled "Proposed Road Section to be Added to TransLink's Major Road Network" dated October 31, 2018 from the Director, Transportation.

ADOPTED ON CONSENT

10. MINORU PLACE ACTIVITY CENTRE PROGRAM OPTIONS AS ARTS SPACE

(File Ref. No. 06-2050-20-MP; 11-7140-20-HSCE1) (REDMS No. 5848811 v. 17; 6026845)

Please see page 8 for action on this item.

11. 2019 COUNCIL MEETING SCHEDULE

(File Ref. No. 01-0105-01) (REDMS No. 5927023 v. 2)

That the 2019 Council and Committee meeting schedule as shown in Attachment 1 to the staff report dated October 18, 2018, from the Director, City Clerk's Office, be approved with the following revisions as part of the regular August meeting break and December holiday season:

- (1) That the Regular Council meetings (open and closed) of August 12, August 26, and December 23, 2019 be cancelled; and*
- (2) That the August 19, 2019 Public Hearing be rescheduled to September 3, 2019 at 7:00p.m. in the Council Chambers at Richmond City Hall.*

ADOPTED ON CONSENT



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12. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE - TERMS OF REFERENCE UPDATE

(File Ref. No. 07-3070-01; 01-0100-30-CCDE1-01) (REDMS No. 5867155 v. 6; 5803811; 1750857)

That the proposed updated Child Care Development Advisory Committee (CCDAC) Terms of Reference be endorsed as presented in the staff report titled "Child Care Development Advisory Committee – Terms of Reference Update," dated October 16, 2018 from the Manager, Community Social Development.

ADOPTED ON CONSENT

13. APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE "VEHICLE SALES (CV)" ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE

(File Ref. No. 12-8062-20-009948; ZT 18-818765) (REDMS No. 5990457 v. 2; 2221494; 6001004)

Please see page 9 for action on this item.

14. STEVESTON VILLAGE HERITAGE CONSERVATION GRANT PROGRAM UPDATE

(File Ref. No. 08-4200-08; 01-0095-20-5900) (REDMS No. 5973969 v. 4; 5817642; 5374795; 5974588; 5975152)

- (1) That the staff report titled "Steveston Village Heritage Conservation Grant Program Update" dated October 18, 2018 be received for information; and*
- (2) That the updated Steveston Village Heritage Conservation Grant Program be approved.*

ADOPTED ON CONSENT



Regular Council
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CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

8. **WESPAC TILBURY MARINE JETTY PROJECT- APPLICATION
COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL
ASSESSMENT PROCESS**

(File Ref. No. 10-6125-30-007) (REDMS No. 6004736 v. 3; 6006027)

R18/19-5

It was moved and seconded

That the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application to the BC Environmental Assessment Office for the proposed Liquefied Natural Gas Birthing and Loading Facility identified in the “WesPac Tilbury Marine Jetty Project – Application Comments for the British Columbia Environmental Assessment Process” report dated October 16, 2018, from the Director, Engineering, be endorsed for submission to the BC Environmental Assessment Office.

The question on the motion was not called as discussion ensued with regard to potential safety concerns with the proposed project.

Background information on the WesPac Tilbury Marine Project was distributed (attached to and forming part of these minutes as Schedule 2).

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

R18/19-6

It was moved and seconded

That the following additional considerations be added to the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application:

- (a) *The cumulative effects this project along with the VAFFC Jet Fuel project, the shipment of Coal and the increased marine traffic to the Surrey docks on the environment, as well as the tourism, film, and fishing industries; and*



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- (b) *Addition of potential security measures, for a life and safety standard that is found globally, such as those required by United States ports. This is due to the volatile nature of LNG and the potential threats and/or accidents to an LNG tanker both in transit and at the dock.*

The question on the amendment motion was not called as staff responded to queries related to the consultation timeline, noting that the environmental review would take place over 180 days followed by a review period by the Minister of Environment and Climate Change Strategy. It was further noted that the City can provide additional feedback during the 180 day review period.

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

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

- (1) *That the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application to the BC Environmental Assessment Office for the proposed Liquefied Natural Gas Birthing and Loading Facility identified in the "WesPac Tilbury Marine Jetty Project – Application Comments for the British Columbia Environmental Assessment Process" report dated October 16, 2018, from the Director, Engineering, be endorsed for submission to the BC Environmental Assessment Office; and*
- (2) *That the following additional considerations be added to the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application:*
- (a) *The cumulative effects this project along with the VAFFC Jet Fuel project, the shipment of Coal and the increased marine traffic to the Surrey docks on the environment, as well as the tourism, film, and fishing industries; and*
- (b) *Addition of potential security measures, for a life and safety standard that is found globally, such as those required by United States ports. This is due to the volatile nature of LNG and the potential threats and/or accidents to an LNG tanker both in transit and at the dock.*

was then called and it was **CARRIED**.



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**10. MINORU PLACE ACTIVITY CENTRE PROGRAM OPTIONS AS
ARTS SPACE**

(File Ref. No. 06-2050-20-MP; 11-7140-20-MSCE1) (REDMS No. 5848811 v. 17; 6026845)

R18/19-7

It was moved and seconded

- (1) *That the recommended option, Option 1: Community Arts Education and Program Space with Pottery and Culinary Arts Studio, be approved as the preferred program of the Minoru Place Activity Centre as detailed in the staff report titled "Minoru Place Activity Centre Program Options as Arts Education and Program Space," dated August 29, 2018, from the Director, Arts, Culture and Heritage; and*
- (2) *That a Capital request be considered during the 2019 budget process.*

The question on the motion was not called as discussion ensued with regard to the design process and the projected costs of the project (as outlined in the staff memorandum, dated November 9, 2018, from the Director, Arts, Culture and Heritage Services attached to and forming part of these minutes as Schedule 3).

In reply to queries from Council, staff anticipate that the design process would take approximately six months and construction would take approximately nine months. Also, staff noted that additional details on the costs will be available during the design phase and that opportunities for cost reduction will be sought.

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



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13. APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE “VEHICLE SALES (CV)” ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE

(File Ref. No. 12-8062-20-009948; ZT 18-818765) (REDMS No. 5990457 v. 2; 2221494; 6001004)

R18/19-8

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the “Vehicle Sales (CV)” zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.

The question on the motion was not called as discussion ensued with regard to the proposed architectural form and the proposed building height.

In reply to queries from Council, staff noted that (i) the proposed development would include a two-storey building with rooftop parkade and would be taller than adjacent automobile dealerships, (ii) there are no proposals to enclose the parking area, and (iii) staff can work with the applicant to reduce the rooftop parkade’s shrouding height.

The following **referral motion** was introduced:

R18/19-9

It was moved and seconded

That the application by Christopher Bozyk Architects for a Zoning Text Amendment to the “Vehicle Sales (CV)” Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be referred back to staff to examine options to:

(1) incorporate rooftop solar panels; and

(2) reduce building height;

and report back.

The question on the referral motion was not called as discussion ensued with regard to (i) development of farmable green roofs atop parkades, (ii) City policies on solar roofs, and (iii) modification of the proposed development to reduce impact to birds and environmentally sensitive areas.

The question was then **CARRIED** with Mayor Brodie and Cllrs. Loo, McPhail and McNulty opposed.



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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE –
Mayor Malcolm D. Brodie, Chair

15. **CANNABIS RELATED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS IN RESPONSE TO CHANGES TO PROVINCIAL AGRICULTURAL LAND RESERVE LEGISLATION**
(File Ref. No. 08-4430-03-10; 12-8060-20-009928/009929) (REDMS No. 5962868 v. 1; 5994957; 5962994; 5992917)

Correspondence received regarding the matter was distributed (attached to and forming part of these minutes as Schedule 4).

R18/19-10

It was moved and seconded

- (1) *That Richmond Official Community Plan (OCP) Bylaw 9000, Amendment Bylaw 9928, to revise Section 3.6.5 of Schedule 1 of the OCP on the City's land use policies for the management of cannabis production in response to changes to Provincial Agricultural Land Reserve (ALR) Regulation, be introduced and given first reading;*
- (2) *That Bylaw 9928, 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 and Management Plans;**is hereby found to be consistent with the said programs and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Richmond Official Community Plan 9000, Amendment Bylaw 9928, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 and Section 477(3)(b) of the Local Government Act, be forwarded to the Agricultural Land Commission for comment in advance of the Public Hearing;*



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- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9929, to amend Section 3.4 and Section 5.13 of the Zoning Bylaw related to the production of cannabis in response to changes to Provincial ALR legislation, be introduced and given first reading.*

The question on the motion was not called as staff commented on the proposed bylaws that would bring the City's regulations related to cannabis in compliance with Provincial regulations. Staff then noted that Provincial regulations allow cultivation of cannabis in soil, a soil-based building, or a greenhouse constructed before July 2018.

Discussion ensued with regard to (i) the scarcity of farmland and food security, (ii) restrictions related to non-agricultural uses of farmland, (iii) the regulations restricting the cultivation of cannabis to industrial zones that have been adopted by other jurisdictions such as in Washington State, and (iv) consultation with Richmond farmers.

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

R18/19-11

It was moved and seconded

That the matter be referred back to staff and that staff prepare a report to support a request to the Provincial Government on the following:

- (1) *that cannabis be eliminated from the Farm Practices Protection (Right to Farm) Act;*
- (2) *that local governments be permitted to determine whether or not cannabis should be grown on farmland within the municipality as is the case in Washington State; and*
- (3) *that a moratorium on the cultivation of cannabis on farmland be established.*

In reply to queries from Council, staff advised that additional consultation regarding cannabis can take place with the Richmond Agricultural Advisory Committee.

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



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16. **RESIDENTIAL DEVELOPMENT ON AGRICULTURALLY ZONED LAND**

(File Ref. No. 08-4050-10; 04-4057-10; 12-8060-20-009965/9966/9967/9968) (REDMS No. 6013170; 5766488; 6024858; 6024366; 6024373; 6024382; 6024397; 5770355; 5762445)

R18/19-12

It was moved and seconded

That the following bylaws be introduced and given first reading:

- (1) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9965 (Revised House Size Regulations in the Agriculture Zone);*
- (2) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9966 (Revised Residential Regulations in the Agriculture Zone);*
- (3) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9967 (Revised farm home plate definition to include the septic field area); and*
- (4) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9968 (Revised House Size Regulations for Residential Zones in the Agricultural Land Reserve).*

The question on the motion was not called as the following **amendment motion** was introduced:

R18/19-13

It was moved and seconded

That the proposed bylaws be amended to limit house size on agricultural land to a maximum floor area of 400m².

The question on the amendment motion was not called as discussion ensued with regard to (i) limiting house size as a way to discourage real estate speculation of agricultural land, (ii) considering agricultural house size restrictions adopted by other municipalities such as Delta, (iii) adopting policies that will support farmers, (iv) applying the Provincial Foreign Buyers' Tax to all property types as a way to discourage real estate speculation of agricultural land, and (v) comparing the average non-agricultural house size to houses on agricultural land.

The question on the amendment motion was then called and it was **CARRIED** with Mayor Brodie, and Cllrs. Loo and McPhail opposed.



Regular Council
Tuesday, November 13, 2018

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

That the following bylaws, as amended on this day, be introduced and given first reading:

- (1) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9965 (Revised House Size Regulations in the Agriculture Zone);*
- (2) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9966 (Revised Residential Regulations in the Agriculture Zone);*
- (3) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9967 (Revised farm home plate definition to include the septic field area); and*
- (4) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9968 (Revised House Size Regulations for Residential Zones in the Agricultural Land Reserve).*

was called and it was **CARRIED** with Mayor Brodie and Cllrs. Loo and McPhail opposed.

FINANCE AND CORPORATE SERVICES DIVISION

17. 2018 GENERAL LOCAL AND SCHOOL ELECTION RESULTS
(File Ref. No. 12-8125-80-01) (REDMS No. 6019951)

R18/19-14

It was moved and seconded

That the Declaration of Official Results for the 2018 General Local and School Election, attached to the staff report dated November 1, 2018 from the Chief Election Officer, be received for information by Richmond City Council in accordance with the requirement of Section 158 of the Local Government Act.

CARRIED



Regular Council
Tuesday, November 13, 2018

NEW BUSINESS

Cllr. McNulty introduced the following **motion**:

R18/19-15

It was moved and seconded

That the City write a letter to the Premier requesting a direction, communication, and consultation process regarding the Massey Tunnel issue.

The question on the motion was not called as the Chair advised that notice would be required for the motion, and therefore it would be placed on the agenda of the next Regular Council meeting.

BYLAWS FOR ADOPTION

R18/19-16

It was moved and seconded

That the following bylaws be adopted:

DCC Reserve Fund Expenditure (4033, 4099 and 4133 Stolberg Street and 9388 Cambie Road) Bylaw No. 9783

DCC Reserve Fund Expenditure (4588 Dubbert Street) Bylaw No. 9847

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9897

Consolidated 5 Year Financial Plan (2018-2022) Bylaw 9800 Amendment Bylaw No. 9904

Housing Agreement (3551/3571/3591/3611/3631 Sexsmith Road) Bylaw No. 9927

Housing Agreement (8071 and 8091 Park Road) Bylaw No. 9934

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9576

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9790

Road Closure and Removal of Road Dedication Bylaw No. 9849

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9825

CARRIED



Regular Council
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R18/19-17

It was moved and seconded

That the following bylaws be adopted:

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9551

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 9553

Richmond Land Use Contract Discharge Bylaw No. 9562

CARRIED

Opposed: Cllr. Day

DEVELOPMENT PERMIT PANEL

R18/19-18 18.

It was moved and seconded

(1) *That the minutes of the Development Permit Panel meeting held on October 24, 2018, and the Chair's report for the Development Permit Panel meetings held on June 13, 2018 and October 24, 2018, be received for information; and*

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

(a) *a Development Permit (DP 16-740262) for the property at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road; and*

(b) *a Development Permit (DP 17-782861) for the property at 5660, 5680 and 5700 Williams Road;*

be endorsed, and the Permits so issued.

The question on the motion was not called as discussion ensued with regard to the proposed play equipment for the property at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road (DP 16-740262). Staff advised that staff will work with the applicant to improve the play equipment in the landscape plan.

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



Regular Council
Tuesday, November 13, 2018

ADJOURNMENT

R18/19-19

It was moved and seconded
That the meeting adjourn (8:42 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
Tuesday, November 13, 2018.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

To: City Councilors
Richmond City Hall

Schedule 1 to the Minutes of the
Regular meeting of Richmond
City Council held on Tuesday,
November 13, 2018.

November 13, 2018

On behalf of the **2018 Marijuana Concern Group**, I'm here to urge the City of Richmond to reconsider the motion to allow growing marijuana on our valuable farmland.

Richmond is the first city across Canada to say "No" to Marijuana Legalization, and in January 2018, the Council passed a resolution to oppose the use of farmland for cannabis production, With the understanding that the provincial government has higher authority over local governments on this issue, our group still think that City Richmond should maintain its good stand.

Our group thinks that it is not just right to urge the provincial government to allow the City of Richmond to ban growing cannabis on Richmond's farmland, we also believe that **the city has the legal rights to demand such authority.**

Also, there is no reason to adopt the policy that allows growing cannabis for profit. That goes against the reasons for limiting the size of mansion on our farmlands, namely to **stop speculation and to prevent valuable farmland for the purpose of growing food.**

First of all, according to the Federal government's guidelines, quote, "Except for exemptions for personal cultivation, the "lawful" production of cannabis required for section 2(2.5) of the ALR Regulation requires licensing at the federal level. As noted earlier in this information bulletin, producers need to be very careful about taking steps in reliance on section 2 of the ALR Regulation without first ensuring that federal preconditions (as well as preconditions that other governments may impose) are or will be met before production occurs."

The above quotation clearly stated that producers need to ensure that

predictions imposed by other governments are met. Our group believes that “other governments” should include the city governments. In other words, instead of just following instructions from the provincial government, the local governments, the City of Richmond should also have the legal rights to make policy in the best interests of the community, namely to ban any types of marijuana cultivation on Richmond farmland soil.

Furthermore, allowing cannabis cultivation on farmland soil is a concern for other cities as well. According to Interim Committee Report to the Minister of Agriculture prepared by B.C. Minister of Agriculture’s Advisory Committee for Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission, which was presented to the Minister of Agriculture on July 31, 2018, Federal legalization of non-medical cannabis will lead to land use issues not previously contemplated by the B.C. government and its agencies, including the ALC. The potential impacts to the ALR will likely be significant and are not yet fully understood. And, quote, "Advertisements for sale of ALR land and information provided to local governments across B.C. suggest there is currently significant promotion/speculation for cannabis production in the ALR."

Why is that a concern? Quote, "ALR land is cheaper and more expansive than industrial land. Competition for land for cannabis production is already impacting the ALR and compounding other speculative factors that are driving up the price of farmland in B.C.".

The same report even mentioned that, quote, "In early July 2018, the Union of B.C. Municipalities asked the provincial government to put a moratorium on the use of agricultural land to grow cannabis. They have asked that this moratorium remain in place until there is a comprehensive review and consultation with local governments."

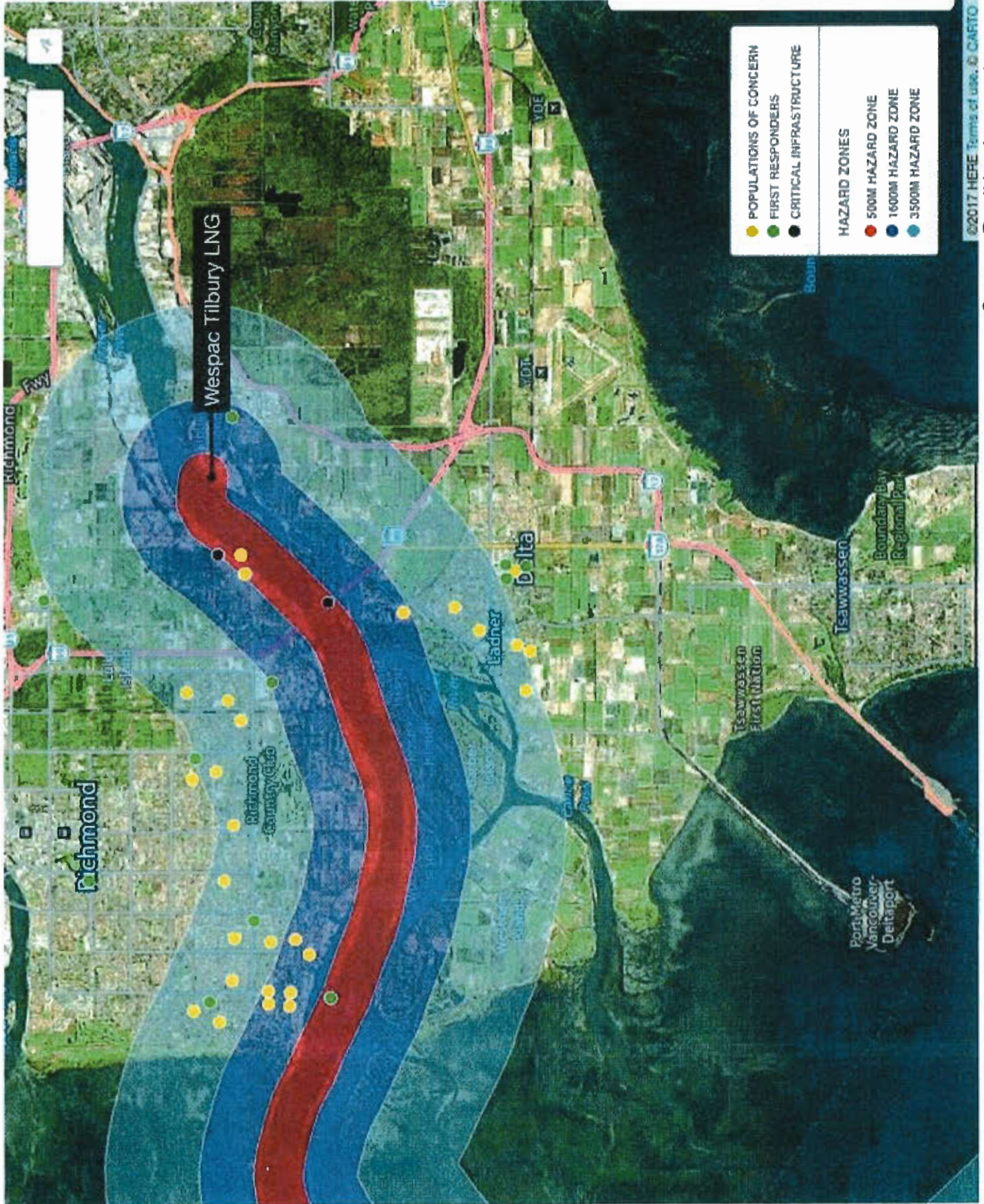
Once again, our group urges the City of Richmond to ban growing cannabis on Richmond’s farmland, by urging the Provincial Government to affirm the city's legal right to do so.

During the election, some of the councilors have promised to take action to protect farmlands in order to ensure food security for generations to come; I hope we will gain your support to protect our valuable farmland for food, not cannabis, which is more of an industrial product.

We believe these policies are absolutely essential to the well being of the community. We are more than willing to meet with you to discuss our concerns and suggestions. I can be reached by phone no. 604-961-1091 or email address zenbia@hotmail.com.

From: Zenbia Chan

Spokesperson of 2018 Marijuana Legalization Concern Group



WesPac Tilbury Marine Jetty Project – to export LNG

It is likely there is a legal issue as with the Kinder Morgan pipeline in that the assessment needs to include impacts of shipping beyond the project footprint.

Kinder Morgan Decision

“... However, the Board made one critical error. The Board unjustifiably defined the scope of the Project under review not to include Project-related tanker traffic. The unjustified exclusion of marine shipping from the scope of the Project led to successive, unacceptable deficiencies in the Board’s report and recommendations. As a result, the Governor in Council could not rely on the Board’s report and recommendations when assessing the Project’s environmental effects and the overall public interest.”

The scope for the Roberts Bank Terminal 2 Project and the LNG terminal also fail to include impacts of marine shipping in the scope of the environmental assessment. Ecojustice has made submissions to the Roberts Bank Terminal 2 Project citing the failure in the scope. It appears the same is the case for the Tilbury Project and a legal opinion should be sought.

The Boundary Bay Conservation Committee published a report in 2016 – “Save the Fraser River Delta from Mega Projects”. This report explains in detail the projects that are being planned and the environmental risks that result. Read the Full report here:

Fraser River Estuary and Mega Projects April 22 2016 A.pdf

The WesPac Tilbury Marine Jetty Project is addressed on pages 36 to 45

Some excerpts are copied below. As there have been some changes to the Project, some of the information below may be out of date. However, the failed due process and risks remain.

Bottom line – failure to meet international safety standards, lack of due process, and failure to include effects of marine shipping beyond project footprint.

WesPac Tilbury Marine Jetty Project – to export LNG

CEAA Disclaimer Contravenes Due Process and Legislation

Three weeks after Stephen Harper dissolved the Canadian parliament, the Canadian Environmental Assessment Office wrote to the B.C. Environmental Assessment Office making the disclaimer that the effects of shipping associated with the WesPac Tilbury Marine Jetty Project are:

”beyond the care and control of the proponent, along with the designated shipping route within the South Arm of the Fraser River, from the Project’s marine terminal to the pilot station at Sand Heads.” (*Letter from CEAA to B.C. EAO, August 24, 2015*)

This statement defies belief. So no one is accountable for the effects of up to 122 LNG carriers and 90 LNG barges per year for 21 kilometers in the Fraser estuary and then through the narrow channels of Boundary Pass and Haro Strait out to the Pacific.

The same disclaimer was made to the environmental assessment of the Roberts Bank Terminal 2 Project. CEAA has been advised that these disclaimers contravene the *Canadian Environmental Assessment Act* and CEAA has been put on notice that should shipping effects be excluded from the cumulative effects assessment and the decision-making process, clients may be forced to take the issue to court. This intent to slip past due diligence should provide the new 2015 Liberal Government with a reason to terminate this flawed, illegal process under the *Canada Marine Act*, the *Canadian Environmental Assessment Act*, the *Species at Risk Act*, and the *Environmental Protection Act*.

Failure to Effectively Disclose the Interdependence of two LNG Projects

The proponents for the shipping terminal claim the two adjacent projects are separate. One is the FortisBC LNG massive expansion. The other is the WesPac Midstream shipping terminal required to export the LNG. So it is dishonest to treat the two projects separately as they are located side by side and their operations are interdependent. This is a classic example of project splitting to avoid full disclosure of environmental impacts. To ignore the FortisBC Tilbury LNG plant in the assessment of the shipping terminal is in contravention of the *Canadian Environmental Assessment Act*.

Also the Operation Policy Statement of CEAA requires “*the assessment of the environmental effects of accidents and malfunctions that may occur in relation to the designated project. Accordingly, the environmental effects of accidents and malfunctions must be considered in the assessment of cumulative environmental effects if they are likely to result from the designated project in combination with other physical activities that have been or will be carried out.*”

While the proponent of the shipping berth claims it is a separate Project from the FortisBC Tilbury expansion, information of the background to the WesPac Terminal Project indicates a clear understanding of the interdependence of the two projects. In a report by Natural Resources Canada, Energy Markets Fact Book 2014-2015, it is spelled out on page 51:

**“WesPac Marine Terminal/Tilbury LNG (Delta, BC) Marine terminal proposed by WestPac Midstream
Maximum capacity of 3 mtpa (0.40 bcf/d) following expansion of existing Tilbury LNG (FortisBC) facility
Targeted start date of 2016”**

Note: 3 mtpa = 3 million tonnes of LNG per annum. .40 bcf/d = 40 billion cubic feet per day
http://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/energy/files/pdf/2014/14-173EnergyMarketFacts_e.pdf

The FortisBC Tilbury LNG plant and expansion are also included in the export licence granted to WesPac Midstream Vancouver by the National Energy Board:

“WPMV stated it intends to export LNG produced at the Tilbury plant in Delta, British Columbia, which is owned by FortisBC Energy Inc.” (Page 7 of the Letter Decision, May 7, 2015)

[https://docs.neb-one.gc.ca/11-eng/11isapi.dll/fetch/2000/90466/94153/552726/2482343/2482959/2774368/Letter Decision to WesPac Midstream - Vancouver LLC - Application for a licence to Export Natural Gas - A4L1F1.pdf?nodeid=2773609&vernum=-2](https://docs.neb-one.gc.ca/11-eng/11isapi.dll/fetch/2000/90466/94153/552726/2482343/2482959/2774368/Letter%20Decision%20to%20WesPac%20Midstream%20-%20Vancouver%20LLC%20-%20Application%20for%20a%20licence%20to%20Export%20Natural%20Gas%20-%20A4L1F1.pdf?nodeid=2773609&vernum=-2)

So to pretend that these are separate Projects is deliberately misleading the public. The FortisBC Tilbury LNG plant will not be able to transport its product without the new terminal so the public is not offered an opportunity for the project to be rejected. It is classic “cart before the horse” process which contravenes the general principles of environmental assessment: transparency, practical, purposive, inter-disciplinary, participative, efficient, relevant, integrated, credible, and it certainly isn’t rigorous.

For the Canadian Environmental Assessment Agency and the Canadian Government to accommodate this flawed process raises serious questions of the public interest and the public trust. So how did it unfold that LNG at FortisBC Tilbury is being permitted to proceed to 90 times the current production with a license for export?

Failure to require environmental assessment and public input to expanded FortisBC Tilbury LNG plant

The failure to undertake an environmental assessment for the FortisBC Tilbury LNG plant contravenes legal and ethical due process. As the plant requires transmission lines for electricity, LNG storage and processing natural gas, and a pipeline to the new dock, both a federal and provincial environmental assessment should have been required. The Blakes legal firm document, ‘*Overview of the Permitting Requirements for LNG Projects in British Columbia*’, points out in the Review Process that an environmental assessment is typical with any LNG Project so how the provincial and federal governments let this one slip through without any environmental assessment raises serious questions.

License to export LNG through narrow Lower Mainland channels granted without due process

In 2013 and 2014, the B.C. Government announced it had exempted FortisBC LNG expansion at Tilbury from a Certificate of Public Convenience and Necessity (CPCN) and a review by the B.C. Utilities Commission. Furthermore, the B.C. Government passed two Orders-in-Council to allow the LNG expansions to 56 times the current production of 5,000 gigajoules per day with full build out plans for 450,000 gigajoules per day. The public was not consulted and an environmental assessment was not included.

Surely a federal environmental assessment should have been required for the FortisBC LNG expansion approval as there are considerable risks of safety and health to the public and the fragile ecosystems on the shoreline of the Fraser River impacting fish populations, water quality and air quality.

Lack of Disclosure and Accurate Information to the Public

The Valued Component Selection Document fails to give an accurate description of the Project. Page 6 refers to up to 90 LNG vessels and up to 34 barges per year. This is not consistent with the WesPac Tilbury website which claims:

“It is estimated that up to 90 barge calls and up to 122 LNG carrier calls (of various sizes) could occur at the jetty per year.”

Such discrepancies demonstrate disregard of public interest and a huge gap in credibility. It is unclear what size the LNG ships and barges will be. From the little that can be gleaned from snippets of contradictory information, the public could witness LNG carriers of all sizes on the Fraser. Even the smallest LNG vessels are at least 33% larger than the B.C Ferries and the LNG barges will be almost as long as the ferries.

The 38.0 metres width of the beams on LNG ships exceed the 32.5 metres that are the current limit on the Fraser. Apparently, WesPac Midstream has applied to Port Metro Vancouver for exemption from the limit. So it turns out that Port Metro Vancouver has the power to grant permission for larger vessels on the Fraser River? Surely, this is classic Fox overseeing the Henhouse and the public has no assurances about the size and length of LNG vessels that could be permitted on the River.

One internet blog, Mighty-Ships.com, claims: *“Definitely the LNG Carriers are among the most dangerous ships sailing around the seas. They are carrying compressed natural gas, which is flammable and easily exploding. The gas carriers are having large requirements for their machinery, their tanks and their support.”*

License Granted to Export LNG through Graveyard of the Pacific

On May 7, 2015, Canada’s National Energy Board approved a license for the annual export of 3.5 million tonnes of LNG without an environmental or risk assessment. Two months later, federal and provincial environmental assessments were initiated with the federal government granting a substitution process to B.C.

The LNG ships will be travelling through the narrow channels of the Fraser River and the Gulf Islands to the Strait of Juan de Fuca which can be extremely dangerous due to strong easterly wind, frequently reaching 60-80 miles per hour.

“Pacific Northwest ports are being increasingly used to ship oil and coal to Asia.

Unfortunately, **northwest inland and coastal waters are some of the most dangerous in the world**, with strong winds, powerful currents, rocky shores and river bars. Unstable, steep slopes threaten train traffic heading to coal/oil ports, and a huge fishery and shellfish industry is at risk if a spill occurs. With coal and oil shipping potentially increasing substantially over the next decade, the threat of major or catastrophic environmental damage is substantial.”

<http://coalexportfacts.org/2014/04/24/are-pacific-northwest-waters-too-risky-for-oil-and-coal-ships-cliff-mass-weather-blog/>

Major Safety Concerns not addressed

Safety in the production and transportation of liquefied natural gas needs to be taken very seriously. There are many lives at stake and accidents have occurred. Even the ocean traffic may not be as safe as claimed. A spill of LNG, a very cold liquid of course, is reported by some experts as a serious fire hazard. Apparently a large amount of very cold methane liquid will freeze water that comes in contact with it, and the resultant reaction may have safety considerations, even an explosion.

The WesPac Midstream LNG Terminal Project contravenes the LNG Terminal Siting Standards as outlined by the Society of International Gas Tanker and Terminal Operators (SIGTTO) of which WesPac is a member. The plans to transport LNG vessels through the South Arm of the Fraser River breach the protocol of avoiding transit fairways and populated areas.

An abbreviated Summary of LNG Terminal Siting Standards:
<http://www.quoddyloop.com/lngtss/standards.html>

1. There is no acceptable probability for a catastrophic LNG release [¹];
2. LNG ports must be located where LNG vapors from a spill or release cannot affect civilians [²];
3. LNG ship berths must be far from the ship transit fairway;
 - a. To prevent collision or allision [³] from other vessels;
 - a. To prevent surging and ranging along the LNG pier and jetty that may cause the berthed ship to break its
 - b. moorings and/or LNG connection;
 - c. Since all other vessels must be considered an ignition source;
LNG ports must be located where they do not conflict with other waterway uses [⁴] — now and into the future. [This requires long-range planning for the entire port area prior to committing to a terminal location];

Long, narrow inland waterways are to be avoided, due to greater navigation risk;
Waterways containing navigation hazards are to be avoided as LNG ports;
LNG ports must not be located on the outside curve in the waterway, since other transiting vessels would at some time during their transits be headed directly at the berthed LNG ship;

Human error potential always exists, so it must be taken into consideration when selecting and designing an LNG port.

>> Additional items exist in the standard than are summarized here. Please refer to *"Site Selection and Design for LNG Ports and Jetties."*

¹ *While risk of small LNG spills is acceptable, any risk of catastrophic LNG release is unacceptable.*

² *Sandia National Laboratories defines for the US Department of Energy three Hazard Zones (also called, "Zones of Concern") surrounding LNG carriers. The largest Zone is 2.2 miles/3,500 meters around the vessel, indicating that LNG ports must be located at least that distance from*

civilians. Some world-recognized LNG hazard experts, such as Dr. Jerry Havens (University of Arkansas; former Coast Guard LNG vapor hazard researcher), indicate that three miles or more is a more realistic Hazard Zone distance.

³ *Allision — (nautical term) Collision between a moving vessel and a stationary vessel or object*

⁴ *Conflicting waterway uses include fishing and recreational boating.*

The Standards claim LNG ports must be located where they do not conflict with other waterway uses as all other vessels must be considered as ignition sources.

<http://www.surreyleader.com/news/307170211.html>

The B.C. Wilderness Committee has created a risk map of the lower Fraser based on a U.S. Coast Guard document that outlines "zones of concern" in the event an LNG tanker accident. Zone 1, within 500 metres of a ruptured LNG tanker, is "where an LNG spill could pose severe public safety and property hazard and could damage or significantly disrupt critical infrastructure and key assets," according to the U.S. document.

Consequences would be "less severe" in a wider hazard zone band up to 1.6 kilometres away. Zone 3 would extend up to 3.5 kilometres – which according to the map would encompass all of Steveston and much of Ladner – and is considered the maximum distance a cloud of escaped LNG vapour could drift without dispersing. If it ignited, the cloud could burn back to the tanker and result in a "pool fire."

LNG Hazard Zones

Red – 500 metres Purple – 1.6 kilometres Blue – 3.5 kilometres.

B.C. environmental groups circulated this map to show how U.S. Coast Guard-defined hazard zones for LNG tankers would overlay the route from the proposed Tilbury LNG port.

The width of the Fraser River does not come close to the minimum safety requirements for LNG. The close proximity of these routes to densely populated communities is a big no-no in the eyes of global experts on LNG tanker safety.

Safety concerns in the USA, and resultant public outcry, have prevented several proposed LNG Terminals (receiving plants) from being built, especially in urban areas, i.e. East Coast and California. The US has laws preventing the movement of LNG ships in narrow waterways and close to communities. LNG production and export should not be permitted in this Tilbury Island location due to safety concerns on site and along the narrow shipping route. The Fraser River is too narrow to meet the international standards for the safe shipping of LNG.

The FortisBC Tilbury LNG plant and adjacent planned WesPac Terminal for LNG export are too close to communities, industrial activities and public areas as shown in the map below with a fuel delivery project on the opposite bank, a shipping facility, a cement plant, and a steel plant all nearby.

- The LNG operation will be a major intrusion into the Fraser River with offshore and onshore activities.
- Due to the narrow areas in the Fraser River, an appropriate safety zone around the LNG vessels and barges cannot be achieved.
- The large LNG vessels will dominate the river negatively impacting small businesses and recreational users.
- Large LNG vessels will impact the Fraser Valley Air shed contravening Metro Vancouver air quality standards and guidelines along with transboundary agreements.
- There will be impacts to the archaeological site on the opposite side of the river.
- The beams of the LNG ships are too wide for safety on the river.
- The people along the Fraser River and on the Gulf Islands will be affected by proximity to LNG ships and wave impacts.
- Vessels need to move through narrow, busy channels of the Strait of Georgia, the Gulf Islands, Boundary Pass, Haro Strait, and the Salish Sea to the Pacific Ocean.
- There are potential hazards of a large liquefied natural gas spill during marine transportation. These can cause toxic vapours, pollution and even fires or explosions.

Need for a Cumulative Effects Assessment

The WesPac Tilbury Marine Terminal will require considerable dredging impacting salmon and other fish species including the salmon, endangered White Sturgeon and fast-disappearing eulachon.

Missing is the potential effects on the health and survival of the Fraser Delta ecosystems which interact interdependently to support living organisms that have local, national and international significance. Piecemeal projects, such as this LNG Terminal, are causing degradation that is leading to the loss of clean air, endangered species at risk, salmon runs, herring, sturgeon, and millions of birds that make this area Canada's most Important Bird Area (IBA).

The document, Valued Component Selection Document for Tilbury LNG Jetty, lacks clarity and transparency. The B.C Environmental Assessment Office should not accept this document as it does not meet the requirements of either the *B.C. Assessment Act* or the *Canadian Environmental Assessment Act*. It fails to address accountability under these acts as well as *Species at Risk Act*, *Fisheries Act*, *Migratory Bird Act*, *Canada Marine Act*, *BC Environment Management Act* and other legislation along with many local and transboundary agreements.

The Scope of the Assessment should include effects of the shipping associated with the 21 kilometre route within the South Arm of the Fraser River to Sand Heads and then the route through the Strait of Georgia, the Gulf Islands, Boundary Pass, Haro Strait, and the Salish Sea to the Pacific Ocean.

The terminal site is coded RED in the Fraser River Estuary Management Plan (FREMP) habitat mapping system. This is the highest coding for habitat and is designated for protection.

Require Inclusion of Downstream and Upstream Effects

Upstream the gas well industry, whence the natural gas is obtained, has had devastating effects on the wildlife in the area, not to mention the leakage of methane into the atmosphere.

Downstream, the passage of over a hundred LNG ships per year, cumulatively with planned increase in container ships, through Strait of Georgia and Juan de Fuca Strait can only have serious detrimental effects on all the wildlife in the area, particularly orcas, humpback whales, and all the fish species including five species of salmon, sturgeon, steelhead, herring and eulachon.

Russian scientists, who have researched LNG environmental impacts on salmon and marine life, claim LNG operations on Sakhalin Island in Russia negatively impacted habitat and marine life. The nearby pink salmon runs collapsed.

http://friendsofwildsalmon.ca/news/article/russian_science_delegation_says_pacific_northwest_lng_could_collapse_skeena

Inadequate Information on Current and Long-term Dredging Requirements and Effects

Around the Wespac terminal, there needs to be a huge dredging operation before the dock is built and at frequent intervals thereafter, just to allow huge tankers enough draft to access the jetty. The environmental impact of such massive dredging is impossible to quantify, but is sufficiently worrying that this alone should disqualify the project.

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Schedule 3 to the Minutes of the
Regular meeting of Richmond City
Council held on Tuesday,
November 13, 2018.



City of Richmond

Memorandum

Community Services Division
Arts, Culture and Heritage Services

To: Mayor and Councillors
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services
Date: November 9, 2018
File: 11-7000-01/2018-Vol 01
Re: Minoru Place Activity Centre - Program Cost Breakdown

At the November 6, 2018 General Purposes Committee meeting, staff were requested to provide a cost breakdown associated with the recommended Option 1 in the report titled "Minoru Place Activity Centre Program Options as Arts Education and Program Space".

A cost breakdown into individual elements is attached to this memo as Attachment 1. These costs are a Class C estimate based on the recommended program. As detailed design progresses, costs will be refined further.

All costs include detailed design, construction and project management, permits, fees, escalation, and contingency.

Should you have any questions please do not hesitate to contact me at jfernyhough@richmond.ca

Jane Fernyhough
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 1

pc: SMT
John Irving, P.Eng. MPA, Director, Engineering
Jim V. Young, P. Eng., Senior Manager, Capital Buildings Project Development

CNCL - 39



ATTACHMENT 1

| MINORU PLACE ACTIVITY CENTRE – COST BREAKDOWN FOR ARTS EDUCATION AND PROGRAM SPACE | |
|--|---------------------|
| Demolition and Asbestos Abatement | \$ 259,000 |
| New Interior Walls and Partitions | \$ 222,000 |
| Doors Replacement and Upgrades | \$ 124,000 |
| Wall Finishes | \$ 215,000 |
| Floor Finishes | \$ 234,000 |
| Ceiling Finishes | \$ 227,000 |
| Millwork | \$ 170,000 |
| Specialty Items (signage, mirrors, lockers, etc.) | \$ 175,000 |
| Plumbing and Drainage | \$ 60,000 |
| Fire Protection | \$ 63,000 |
| HVAC Modifications | \$ 68,000 |
| Electrical Modifications (including lighting) | \$ 294,000 |
| Furniture, Fixtures and Equipment (tables, chairs, lobby furniture, dance studio sound systems, large mirrors (for dance studio), etc | \$ 400,000 |
| TOTAL | \$ 2,511,000 |



City of
Richmond

Schedule 4 to the Minutes of the
Regular meeting of Richmond
City Council held on Tuesday,
November 13, 2018.

Correspondence

November 13, 2018
Council Meeting

Correspondence Related to Item No. 15

***Cannabis Related
OCP and Zoning Bylaw Amendments
in Response to Changes to ALR Legislation***

MayorandCouncillors

From: carolecheng2002@yahoo.com
Sent: Tuesday, 13 November 2018 07:53
To: MayorandCouncillors
Subject: Reject of plantation of marijuana in Richmond farmland

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

We are sending this to reject the suggestion of plantation of marijuana in Richmond farmland.

Thank you.

Carole Cheng

Sent from my ALCATEL ONETOUCH IDOL 3 (5.5)

MayorandCouncillors

From: Gloria Cheung <gloriacheung7912@gmail.com>
Sent: Tuesday, 13 November 2018 08:44
To: MayorandCouncillors
Subject: Oppose plantation of Marijuana

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

Dear Mayor and Councillors

I voted you be our Richmond protectors to keep our land (city) safety. I write to oppose plantation of marijuana in Richmond.

Please listen to our voice.

Regards,
Gloria

MayorandCouncillors

From: Stella Chow <stellachow012@icloud.com>
Sent: Monday, 12 November 2018 23:09
To: MayorandCouncillors
Subject: Plantation of marijuana

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

Dear councillors:

I live in this quiet/beautiful/ peaceful Richmond since 1990. My family moved from Winnipeg to Richmond (bc). My kids has their family n I am a grandma of 3 beautiful grandkids. I love ❤️🏡 Richmond however recently I heard that city is going to allow the farm land to grow marijuana. I am so sad n disappointed. I hope all of you can reconsider this issue n disallow this issue happening.

Thank you very much for your time to read my concerns.

Opening marijuana shop is bad enough n now allowing the farm to grow marijuana is even worst. 😞😞

Stella Chow

Sent from my iPhone

MayorandCouncillors

From: Colleen Howu <letkidsbekids101@hotmail.com>
Sent: Monday, 12 November 2018 22:26
To: MayorandCouncillors
Subject: Keep Richmond farm lands for fruit and vegetables

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

Dear Mayor Brodie and Richmond City Councillors,

I have been living in Richmond for over 26 years. I graduated in Richmond Secondary and now my kids are going to elementary school in Richmond. We are blessed with local fresh fruit and vegetables in Richmond. During the municipal election, we heard many messages about how councillors will keep farm lands and help farmers. Allowing plantation of marijuana in Richmond farm lands is going a direct opposite direction of preserving farm lands. Is City Council helping farmers or helping farmers to make money from big corporation growing and selling marijuana? The latter is short sighted solution to make money. It will kick out farmers from their farming businesses. Instead growing high quality fruit and vegetables for children and families, Richmond will be growing marijuana for recreation and profits.

Richmond farm lands are enriched with nutrients by nature. I am writing to ask the Richmond City Council to keep farm lands for food growth and not to allow plantation of marijuana in Richmond.

Sincerely,
Colleen Howu

MayorandCouncillors

From: Vivian Leung <lvivian_cy@yahoo.com>
Sent: Tuesday, 13 November 2018 12:15
To: MayorandCouncillors
Subject: Against using farm land for growing of cannabis

Dear honorable Mayors and councillors,

I am strongly against the use of Richmond farm land and other cities farmland for the use of cannabis growing. It is a great displeasure that the government pass the legalization of cannabis sale even so many citizens is against it. Now it is absolutely not acceptable use our farm land to grow our own food in cannabis use.

Please reflect our concerns regarding this issue

Thank you

Vivian Leung

Sent from my iPhone

MayorandCouncillors

From: Alice Wong <aliceyfwong@gmail.com>
Sent: Tuesday, 13 November 2018 12:25
To: MayorandCouncillors
Subject: plse protect our farm Land

Dear Mayor and Councillors

We are writing to u to express our wish to protect and retain our farm land both by not building mega house and growing cannabis . Last week CBC already reported in the news about Destroying our farm land by building mega homes and now we will further more destroying our farm land by growing cannabis.

Our farm land in Richmond is one of the best soil for growing vegetables and fruit and we ask the City Council to reserve the farm land .

Your representation of our voices and wishes will be very much appreciated .

Yours sincerely

Alice Y F Wong

Sent from my iPhone

MayorandCouncillors

From: Marcy <mmm929@gmail.com>
Sent: Tuesday, 13 November 2018 13:24
To: MayorandCouncillors
Subject: Oppose Plantation of Marijuana in Richmond Farmlands

Dear Mayor and Councillors,

I am a Richmond resident and I am oppose the plantation of marijuana in our farmlands.

Please protect future food security! Farmlands are for food!

Thank you for serving in the City of Richmond!

Marchelle Lee
V6Y 1N4

MayorandCouncillors

From: Audrey Yeung <audreywsyeung@gmail.com>
Sent: Tuesday, 13 November 2018 13:35
To: MayorandCouncillors
Subject: Concern on plantation of marijuana in Richmond farmland

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

**NO PLANTATION OF MARIJUANA IN
RICHMOND FARMLAND please!**

Appreciate for hearing our voice!

MayorandCouncillors

From: Herbert Leung <herbert210@hotmail.com>
Sent: Tuesday, 13 November 2018 14:15
To: MayorandCouncillors
Subject: No plantation of marijuana in Richmond

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

Herbert Leung and family
Richmond, BC

Sent from my Mi 4i

MayorandCouncillors

From: Winnie Howu <winnie.howu@gmail.com>
Sent: Tuesday, 13 November 2018 14:21
To: MayorandCouncillors
Subject: Regarding farming of marijuana

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

I don't even know this email will be read, but at least I tried.....

--

Kind regards,
Winnie Chan

MayorandCouncillors

From: michael chan <efv131@hotmail.com>
Sent: Tuesday, 13 November 2018 14:23
To: MayorandCouncillors
Subject: Farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

MayorandCouncillors

From: tk yeung <billionare_tk@yahoo.ca>
Sent: Tuesday, 13 November 2018 14:29
To: MayorandCouncillors
Subject: Please don't approve to allow plantation marijuana in City of Richmond Farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and all councilors, please don't approve the plantation of marijuana in Richmond farmland. it damages the reputation of Richmond new immigrants would not choose Richmond as their living places. it would seriously hurt the economy of Richmond , many residents would move from Richmond to other parts of the county or leaving Canada.
Please don't be the one to hurt the benefit of Richmond, the best place to live in this area.

Tat Ki Yeung

MayorandCouncillors

From: Bonnie Ng <bononon@hotmail.com>
Sent: Tuesday, 13 November 2018 15:17
To: MayorandCouncillors
Subject: plantation of marijuana in Richmond farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I **do not agree** to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

thank you for listening.

Bonnie Ng
resident of Richmond

MayorandCouncillors

From: Lydia Ho <meimeicanada@gmail.com>
Sent: Tuesday, 13 November 2018 15:28
To: MayorandCouncillors
Subject: Marijuana plantation

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

MayorandCouncillors

From: Kate Yuen <kate_yuen@hotmail.com>
Sent: Tuesday, 13 November 2018 15:38
To: MayorandCouncillors
Subject: NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

Thanks,
Kate



**Regular Council meeting for Public Hearings
Monday, November 19, 2018**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
Councillor Michael Wolfe

Claudia Jesson, Acting Corporate Officer

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

**1. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9857
(RZ 17-775098)**

(Location: 11951 Woodhead Road; Applicant: Jagson Investments Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/10-1 It was moved and seconded
***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9857 be given
second and third readings.***

CARRIED

Opposed: Cllr. Wolfe



Regular Council meeting for Public Hearings Monday, November 19, 2018

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9930
(RZ 18-821823)**

(Location: 3440/3460 Blundell Road; Applicant: Melissa Balback)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/10-2

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9930 be given
second and third readings.*

CARRIED

3. **OFFICIAL COMMUNITY PLAN BYLAWS 7100 AND 9000,
AMENDMENT BYLAW 9892**

(Location: 6551 No. 3 Road; Applicant: GBL Architects)

Applicant's Comments:

With the aid of renderings (copy on file, City Clerk's Office) the Applicant presented an overview of the proposed project and provided the following information:

- the project focuses on 5 key community objectives: connect the city centre grid, expand Richmond's open space amenities, revitalize the city centre retail destination, integrate a variety of housing options, and sustainability;
- new road, pedestrian and cyclist connections and improvements will be provided;
- the site will be a mobility hub for alternative modes of transport;
- a park plaza will enhance the city's open space amenities and provide an area for seasonal events;
- an increase in retail area is proposed with an outdoor concept;



Regular Council meeting for Public Hearings Monday, November 19, 2018

- a variety of housing options is proposed to accommodate various demographics within the city;
- the proposed site is designed to reduce carbon impact; and
- a phased implementation allows for continued use of the shopping centre while construction is underway.

Written Submissions:

- (a) John Roston, 12262 Ewen Avenue (Schedule 1)
- (b) Michelle Johnson, Richmond resident (Schedule 2)
- (c) Sandra Shewchuk, Richmond resident (Schedule 3)
- (d) Eunjoo Lee, Richmond resident (Schedule 4)
- (e) Michelle Li, Richmond resident (Schedule 5)
- (f) Don Flintoff, 6071 Dover Road (Schedule 6)
- (g) Deirdre Whalen, 13631 Blundell Road (Schedule 7)
- (h) Catherine Kon (Schedule 8)

Submissions from the floor:

Erika Simm, 4991 Westminster Highway, expressed concern with the proposed development and read from her submission (attached to and forming part of these Minutes as Schedule 9).

De Whalen, 13631 Blundell Road, expressed concern with regard to insufficient rental housing provided by the proposed development and read from her submission (attached to and forming part of these Minutes as Schedule 7).

John Roston, 12262 Ewen Avenue, referenced a chart in his submission that illustrates housing data from 2011 and 2017, which denotes that over 5000 households are not eligible for below market rental housing yet are spending 50% or more of household income on housing and are at risk of becoming homeless. He was of the opinion that there is a demand for rental housing for individuals that work in Richmond and millennial's that cannot afford to move out of their parent's houses. Mr. Roston advised that the City Centre is the ideal place for market rental housing as it is close to the Canada Line and other essential amenities. He urged Council to consider the new legislation brought forward by the Province and require all future developments to include market rental housing.



Regular Council meeting for Public Hearings Monday, November 19, 2018

Don Flintoff, 6071 Dover Road, queried (i) whether the district energy is geo-exchange or geo-thermal (ii) that unless the District Energy Unit (DEU) is turned over to the City, no building permit will be issued; and (iii) if the DEU supplies 70% of the energy, where will the remaining 30% be made up. He noted that electric energy is cleaner, more cost effective for the taxpayers and the city.

In response to queries, Peter Russell, Senior Manager, Sustainability and District Energy, advised that (i) at the current stage the proponent has recommended a certain type of technology to achieve the 7% low carbon requirement, (ii) a number of options are being considered including air source heat pumps and geo-exchange, (iii) during the building permit stage the DEU will be transferred to the Lulu Island Energy Company, (iv) costs are covered by the proponent, (v) the 70% is a base load requirement that supplies energy for the bulk of the duration of the year and topped off using boilers.

Niti Sharma, Richmond resident, expressed concern with regard to affordability of homes in Richmond and noted that this is an opportunity for Council to ask the developer to put in some bold initiatives to tie density into affordability into the city. She was of the opinion that the City requires more multi-bedroom units as it is in short supply. Ms. Sharma then suggested that any future developments in the City Centre be required to contribute towards a school to accommodate the increase in families. She urged Council to request the developers to change the proposed plan to include more affordable housing.

Mayor Brodie acknowledged the conclusion of the first round of public speakers. One speaker then addressed Council for a second time with new information.

Erika Simm, 4991 Westminster Highway, spoke of density trade-offs and was of the opinion that this development is overbuilt, and that Council needs to consider the needs of the residents.



Regular Council meeting for Public Hearings Monday, November 19, 2018

Discussion took place on the (i) requirements for market rental housing in Richmond, (ii) new Provincial Legislation on Residential Rental Tenure Zoning, (iii) benefits of the current proposal, and (iv) segregation of the units.

In reply to queries from Committee, Wayne Craig, Director, Development, advised that (i) Richmond is one of the few municipalities that requires affordable housing in developments, (ii) staff have been directed by Council to provide more information on Residential Rental Tenure Zoning and will report back in 2019, (iii) every application is reviewed on its own merits, however this project is unique in that it provides for sale units, market rental units and affordable housing, and (iv) as part of the City's affordable housing review, the non-profit organizations that manage the affordable housing units, have noted that it is more feasible to cluster affordable housing units to ensure proper maintenance and to provide appropriate amenity spaces for programs tailored to needs of tenants.

Discussion took place on the current policy for market rental units and the need for more to accommodate the various residents in Richmond.

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

It was moved and seconded

That the Application be referred back to staff to identify options that would achieve 10% for market rental units, including assessment of parking, and that staff further review the pros and cons of stratification of market housing.

The question on the referral motion was not called as discussion took place regarding (i) densification, (ii) the need for more rental housing in Richmond, (iii) a parking assessment in relation to the potential increase in market rental units, and (iv) a soil assessment.

Mr. Craig advised that staff can provide Council with the terms of reference of the geotechnical report requirements.

Discussion further took place and the timeline for the proposed referral motion was reviewed and as a result there was agreement to withdraw the referral motion.

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

It was moved and seconded

(1) That Council consideration of Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9892 be deferred to the December 17, 2018 Public Hearing scheduled for 7:00 p.m. in the Council Chambers at Richmond City Hall; and

PH18/10-3



**Regular Council meeting for Public Hearings
Monday, November 19, 2018**

- (2) *That staff identify options that would achieve 10% for market rental units, including assessment of parking, and that staff further review the pros and cons of stratification of market housing and report back to the next Public Hearing accordingly.*

CARRIED

Opposed: Cllr. Loo

ADJOURNMENT

PH18/10-4

It was moved and seconded

That the meeting adjourn (8:42 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 19, 2018.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Claudia Jesson)

Mayor and Councillors

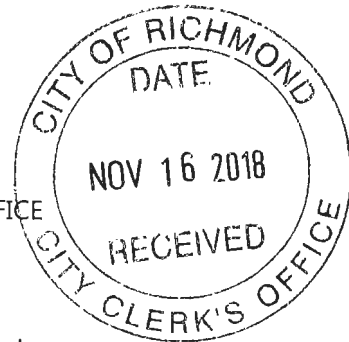
Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 19, 2018.

ON TABLE ITEM

Date: November 19, 2018
Meeting: PUBLIC HEARING
Item: #3

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: Friday, 16 November 2018 16:01
To: Mayor and Councillors
Subject: Public Hearing Nov. 19 - Richmond Centre
Attachments: Public Hearing Nov 19 2018 Roston Chart.pdf

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



Dear Mayor and Councillors,
Please see the attached chart which gives the data on the extent of the housing crisis in Richmond.

A conservative estimate is that over 5,000 Richmond households are not eligible for below market rental housing and yet are spending 50% or more of household income on housing which CMHC categorizes as in "dire housing circumstances" and to be "at risk of homelessness."

Of the 247 market rental units built in 2017, many were secondary suites while 132 were condominium/apartments and row houses. These 132 units were only 8.8% of the total 1,494 condominium/apartments and row houses built. The other 91.2% were sold to investors and the wealthy.

You are about to approve the Richmond Centre redevelopment plan which will perpetuate this tragedy and do nothing to solve the problem when it, the Lansdowne Centre redevelopment and the adjacent developments are the one time opportunity to create thousands of new market rent housing units that would drastically increase supply and have a moderating effect on the current unaffordable rents.

You must change the Richmond housing industry from one that maximizes the benefit for developers to one that maximizes the benefit for Richmond citizens. This is what you were elected to do. It will require courage and determination.

The BC Government handed Richmond the perfect tool to change that development scenario by passing new legislation in May 2018 that allows Richmond to require a minimum amount of market rental housing in new developments at any time up until the development permit is issued.

Several of you keep telling me that the developer is providing 150 much needed below market rental units when it is not required to do so and these will be lost if you apply the new legislation.

It is true that the project would very likely be delayed for a year while the developers quite rightly fume about being treated badly by the City. The City owes them an apology. However if Council stands firm, the developers will most likely get into the rental housing business or partner with one of the large national developers that specializes in rental housing. They are in business to make money even if it is less than they would have made with the original proposal. The City can insist that the 150 subsidized below market units be provided. The provincial government can assist in issuing regulations that clarify your right to apply the legislation in this particular instance.

Richmond Centre is only the beginning. It will set the template for what is done with Lansdowne Centre and the other developments. Please withhold approval of the Richmond Centre redevelopment plan on Nov. 19th and ask staff to come up with a plan to require 60% market rental housing in all of these developments.

john.roston@mcgill.ca

John Roston
12262 Ewen Avenue
Richmond, BC V7E 6S8
Phone: 604-274-2726
Fax: 604-241-4254

How bad is the housing crisis in Richmond?

Richmond Households in Dire Housing Circumstances

| | Housing Cost / Household Income | 2011 Households Eligible for Below Market | 2011 Households Not Eligible for Below Market | 2017 Households Eligible for Below Market | 2017 Below Market Rent Housing Units Built | 2017 Households Not Eligible for Below Market | 2017 Market Rent Housing Units Built |
|--|---------------------------------------|--|---|--|---|---|---|
| CMHC Standard | =< 30% | | | | | | |
| Richmond Households "in dire circumstances" | => 50% | 540 | 4,780 | 680 | 129 | > 5,000 (estimate) | 247* |

[Data based on *Metro Vancouver Housing Data Book, April 2018*.]

* Of the 247 market rental units, many were secondary suites while 132 were condominium/apartments and row houses. These 132 units were only 8.8% of the total 1,494 condominium/apartments and row houses built. The other 91.2% were sold to investors and the wealthy.

The number of households waiting for below market rent housing is increasing.

The number of households not eligible for below market rent and unable to afford market rent is very large and increasing.

Date: Nov. 19, 2018
 Meeting: Public Hearing
 Item: #3

Mayor and Councillors

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: Sunday, 18 November 2018 12:09
To: Mayor and Councillors
Subject: Public Hearing Nov. 19 - Richmond Centre

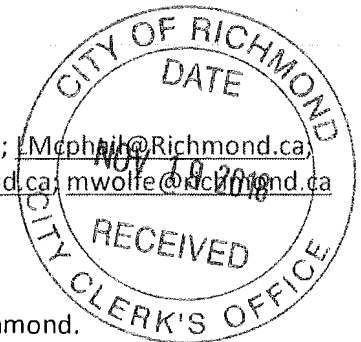
Dear Mayor and Councillors,

I see that the developers of Richmond Centre have now modified their proposal to add 100 units of market rental housing by increasing the size of the development to 2,100 units from 2,000 units. My point is that it will take thousands of new market rental units to drastically increase supply and bring down the current unaffordable rents in the marketplace. The proposed 100 market rental units will have no effect on the housing crisis.

This development should have 1,000 units of market rental housing, the agreed 150 units of below market rental housing and 950 strata ownership units available for sale to investors and those who can afford them. The new staff report makes it clear that you have the authority to require that.

John Roston

From: John Roston, Mr
Sent: Friday, November 16, 2018 3:50 PM
To: MBrodie@Richmond.ca; hsteves@richmond.ca; McNulty, Bill <BMcNulty@richmond.ca>; McPhail@Richmond.ca; Au, Chak <CAu@Richmond.ca>; cday@richmond.ca; ALoo@Richmond.ca; kgreene@richmond.ca; mwolfe@richmond.ca
Subject: Public Hearing Nov. 19 - Richmond Centre



Dear Mayor and Councillors,

Please see the attached chart which gives the data on the extent of the housing crisis in Richmond.

A conservative estimate is that over 5,000 Richmond households are not eligible for below market rental housing and yet are spending 50% or more of household income on housing which CMHC categorizes as in "dire housing circumstances" and to be "at risk of homelessness."

Of the 247 market rental units built in 2017, many were secondary suites while 132 were condominium/apartments and row houses. These 132 units were only 8.8% of the total 1,494 condominium/apartments and row houses built. The other 91.2% were sold to investors and the wealthy.

You are about to approve the Richmond Centre redevelopment plan which will perpetuate this tragedy and do nothing to solve the problem when it, the Lansdowne Centre redevelopment and the adjacent developments are the one time opportunity to create thousands of new market rent housing units that would drastically increase supply and have a moderating effect on the current unaffordable rents.

You must change the Richmond housing industry from one that maximizes the benefit for developers to one that maximizes the benefit for Richmond citizens. This is what you were elected to do. It will require courage and determination.

The BC Government handed Richmond the perfect tool to change that development scenario by passing new legislation in May 2018 that allows Richmond to require a minimum amount of market rental housing in new developments at any time up until the development permit is issued.

Several of you keep telling me that the developer is providing 150 much needed below market rental units when it is not required to do so and these will be lost if you apply the new legislation.

It is true that the project would very likely be delayed for a year while the developers quite rightly fume about being treated badly by the City. The City owes them an apology. However if Council stands firm, the developers will most likely get into the rental housing business or partner with one of the large national developers that specializes in rental housing. They are in business to make money even if it is less than they would have made with the original proposal. The City can insist that the 150 subsidized below market units be provided. The provincial government can assist in issuing regulations that clarify your right to apply the legislation in this particular instance.

Richmond Centre is only the beginning. It will set the template for what is done with Lansdowne Centre and the other developments. Please withhold approval of the Richmond Centre redevelopment plan on Nov. 19th and ask staff to come up with a plan to require 60% market rental housing in all of these developments.

john.roston@mcgill.ca

John Roston

12262 Ewen Avenue

Richmond, BC V7E 6S8

Phone: 604-274-2726

Fax: 604-241-4254

MayorandCouncillors

Schedule 2 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

ON TABLE ITEM

Date: November 19, 2018
Meeting: PUBLIC HEARING
Item: #3

From: Michelle Johnson <michjohn@telus.net>
Sent: Thursday, 15 November 2018 17:57
To: MayorandCouncillors
Subject: new construction condos

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

Mr mayor and councillors

I too am tired of seeing so many new or recently built condos remain empty. I urge you to ensure that some portion of new development such as Richmond Centre and Lansdowne upcoming developments be allocated to rental. The rental does not have to be in perpetuity. A condition of purchase could be that the condo must be rental for a period of 5 years or 8 or 10 years. After proof has been established that they have been rentals, then the rental commitment can then be lifted. Many choices .. just ensure that some are designated rentals for a period of time.

thanks for considering this email
Michelle Johnson



Mayor and Councillors

Schedule 3 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

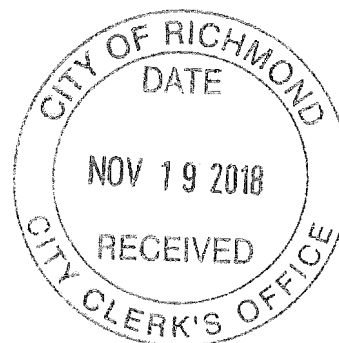
ON TABLE ITEM

Date: Nov 19, 2018
Meeting: Public Hearing
Item: #3

From: Sandra Shewchuk <sandshew@hotmail.com>
Sent: Saturday, 17 November 2018 07:57
To: Mayor and Councillors
Subject: Rental space

I am writing this email to voice my desire that developers should be required to build a very significant portion of market rental housing into all of their projects along with a focus of making them family friendly by following practices that the Netherlands do. It would go a long way in helping our younger generations to be able to consider staying in Richmond. It would also help us retain needed staff like nurses, etc. As I look at all of our new nurses all of them are having to commute from other communities where they can find affordable renting. They get their training then move onto jobs that come open closer to homes when the opportunities arrive. Why can't Richmond be the way in family friendly living for young and old. It is time for us to be a follower of proven successful practices versus looking at the short term money gain

Sandra Shewchuk



Schedule 4 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

ON TABLE ITEM

Date: Nov. 19, 2018

Meeting: Public Hearing

Item: #3

Mayor and Councillors

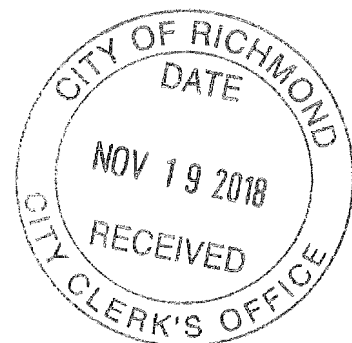
From: Anna L <annaeeunjoolee@gmail.com>
Sent: Sunday, 18 November 2018 08:01
To: Mayor and Councillors
Subject: market rental housing

Good morning,

I am getting sick of landlord bully their way to cover mortgages by our rent yet treat us like a street dog they can get rid of us anytime if it doesn't serve their purpose.

So please make sure that developers are required to build a significant portion of market rental housing into their developments.

Thank you,
Eunjoo Lee



Schedule 5 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

ON TABLE ITEM

Date: Nov 19, 2018
Meeting: Public Hearing
Item: # 3

Mayor and Councillors

From: Michelle Li <michelleli@shaw.ca>
Sent: Sunday, 18 November 2018 12:23
To: Mayor and Councillors
Subject: Please read my letter to the editor

<https://www.richmond-news.com/opinion/letters/letter-time-to-demand-rental-housing-in-richmond-core-1.23499882>

Thank you,
Michelle Li



Letter: Time to demand rental housing in Richmond core

Richmond News

NOVEMBER 17, 2018 07:01 AM



Richmond Centre is the 12th most profitable mall in Canada.

Dear Editor,

On Nov. 19, Richmond city council will be hosting a public hearing on approving the Richmond Centre redevelopment. The Lansdowne Centre redevelopment and other nearby major developments on No. 3 Road will follow shortly. They will create thousands of new housing units for sale to investors unless Richmond council sets a new course for affordable housing.

John Roston has been advocating for 60 per cent of the new units to be market rental housing. This demand of developers would change the future of our city. We wouldn't be looking at towers of empty units in our downtown core, we'd see young people, older adults and families enlivening our city centre.

We'd be appropriately housing the people of Richmond. We'd likely see a resurgence in jobs being filled that have been sitting unfilled: teachers on call, learning assistance teachers, service and clerk positions, etc. We wouldn't lose our young brilliant minds to other cities if we work on developing the supply of market rental housing now.

I'm so tired of years of uninspiring council meetings at city hall. Councillors have said that our city is unaffordable, so "go elsewhere like others," or "get used to it," or "we can't do anything about it." I am sure that that is why the people of Richmond voted differently this time around.

We need creative solutions, we need real action on housing, we need change now because even taking steps such as this will still be years in the making. I would love for my children to know that we did everything we could to keep them here — they deserve to be able to live in the city they grew up in.

I don't buy into the mindset that we can't do anything, or that developers won't build it. If it is the cost of doing business in Richmond, they will do it.

We need action on affordable housing for all residents and I urge new and existing councillors to do something inspiring for the future of Richmond, Richmond residents, I urge you to email council at mayorandcouncillors@richmond.ca and ask them to make sure that developers are required to build a significant portion of market rental housing into their developments.

Michelle Li

RICHMOND

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Mayor and Councillors

Schedule 6 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 19, 2018.

ON TABLE ITEM

Date: Nov. 19, 2018
Meeting: Public Hearing
Item: #3

From: Don Flintoff <don_flintoff@hotmail.com>
Sent: Monday, 19 November 2018 10:19
To: Mayor and Councillors; Weber, David
Cc: Alyse Kotyk; Daisy Xiong
Subject: Application by GBL Architects for an Official Community Plan (City Centre Area Plan) Amendment at 6551 No.3 Road (CF Richmond Centre South)

Good Morning,

In light of the upcoming application above, I've a few questions.

Since the owner must transfer ownership of the low carbon energy plant(s), the distribution piping system, and all other ancillary components on the subject site used to generate or convey space heating, space cooling and domestic hot water heating up to and including energy transfer stations, to the City or as directed by the City to the City's DEU service provider, LIEC, at no cost to the City or the City's DEU service provider.

What is the fair market value of the DEU being transferred the City or the City's DEU service provider?

What is the ongoing estimate of the operation/maintenance/administration costs of the DEU being transferred the City or the City's DEU service provider?

Will the taxpayer be burdened with any additional cost (either capex or opex) resulting for the DEU being transferred the City or the City's DEU service provider?

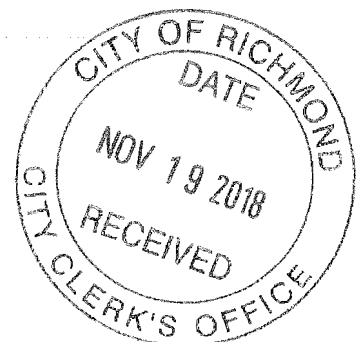
If the application's energy needs were 100% supplied by BC Hydro (electric energy) would not the greenhouse gas emissions be lower, the cost to the taxpayer be lower, and the risk to the taxpayer be lower?

Will LIEC pay a dividend to the City for the year 2018?

Don Flintoff
6071 Dover Rd.



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Schedule 7 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

ON TABLE ITEM

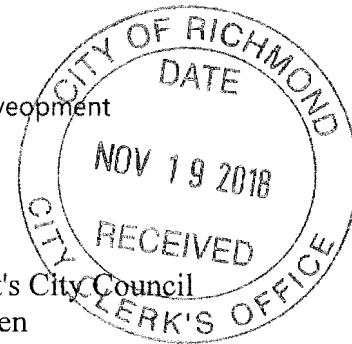
Date: Nov. 19, 2018
Meeting: Public Hearing
Item: #3

Mayor and Councillors

From: De Whalen <de_whelen@hotmail.com>
Sent: Monday, 19 November 2018 12:32
To: CityClerk; Mayor and Councillors
Subject: Delegation to City Council Nov 19, 2018 re: Richmond Mall redevelopment

Nov 19, 2018

Greetings City Clerk's office: Would you kindly add my delegation to the roster for tonight's City Council meeting? It is regarding the Richmond Mall redevelopment proposal. Thank you. De Whalen



My name is Deirdre Whalen and I live at 13631 Blundell Road Richmond. I have seen a lot of changes in my community since I moved here in 1975. I've lived here most of my life and I love Richmond. I have taken a particular interest in affordable housing over the years. I would like to speak about the proposed housing development at the Richmond Centre mall site.

I have studied Richmond's housing strategies, policies and bylaws and in the last little while, turned my attention to Metro Vancouver's estimates of housing needs for various household types. I see the City of Richmond is sadly lacking, although it is valiantly trying to make amends. The City of Richmond's own Affordable Housing Strategy workup admits, *'With Metro Vancouver's estimation of 180 units of low-income rental housing needed annually in Richmond over 10 years, it is time to review the subsidized rental housing policy.'*

Here is Richmond's track record. In the last 10 years, Richmond has approved 477 subsidized rental/non-market units, secured 429 affordable low end market rental (LEMR), and approved 411 market rental, 19 entry level ownership and 229 secondary suites/coach houses for a 10 year total of **1565** units. Please note the words 'secured' and 'approved' do not necessarily mean the units are built and tenanted. But let's just assume we are 235 units behind where we should be in 2018.

In contrast, the Metro Vancouver housing Data Bank states that Richmond has:

Annually built 1440 apartments, 225 townhouses, 304 houses and 60 duplexes equaling 1725 units per year for a total of **17,250** units. In addition we have demolished 242 houses, which may have housed up to three families.

I know many of you on Council understand about ½ of our purpose built rentals were built between 1971 and 1990. The time is coming soon where many will have to be replaced. Metro Vancouver says Richmond has an inventory of approximately **2800** purpose built rental units. 10 years ago we had about 2500 units. But they estimate that Richmond needs 2155 social housing units and 979 co-op units, in other words we need **3144** purpose built rental units right now.

All this is to illustrate that while the City is giving some attention to affordable housing, I would estimate the bulk of the work in planning and permits is regarding the development of more market purchase units. Isn't it time to start building housing for the real needs of the people who wish to live in Richmond?

So let's take this 3144 units estimate, and confirm that the need for purpose built rental is real. At this point I only want to focus on affordable rental housing. Stats on the City's website say we have a vacancy rate of 0.8% and 33% of renter households are in core need. Core need means that the household spends more than 1/3 of their income on housing. 26% of single person renters are in core need (1335 people). 43% of renters in core

need have children (2295 households). And 48% of all of these households are of working age. Of these numbers, 13% are in deep core need, which means the household spends more than 50% of their income on housing.

It is no wonder then, that currently there are 657 names on the BC Housing waitlist including 282 seniors, 237 families and 77 people with disabilities. Add to this, that for hundreds of social housing units and co-ops, their operating agreements are expiring. Examples: 213 social housing units in 2018 and 200 in 2019 and a total of 426 units by 2024; 407 subsidized seniors units by 2024; and 72 co-ops units in 2018 and 94 in 2019 and a total of 846 units by 2024.

I apologize for all these numbers, but I do hope they serve to demonstrate the need to prioritize rental housing over market purchase developments. The time is right. The redevelopment of Richmond Mall and Lansdowne give us a once in a lifetime opportunity to bring our housing developments in line with the real needs of our residents.

The building of 200 units of market purchase units (minus the 150 LEMR) will not assist us in achieving our commitment as a city within Metro Vancouver. Please do not pass this development as is.

The provincial government has given cities the tools we need in order to designate rental-only zoning. The City should pass a rental-only zoning bylaw and approve policies to enable staff to make the development of more affordable rental housing a priority in the coming years. Developers can build rental properties as they do in other cities. If developers have the flexibility and the City has the will, Richmond can build a new future for everyone who wishes to live, work and play here.

Thank you

Deirdre Whalen

13631 Blundell Road

Richmond V6W 1B6

604.230.3158

de_whalen@hotmail.com

De Whalen

604.230.3158

"Small acts, when multiplied by millions of people, can quietly become a power no government can suppress, a power that can transform the world." Howard Zinn

"You can't undo the past. You don't have to feel guilty about the past. You don't even have to apologize for the past. All you have to do is say YES. Yes, this happened. We can start there." Richard Wagamese on Reconciliation.

Schedule 8 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, November 19, 2018.

ON TABLE ITEM

Date: Nov. 19, 2018
Meeting: Public Hearing
Item: #3

Mayor and Councillors

From: Catherine Kon <kittykon168@gmail.com>
Sent: Monday, 19 November 2018 15:29
To: Mayor and Councillors
Subject: More Rental units

Hi, this is to ask you to please do something about the housing crisis. Requiring developments to include affordable rental units and taking steps to require empty housing units to be available for rental would do good to Richmond. My family would love to live in Richmond if not for the unaffordable rent.

Thank you



Erika Simm, 4991 Westminster Hwy, Richmond

Re: CF Richmond Centre South.

History:

The zoning that was enabling this proposal 40 years ago has to undergo major changes that keep in line with the major changes that Richmond has undergone in that same timeframe.

Councillor Steves reminded me that this zoning was created so that Richmond would have a densified downtown, a concept that was very foreign to Richmond then. We were a farming community, with mostly single family dwellings. The only two high rises were the two 16 storey towers on Minoru Boulevard.

Regarding this rezoning application:

If one goes back to basics then one has to keep in mind that this residential development replaces a Shopping Centre which served ALL of Richmond and beyond. The creation of a "City Centre Neighbourhood" is a poor substitute for that loss.

One very important factor is that convenient centralized shopping for all is being replaced by decentralized shopping at the bottom of residential developments. This creates problems regarding poor traffic flow, accessibility factors, parking situations, and it does not really allow for the Richmond public's use.

Commercial zoning on the bottom of residential units can create problems, i.e. smell, noise, rodents, bugs, etc. Such businesses should be kept separate from residential dwellings. Also, how realistic is the proposed outdoor shopping area considering our climate.

I question - (and I would like the developer to explain) their road configuration, which I think has little flow (pedestrian or car traffic.)

Another major concern is the proposal of underground parking and its implication regarding hydraulics. That, and soil conditions of the area need to be investigated and addressed by a neutral party.

I think that this proposal is overbuilt with potentially 11 high rises and a floor space ratio of 4. The developer wants to max out, and that's o.k. But the city has to curb this and look after the needs of its residents. What the developer is proposing here is not good enough.

The City needs accommodations for renters. These could be dispersed among owned units. For instance 25% of some of the high rises could be rental units. Low cost housing could be separate in mid rise buildings. Also, the concept of "rent to own" needs to be looked at. It is nothing new, but it is something which's time has come. Council has to make it possible that our children who were born in Richmond- can afford to live and buy here. This developer should help make this possible.

There are several good ideas in this proposal. The variety of housing showing in this plan is good. And so is the variety of housing forms. A central energy plant on the mall property is great thinking, Dana Westermarck set a precedence with geo-thermal, and other forms can be looked at. In all : there is a lot still to be worked out when it comes to this development. it's a give and take. So I would ask Council to please send this proposal back to staff for much more (and creative) improvement. Thank you

For Metro Vancouver meetings on Friday, November 16, 2018

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact

Greg.Valou@metrovanancouver.org or Kelly.Sinowski@metrovanancouver.org

Metro Vancouver Regional District

Election of Board Chair

Sav Dhaliwal, councillor from the City of Burnaby, was elected Metro Vancouver Board Chair for 2019.

Election of Board Vice Chair

Linda Buchanan, mayor of the City of North Vancouver, was elected Metro Vancouver Board Vice Chair for 2019.

Election of Alternate Board Chair and/or Alternate Board Vice Chair

As the newly elected Chair and Vice Chair are members of the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District, separately electing an alternate Chair and Vice Chair for those districts was not required.

2019 Schedule of Regular Board Meetings

RECEIVED

The Board received for information the schedule of regular board meetings, as follows:

- Friday, December 7, 2018
- Friday, January 25, 2019
- Friday, February 22, 2019
- Friday, March 29, 2019
- Friday, April 26, 2019
- Friday, May 24, 2019
- Friday, June 28, 2019
- Friday, July 26, 2019
- Friday, October 4, 2019
- Wednesday, October 23, 2019 (Budget Workshop)
- Friday, November 1, 2019
- Friday, November 29, 2019 (Inaugural Meeting)
- Friday, December 13, 2019

Meetings will take place at the Metro Vancouver Boardroom, 28th Floor, 4730 Kingsway, Burnaby B.C., at 9:00 a.m., unless otherwise specified.

Notice of Motion

Director Hurley from the City of Burnaby presented the following notice of motion for consideration at the next board meeting.

That the recently approved 2019 budget for all of Metro Vancouver operations and entities be considered interim until a complete review is conducted by this board and approved changes are incorporated.



Community Safety Committee

Date: Wednesday, November 14, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Kelly Greene
Councillor Carol Day
Councillor Harold Steves

Also Present: Councillor Linda McPhail
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 9, 2018, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

December 11, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

Community Safety Committee
Wednesday, November 14, 2018

COMMUNITY SAFETY DIVISION

1. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT - SEPTEMBER 2018

(File Ref. No. 12-8060-01) (REDMS No. 5991273)

In reply to queries from Committee, Carli Williams, Manager, Community Bylaws and Licencing, advised that (i) violations issued were for illegal operations of short-term rentals, (ii) birthing houses have the same enforcement as short-term rentals, (iii) birthing houses are not illegal unless they are in contravention of the short-term rental bylaws or health and safety bylaws, and (iv) the Bylaws Department continuously monitors for all types of short term rentals.

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report - September 2018", dated October 22, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

2. EMERGENCY PROGRAMS QUARTERLY ACTIVITY REPORT - THIRD QUARTER 2018

(File Ref. No. 09-5126-01) (REDMS No. 6003124 v. 3)

In reply to queries from Committee, Cecilia Achiam, General Manager, Community Safety, advised that the level of the dangerous spill determines who will respond to the incident. She noted that the current collaboration with the Richmond School District with regard to the Richmond Resilient Communities Program is a pilot project and once the Program has been successfully created it can be expanded to include other agencies such as private schools. Ms. Achiam then noted that Emergency Programs is collaborating with other initiatives as well, such as fire prevention.

It was moved and seconded

That the staff report titled "Emergency Programs Quarterly Activity Report - Third Quarter 2018", dated October 19, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

Community Safety Committee
Wednesday, November 14, 2018

3. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – SEPTEMBER 2018**

(File Ref. No. 09-5000-01) (REDMS No. 5997602)

Fire Chief Tim Wilkinson, Richmond Fire-Rescue, advised that the 17.6 percent reduction in service calls is due to the changes in the Clinical Response Model by BC Health Services (BCHS). He noted that BCHS is fine tuning the program and certain calls are being diverted back to RFR.

In reply to queries from Committee, Chief Wilkinson noted that there are various levels associated with the Clinical Response Model, and based on the level if BCHS has a unit within 10 minutes of the incident they will attend. He then spoke of the robust boarding-up protocols in place for vacant buildings in Richmond and noted that staff are always exploring ways to improve upon it. Chief Wilkinson then noted that there are a number of conditions that would need to be considered in order to board-up a building; however it is based on observations made by various individuals as well as complaint based.

Ms. Achiam noted that staff are bringing forward a report for Council's consideration with regard to tightening bylaws to handle derelict homes.

In reply to further queries from Committee, Chief Wilkinson spoke of the recent bog fire in Richmond and noted that a memorandum of understanding is underway with the Department of National Defence with regard to prevention recommendations for the site to ensure a similar situation does not occur again. Also, he advised that discussions are underway with regard to the potential of securing the perimeter of the area to deter individuals from entering the site and increased maintenance of the area. Chief Wilkinson then remarked that the armory on the site does not store any particularly hazardous materials.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report – September 2018", dated October 10, 2018 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

Community Safety Committee

Wednesday, November 14, 2018

4. **FIRE CHIEF BRIEFING**

(Verbal Report)

Items for discussion:

(i) Post-Halloween Operations Update

Chief Wilkinson provided an update of Halloween night, and highlighted that RFR only attended 8 emergency events through the evening and collaborated with the Richmond RCMP and Public Works to ensure all problem areas were monitored to discourage inappropriate activities. Also, he noted that RFR provided information regarding their outreach programs to members of the community.

(ii) Lighting of the Hamilton Fire Hall and Open House

Chief Wilkinson highlighted that the Lighting of Hamilton Fire Hall will take place on December 5, 2018 from 3:30-5:00 pm.

(iii) Pilot Community Outreach Pharmacy Program

Chief Wilkinson highlighted the Community Outreach Pharmacy Program noting that a nurse visits homes of vulnerable seniors and provides them with various services. He advised that RFR provides them with fire prevention information and written checklists and that the Community Outreach Pharmacy Program workers will follow up on RFR's report and ensure actions have taken place. Chief Wilkinson advised that they have completed 3 out of the 10 events they have scheduled and so far it has been a great success.

(iv) Recruitment Update

Chief Wilkinson highlighted that the recruitment process will begin at the beginning of the New Year.

(v) SD 38 Fire Safety Curriculum

Chief Wilkinson highlighted that RFR's outreach group is working with the Richmond School District to develop a curriculum on fire safety and prevention for students in grades 8-12.

5. **RCMP MONTHLY ACTIVITY REPORT – SEPTEMBER 2018**

(File Ref. No. 09-5000-01) (REDMS No. 5973697 v. 2)

Superintendent Will Ng, OIC, Richmond RCMP, spoke on (i) the increase in property crime statistics, (ii) increase in mental health related calls which may attributed to travellers passing through YVR, (iii) increasing wrap-around services with other agencies with regard to mental health related situations, (iv) the Car 67 initiative and noted that it is well underway and will be launched soon.

Community Safety Committee

Wednesday, November 14, 2018

In reply to queries from Committee, Superintendent Ng provided background information on the Car 67 initiative and noted that (i) the initiative was introduced to reduce the number of mental health related calls for service, (ii) the Richmond RCMP has created partnerships with various organizations to create wrap-around services to aide vulnerable persons, (iii) a vulnerable persons unit was created to focus on providing services and information to vulnerable persons.

In reply to further queries from Committee, Superintendent Ng noted that the incident on Odlin Road is under investigation by the Integrated Homicide Investigation Team. He then noted that the police dogs services are an integrated team that is shared with other municipalities, and that the RCMP is diligently accounting for their time spent in Richmond and ensuring that the dogs start and end their shifts in Richmond. Also, Superintendent Ng advised that the RCMP will be closely monitoring response times of the police dogs as it is an important factor.

It was moved and seconded

That the report titled "RCMP Monthly Activity Report – September 2018", dated October 16, 2018, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

6. **RCMP/OIC BRIEFING**

(Verbal Report)

Items for discussion:

(i) Introduction of Inspector Power

Superintendent Ng introduced Kori Power who will be in charge of the plain clothes officers and community policing.

(ii) Toy Drive – Invite to Councillors

Superintendent Ng highlighted that the 4th annual Toy Drive will be held on November 17th from 8 am – 12 pm.

(iii) Halloween

Superintendent Ng advised that Halloween night went smoothly and successfully with the lowest number of calls for service than any other Halloween. He highlighted that the City was well prepared and organized for this event that officers were able to patrol with the auxiliary officers throughout the night.

5.

Community Safety Committee
Wednesday, November 14, 2018

7. RIVER ROAD – REPORT BACK ON RICHMOND RCMP ENFORCEMENT ACTIVITIES

(File Ref. No. 10-6450-09-01) (REDMS No. 5915308 v. 10)

Superintendent Ng reviewed the enforcement conducted on River Road noting that (i) 34 operations and patrols took place along River Road during this initiative, (ii) 446 violation tickets were issued, (iii) 34 Speed Watch deployments occurred, (iv) digital sign boards had limited effect on speeders but speed reader boards were extremely effective, and (iv) continuous enforcement at this level is not sustainable. Superintendent Ng further noted that approximately 15% of Traffic Enforcement Unit's time was spent on this project during the enforcement period over the summer.

Lynda Parsons, Richmond resident, queried the status of the closed circuit television (CCTV) cameras that she previously suggested be installed along River Road.

Ms. Achiam advised that the privacy assessment with regard to the CCTV cameras is ongoing and that due to the stringent requirements regarding privacy issues it is taking some time. She noted that feedback has been provided with regard to the City's submission and staff will be providing a response back to the Office of the Privacy Commissioner shortly.

Lynda Parsons, Richmond resident, referenced her submission (attached to and forming part of these Minutes as Schedule 1) and requested a response to the questions noted in her submission.

The Chair directed staff to liaise with the residents of River Road and provide them with a response to their questions.

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that all traffic calming measures are still an option for consideration, including the permanent removal of speed humps. He noted that the results presented in the report are typical results of effectiveness of speed reader boards; however the boards will need to be moved regularly to ensure continued effectiveness.

Arline Trividic, 22600 River Road, read from her submission (attached to and forming part of these Minutes as Schedule 2) and expressed concern with regard to the enforcement conducted along River Road, particularly regarding the lack of tickets issued to cyclists. She queried whether the RCMP had conducted enforcement along River Road on a Sunday morning between 9 am and 11 am.

It was moved and seconded

That the report titled "River Road – Report Back on Richmond RCMP Enforcement Activities" dated October 24, 2018, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

6.

Community Safety Committee
Wednesday, November 14, 2018

8. COMMITTEE STANDING ITEM

E-Comm

None.

9. MANAGER'S REPORT

(i) Update on Cannabis

In reply to queries from Committee, Sergeant Nigel Pronger, Richmond RCMP, advised that the Province will only be deploying 10 Dräger DrugTest 5000 machines as there are only limited number of trained master instructors and operators of the machine. He noted that Richmond RCMP will not be utilizing the Dräger DrugTest 5000 as there are two other devices currently being tested that are smaller and more versatile. Sergeant Pronger then advised that there are restrictions to the Dräger DrugTest 5000 machine therefore a limited number will be deployed to gather data and develop best practices.

In response to further queries from Committee, Ms. Achiam advised that during the testing phase the machines will be funded by the Province; however the detachment will be responsible for costs once they have decided which machine they will be deploying.

Superintendent Ng advised that officers have issued 14 violation tickets for cannabis use, and encountered only two drug-impaired driving situations. He advised that there has been a decrease in drug charges in the last month; however there has been an increase in violation tickets issued.

In reply to queries from Committee, Ms. Achiam advised that strata's have the authority to put in place their own bylaws with regard to growing cannabis plants; however staff have not received any complaints thus far. The City's policies regarding cannabis use fall under the Alcohol and Substance Abuse Policy.

In response to further queries from Committee, Sergeant Pronger advised that the RCMP currently use on call drug recognition experts to identify drug impaired driving and are hoping to train up to five members to become drug recognition experts. He then noted that there is another position called Standard Field Sobriety Tester that requires a lower level of training and would be available 24/7. Sergeant Pronger advised that the same process is followed whether the Dräger DrugTest 5000 machine is used or a drug recognition expert forms an opinion that an individual is drug impaired.

Community Safety Committee
Wednesday, November 14, 2018

(ii) Update on Delta Casino

Superintendent Ng advised that the Delta Casino is in a non-dense area and that the RCMP is anticipating an increase in calls for service with regards to impaired driving.

(iii) Bylaw Officer's Authority

Ms. Achiam advised that a meeting has been scheduled with Jamie Lipp, Acting Executive Director, Policing and Security Branch, to discuss Bylaw Officer's authority as it relates to cannabis infractions and that more information is forthcoming.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:17 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 14, 2018.

Councillor Bill McNulty
Chair

Sarah Goddard
Legislative Services Coordinator

ON TABLE ITEM

Date: Nov. 14, 2018
Meeting: Community Safety
Item: #7

We have waited 8 months for a detailed report, as this is what we were told to expect – not just the summary presented today. We want to see details of when officers were present, how long on each occasion as well as the actual speed on the 335 issued tickets.

This entire project was prompted after Council received an inaccurate, convoluted report from staff and based on said report approved the installation of 20 additional speed bumps on River Road.

The residents of this River Road neighbourhood expressed concern that the City of Richmond approved the implementation of an additional 20 speed humps based on that report when 60% of the surveyed residents opposed this. Concerns were raised as to our personal safety and that of our property if the speed humps were implemented. Residents expressed concerns with regards to speeding vehicles, overweight trucks and illegal cyclist activity on River Road. After our concerns were heard, Council agreed that RCMP enforcement should take place, and a report would be given.

Residents are appreciative of any patrols that take place to keep our neighbourhood safe – we just hope that we are not forgotten now that this report has been presented.

We would like to know when the 34 operations and patrols took place. Were all of the operations in the 22,000 block of River Road? Why was there no enforcement at other locations? As it is indicated that resources were redirected from other RCMP initiatives to this project, I believe that it would be prudent to provide Council and taxpayers with details.

The report states that 3 officers each spent 6 - 10 hour overtime shifts for a total of 180 hours of overtime. When did these 10 hour speed enforcement shifts take place? How many speeding tickets were issued by these 3 officers in 180 hours of overtime?

Speed watch utilized 102 hours of RCMP resources with zero return on this investment, as speeding tickets are not issued during speed watch

The public complaints from the resident noted were not adequately addressed. As mentioned in my full document, there were no RCMP deployments during the times that this resident notified the RCMP that the large, disruptive cycling groups would be travelling on River Road.

We were told that bylaws would enforce illegal truck activity on River Road – is one visit in an 8 month period really considered an acceptable level of service?

As this was an enhanced enforcement, we would expect to see an increase in speed related tickets. I would like to see an 8 month enhanced enforcement on Westminster Hwy for example to compare equally to River Road. It is not fair to compare an enhanced enforcement project with regular enforcement other than to exaggerate the results.

As the digital sign boards do not appear to be effective at reducing speed, we believe that they should be discontinued, with the resources put towards the speed reader signs that are effective.

The conclusion on this report is slightly confusing – there is a recommendation for the consideration of traffic calming and speed limiting features, and then the indication that speed reader signs have resulted in positive reductions in excessive travel speeds. Is this the RCMP's recommendation for traffic calming and speed limiting?

I have provided each of you with a number of questions that we want answered. Rather than read each one out can we have Staff or an RCMP member provide these answers to us today?

1. Dates, times & length of each RCMP deployment on River Road for speed enforcement
2. Actual speed of vehicle on the 365 speeding tickets issued during the above enforcement
3. Why an officer needs to be present during Speed Watch campaigns – I have been advised that the officer is there for the safety of the volunteers, but if there are no traffic stops why can't an auxiliary officer fulfill this roll, freeing up the actual RCMP officer for real police work
4. Why there was no enforcement for the times when it was known that illegal cycling activity would likely occur
5. Why was there only enforcement in the 22000 block of River Road when it is reported that speeding occurs near Valmont Way as confirmed by the speed reader signs
6. Why is our neighbourhood being neglected when it comes to bylaw enforcement on illegal trucks travelling on River Road
7. Can we expect to see a similar 8 month enhanced enforcement on Westminster Hwy to have a fair comparison for speed related tickets issued in Richmond
8. Will our neighbourhood be forgotten by the RCMP and Richmond Bylaws now that this campaign has concluded
9. Are the speed reader signs that are to be installed further east on River Road the RCMP's recommendation for traffic calming and speed limiting
10. Will there be a forthcoming update following the installation of the additional speed reader signs

ON TABLE ITEM

Date: Nov. 14, 2018

Meeting: Community Safety

Item: # 7

We have anxiously been awaiting this report, and I have to say that I am really disappointed in the lack of details. Even though at the General Purpose Committee Meeting of April 16, 2018 Sargent Nigel Pronger advised Council that the report would be detailed (GP committee minutes), the report presented is only a summary. We would like to see details of when officers were present, how long on each occasion as well as the actual speed noted on the tickets issued. Following my review of the report, please find my comments on each section:

Origin

Background

Fatal Motor Vehicle Incidents on River Road

River Road is unique to other areas of Richmond in that if you leave the road on either side there is a very good chance that you will not survive, as drowning in either the Fraser River or in the deep water filled ditch is a grave possibility as was the case in 3 of the reported fatal incidents. Any loss of life is tragic, but it is difficult to believe that any type of traffic calming could have prevented those noted on River Road. This paragraph is for effect, and has no bearing on the objective of the report – to advise the outcome of the enforcement campaign.

2018 River Road Project

I would like to clarify the residents' position on why this project was initiated. The residents of this River Road neighbourhood expressed concern that the City of Richmond approved the implementation of an additional 20 speed humps when 60% of the surveyed residents opposed this. Concerns were raised as to our personal safety and that of our property if the speed humps were implemented. Residents expressed concerns with regards to speeding vehicles, overweight trucks and illegal cyclist activity on River Road. After our concerns were heard, Council agreed that RCMP enforcement should take place, and a status update would be given.

Analysis

Education and Safety Awareness Campaigns

I did not see or hear any safety concerns regarding River Road during the 8 month period. Perhaps the RCMP public relations department should consider that not everyone is on twitter or Facebook and use "old school" methods – like actually talking to the media.

Speed Watch Deployments

Speed watch as an educational tool is a waste of RCMP resources. Drivers who receive these letters know that there are no repercussions. To have effect, the letters sent should be entered into a database so that if a vehicle is stopped for speeding the officer can easily access information pertaining to the number of warnings a driver has received – perhaps if there have been no warning in the past the officer may be inclined to let the driver off with a warning – but if there are multiple warning letters, this should reflect in the issuance of a ticket. Could an auxiliary constable not be used for speed watch and save the officer for actual policing?

Cyclist Engagement

It is offensive to the residents of River Road to read that “No violation tickets were issued to cyclists as no offences were observed during the deployment.” The officer in charge of this project was advised when the large groups of cyclists who do not obey the law travel on River Road, however, there were never any deployments at these times. The small groups noted in the report have never been an issue.

Community Engagement

Residents are appreciative of any patrols that take place in our neighbourhood – we just hope that we are not forgotten now that this report has been presented.

Increased Enforcement

We would like to know when the 34 operations and patrols took place (CS-53). Were all of the operations in the 22,000 block of River Road? Why was there no enforcement at other locations? As it is indicated that resources were redirected from other RCMP initiatives to this project, I believe that it would be prudent to provide Council and taxpayers with details.

The report indicates that 6 of the operations were conducted by 3 officers on overtime for 180 hours of overtime (CS-53) – when did this occur and how many hours did the officers attend on each occasion? The numbers given would indicate that each of the officers attended for a 10 hour period on each of the 6 days. How many speeding tickets did the 3 officers issue? How many other violation tickets did these 3 officers issue?

Enforcement of Truck Weight Limit

April 3, 2018 – General Purpose Committee (GP-33)

Residents identified continued concerns with truck operations on River Road, particularly turning trucks (drivers may cross the centreline) or drivers apparently failing to respect the posted load limit signage. They emphasized the importance of increased enforcement to address what, in their opinion, is the primary road safety concern.

There is a 9-tonne load limit in effect on River Road between No.7 Road and Westminster Highway. Richmond RCMP advise that joint enforcement operations are regularly conducted with Community Bylaws staff, who have primary responsibility for enforcement of trucks on weight-limited roads. Most recently, Richmond RCMP conducted a joint operation with Community Bylaws on March 16, 2018 where City bylaw officers issued 18 bylaw infraction municipal tickets to 15 separate truck drivers on River Road, in addition to 24 RCMP-issued speeding tickets to other vehicle drivers. Richmond RCMP and Community Bylaws will continue to regularly conduct joint operations.

The report presented today indicates that:

“Richmond Bylaws issued 19 municipal violations to commercial vehicles when conducting joint operations. Police did not observe many overweight vehicles during this project.”

We would like to know why this “project” appears to be limited to 1 joint operation with Community Bylaws (if there was a second operation, 1 infraction ticket was issued – or the number in one of the reports is inaccurate), as on April 3, 2018 at the General Purpose Committee Meeting, Council was advised that 18 bylaw infractions were issued on March 16, 2018.

We residents have long been concerned with the illegal trucks contributing to the safety issues on River Road, and so we ask – why 1 day? We have seen reports where the Bylaw department has advised Council that they have sufficient staff to do the necessary enforcement in Richmond – so why is our neighbourhood being neglected?

Calls for Service / MVIs / Public Complaints

The public complaints from the resident noted were not adequately addressed. As previously mentioned, there were no RCMP deployments during the times that this resident notified the RCMP that the large, disruptive cycling groups would be travelling on River Road.

Summary of Richmond RCMP Findings

As this was an enhanced enforcement, we would expect to see an increase in speed related tickets. I would like to see an 8 month enhanced enforcement on Westminster Hwy for example to compare equally to River Road. It is not fair to compare an enhanced enforcement project with regular enforcement. The digital sign boards do not appear to be effective at reducing speed, and should be discontinued, with the resources put towards the speed reader signs.

HUB Cycling Assessment Report.

Doing an assessment in March is not relative to the problem cyclists on River Road – summer would have been more meaningful.

Before and After Travel Speed Data

The speed reader signs were found to work to reduce travel speeds. The effectiveness of these placed nearer the 22000 block will be determined once they are placed.

Conclusion

The conclusion on this report is slightly confusing – there is a recommendation for the consideration of traffic calming and speed limiting features, and then the indication that speed reader signs have resulted in positive reductions in excessive travel speeds. Is this the RCMP's recommendation for traffic calming and speed limiting?

Summary of questions that I would like answered:

1. Dates, times & length of each RCMP deployment on River Road for speed enforcement
2. Actual speed of vehicle on the 365 speeding tickets issued during the above enforcement
3. Why an officer needs to be present during Speed Watch campaigns – I have been advised that the officer is there for the safety of the volunteers, but if there are no traffic stops why can't an auxiliary officer fulfill this roll, freeing up the actual RCMP officer for real police work
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COMMENT ON THE REPORT TO THE COMMUNITY SAFETY COMMITTEE

NOVEMBER 14 2018

RE: "RIVER ROAD – REPORT BACK ON RICHMOND RCMP ENFORCEMENT
ACTIVITIES"

SUBMITTED BY ARLINE TRIVIDIC – 22600 RIVER ROAD

IN REGARDS TO PAGES 3 AND 4 OR CS52/53 OF THE REPORT WHERE IT IS STATED
THAT "NO VIOLATION TICKETS WERE ISSUED TO CYCLISTS AS NO OFFENCES WERE
OBSERVED DURING THE DEPLOYMENT"

A STATEMENT SUCH AS THIS HAS NO CREDIBILITY AND IT BRINGS INTO QUESTION
BOTH THE VALIDITY AND CREDIBILITY OF ANY AND ALL STATEMENTS IN THIS
REPORT

THIS STATEMENT IS OFFENSIVE TO THE RESIDENTS OF RIVER ROAD AND TO
MOTORISTS WHO USE RIVER ROAD ON A REGULAR BASIS, WE HAVE ALL
WITNESSED ON NUMEROUS OCCASSIONS AND AT MANY VARIED TIMES AND
LOCATIONS CYCLISTS COMMITTING MOTOR VEHICLE ACT INFRACTIONS WITH
IMPUNITY TOWARDS OTHER ROAD USERS. FOR THE RCMP TO SAY THEY
OBSERVED NO OFFENCES OVER THE EIGHT MONTH DEPLOYMENT IS NOT ONLY
INCREDULOUS BUT ALSO DECEITFUL.

NO WONDER THE RESIDENT WHO INFORMED THE RCMP OF CYCLIST VIOLATIONS
CEASED TO PROVIDE INFORMATION SINCE IT SEEMED TO BE FALLING ON DEAF
EARS AT THE TIME, BUT NOW IT SEEMS THAT THE RCMP RESPONSE TO CYCLISTS
COMPLAINTS IS ONE OF HEAR NO EVIL AND SEE NO EVIL. WE ALL NEED TO GET
OUR HEADS OUT OF THE SAND WHEN IT COMES TO CYCLING ISSUES ON RIVER
ROAD.



General Purposes Committee

Date: Monday, November 19, 2018

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
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 6, 2018, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. STEVESTON COMMUNITY CENTRE AND BRANCH LIBRARY PROGRAM UPDATE

(File Ref. No. 06-2052-25-SCCR1) (REDMS No. 6008656)

In reply to queries regarding correspondence distributed from the Richmond Arts Coalition (attached to and forming part of these Minutes as Schedule 1), Elizabeth Ayers, Director, Recreation and Sport Services, advised that the proposed program for the Steveston Community Centre would be able to accommodate performance and presentation space. The Chair requested that staff liaise with the Chair of the Richmond Arts Coalition to discuss the matter.

General Purposes Committee

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In reply to queries from Committee on the proposed Steveston Community Centre and Branch Library replacement and staff provided the following information:

- the proposed Library will have approximately 12,400 square feet of space; this total area does not include shared spaces such as the lobby, washrooms, staff rooms and so forth that will be utilized by both the Community Centre and Library;
- the proposed program is supported by the Steveston Community Centre Concept Design Building Committee and the Richmond Public Library Board;
- should Council wish to increase the total square footage proposed, staff will work with the Steveston Community Centre Concept Design Building Committee to allocate said new space;
- the figures listed for child care space in Table 2 of the staff report were determined in partnership with a representative from the Child Care Development Advisory Committee;
- the current Community Police Station is standalone and adequate; however, should the site selection for the proposed new facility determine that the current Community Police Station needs to be relocated, its replacement would be examined at that time;
- the proposed program includes washroom space for park users, however, this space can be expanded to include the addition of changeroom space to serve park users;
- the site selection process will include going out to the public in partnership with the Steveston Community Centre Concept Design Building Committee to seek feedback through avenues such as Lets Talk Richmond; following the conclusion of receiving feedback, locations would be evaluated and staff would report back to Council with pros and cons from the community on the site options;
- staff liaised with Vancouver Coastal Health on the potential to utilize the airspace parcel above the proposed community centre to build seniors housing and Vancouver Coastal Health determined that synergies were not extensive enough for them to pursue such a project;
- staff engaged with TransLink on the requirements for a bus exchange and have been advised that there is not adequate space to accommodate such use; however, staff will liaise with TransLink again as part of the site selection process to further examine this possibility;
- the proposed space allocation for multipurpose rooms range in size and specifically for purpose such as preschool or banquet space; 14,000 square feet has been allocated for a gymnasium, which is dividable;

General Purposes Committee

Monday, November 19, 2018

- staff require programing certainty prior to proceeding to the site selection process in order to best determine synergies with other facilities;
- a stage was not identified as a highly desired feature; however, there are several ways in which a stage can be accommodated through detail design; for instance, there are mobile and dropdown stages; and
- the first stage of consultation included extensive consultation with the community and in particular with children and youth; in addition, Steveston schools were invited to provide feedback.

Discussion took place on the potential to maximize the airspace parcel above the proposed new community centre and in particular the potential to partner with other organizations, not necessarily Vancouver Coastal Health.

Discussion further took place and Committee queried (i) the adequacy of the total square footage proposed, (ii) the potential inclusion of additional space to accommodate child care and meeting rooms, (iii) the potential to incorporate a bus exchange, and (iv) the potential to utilize the airspace to build seniors housing.

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

It was moved and seconded

That the staff report titled "Steveston Community Centre and Branch Library Program Update" dated November 1, 2018 be referred back to staff to work with the Steveston Community Centre Concept Design Building Committee to examine:

- (1) options for meeting rooms;***
- (2) options for child care space;***
- (3) potential uses of the airspace parcel;***
- (4) a bus exchange;***
- (5) multipurpose room space;***
- (6) changerooms and washrooms for the Park; and***
- (7) potential impacts on the Community Police Station.***

The question on the referral motion was not called as in reply to a query from Committee, Martin Younis, Senior Project Manager, advised that staff will endeavour to report back in the first quarter of 2019.

General Purposes Committee

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

Discussion then took place on the City-owned lot on Moncton Street across the street from the existing community centre, and the following **referral motion** was introduced:

It was moved and seconded

That staff examine the City-owned lot on the south side of Moncton Street and options for its development, disposal or incorporation into the proposed new Steveston Community Centre and Library Branch project.

CARRIED

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that a bus exchange in Steveston Village is currently identified in TransLink's 10-Year Investment Plan and staff are actively liaising with TransLink on design options. Committee expressed that a bus exchange in Steveston Village is a priority to Council and as a result staff were directed to prepare a letter to TransLink requesting an update on the status and timeline of the Steveston Transit Exchange. Committee remarked that it is pertinent that TransLink be made aware that the City is in the process of building a new community centre and library in Steveston Village

COMMUNITY SAFETY DIVISION

2. **BUSINESS REGULATION BYLAW NO. 7538, AMENDMENT BYLAW NO. 9961 – 4211 NO. 3 ROAD**
(File Ref. No. 12-8060-20-00961) (REDMS No. 6017566)

It was moved and seconded

That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961, which amends Schedule A of Bylaw No. 7538, to add the address of 4211 No. 3 Road among the sites that permit an Amusement Centre to operate, be introduced and given first, second and third readings.

CARRIED

CHIEF ADMINISTRATIVE OFFICER'S OFFICE

3. **RICHMOND'S SUBMISSION TO TRANSPORT CANADA ON THE PORT AUTHORITY REVIEW**
(File Ref. No. 01-0025-01) (REDMS No. 6011892)

4.

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It was moved and seconded

- (1) *That the submission to Transport Canada detailed in the report "Richmond's Submission to Transport Canada on the Port Authority Review" from the Director, Corporate Programs Management Group, regarding the review of the Canadian Port Authorities, be endorsed and submitted to the Government of Canada; and*
- (2) *That copies of the submission be forwarded to local Members of Parliament and Members of the Legislative Assembly as well as senior Federal Ministers on the West Coast of British Columbia.*

The question on the motion was not called as Councillor Day distributed materials on table (attached to and forming part of these Minutes as Schedule 2) and spoke to her submission.

Discussion took place on Richmond's submission to Transport Canada on the Canadian Port Review and the following changes were agreed to:

- Add the following under Recommendations for 1. Port Governance
 - g. Create a Western Canada Port Agency to amalgamate the Vancouver Fraser Port Authority and Prince Rupert Port Authority, to collaborate and develop a Western Canada Strategy that utilizes marine and inland ports. This would include: Marine Port Alberni Port Authority and Nanaimo Port Authority, and major inland ports in/near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).
- Delete the word "perceived" from 1. Port Governance, City of Richmond Issues: "a".

Discussion took place on the City's position with regard to the purchase of agricultural land for industrial use by Canadian or foreign entities. As a result, the following **amendment motion** was introduced:

It was moved and seconded

That the first sentence of Recommendation "c" under Recommendations for 1. Port Governance be revised to add the words "purchase or" to read as follows:

- c. The City is opposed to the purchase or use of agricultural land for industrial use.*

CARRIED

Opposed: Cllr. Loo

Discussion further took place on Richmond's submission to Transport Canada on the Canadian Port Review and the following changes were agreed to:

General Purposes Committee

Monday, November 19, 2018

- Revise Recommendation “c” under 2. Innovation and Trade Logistics to add the words “efficiently and exclusively” to read as follows:
 - c. Create increased density on VFPA owned lands to minimize the pressure on agriculture land and use the land efficiently and exclusively for Port related uses only.
- Adding the following as Recommendation “b” under 1. Port Governance:
 - i. The Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in.
- Revise all Recommendation headers to read “Recommendations & Imperatives.”

The question on the motion relating to the revised report was then called and it was **CARRIED**.

Discussion then ensued regarding reemphasising the City’s position on the Vancouver Airport Fuel Facilities Corporation’s jet fuel line and the need for tenants of the Vancouver Fraser Port Authority to follow the same approval process as other Richmond businesses. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That a letter to be written to Transport Canada (i) to re-emphasize the City’s opposition to the Vancouver Airport Fuel Facilities Corporation’s jet fuel line, (ii) to re-iterate that the Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in, and (iii) to examine the cumulative effects of projects in the context of the community and the Fraser River.

CARRIED

COMMUNITY SERVICES DIVISION

4. **UBCM 2019 AGE-FRIENDLY COMMUNITIES GRANT SUBMISSION** (File Ref. No. 07-3400-01) (REDMS No. 6005442)

It was moved and seconded

- (1) *That the application to the Union of British Columbia Municipalities (UBCM) 2019 Age-friendly Communities Grant Program for \$25,000 in the Age-friendly Assessments, Action Plans and Planning Category be endorsed; and*

General Purposes Committee
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- (2) *That should the funding application be successful, the Chief Administrative Officer and a General Manager be authorized to enter into agreement with the UBCM for the above mentioned project and the Consolidated 5-Year Financial Plan (2019-2023) be updated accordingly.*

CARRIED

5. SPECIAL EVENT PERMITS PILOT PROJECT – REPORT BACK

(File Ref. No. 11-7000-01) (REDMS No. 6010445 v. 3)

In reply to queries from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services provided the following information:

- liquor will not be available at all events;
- events will continue to be evaluated and approved on a case-by-case basis through the City's Richmond Event Approval Coordination Team (REACT); and
- the REACT, Richmond RCMP and BC Liquor and Cannabis Regulation Branch approve or deny applicants for liquor at events.

Discussion took place on the pros and cons of allowing liquor at city-events and it was noted that requests by non-City organizations for Special Event Permits for site-wide liquor will continue to be evaluated and approved by the City's REACT event permit approval process.

There was agreement to consider Parts (1) and (2) of the staff recommendation separately.

It was moved and seconded

- (1) *That the staff report titled "Special Event Permits Pilot Project – Report Back", dated October 31, 2018, from the Director, Arts, Culture and Heritage Services be received for information.*

CARRIED

It was moved and seconded

- (2) *That Special Event Permits for site-wide liquor licensing at City produced events be endorsed, subject to conditions being met under the City's Richmond Event Approval Coordination Team (REACT) application and prior approval of the Major Events Advisory Group.*

CARRIED

Opposed: Cllr. McNulty

General Purposes Committee
Monday, November 19, 2018

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:32 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 19, 2018.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator

ON TABLE ITEM

Date: NOV. 19 2018
Meeting: GP
Item: #1 - STEVESTON

COMMUNITY CENTRE & LIBRARY

Mayor and Councillors

Schedule 1 to the Minutes of the General Purposes Committee meeting of Richmond City Council held on Monday, November 19, 2018.

From: Linda Barnes <loulindy50@gmail.com>
Sent: Monday, 19 November 2018 13:05
To: Mayor and Councillors
Cc: Steves, Harold; Lusk, Serena; McNulty, Bill; McPhail, Linda; Teresa Chow; Brenda Yttri; Fernyhough, Jane; Day, Carol
Subject: Steveston Community Centre comments
Categories: - DISTRIBUTED ON TABLE

General Purposes Steveston Community Centre

As a Steveston resident I look forward to the new and long-awaited Steveston Community Centre.

As the Chair of the Richmond Arts Coalition (RAC) I ask you to also include performance and presentation space usage in the multi-use aspect of this new building. These uses could be accommodated within the existing proposed plans & programs with attention to lighting, positioning for access and egress to multipurpose spaces and washrooms, as well as sound system designs to accommodate them. Incorporating such uses within a new building is relatively cost efficient compared to retrofitting.

As the plans please let RAC know how we might help to ensure this new facility helps meet the complete needs of the community.

Linda Barnes
Chair
Richmond Arts Coalition

Cheers
Linda Barnes



Schedule 2 to the Minutes of the
General Purposes Committee
meeting of Richmond City
Council held on Monday,
November 19, 2018.

General purposes committee

Nov 19,2018

Transport Canada: Port Authority Review

Referral : Direct staff regarding the Submission to Transport Canada to highlight these

KEY POINTS :

- * Port of Vancouver mandate changed to Govern Western Canada to take pressure off Metro Vancouver lands and to share port activities with inland terminals and alternative ports
- * The City of Richmond stands firm in opposition to the Vancouver Airport Fuel Facilities Corporation (VAFFC) Jet Fuel project plan which includes a 100 million litre jet fuel tank farm on federal Port lands and the Marine terminal on the federally governed Fraser river.
- * The Port of Vancouver cannot purchase Agricultural lands as per the Agricultural Land Commission guidelines that restrict the use of the ALR land the agricultural purposes.
- * The Port of Vancouver should not be permitted to conduct environmental reviews for lands that they have an interest in or assign those reviews to BC Environmental Assessment office. (BCEAO).
- * Port of Vancouver operations must follow the same approval processes as all businesses who wish to operate in the City of Richmond.

Comments:

The language should be stronger with clear direction to staff for example that headings such as

" *recommendations*" be changed to

"*Critical Changes Necessary*"

" *Consider municipal priorities*" be changed to

" *obey City of Richmond bylaws* "

Carol Day



JOE PESCHISOLIDO

Member of Parliament
Steveston – Richmond East
Joe.Peschisolido@parl.gc.ca



November 19, 2018

Ports Modernization Review submission Western Canada Port Agency concept

Geographical Economics and Governance Structure

- Geographical approach encompassing all of Western Canada.
- Accordingly, calculations of port capacity are for Western Canada capacity or in that context.
- Structured as a single inclusive port agency—the Western Canada Port Agency, WCPA.
 - o Replaces the Vancouver Fraser Port Authority and Prince Rupert Port Authority.
 - o Is held accountable for excellent port service to its service area.
 - o Collaborates in a Western Canada strategy that utilizes marine and inland ports.
 - o Includes at least these principle associated ports within the area served:
 - Marine Port Alberni Port Authority and Nanaimo Port Authority.
 - Major inland ports in/near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).
- Has authority to serve and direct Western Canada's various marine/inland ports within a network in mutual value-enabling ways.
- Works closely with the entire transportation system of Western Canada and beyond.

Economic Management

- Facilitates efficient cost-effective movement of cargo via private-sector terminal operators.
- Operates on a financially self-sufficient basis.
- Enables optimal flow of goods to, from and through all parts of Western Canada.
- Focuses on optimal port service for Western Canada as the fundamental goal.
- Enables tenants to plan with sufficient lease security by extending and rolling over leases in a timely and responsible manner.

Fiscal and Financial Accountability

- WCPA should be in the business of enabling shipping and trade for the benefit of Canadians, not in the property development industry.
- WCPA should be accountable to the public and the Federal Government.
- WCPA should not be focused on building up real estate and assets with a high return for vested interests, as is currently the case with the Vancouver Fraser Port Authority.
- WCPA should not be buying up farmland, including land in the Agricultural Land Reserve, to lease to logistics and operations companies as a port business, as VFPA is doing.
 - o VFPA should not purchase any more lands for containers.
 - o VFPA should sell the Gilmore Farm in Richmond to farmers who will farm it.
 - o With WCPA, new container facilities would typically be located at Prince Rupert.
- WCPA should not act as proponent for projects, as VFPA is doing.
- As far as possible, private-sector terminal operators should be able to expand their terminals as they see fit (assuming environmental assessment, etc.).
- Instead of VFPA/WCPA, individuals/corporations should purchase land for developments.
- WCPA should maintain good working relationships with municipalities and stakeholders.
- VFPA/WCPA should cease Roberts Bank Terminal 2 (environmentally destructive).

Environmental Regulation and Approval Oversight Process

- Restore and further enhance the Fraser River Estuary Management Program (FREMP) and Burrard Inlet Environmental Action Program (BIEAP) to provide environmental management that is independent of VFPA/WCPA, with continuous improvement.
- FREMP and BIEAP:
 - o Intergovernmental program that coordinates environmental management review and interagency communications for projects and ongoing environmental improvement in Burrard Inlet and the Fraser River Estuary.
 - o Streamlines environmental reviews for projects that may impact the water or foreshore in the Lower Mainland, while maintaining quality.
 - o Takes a project application from the proponent and then contacts all the relevant agencies and consolidate their feedback into one coordinated response.
- Background: In 2012, the Port of Vancouver was granted the power to undertake kinds of environmental assessments and grant permits to port projects, environmental oversight and regulation roles that are viewed as "the fox in charge of the chickens."
- Conflict of interest aspect: The Port simultaneously functions as a government agency, a self-policing regulator, a landlord to private sector tenants, and a competitor to private-sector interests through business development and land acquisition initiatives.
- In short: VFPA should be replaced in the environmental role by the restored and enhanced FREMP-BIEAP and in its port-service agency role by the Western Canada Port Agency.

Examples of possible Metro aims in Ports Modernization Review

1. To reform or replace the Vancouver Fraser Port Authority (VFPA).
2. To bring back the heeded voices of Metro Vancouver and its municipalities and communities in the port issues of the region.
3. For VFPA/successor to act collegially with its Metro Vancouver stakeholders (Metro and local governments and people).
4. For VFPA/successor to respect provincial and municipal zoning, e.g., with Agricultural land Reserve (ALR) land.
5. For VFPA/successor to proactively be commendable in its use of the natural legacies of the Fraser Estuary and Salish Sea.
6. For the Federal Government to restore and enhance FREMP and BIEAP so that they—NOT VFPA/successor—implement environmental standards in the Metro/Salish Sea area, including dredging.
7. For the Federal Government to NOT allow VFPA/successor to rule like an oligarchy with the federal crown powers.
8. For the Federal Government to make VFPA/successor accountable, including by transparency and more Metro influence on the board.
9. For the Federal Government to direct VFPA/successor to aim for Western Canada port service, not self-growth.
10. To bring the Industrialization of the Fraser into balance, in contrast to the continuous and unsustainable ecological decline.
11. To better enable the West Coast ports, BC and Western Canada to prosper economically, environmentally and holistically.
12. To replace VFPA and the Prince Rupert Port Authority with the Western Canada Port Authority—with aims like this list.



Planning Committee

Date: Tuesday, November 20, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Carol Day
Councillor Alexa Loo
Councillor Harold Steves

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 Planning Committee held on November 7, 2018, be adopted as circulated.

CARRIED

AGENDA ADDITION

It was moved and seconded

That Terms of Reference for the Agricultural Advisory Committee be added to the agenda as Item No. 3A and that Market Rental Policy be added as Item No. 3B.

CARRIED

NEXT COMMITTEE MEETING DATE

December 4, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 10671, 10691, AND 10751 BRIDGEPORT ROAD FROM THE “SINGLE DETACHED (RS1/D)” ZONE TO THE “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**

(File Ref. No. 12-8060-20-009935; RZ 17-771592) (REDMS No. 5972162)

Cynthia Lussier, Planner 1, reviewed the application, noting that the proposed 24 unit townhouse development will have right-in and right-out vehicle access to Bridgeport Road, and that a servicing agreement will provide frontage improvements along Bridgeport Road, including a turning movement restricted driveway.

In reply to queries from Committee, Wayne Craig, Director, Development, noted that the applicant is required to provide a road dedication of 2.3 metres along the south portion of the site to allow for future widening of Bridgeport Road.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, for the rezoning of 10671, 10691, and 10751 Bridgeport Road from the “Single Detached (RS1/D)” zone to the “Low Density Townhouses (RTL4)” zone to permit the development of 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road, be introduced and given first reading.

CARRIED

2. **APPLICATION BY ORIS (DYKE ROAD) DEVELOPMENT CORP. FOR REZONING AT 6091 AND 6111 DYKE ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)**

(File Ref. No. 12-8060-20-00953; RZ 15-702486) (REDMS No. 6025747)

Kevin Eng, Planner 2, reviewed the application, noting that the proposed development is consistent with the Official Community Plan and that vehicle access to the site will be through Dyke Road.

Discussion ensued with regard to industrial zones within the London Landing area and options to reduce the proposed building’s height and massing.

In reply to queries from Committee, Mr. Eng noted that two existing businesses will be relocated on-site within the 1,400 ft² commercial mixed use space and that the applicant has submitted shadow diagrams and the proposed designs are intended to maximize sunlight to the adjacent property.

Planning Committee
Tuesday, November 20, 2018

Dana Westermarck, Oris (Dyke Road) Development Corp., spoke on the proposed development's design features, noting that the applicant has been in consultation with the neighbouring property and has reduced the proposed massing on those portions facing the adjacent property. Also, he noted that the proposed elevator core is placed far from the adjacent property to prevent potential obstruction of views and the applicant is working with the existing businesses on-site on relocation options. He added that arrangements will be made to accommodate construction crew parking.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the "Commercial Mixed Use – London Landing (Steveston)(ZMU40)" zone, and to rezone 6091 and 6111 Dyke Road from "Light Industrial (IL)" to "Commercial Mixed Use – London Landing (Steveston) (ZMU 40)", be introduced and given first reading.

CARRIED

Opposed: Cllr. Day

3. APPLICATION BY SPRING COMMUNICATION DEVELOPMENT LTD. FOR A ZONING TEXT AMENDMENT TO THE "PUB & SALES (CP1; CP2)" ZONE TO PERMIT RESTAURANT USE AT 8320 ALEXANDRA ROAD

(File Ref. No. 12-8060-20-9962; ZT 18-840326) (REDMS No. 6013481)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9962, for a Zoning Text Amendment to the "Pub & Sales (CP1; CP2)" zone to permit restaurant use at 8320 Alexandra Road, be introduced and given first reading.

CARRIED

3A. TERMS OF REFERENCE FOR THE AGRICULTURAL ADVISORY COMMITTEE (AAC)

(File Ref. No.)

It was moved and seconded

That staff review and update the Terms of Reference for the Agricultural Advisory Committee to:

- (1) revise the Committee's composition and membership to include a range of farmers including:*
 - (a) small-scale farmers;*
 - (b) leasehold farmers; and*
 - (c) community farmers;*

Planning Committee
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- (2) *consider adding representatives of appropriate agricultural organizations active in Richmond (similar to the Metro Vancouver Agricultural Advisory Committee), such as representatives from Kwantlen Polytechnic University, University of British Columbia and the Richmond Food Security Society;*
- (3) *define and clarify the Committee's advisory role to Council; and*
- (4) *introduce conflict of interest guidelines to the Terms of Reference; and report back.*

The question on the **referral motion** was not called as staff noted that review of the City's advisory committees is ongoing.

Discussion ensued with regard to the AAC's membership and composition and including representation by a range of local farmers.

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

It was suggested that access to all the minutes of all the advisory committee meetings be provided to all members of Council. Staff noted that access options will be discussed with the City Clerk's Office.

3B. MARKET RENTAL POLICY

(File Ref. No.)

Mr. Craig advised that staff are currently reviewing the City's Market Rental Policy, including rental tenure zoning, and anticipates that a report on the matter will be presented to Council in the first quarter of 2019.

4. MANAGER'S REPORT

(i) Bill 52 – Agricultural Land Commission Amendment Act

Barry Konkin, Manager, Policy Planning, noted that Bill 52 – Agricultural Land Commission Amendment Act is currently being considered by the Legislature and may receive Royal Assent by the end of November 2018.

(ii) Strata Plan Wind-Up

In reply to queries, staff noted that the City has not received a response from the Province regarding Provincial regulations on the wind-up of strata corporations with less than unanimous support from strata owners. It was further noted that the City will not process development applications for sites previously occupied by a stratified multiple family residential building until a Supreme Court review and any potential appeals have concluded and confirmed.

Planning Committee
Tuesday, November 20, 2018

(iii) Provincial Vacancy Tax

Mr. Konkin advised no response on the matter has been received from the Province.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:40 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 20, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



Public Works and Transportation Committee

Date: Wednesday, November 21, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Linda McPhail
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Michael Wolfe

Also Present: Councillor Carol Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on October 17, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

December 19, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

AGENDA ADDITION

It was moved and seconded

That Zero Waste Conference be added to the agenda as Item No. 5A and that Left Hand Turn Lanes on No. 5 Road and Cambie Road as Item No. 5B.

CARRIED

Public Works & Transportation Committee
Wednesday, November 21, 2018

ENGINEERING AND PUBLIC WORKS DIVISION

1. UPDATE ON 2018/2019 SNOW AND ICE RESPONSE PREPARATIONS

(File Ref. No. 10-6360-13) (REDMS No. 5996535 v. 3)

In reply to queries from Committee, staff noted that the Snow Angel Program is promoted through the City's website, social media and bulletin boards in recreation centres. Also, staff noted that volunteers 14 years of age or older may participate in the Snow Angel program. Furthermore, staff commented on snow clearing bylaws, noting that residents with a disability can advise the Bylaws Department.

It was suggested that the Snow Angel program be referred to the Council/School Board Liaison Committee.

Discussion ensued with regard to (i) sharing road temperature information to other City departments, (ii) promoting the Snow Angel Program to seniors and students, and (iii) comparing the City's snow clearing equipment with other municipalities in the region.

It was moved and seconded

That the staff report titled "Update on 2018/2019 Snow and Ice Response Preparations", dated October 10, 2018, from the Director, Public Works Operations, be received for information.

CARRIED

Discussion ensued with regard to the Snow Angel Program and Good Neighbour campaign.

As a result of the discussion, staff were directed to provide a memorandum to Council on an overview of the Snow Angel Program and the Good Neighbour campaign before the next Regular Council meeting.

2. NON-STORMWATER DISCHARGE PROCESS IMPROVEMENTS

(File Ref. No. 10-6160-08) (REDMS No. 5999379 v. 6)

Discussion ensued with regard to procedures related to testing sites with potentially contaminated non-stormwater discharge and utilizing new technology to monitor these sites.

In reply to queries from Committee, Chad Paulin, Manager, Environment, noted that non-compliant discharge concerns are reported to the City through public complaints and that the number of complaints can vary depending on the season.

Public Works & Transportation Committee
Wednesday, November 21, 2018

It was moved and seconded

- (1) *That the Pollution Prevention and Cleanup Bylaw No. 8475, Amendment Bylaw No. 9950, which introduces the new Non-Stormwater Discharge Permit, standards, and application fee, be introduced and given first, second, and third readings; and*
- (2) *That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9951, which quantifies the Non-stormwater Discharge application fee, be introduced and given first, second, and third readings.*

CARRIED

3. **BRAZILIAN ELODEA AND PARROT'S FEATHER MANAGEMENT UPDATE**

(File Ref. No. 10-6160-07-01) (REDMS No. 5989405 v. 7)

Discussion ensued with regard to promoting awareness of the spread of invasive plant species to residents and retailers and utilizing non-pesticide removal options.

In reply to queries from Committee, Mr. Paulin noted that the City participates in programs that promote awareness of invasive plants such as Plant Wise.

It was moved and seconded

That the report titled "Brazilian Elodea and Parrot's Feather Management Update" from the Director, Engineering dated October 22, 2018 be received for information.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

4. **UPDATE ON THE CITY CENTRE TRANSPORTATION PLAN**

(File Ref. No. 10-6500-01) (REDMS No. 6024535 v. 3)

Discussion ensued with regard to (i) improving pedestrian infrastructure and examining options for pedestrian-only areas, (ii) enhancing bicycle lane safety and updating the City Centre cycling plan, (iii) exploring alternative transportation options such as ferry service on the Fraser River, (iv) expanding bike share facilities, and (v) collaborating with cycling advocacy groups such as HUB.

In reply to queries from Committee, staff noted that a future update of the City Centre Transportation Plan would coincide with an update of the City Centre Area Plan and would involve comprehensive community engagement.

Public Works & Transportation Committee
Wednesday, November 21, 2018

Discussion ensued with regard to the achievements and challenges of the City Centre Transportation Plan and staff noted that a communication tool such as an information dashboard can be implemented on the City's website to inform the public of key transportation statistics and data.

It was moved and seconded

That the report titled "Update on the City Centre Transportation Plan" dated November 13, 2018 from the Director, Transportation, be received for information.

CARRIED

5. GEORGE MASSEY TUNNEL – UPDATE ON INDEPENDENT TECHNICAL REVIEW

(File Ref. No. 10-6350-05-08) (REDMS No. 6029512)

Discussion ensued with regard to (i) reviewing options to improve or replace the George Massey Tunnel and Richmond interchanges, (ii) submitting a request to the Province to maintain lights and paint in the George Massey Tunnel, and (iii) exploring short-term options to improve traffic such as express buses and restricting trucks during peak hours.

In reply to queries from Committee, Victor Wei, Director, Transportation, noted that staff anticipate that the Province will provide a report reviewing Massey Tunnel replacement options by the end of the year.

It was suggested that staff prepare a memorandum to Council that lists the potential short-term improvement options to the George Massey Tunnel.

It was moved and seconded

- (1) That staff be directed to report back upon the release of the Independent Technical Review of the George Massey Tunnel corridor with any further recommendations with a view to advancing the development and implementation of a mutually supportable solution to address congestion along the Highway 99 in a timely manner; and*
- (2) That staff be directed to explore the current deficiencies related to lane markings and lighting in the George Massey Tunnel and forward those appropriate maintenance requests to the Ministry of Transportation for corrective action.*

CARRIED

Public Works & Transportation Committee
Wednesday, November 21, 2018

5A. 2018 ZERO WASTE CONFERENCE

(File Ref. No.)

Discussion ensued with regard to the 2018 Zero Waste Conference.

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

It was moved and seconded

That staff prepare a report reviewing the 2018 Zero Waste Conference and report back with recommendations.

CARRIED

5B. LEFT HAND TURN LANES ALONG CAMBIE ROAD

(File Ref. No.)

It was moved and seconded

That staff investigate:

- (1) potential options to improve the left turn lanes in the intersections of No. 5 Road and Cambie Road and Cambie Road and Jacombs Road including cycling lanes; and***
 - (2) other intersections with high incident rates;***
- and report back.***

CARRIED

6. MANAGER'S REPORT

(i) King Tide and Storm Season

Lloyd Bie, Manager, Engineering Planning, spoke on the upcoming King Tide and storm season that typically occurs from the end of November to the beginning of March. He noted that the dike system is sufficient to handle any potential storm surge and that Public Works staff are ready to respond to potential issues that may arise.

(ii) WesPac Tilbury Marine Jetty Project

Peter Russell, Senior Manager, Sustainability and District Energy, noted that the BC Environmental Assessment Office did not accept the WesPac application. Staff will monitor the application and will continue to update Council on the matter.

(iii) Victor Wei

It was noted that Mr. Wei will be retiring after 26 years with the City. Committee congratulated Mr. Wei on his upcoming retirement and commended him for his service to the City.

Public Works & Transportation Committee

Wednesday, November 21, 2018

Derek Williams, on behalf of the Richmond Active Transportation Committee, congratulated Mr. Wei on his upcoming retirement and commended him for his service.

Mr. Wei announced that Lloyd Bie will be taking over his position as the Director of Transportation.

(iv) Steveston Streetscape

Mr. Wei noted that a report on the Steveston Streetscape can be brought forward in the first quarter of 2019 following the completion of the Steveston Tram viability study.

(v) Tracking of City Vehicles

Robert Gonzalez, General Manager, Engineering and Public Works, spoke on the GPS tracking of City Vehicles, noting that approximately 60 large vehicles are equipped with the GPS system and that staff can review whether the program can be expanded to accommodate other vehicles in the future. He added that City vehicles have a low accident rates and the City receives approximately three to five public complaints annually. Furthermore, he noted that the GPS systems aid in the reduction of idling and emissions.

In reply to queries from Committee regarding equipping other City vehicles with tracking systems, Mr. Gonzalez noted that staff can provide Council with information on labour regulations related to vehicle tracking.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:17 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, November 21, 2018.

Councillor Chak Au
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** October 31, 2018
From: Carli Williams, P.Eng.
Manager, Community Bylaws and Licencing **File:** 12-8060-02-01/2018-Vol 01
Re: **Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961**
4211 No. 3 Road

Staff Recommendation

That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961, which amends Schedule A of Bylaw No. 7538, to add the address of 4211 No. 3 Road among the sites that permit an Amusement Centre to operate, be given first, second and third readings.

Carli Williams, P.Eng.
Manager, Community Bylaws and Licencing
(604-276-4136)

Att. 1

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

Staff Report

Origin

One of the categories of regulated businesses in Richmond is Amusement Centre which contains Amusement Machines, defined in Business Regulation Bylaw No. 7538 as:

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

Business Regulation Bylaw No. 7538 restricts a business from operating with more than four amusement machines unless the location is listed in Schedule A of the bylaw. This report deals with an application received from Myesports Ventures Ltd., doing business as: The Gaming Stadium, (hereinafter referred to as The Gaming Stadium). The Gaming Stadium is requesting to operate 60 computer game systems for patrons to participate or watch “esport” events from premises situated at 4211 No. 3 Road. This location is not listed as an approved address on Schedule A.

The Gaming Stadium is a new business and this company and its directors have no history with the City of Richmond. This site has recently been used for the Titanic artifact exhibit.

Analysis

Amusement Centre regulations and definitions cover different types of amusement machines such as 3D virtual reality computerized games, console gaming, computer games in internet cafés and traditional arcades. Amusement Centres are a regulated business because of their historical impact on the community. Regulations have been introduced to minimize these risks, including restricted operating hours, prohibition on children under 15 to be present during school hours and rules prohibiting gambling, fighting, and consumption of alcohol. Further regulations are in place through the Zoning Bylaw which restricts Amusements Centres to a few zones and each location must be approved and added to Schedule A of the Business Regulation Bylaw No. 7538. These businesses may be inspected from time to time to ensure regulatory compliance of the regulations.

The location the applicant is intending to operate is zoned Auto-Oriented Commercial (CA), which permits among other uses, Amusement Centre. This parcel contains a single building with no additional units. This zone provides for a mix of commercial and related uses oriented to vehicular access. There are currently three commercial businesses operating on this property. Businesses range from various permitted uses such as: office and retail, general. This property is situated on No. 3 Road, at Browngate Road (Attachment1).

In addition to the bylaw amendment, the applicant will be required to ensure that the premises meets all building and health regulations before a Business Licence would be issued

October 31, 2018

- 3 -

Financial Impact

None

Conclusion

Amusement Centres are regulated under the City's Business Regulation Bylaw No. 7538 and staff are recommending that the applicant's request for 4211 No. 3, be added to Schedule A of the bylaw to allow more than four amusement machines to be operated.

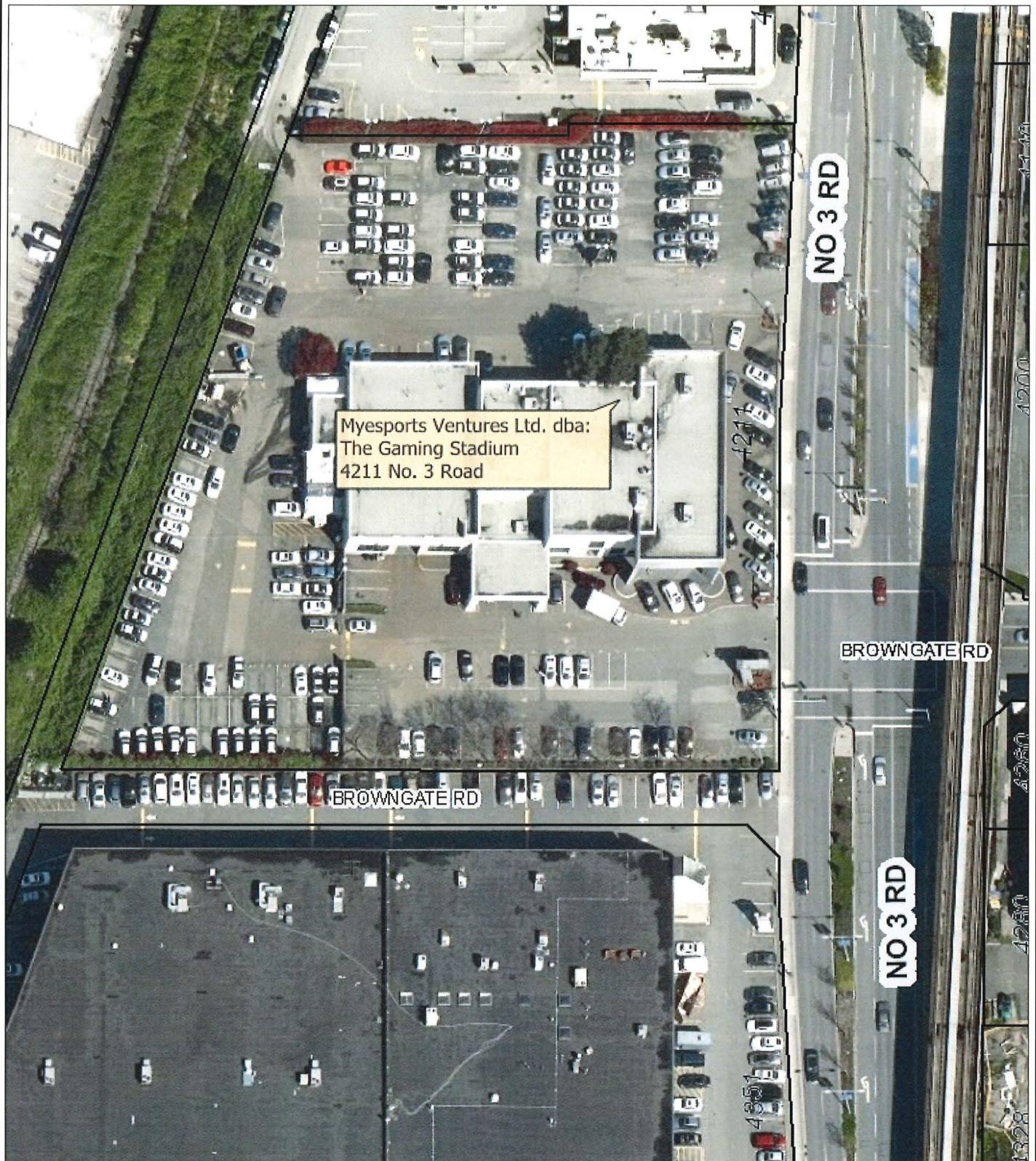


Victor M. Duarte
Supervisor, Business Licences
(604-276-4389)

VMD:vmd

Att. 1: Aerial View Map

City of Richmond Interactive Map



40.2 0 20.08 40.2Meters

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

© City of Richmond

THIS MAP IS NOT TO BE USED FOR NAVIGATION



Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961

The Council of the City of Richmond enacts as follows:

1. That Business Regulation Bylaw No. 7538, as amended, is further amended by adding the following address in Schedule A item 8:

| Civic Address | Civic Number | Original Bylaw Reference |
|---------------|--------------|--------------------------|
| 8. No. 3 Road | 4211 | 9961 |

and renumbering the rest of the remaining items in Schedule A in numerical order.

2. This Bylaw is cited as **“Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

| |
|-------|
| _____ |
| _____ |
| _____ |
| _____ |

| |
|--|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. <i>[Signature]</i> |
| APPROVED for legality by Solicitor <i>[Signature]</i> |

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: General Purposes Committee

Date: November 5, 2018

From: Jason Kita
Director, Corporate Programs Management
Group

File: 01-0025-01/2018-Vol
01

Re: Richmond's Submission to Transport Canada on the Port Authority Review

Staff Recommendation

1. That the submission to Transport Canada detailed in the report "Richmond's Submission to Transport Canada on the Port Authority Review" from the Director, Corporate Programs Management Group, regarding the review of the Canadian Port Authorities, be endorsed and submitted to the Government of Canada; and
2. That copies of the submission be forwarded to local Members of Parliament and Members of the Legislative Assembly as well as senior Federal Ministers on the West Coast of British Columbia.

Jason Kita
Director, Corporate Programs Management Group
(604-276-4091)

Att. 1

| REPORT CONCURRENCE | | |
|--|-------------------------------------|--------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Economic Development | <input checked="" type="checkbox"/> | |
| Engineering | <input checked="" type="checkbox"/> | |
| Finance Department | <input checked="" type="checkbox"/> | |
| Information Technology | <input checked="" type="checkbox"/> | |
| Law | <input checked="" type="checkbox"/> | |
| Policy Planning | <input checked="" type="checkbox"/> | |
| Richmond Fire Rescue | <input checked="" type="checkbox"/> | |
| Sustainability | <input checked="" type="checkbox"/> | |
| Transportation | <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

At the October 15, 2018 General Purposes Committee meeting, discussion occurred regarding Richmond's submission to Transport Canada on the Port Authority Review. As a result, the following referral was made:

That the staff report titled, "Richmond's Submission to Transport Canada on the Port Authority Review" from the Director of the Corporate Programs Management Group, be referred back to staff to provide further analysis.

This report responds to the referral with further analysis and information provided.

In March 2018, as part of the Government of Canada's Transportation 2030 Plan, Transport Canada announced a review of the Canadian Port Authorities in order to promote sustainable and inclusive economic growth through effective governance and innovative operations. The arms-length Canadian Port Authorities (CPAs) run Canada's 18 ports and were created in 1998. They are legislated under the Canada Marine Act¹.

The Vancouver Fraser Port Authority (VFPA), which manages the Port of Vancouver, has significant operations in Richmond. Over the last five years, the City has had several conflicts working with the VFPA primarily regarding land use. As the City has a direct interest in the outcome of the review, the City of Richmond should contribute to Transport Canada's review in order to recommend solutions to improve the working relationship and achieve the long term goals of the City.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.1. Advancement of City priorities through strong intergovernmental relationships.

5.2. Strengthened strategic partnerships that help advance City priorities.

This report supports Council's 2014-2018 Term Goal #8 Supportive Economic Development Environment:

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

¹ Canada Marine Act <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-1.html>

Findings of Fact

Transport Canada is reviewing the effectiveness of the Canada Port Authorities (CPA) across Canada. Ports are significant economic generators. In 2017, CPAs handled more than 60% of Canada's commercial cargo volume, which is approximately 334 million tonnes, valued at over \$200 billion and generated \$2.1 billion in taxes. The Port of Vancouver is the largest port in Canada. Its role is to responsibly facilitate Canada's trade through the port at various locations across the Lower Mainland.

The CPA review is intended to increase the ability of ports across Canada to promote sustainable and inclusive economic growth through effective governance and innovative operations. The deadline for submission is December 3, 2018 with the results of the review released in the spring of 2019.

The CPA review will focus on five key objectives:

1. Support the competitiveness of Canada's economy by facilitating the movement of goods and passengers;
2. Strengthen relationships with Indigenous peoples and local communities;
3. Promote environmentally sustainable infrastructure and operations;
4. Enhance port safety and security; and
5. Optimize governance and accountability, including with respect to financial management.

Transport Canada's discussion paper which outlines the need for the review and identifies key target questions is included for information (Attachment 1).

The City of Richmond has identified various issues in working with the VFPA over the last four years. With the growth of the port operations and the City of Richmond, the priorities of the Port of Vancouver and the VFPA have often conflicted with priorities and long-term objectives of the City of Richmond.

The following table outlines the Reports to Council which provide background on the key issues with VFPA that Richmond City Council has dealt with in the last four years. These issues have primarily focused on the expansion of Port of Vancouver operations and the purchase of land in the Agricultural Land Reserve as well as the actions taken by the City to offset the future use of this land for industrial use.

Table 1: Key Reports to Council 2014 to 2018

| Report to Council | Date | Description |
|---|-------------------|---|
| 1. Removal of Highway 99 interchange at Blundell Road and extension of Blundell Road | July 23, 2018 | Council approved the removal of the transportation corridors on Blundell Road from the Official Community Plan. |
| 2. Application by VAFFC for a Development Permit | February 28, 2018 | The Development Permit Panel considered the development permit for the construction of a Marine Terminal Facility for aviation/ jet fuel at |

| | | |
|--|--------------------|--|
| at 15040 Williams Road | | 15040 Williams Road but it is still pending Council approval. |
| 3. Industrial Designation of 1700 No.6 Road | July 8, 2017 | Council approved the designation of additional industrial land for Port use on land already designated/ zoned as industrial. |
| 4. Vancouver Airport Fuel Delivery Project Environmental Assessment Certificate Amendment | April 26, 2016 | Council approved comments to send to the BC Environmental Assessment Office regarding the Vancouver Airport Fuel Corporation's application for amendment of the approved Vancouver Airport Fuel Delivery project's Environmental Assessment Certificate submission. |
| 5. FCM Resolution – Federal Port Operations on Agricultural Land | January 22, 2016 | Staff reported on the approved resolution at the FCM Annual General Meeting. The resolution recommended the Port Authorities establish a meaningful consultation processes and prohibit the expansion of Port Metro Vancouver operations onto lands within the Agricultural Land Reserve. |
| 6. Update on Port Metro Vancouver Project and Environmental Review Application Process | October 9, 2015 | Council approved the staff analysis of the new Environmental Review Process. |
| 7. Revised UBCM Resolution-Port Metro Vancouver and Agricultural Lands | September 24, 2015 | Council approved a revised resolution be sent to and approved by UBCM. The resolution recommended the prohibition of the expansion of Port Metro Vancouver operations onto lands within the Agricultural Land Reserve. |
| 8. Vancouver Airport Fuel Delivery Project Update | September 14, 2015 | Council approved the staff comments sent to Port Metro Vancouver regarding the Vancouver Airport Fuel Facility Corporation's Fuel Receiving Facility. |
| 9. Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond | July 27, 2015 | Council recommended letters be sent to Port Metro Vancouver, the Prime Minister, the Minister of Transport Canada, Provincial Ministers and the Agricultural Land Commission. |
| 10. Port Metro Vancouver Resolutions to LMLGA, UBCM and FCM | February 25, 2015 | <p>Council approved that resolution be sent to LMLGA, UBCM and FCM. The resolution recommended the prohibition of the expansion of Port Metro Vancouver operations onto lands within the Agricultural Land Reserve.</p> <p>Council directed staff to send a letter and the staff report to all the municipalities in the Lower Mainland.</p> |

| | | |
|--|-------------------|---|
| | | Council directed staff to send copies to the Prime Minister, the Minister responsible for Transport Canada, the Premier of British Columbia, the Minister of Agriculture, Richmond Members of Parliament and Members of the legislative assembly and the Federal and Provincial leaders of the official opposition. |
| 11. Richmond Response: Adopted Port Metro Vancouver Land Use Plan | January 27, 2015 | Council approved the staff comments to send to Port Metro Vancouver regarding the Vancouver Airport Fuel Facility Corporation's Fuel Receiving Facility. |
| 12. Update on PMV's Approval of Fraser Surrey Docks Direct Transfer Coal Facility | September 3, 2014 | Council recommended letters be sent to Port Metro Vancouver and senior government elected officials outlining outstanding concerns regarding the Fraser Surrey Docks Direct Transfer Coal Facility. |

Analysis

The City of Richmond understands the important role that the Port of Vancouver plays in the economy of the region, the province and the country. Richmond will continue to work toward an effective working relationship and a viable port operation. For 2018, Port Authorities and their related tenants contributed over 4% of total municipal taxes and ranked as the 2nd highest commercial property tax payer to the City.

With the growth of the Port of Vancouver, there have been several areas where conflict has arisen. The City of Richmond has identified several issues and suggests the following recommendations be submitted to Transport Canada in order to develop a more effective and integrated port operation that aligns with the long term goals of municipal government.

Richmond Submission to Transport Canada – Canadian Port Review

The following is Richmond's proposed input to the Canadian Port Authority Review. Through the identification of City issues and recommendations, the intention is to ensure the VFPA's goals support the City's priorities and plans.

1. Port Governance

City of Richmond Issues:

- a. VFPA has been in a position of conflict of interest as it relates to the environmental assessment review of the Vancouver Airport Fuel Delivery Project. The VFPA leases the land to the owner of the fuel tanks facility, the Vancouver Fuel Facilities Corporation (VAFFC). VAFFC managed the environmental permit process for the Fuel Receiving Facility and the VFPA was the federal reviewer of the project even though it was on VFPA owned land. Richmond could only comment on the review but had no recourse if a dispute arose. Fire Safety Plans and disaster response plans requested by the City still have not been provided.

- b. The community consultation identified by the VFPA is often perceived as information sharing as opposed to meaningful engagement where feedback is integrated into solutions. Where VFPA has the authority as the lead agency, meaningful public consultation is not required. It needs to become evident where public consultation has an effect on the project to meet the community's needs.
- c. The City is opposed to the purchase or use of agricultural land for industrial use. With the growth of the Port of Vancouver and the City of Richmond, land use is becoming a very important issue. There is growing conflict over the jurisdiction of municipal bylaws and upholding of Provincial legislation, especially as it relates to the Agricultural Land Reserve. The VFPA has purchased land zoned as agricultural land in Richmond. This purchase and the refusal of the Port Authorities' Board of Directors to begin communication with Richmond City Council, has strained the relationship for several years and sent a clear message to Richmond that VFPA does not respect, acknowledge and support municipal priorities or the City's Official Community Plan (OCP).
- d. The VFPA Board of Directors is comprised mainly of port users and business leaders, including directors from out of Province, who can assist with the growth and expansion of port operations. The VFPA has minimized the influence of municipal government. The organizational structure prevents the VFPA from being aware of community concerns or opportunities for City input.
- e. The focus on growth and expansion and increasing funding for new Port projects often places the objectives of the Port Authorities in direct conflict with municipal government's priorities to ensure livable and safe communities. Growth and expansion is often perceived as more valuable than the objectives and priorities of municipal government. Opportunities for collaboration and creative solutions are lost due to perceived conflicting priorities.
- f. There is a lack of a dispute mechanism when a conflict arises with municipalities. Municipal governments have very few options to resolve a conflict with the port authorities. There is a lack of clarity on port authority accountability.

Recommendations and Imperatives:

- a. Revise the governance model in order to include and respect municipal government's priorities, the OCP and bylaws including the protection of the Agricultural Land Reserve. VFPA needs to be clearly accountable to longstanding municipal plans, regulations and jointly planned outcomes with municipal governments.
- b. The Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in.
- c. Ensure the VFPA is accountable to municipal safety bylaws including enforcement of the building code and the Fire Safety Code and takes responsibility for financial costs relating to its projects.
- d. Include the possibility of currently serving municipal representation on the VFPA Board of Directors as well as working committees and build in mechanisms to work with municipal governments.

- e. Provide joint planning and communication opportunities on a regular basis with municipal government. Create letters of agreement with municipal governments in multiple areas including land use, utilities, disaster and emergency planning, police services, dredging development and fire protection.
- f. Integrate joint planning when problem solving and include the participation of municipal governments. Use meaningful community engagement which affects project outcomes.
- g. Create a Western Canada Port Agency to amalgamate the Vancouver Fraser Port Authority and the Prince Rupert Port Authority, to collaborate and develop a Western Canada Strategy that utilizes marine and inland ports. This would include: Marine Port Alberni Port Authority, Nanaimo Port Authority, and major inland ports near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).

2. Innovation and Trade Logistics

City of Richmond Issues:

- a. There is an industrial land scarcity and need for efficient and customer-optimized use of industrial lands in the region.
- b. A labour shortage exists in the logistics & warehousing sectors and a skills shortage in administering and operating digital supply chains.
- c. There is a lack of co-operation and integration of goods movement between the Port and regional and local jurisdictions regarding transportation network planning.
- d. There is a need for the VFPA to support long-term municipal priorities, objectives and policies with respect to land use and transportation planning.
- e. Infrastructure improvement is often planned in isolation of stakeholders (e.g., business tenants and the City). Lands owned by the VFPA are not subject to municipal bylaws or taxes. The VFPA does not pay Development Cost Charges (DCCs) including Roads DCCs, which decreases the assistance the City can provide in funding transportation capital projects. Timely project implementation is often lacking especially with respect to infrastructure required by the VFPA operations within its lands to support current and future demand for transportation services, both short-term and long-term.

Recommendations and Imperatives:

- a. Increase cross-jurisdictional integration and include OCP objectives as well as industrial land use, transportation planning and project requirements amongst all stakeholders. This includes transportation planning especially where municipal infrastructure and Port infrastructure connect.
- b. Recognize, support and reflect municipal priorities and OCP objectives when expanding industrial land use on Port lands.
- c. Create increased density on VFPA owned lands to minimize the pressure on agriculture land and use the land efficiently and exclusively for Port related uses only.

- d. Investigate the expansion of Port operations outside the Lower Mainland to decrease the demand for land in Richmond.
- e. Do not expand industrial uses onto land in the Agricultural Land Reserve.
- f. Increase smart technology and ensure collaboration with Richmond, academia and the private sector toward efficient, shared infrastructure and a transportation network integrating municipal and Port operations. This will assist with increased efficiency, emergency planning, improved safety and increased communication between stakeholders.
- g. Develop partnerships to augment the labour force, develop local labour skills and enhance environmental sustainability, including educational institutions, academia and training organizations, as well as First Nations, municipal government and Provincial ministries.
- h. Ensure capital costs allocated by the Port for road improvements within Port lands keep pace with growth.

3. Partnering with Indigenous Peoples

The City of Richmond recommends the continued commitment to work with First Nations communities.

4. Sustainability and Port Communities

City of Richmond Issues:

- a. The Fraser River Estuary Management Program (FREMP) which provided an integrated environmental review of projects along the Fraser River was disbanded. Since that time the review process has become increasingly disjointed. There appears to be no reference to, or coordination of the processes for projects spanning areas of foreshore under jurisdiction of the Port of Vancouver, the Province of BC and the local First Nations.
- b. Tenants of VFPA that are in violation of municipal bylaws and contribute to significant environmental pollution, are not held to the same standard as other municipal businesses not located on Port land.
- c. Joint planning between municipalities and VFPA with respect to sustainability, is not consistent. There is little recognition of City Policies or Bylaws or how the VFPA's permit process will address a project that may contradict Richmond's Official Community Plan or adjacent land uses.
- d. It remains unclear how or when the City will be notified in an environmental review process and if and how public consultation will be carried out for assessed projects.
- e. Multiple agencies are responsible for separate environmental reviews. Richmond is an island and only part of the foreshore is covered under the Port of Vancouver's permit process. The balance of the foreshore is managed by the Province's Ministry of Forest, Land, and Natural Resource Operations and Rural Development. First Nations are also required by the Provincial Government to conduct an independent review of projects in

and around the Fraser River. The disjointed review process often adds significant time and potentially cost to projects.

- f. The Environmental Review Process, conducted on Port of Vancouver land, is not legally required to consider municipal priorities. Municipalities are not approving partners in the approval process. The Vancouver Airport Fuel Delivery Project owned by the Vancouver Fuel Facilities Corporation (VAFFC) is an example of a project that was not consistent with City priorities. A conflict of interest was perceived when the VFPA issued the environmental review process approval on land they owned. The Port of Vancouver leases the land to the VAFFC, where the potential 107 million litre capacity jet fuel receiving facility, providing fuel to Vancouver International Airport, is housed. The Environmental Review Process, while it included the federal and provincial governments, was managed by the VAFFC and the Federal reviewing agency was the VFPA. The City was permitted to comment but there was no dispute mechanism to challenge the outcomes of the project. Permits and plans expected in the rest of the municipality, such as a Fire Prevention Plan including clear access roadways, are currently not in place creating a significant safety hazard. The City currently has no course of action to require these or other plans.
- g. There is limited consideration for timely evaluation of projects.
- h. There is confusion with respect to who is responsible for dredging of the Fraser River which is affecting the primary and secondary channels bordering Richmond. There is a need for timely dredging and regular communication with key stakeholders along the Fraser River.

Recommendations and Imperatives:

- a. Reinstate an integrated environmental review board, similar to the FREMP model that includes multiple partners and conducts reviews in a comprehensive and timely manner. Include municipal government as a required partner in the review process.
- b. Plan jointly around community environmental enhancement areas that integrate with the long term objectives of the City of Richmond.
- c. Ensure tenants of VFPA adhere to municipal/regional bylaws and standards regarding pollution and odor emission.
- d. Include municipal, provincial and other federal agencies with vested interest in Richmond when planning in areas such as disaster mitigation, traffic management and other areas of mutual interest. Integrate shared smart technology, increase renewable power sources and maximize operational efficiency. Share data where appropriate.
- e. Understand and support municipal sustainability principles and the OCP. Set measurable deliverables with municipal governments which demonstrate a genuine interest in community enhancement.
- f. Formalize intergovernmental relationships to create accountability for areas of mutual concern such as land use planning, disaster and emergency planning, dredging of the Fraser River and/or environmental assessment.

- g. Integrate a clear community consultation requirement when developing projects that potentially have effect on the City of Richmond. Public consultation or notification should be a requirement regardless of project size or category. Ensure the consultation involves meaningful community engagement, influences project outcomes and is more than information sharing.
- h. Take ownership of the dredging of primary and secondary channels along the Fraser River. Planning should include shared timelines and work plans in order to ensure smooth operation of businesses along the river.

5. Port Safety and Security

City of Richmond Issues:

- a. Emergency planning is conducted in isolation of municipal priorities. There are challenges with enforcement and compliance on VFPA owned lands.
- b. Data is not shared between partners in areas such as transportation, crime statistics and fire safety.
- c. City Bylaws are not enforced on Port of Vancouver land and Richmond Fire Rescue is challenged to enforce the Fire Safety Code as accountability of the VFPA is unclear. The Port does require tenants on their land to comply with bylaws and in general are not obstructive when RFR has tried to enforce bylaws. The accountability of the VFPA is not clearly defined.
- d. The Vancouver Airport Fuel Delivery Project on leased Port of Vancouver land was not required to adhere to municipal safety and building bylaws as well as other standards. With a 107 million litre capacity of jet fuel at the receiving facility, the potential for a major disaster is significant. Fire Safety Plans and disaster response plans have not been provided to the City. This creates a significant safety hazard and there appears to be no course of action.

Recommendations and Imperatives:

- a. Ensure buildings on Port lands are accountable to fire safety and other municipal bylaws related to safety. Create binding agreements between municipal, provincial and federal governments and the VFPA with respect to safety plans on Port land. This includes taking responsibility and being accountable for fire response, safety and other related costs.
- b. Increase smart technology and ensure collaboration with multiple Smart Cities partners on traffic management and disaster mitigation. Create opportunities to strengthen partnerships between public, academic and private sectors to advance new solutions and processes.
- c. Integrate joint planning around transportation routes and work with City departments for funding requests.

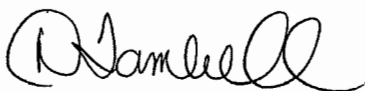
- d. Develop joint strategies with municipal governments to meet the demand of limited resources including policing, flood protection and fire services.
- e. Create data driven solutions to increase digital monitoring and surveillance to decrease crime, increase emergency response and increase communication between the VFPA and the City of Richmond as well as other stakeholders.
- f. Create regular bilateral planning sessions between the VFPA Board of Directors and Richmond City Council and safety working committees. Demonstrate a commitment to more effective communication between municipal and Port operations.

Financial Impact

None

Conclusion

Transport Canada is reviewing the Canadian Port Authorities (CPA) to promote sustainable and inclusive economic growth through effective governance and innovative operations. To improve the viability of the Port of Vancouver operation in Richmond and the working relationship with the Vancouver Fraser Port Authority, staff recommends the City of Richmond contribute the included submission to Transport Canada to help shape the future direction of port operations.



Denise A. Tambellini
Manager, Intergovernmental Relations and Protocol Unit
(604-276-4349)

Att. 1: Ports modernization review: discussion paper Transport Canada

Ports Modernization Review Discussion Paper

Purpose and objectives

Transport Canada is reviewing Canada Port Authorities. We're aiming to increase their ability to promote sustainable and inclusive economic growth through effective governance and innovative operations.

The review will focus on how ports can best advance five key objectives:

- Supporting the competitiveness of Canada's economy by facilitating the movement of goods and passengers
- Strengthening relationships with Indigenous peoples and local communities
- Promoting environmentally sustainable infrastructure and operations
- Enhancing port safety and security
- Optimizing governance and accountability, including with respect to financial management

This discussion paper explains the need for the review. It identifies considerations and questions that we at Transport Canada will consider through both public consultation and our own research and analysis.

Setting the context

The marine sector is evolving. In 2016, the Canada Transportation Act Review Report was released. In the report, the independent review panel made many recommendations for Canada Port Authorities. The report also noted the need for more analysis and engagement about the future of Canada's ports system.

Also in 2016, the Minister of Transport unveiled Transportation 2030. This is our strategic plan to support:

- trade and economic growth
- a cleaner environment
- the well-being of the middle class

Transportation 2030 has five themes:

- The Traveller: support greater choice, better service, lower costs, and new rights for travellers
- Safer Transportation: build a safer, more secure transportation system that you can trust
- Green and Innovative Transportation: reduce air pollution and embrace new technologies to improve lives
- Waterways, Coasts and the North: build world-leading marine corridors that are competitive, safe and environmentally sustainable, and enhance northern transportation infrastructure
- Trade Corridors to Global Markets: improve the performance and reliability of our transportation system to get products to markets to grow Canada's economy

Ports will be big contributors. They will help us:

- improve our transportation system and how we get products to market
- grow our economy
- build world-class marine corridors that are competitive, safe and environmentally sustainable

As a plan, Transportation 2030 reflects much consultation with Canadians. Canadians told us that government, industry, Indigenous groups and communities must work together to strengthen the competitiveness of ports. We also heard that we must go beyond infrastructure investments. We need to use innovation, policy, regulations, partnerships and creativity to improve the efficiency of supply chains.

How Canada's port system is structured

The 1995 National Marine Policy and the 1998 *Canada Marine Act* form the basis for today's port system. The Policy laid out a detailed model for Canada's marine transportation system. Its key principles emphasized accountability to users and the public, business discipline and self-sufficiency. This was done to shift the cost of port operations from the general taxpayer to users. The Act, meanwhile, placed federal ports of national significance on a commercial footing by creating 18 Canada Port Authorities. It also began the divestiture of other ports owned by Transport Canada to local interests such as provincial governments, municipalities and private organizations.

Together, these changes promoted a more competitive, effectively managed and sustainable port system.

Why ports are important

Canada is a very large trading nation. Canadians rely on the port system for the goods they use and consume, and for getting their merchandise to domestic and international markets.

In 2017, ports and marine shipping carried almost:

- \$101 billion (19%) of Canada's **exports** to world markets
- \$116 billion (21%) of Canada's total **imports** by value

The commodities with the biggest shares of marine **exports** were:

- petroleum products (23.8%)
- grains and oilseeds (15.8%)
- mineral or stone products (9.5%)
- base metals (9.0%)
- pulp or paper products (7.2%)

The commodities with the biggest shares of marine **imports** were:

- petroleum products (17.8%)
- machinery (14.6%)
- motor vehicles and parts (11.7%)
- base metals (8.9%)
- chemical products (7.7%)

Canada Port Authorities alone handled about 60% of Canada's marine commercial cargo tonnage.

Ports play an important role in supporting economic development and enabling trade with the world. In Canada, ports:

- support local and regional economic development
 - They help local industries and provide well-paying, middle-class jobs
- contribute over 213,000 direct and indirect jobs and over \$25 billion to Canada's gross domestic product (according to a recent study by the Association of Canadian Port Authorities)

Their contribution affects communities and Canadians across the country, whether they are near a port or far away.

Ports are an important part of the supply chains and gateways to the world. They are also important members of the community. They manage lands often at the heart of municipalities and build partnerships with communities and Indigenous groups. Canada Port Authorities also have important regulatory functions in the areas of marine safety and security, and environmental protection. Canadians have a clear interest and stake in these areas.

Why we are reviewing Canada Port Authorities

The Canada Port Authority system has served Canada well by supporting regional economic development and international commerce. But, over the past 20 years, the operating landscape has changed greatly. And it will likely continue to change at a greater pace. These changes mean new challenges and opportunities. We need to re-examine Canada Port Authorities to ensure our nation continues to be well-positioned to innovate and compete.

Key drivers of change include:

- an evolving marine industry
- reconciliation with Indigenous peoples
- local communities
- environmental protection and climate change
- safety and security
- governance

An evolving marine industry

- Marine industry consolidation
- Digital connectivity
- People

Marine industry consolidation

The shipping industry has undergone a period of major restructuring. As of April 2018, only 10 shipping lines control more than 87% of deep sea shipping container capacity. Some members of the shipping industry are concerned with these mergers and acquisitions. They worry about issues like competition, carrier instability and services offered.

The shipping industry is ordering new, larger container ships to realize economies of scale. 20 years ago, the standard ship size was Post-Panamax. It could carry 4,000 to 8,000 twenty-foot equivalent units (TEUs) or standard-sized metal container boxes that can be transferred between ships, trains and trucks. Today, major ship building yards around the world are working on ships with 22,000 TEU capacity. Consolidation may mean that shipping companies use fewer of these larger ships to optimize their services on each trade route.

The consolidation of the shipping industry and the growth in ship sizes may deeply affect the port sector and our economy. How? By the number of ports at which ships call and the infrastructure and logistics services needed to support them. This consolidation will likely mean much more traffic for certain ports and added pressure to improve the efficiency of facilities and marine, rail and road connections.

Digital connectivity

Technology is evolving. We now have:

- autonomous vessels
- expanded use of block-chain applications
- big data
- artificial intelligence
- Internet of Things

We expect technology to fundamentally change the maritime industry. How? By connecting everyone and everything in the supply chain. We may be able to help improve and streamline supply chain operations by gathering, sharing and analyzing data more effectively and securely. How the marine sector adopts these technologies will be important. Ports are convergence points in the supply chain, so they will need to be at the centre of these innovations. They will need to work more closely with their users to maximize:

- coordination of supply chain logistics
- convergence across marine, road and rail suppliers, carriers and operators

Early adopters will set the pace for the marine industry, as they do in other sectors. They will likely gain greater benefits such as a larger client base and secure, broader access to global value chains for their national economies.

People

People continue to be the heart of the marine sector's ability to support the economy and ensure the reliability of Canada's supply chains. For many years, the marine sector has been a source of quality jobs with good wages, stability and benefits. During this time, transportation and logistics companies have consistently reported difficulty in keeping enough skilled and qualified workers at all levels. This problem could weaken regional economic development and trade if we don't take action.

New technologies and automation in several ports worldwide may mean many changes for the Canadian marine labour market. Technology has made ports more productive and has opened up new career possibilities, including for underrepresented groups.

Together, we need approaches for adapting workforce training systems to best support current and future workers. Government, employers, academic institutions and individuals will need to evolve and better understand the opportunities and challenges associated with the future of work in the sector. By working together, we can ensure our workforce is prepared and can successfully adapt to an ever-changing labour market.

Reconciliation with Indigenous peoples

We are working to renew the relationship with First Nations, Inuit and Métis peoples based on the recognition of rights, respect, cooperation and partnership. Well over 100 Indigenous communities across Canada live and practice their protected rights near ports. These communities are diverse and how they interact with ports can vary a lot. Port-related activities may affect Indigenous communities, so Canada Port Authorities need to work closely with them to understand their concerns and needs.

We have done a lot of work toward reconciliation, including through the \$1.5 billion Oceans Protection Plan. The plan is made up of many initiatives to:

- improve marine safety
- improve responsible shipping
- protect our marine environment
- offer new possibilities to work with Indigenous communities

Some Indigenous communities have expressed a desire to see Canada Port Authorities reflect our commitment to reconciliation. The partnerships between Canada Port Authorities and Indigenous communities vary. Both the Canada Port Authorities and Indigenous communities have shown they can build partnerships around concrete issues and can advance their interests through these relationships. But federal and Indigenous partners need to do more to come together. The perspectives and concerns of Indigenous communities are important factors that will shape the future of Canada Port Authorities.

Local communities

Port cities are dynamic. Ports provide a long-term basis for local socio-economic development. They once served to welcome newcomers, and continue to generate jobs and provide goods. But ports can also create challenges for local communities. Port operations as well as truck and rail connections can affect quality of life, such as through noise, traffic and poor air quality. Some communities, both in large and small cities and towns, have expressed concern that port activities occur without enough local involvement and at their expense.

Leading ports understand that working together with local communities is becoming very important to facilitating port development and operations. Examples of what ports are doing to include:

- hosting open houses to explain their major projects
- starting good neighbour committees
- talking with Canadians on social media

Through efforts such as these, ports can continue to provide local benefits while working to lessen negative effects.

Together, we will need to do more to make sure community partnerships effectively inform the pace of change at our ports. As trade grows, local communities will keep advocating for liveable communities. Ports will need to create and maintain community partnerships. This will affect how they share objectives and solve challenges.

Environmental protection and climate change

We are working to protect the environment and address climate change. It is one of our priorities. The Pan-Canadian Framework on Clean Growth and Climate Change is our plan to grow our economy, reduce emissions and build resilience to a changing climate. The transportation sector is a key part of this plan. It includes many actions to reduce greenhouse gas emissions from all transportation modes (marine, air, rail and road). It calls for the federal, provincial, and territorial governments to invest in building more efficient trade and transportation corridors, including investments in ports.

Ports must do their share to better protect the environment, and serve as environmental stewards. Canada Port Authorities:

- have added environmental and sustainable development practices and oversight into their governance structures
- have put environmental management systems in place based on internationally-recognized standards
- are global leaders through the Green Marine partnership, which helps them:
 - reduce the environmental footprint of the marine sector
 - focus on other issues such as local air quality and protecting marine species

Ports contribute to a greener, low-carbon transportation system. Such a transportation system creates new economic opportunities and good jobs and helps Canada remain an environmental world leader.

Together, we need to pay attention to the role ports play in environmental regulation and to their ability to adapt, build resilience and adequately prepare for climate risks. Why? As trade and transportation intensify, and as we better understand the effect of climate change, we will need to monitor and talk about the environmental effects of port-related activities.

Safety and security

As Canadians, we enjoy a high degree of security. But world events show us that the maritime transportation system is not immune to safety and security threats. These threats could affect our physical and socio-economic well-being. This means we must secure our important port infrastructures and related transportation systems. This will make sure that criminal and security threats do not weaken the competitiveness of our ports.

Today, our maritime transportation system is more complex and interconnected than ever. The system involves much more than just vessels and port-specific activities. Every year, over 2.5 million TEUs move through our ports to be delivered by truck and train. The multimodal nature of Canada's port sector means that government and private sector partners need to take a broad view. Plus, the increasing reliance on automated systems and emerging technologies adds even more considerations.

Over the last two decades, we have been investing to secure our ports. Human and technical investments include:

- enhanced cargo screening
- advanced notification requirements for vessels

- automated targeting systems
- gamma-rays
- ion mobility spectrometers
- trace detection systems

These investments allow goods and people to transit safely and security through our ports.

Canada has a reputation as a trusted and effective maritime trading nation. But port users and operators depend on clear norms and procedures. Some industry players are moving forward with their own solutions to make marine transportation more efficient and secured.

For example, new block-chain applications show that security and the economy are two sides of the same coin. Regulations and practices will need to keep pace with an evolving safety and security landscape. And so will the partnerships across federal departments, provinces, communities, the private sector and international community that strengthen our performance in this area. How we adapt and advance collaborative solutions in this area will influence whether our reputation continues to constitute an advantage for our ports.

Governance

Canada Port Authorities are federally incorporated, non-share corporations. They operate at arm's length from the federal government. They fulfil important public policy objectives such as:

- supporting economic development
- performing many regulatory functions relating to safety, security and environmental protection

They must be financially self-sufficient. We designed the corporate structure of Canada Port Authorities to let them be both sound businesses and accountable, transparent managers of public assets.

We established this governance model 20 years ago. It was suitable for the maritime sector and was rooted in the regional and socio-economic conditions and markets of those times. As our ports and neighbouring communities have prospered, we are seeing many new challenges. These challenges sometimes expose the potential limitations of this governance model to meet either:

- new demands
- the desire for greater scrutiny and accountability when they seize large development opportunities

The 2016 *Canada Transportation Act* review examined, in part, whether we needed to make changes to the current policy and legislative frameworks for port authorities to support our:

- economic growth and prosperity
- trade interests
- international competitiveness

The review suggested we need to do more work about:

- how ports are legally constituted, governed, and financed
- how to could support clearer approaches to planning and growth across the port system

As well, we note above that some Indigenous groups and municipalities have expressed a desire:

- for ports to respond better to their concerns
- to be more involved in decision-making activities that affect their interests and quality of life

While the Canada Port Authority system has proven to be strong, we now need to consider how the Canada Port Authority model can better reflect and align global and local considerations while maintaining a strong commercial orientation to day-to-day operations.

Engagement questions for the review

The review will be evidence-driven. It will propose an updated model for Canada Port Authorities that helps them to continue supporting sustainable and inclusive economic growth. It will examine the changing landscape under five key streams:

- Innovation and trade logistics
- Partnering with Indigenous peoples
- Sustainability of ports and communities
- Port safety and security
- Port governance

Based on your knowledge of Canada's port system and Canada Port Authorities, we invite you to consider the following questions and we welcome your input.

Innovation and trade logistics: review stream 1

This stream will look at how to position ports in relation to key socio-economic and technological trends. Through this stream, the review aims to better understand how ports can continue to:

- support economic development and trade
- improve job opportunities
- respond to new technologies

More specifically, this stream will examine:

- marine transportation in Canada and the trade and traffic outlook, the role of ports in the supply chains and attributes of port competitiveness
- emerging socio-economic trends and changing technologies that affect ports and supply chains, and the ability of the port system to respond to opportunities and challenges created by these trends

Q1. What trends will affect port operations and supply chains, and who are the port partners that are key to adapting to these trends?

Q2. Do ports have the appropriate infrastructure and supply chain integration in place to support future demand for transportation services?

Q3. What strategies could link business to research, and research to learners in support of innovative solutions and greater competitiveness?

Partnering with Indigenous peoples: review stream 2

This stream will look at how Indigenous perspectives can inform and shape the role of Canada Port Authorities in carrying out their mandate, particularly with respect to enabling partnerships for fostering socio-economic growth.

More specifically, this stream will examine:

- opportunities for Canada Port Authorities to reflect Canada's commitment to reconciliation with Indigenous peoples
- ways to promote and integrate understanding of Indigenous perspectives, including the needs and concerns of Indigenous groups, to explore available means for achieving mutually beneficial objectives

Q4. How can Canada Port Authorities ensure their activities acknowledge Indigenous perspectives and values?

Q5. How can Canada and Canada Port Authorities best identify opportunities to develop mutually beneficial partnerships with Indigenous groups?

Q6. What current practices at Canada Port Authorities reflect to Government's commitment to reconciliation with Indigenous peoples and what additional steps can be taken?

Sustainability and port communities: review stream 3

This stream will look at:

- Canada Port Authorities' role in an environmentally responsible and low-carbon transportation system and how they can be more resilient in the face of climate risks
- how Canada Port Authorities can contribute to building healthy communities and integrate local perspectives in carrying out their mandate

More specifically, this stream will examine:

- Canada Port Authorities stewardship functions in support of environmental protection and sustainability
- the environmental liability of Canada Port Authorities as well as options for strengthening the federal government's environmental oversight role
- Canada Port Authorities accountability measures and relationships with local communities

Q7. How can ports ensure their operations and future development remain environmentally sustainable and adapted to climate risks?

Q8. How can Canada Port Authorities contribute to building healthier communities?

Q9. What mechanisms could be put in place to increase Canada Port Authority transparency relating to their environmental performance?

Port safety and security: review stream 4

This stream will look at ways to enhance port safety and security in an evolving operating environment while advancing the goal of efficient movement of goods.

More specifically, this stream will examine:

- safety and security challenges to port operations
- private sector led approaches and solutions to maritime transportation services that can enhance security of our ports and related supply chain
- opportunities to strengthen partnerships between public and private sectors to advance new solutions and processes

Q10. What are the current and emerging safety and security challenges facing Canadian ports?

Q11. What new actions and public-private collaborative efforts could be pursued to enhance safety and security at Canada's ports?

Port governance: review stream 5

This stream will look at ways to modernize the governance framework for Canada Port Authorities to seize the opportunities presented by a changing landscape, and to position themselves for success well into the future.

More specifically, this stream will examine:

- opportunities to strengthen the governance framework of Canada Port Authorities, including examining government oversight and approaches for optimizing responsiveness to users
- models to enhance the delivery of regulatory functions while ensuring accountability and transparency
- tools and approaches, including financial instruments, that can support smarter planning and growth at ports and across the Canada Port Authority system

Q12. Does the current governance model enable Canada Port Authorities to effectively manage their assets, support economic development and deliver their regulatory duties?

Q13. What models or approaches could be pursued to ensure Canada Port Authorities are more responsive to user and local perspectives?

Q14. Do Canada Port Authorities have the tools and partnerships they need to respond to an evolving maritime sector?

Submitting your input

Please submit your submissions either:

- directly at [Let's Talk Transportation](#)
- by email: tc.portsreview-examendesports.tc@tc.gc.ca



City of Richmond

Report to Committee

To: General Purposes Committee
From: Kim Somerville
Manager, Community Social Development
Re: **UBCM 2019 Age-Friendly Communities Grant Submission**

Date: November 2, 2018
File: 07-3400-01/2018-Vol
01

Staff Recommendation

1. That the application to the Union of British Columbia Municipalities (UBCM) 2019 Age-friendly Communities Grant Program for \$25,000 in the Age-friendly Assessments, Action Plans and Planning Category be endorsed; and
2. That should the funding application be successful, the Chief Administrative Officer and a General Manager be authorized to enter into agreement with the UBCM for the above mentioned project and the Consolidated 5-Year Financial Plan (2019–2023) be updated accordingly.

Kim Somerville
Manager, Community Social Development
(604-247-4671)

Att. 2

| REPORT CONCURRENCE | | |
|--|-------------------------------------|---------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Intergovernmental Relations & Protocol Unit | <input checked="" type="checkbox"/> | |
| Finance Department | <input checked="" type="checkbox"/> | |
| Recreation & Sport Services | <input checked="" type="checkbox"/> | |
| Roads & Construction | <input checked="" type="checkbox"/> | |
| Transportation | <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

The Age-Friendly Communities grant program administered by the Union of BC Municipalities (UBCM) is intended to assist and support local governments in BC to develop and implement policies and plans, or undertake projects that enable seniors to age in place and facilitate the creation of age-friendly communities. Richmond currently has a Council adopted 2015–2020 Age-Friendly Assessment and Action Plan and received Age-Friendly Community Designation in 2015.

The Ministry of Health has committed an additional \$0.5 million in funding to the 2019 Age-friendly Communities grant program. The grant application requires a Council resolution indicating support by local government for the proposed project as well as a willingness to provide overall grant management.

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

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

- 2.1. *Strong neighbourhoods.*
- 2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

- 3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

- 5.1. *Advancement of City priorities through strong intergovernmental relationships.*
- 5.2. *Strengthened strategic partnerships that help advance City priorities.*

This reports supports the Council adopted 2013-2022 Social Development Strategy Strategic Direction #3 Address the Needs of an Aging Population:

Action #9:

Support aging in place initiatives and the ongoing development of Richmond as an age-friendly community.

Analysis

In 2015, Council adopted the 2015–2020 Age-Friendly Assessment and Action Plan and Richmond was designated an Age-Friendly Community. The actions related to the physical and social environment in an age-friendly community are designed to help seniors “age actively” thereby supporting them to live safely and stay involved. The City continues to implement actions outlined in the Age-Friendly Assessment Plan including the creation of a Dementia-Friendly Community Action Plan.

In Richmond, seniors aged 55+ years currently represent 32 per cent of the total population. This number is estimated to increase to 39 per cent in 2036. While most seniors continue to be active, healthy and engaged there are some barriers to fully participating in the community resulting in poor health, isolation and disconnection to their community. The need to identify and remove these barriers is crucial in supporting seniors to remain healthy and independent as long as possible.

Staff submitted a grant application on November 2, 2018 for the UBCM 2019 Age-Friendly Communities Program for \$25,000 under Stream 1: Age-Friendly Assessments, Action Plans and Planning. Due to a condensed timeline UBCM has approved that a Council resolution of support of the grant application can be provided at a later date.

If the grant is awarded, this project will further the actions in the Age-Friendly Assessment and Action Plan and also build on the UBCM 2018 Age-Friendly Grant Project: Richmond Dementia-Friendly Community Action Plan, which is currently being developed.

The main goal of the project is to facilitate a group of seniors living in a designated neighbourhood in Richmond to work with City staff to identify barriers in the built environment in which they live and to connect them with resources to support them to age in place. The project will involve a Stakeholder Committee including representatives from Community Partner organizations including Richmond Cares, Richmond Gives, Vancouver Coastal Health, Minoru Seniors Society and Community Centre Associations to oversee the proposed activities. It is anticipated that the project findings will be able to assist seniors with aging in place in other neighbourhoods in Richmond.

Should the grant application be successful, the City would be required to enter into funding agreements with UBCM. The agreements are standard form agreements provided by senior levels of government and include an indemnity and release in favour of UBCM. As with any grant submission to senior governments, there is no guarantee that this application will be successful.

Financial Impact

The \$25,000 grant will be included in the Consolidated 5 Year Financial Plan (2019–2023) if the application is successful.

Conclusion

Staff submitted a grant application with the intention of engaging seniors in making their neighbourhoods age-friendly. It is intended that this project will continue to further several actions outlined in the Council adopted 2015–2020 Age-Friendly Assessment and Action Plan as well as actions outlined in other Council-adopted plans.

Involving seniors in the creation of Age-Friendly Neighbourhoods will further Richmond's commitment to being an Age-Friendly community and ensure all seniors living in Richmond continue to age in place healthy and well.



Debbie Hertha
Seniors Coordinator
(604-276-4175)

Att. 1: UBCM Age-friendly Communities 2019 Program & Application
Guide

Att. 2: UBCM 2019 Application Form for Stream 1 Age-friendly Assessments, Action Plans &
Planning



Age-friendly Communities

2019 Program & Application Guide

1. Introduction

The Age-friendly Communities program assists communities in BC to support aging populations by developing and implementing policies and plans, undertaking projects that enable seniors to age in place and facilitating the creation of age-friendly communities.

Since 2005, the provincial government has provided \$6.25 million to support the program. To date, more than 148 local governments have completed projects or been approved for funding.

2019 Age-friendly Communities Grant Program

The Ministry of Health has committed an additional \$0.5 million in funding to the program and grants are now available for 2019 program.

For local governments, this will include the continuation of funding under Stream 1: Age-friendly Assessments, Action Plans & Planning and Stream 2: Age-friendly projects.

In addition, in partnership with health authorities, a pilot program is being introduced in 2019 to offer up to five First Nations the opportunity to apply for Stream 1 grants.

2. Other Programs & Resources

In an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help seniors "age actively." In other words, the community is set up to help seniors live safely, enjoy good health and stay involved.

The creation of age-friendly communities in BC builds on findings from the World Health Organization's Age-friendly Cities and the Canadian Age-friendly Rural & Remote Communities projects in 2007.

The Province of BC, in collaboration with key partners including health authorities, has advanced the age-friendly agenda since 2007 to engage and support local governments in preparing their communities for an aging population. Age-friendly BC (AFBC) is supported by:

1. The Age-friendly Communities grant program, which is administered by UBCM
2. A range of services to support age-friendly projects, which are provided by the BC Healthy Communities Society (BCHC):
 - Age-friendly BC Community Recognition
 - Applicants approved under the 2019 Age-friendly Communities grant program may be eligible to apply for a range of services to support their project from BCHC.

3. A commitment to meet the needs of an aging population and work with partners to ensure people of all ages and abilities feel included and valued in their communities, which is provided by the Ministry of Health

3. Guiding Principles

All applications should demonstrate a commitment to the following guiding principles:

- Community Driven - Community solutions are based on local priorities and plans
- Catalyst for Action – Community activities are catalysts that enable local governments and community partners, including health authorities, to enhance and improve services for older adults
- Focus on Funding Priorities - Activities are focused on funding priorities with clear outcomes
- Flexible - Required actions differ in each community
- Coordinated - Activities of different levels of government and community partners, including health authorities, are coordinated to avoid duplication among programs and projects
- Sustainable Results – Community activities contribute to improving the lives of older adults over time

4. Eligible Applicants

All local governments (municipalities and regional districts) in BC are eligible to apply for Stream 1 or Stream 2 funding. Local governments can each submit one application.

For the First Nations pilot program, health authorities will identify one First Nation in each health authority region that is at a stage of readiness to apply for Stream 1 funding. **Only the five First Nations identified by the health authorities are eligible to apply under the pilot program and can each submit one application.**

5. Eligible Projects

Eligible projects are new community planning or community projects that are undertaken by an eligible applicant and that address the guiding principles and funding priorities of the program.

In addition, to qualify for funding, projects must:

- Be a new project (retroactive funding is not available)
- Be capable of completion by the applicant within the 2019 calendar year
- Focus on one or more of the eight age-friendly community components:
 - Outdoor spaces and buildings
 - Transportation (including traffic safety)
 - Housing
 - Respect and social inclusion
 - Social participation
 - Communications and information
 - Civic participation and employment
 - Community support and health services

6. Eligible & Ineligible Activities & Costs

Eligible costs are direct costs that are approved by the Evaluation Committee, properly and reasonably incurred, and paid by the applicant to carry out eligible activities. Eligible costs can only be incurred from the date of application submission until the final report is submitted.

Stream 1: Age-friendly Assessments, Action Plans & Planning

The intent of this funding stream is to support communities to develop or update assessments or plans in order to enable seniors to age in place and to facilitate the creation of age-friendly communities. The maximum grant under Stream 1 is \$25,000.

Under Stream 1, eligible activities must be cost-effective and may include:

- Development of a local Age-friendly plan or assessment
- Creation of specific plans and/or policies that address one or more of the eight community components (see Section 5)
- Engagement of seniors in planning activities
- Adding an age-friendly or seniors lens to existing plans or policies, such as:
 - Official Community Plans, Integrated Community Sustainability Plans, Health and Wellness Plans, or community or neighbourhood plans
 - Zoning and other bylaws (subdivision, snow removal, parking, etc.)
 - Development permit requirements
 - Emergency response, evacuation and/or emergency social services plans
 - Design guidelines
 - Active transportation planning
 - Food security and food systems planning
 - Community planning processes related to social determinants of health (e.g. affordable housing, homelessness, etc.)
 - Development of community health plans

Stream 2: Age-friendly Projects

The intent of this funding stream is to support local governments to undertake local projects that enable seniors to age in place and facilitate the creation of age-friendly communities. The maximum grant under Stream 2 is \$15,000.

In order to be eligible for Stream 2, eligible applicants are required to have a completed an age-friendly assessment or action plan, or demonstrate that their Official Community Plan, Integrated Sustainability Community Plan, or an equivalent plan, is inclusive of age-friendly planning principles.

Under Stream 2, eligible activities must be cost-effective and may include:

- Support for persons with dementia
- Increased community accessibility (transportation, housing, services)

- Provision of recreation and healthy living activities and/or referral and support to link seniors with recreation and healthy living services
- Community gardens and healthy eating
- Health literacy and promotion (e.g. workshops, guides, etc.)
- Chronic disease prevention
- Injury prevention and community safety (including traffic safety)
- Intergenerational projects
- Promotion of age-friendly business practices
- Prevention of elder abuse

The 2019 Age-friendly Communities grant program is not intended to be a capital funding program. However, minor capital expenditures for eligible activities that have a clear and definable benefit to seniors and that are clearly linked to programming for seniors will be considered for funding under Stream 2.

Capital costs cannot exceed 40% of the total requested Stream 2 grant (i.e. an application for a \$15,000.00 grant cannot include more than \$6,000.00 in capital costs).

Ineligible Activities & Costs

Any activity that is not outlined above or is not directly connected to activities approved in the application by the Evaluation Committee is not eligible for grant funding. This includes:

- Development of feasibility studies, business cases, architectural, engineering or other design drawings for the construction or renovation of facilities providing services to seniors, including housing and care facilities
- Fundraising
- Sidewalk, path or trail construction or improvements, or other infrastructure projects

7. Grant Maximum

Stream 1 can contribute a maximum of 100% of the cost of eligible activities – to a maximum of \$25,000. Stream 2 can contribute a maximum of 100% of the cost of eligible activities – to a maximum of \$15,000.

In order to ensure transparency and accountability in the expenditure of public funds, all other grant contributions for eligible portions of the project must be declared and, depending on the total value, may decrease the value of the grant

8. Application Requirements & Process

Application Deadline

Applications are due by November 2, 2018, and applicants will be notified of the status of their application within 60 days.

Required Application Contents

- Completed Application Form
- Local government Council or Board resolution or Band Council Resolution, indicating support for the current proposed activities and willingness to provide overall grant management
- Detailed budget that indicates the proposed expenditures and aligns with the proposed activities outlined in the application form. Although additional funding or support is not required, any other grant funding or in-kind contributions should be identified.

Submission of Applications

Applications should be submitted as Word or PDF files. If you choose to submit your application by e-mail, hard copies do not need to follow.

All applications should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lgps@ubcm.ca

Mail: 525 Government Street, Victoria, BC, V8V 0A8

Review of Applications

UBCM will perform a preliminary review of applications to ensure the required application elements (identified above) have been submitted and to ensure that basic eligibility criteria have been met. Only complete application packages will be reviewed.

Following this, the Evaluation Committee will assess and score all eligible applications based on the funding priorities. Higher application review scores will be given to applications that:

- Demonstrate direct participation of seniors
- Complement the Health Promotion Initiatives regarding seniors outlined in Appendix 1
- Include collaboration with health authorities or others partners (e.g. school districts, First Nations or Aboriginal organizations, seniors, senior-serving organizations, community organizations and other local governments)

Point values and weighting have been established within each of these scoring criteria. Only those applications that meet a minimum threshold point value will be considered for funding.

The Evaluation Committee will also consider the location of each application in order to ensure a balanced representation of projects across the province.

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| All application materials will be shared with the Province of BC and the BC Healthy Communities Society |
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9. Grant Management & Applicant Responsibilities

Grants are awarded to eligible applicants only and, as such, the applicant is responsible for completion of the project as approved and for meeting reporting requirements.

Applicants are also responsible for proper fiscal management, including maintaining acceptable accounting records for the project. UBCM reserves the right to audit these records.

Notice of Funding Decision

All applicants will receive written notice of funding decisions, which will include the terms and conditions of any grant that is awarded. Grants are awarded in two payments: 70% at the approval of the project and 30% when the project is complete and UBCM has received the required final report and a financial summary.

Please note that in cases where revisions are required to an application, or an application has been approved in principle only, the applicant has 30 days from the date of the written notice of the status of the application to complete the application requirements. Applications that are not completed within 30 days may be closed.

Changes to Approved Projects

Approved grants are specific to the project as identified in the application, and grant funds are not transferable to other projects. Approval from Evaluation Committee will be required for any significant variation from the approved project.

To propose changes to an approved project, approved applicants are required to submit:

- Revised application package, including updated, signed application form, budget and an updated Council, Board or Band Council resolution
- Written rationale for proposed changes to activities and/or expenditures

The revised application package will then be reviewed by the Evaluation Committee.

Applicants are responsible for any costs above the approved grant unless a revised application is submitted and approved prior to work being undertaken.

Extensions to Project End Date

All approved activities are required to be completed within the 2019 calendar year and all extensions beyond this date must be requested in writing and be approved by UBCM. Extensions will not exceed six months.

10. Final Report Requirements

Applicants are required to submit an electronic copy of the complete final report, including the following:

- Completed Final Report Form
- Financial summary
- Optional: photos of the project, media clippings and or any reports or documents developed or amended with grant funding.

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| All final report materials will be shared with the Province of BC and the BC Healthy Communities Society |
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Submission of Final Reports

All final reports should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lgps@ubcm.ca Mail: 525 Government Street, Victoria, BC, V8V 0A8

11. Additional Information

Union of BC Municipalities

For further information on grants and the application process, please contact: Local Government Program Services: (250) 952-9177 or lgps@ubcm.ca

BC Healthy Communities Society

For further information on age-friendly communities, visit www.bchealthycommunities.ca or contact: Sarah Ravlic, Program Coordinator: 250 590-1845 or sarah@bchealthycommunities.ca

Ministry of Health

For further information on other provincial initiatives, please visit the Age-friendly BC website or contact: (250) 952-2574 or AgeFriendlyBC@gov.bc.ca

Appendix 1: Health Promotion Initiatives

The following are examples of provincial priorities that may complement age-friendly community planning and projects:

Accessibility 2024 (www.gov.bc.ca/accessibility)

In 2014, *Accessibility 2024: Making B.C. the most progressive province in Canada for people with disabilities by 2024* was released. This 10-year action plan is designed around 12 building blocks: inclusive government, accessible service delivery, accessible internet, accessible built environment, accessible housing, accessible transportation, income support, employment, financial security, inclusive communities, emergency preparedness and consumer experience.

Example of an age-friendly assessment/project incorporating accessibility

Sun Peaks Mountain Resort Municipality has committed to being an age-friendly community by providing essential amenities to facilitate walking and skiing around the village, as well as accessible recreation and adaptive sports. (Awarded age-friendly recognition in 2015)

Aging Well (www.healthyfamiliesbc.ca/aging-well)

Supporting older adults to think about and plan for the future helps them anticipate needs as they age. Knowing where to find the right information if and when they need it is key to planning for a healthy and independent future. Aging Well is an online resource on Healthy Families BC, the Province's health promotion plan to encourage British Columbians to make healthier choices. Aging Well has information, tools and videos on topics including health and wellness (includes healthy eating and physical activity), finance, transportation, housing and social connection - areas of life that are important and interconnected when it comes to healthy aging.

Example of an age-friendly project incorporating planning for a healthy and independent future

Columbia-Shuswap Regional District has engaged the Communities of the South Shuswap in the development of a resource centre to support age-friendly community planning. Services offered through the centre include financial planning, computer literacy training, transportation and health eating programs.

Better at Home (www.betterathome.ca)

Better at Home, an innovative non-medical home support program funded by the Province and managed by United Way of the Lower Mainland, helps seniors with day-to-day tasks so that they can continue to live independently in their own homes and remain connected to their communities. Better at Home services may include transportation to appointments, light housekeeping, light yard work and home visits. There are currently 67 community-based Better at Home programs across B.C., including six rural and remote pilot sites.

Example of an age-friendly project incorporating the Better at Home program

District of Invermere created an age-friendly business directory, companion program, monthly luncheons and a mentorship program. The companion program matched seniors with volunteers

who will assist with everyday living activities such as shoveling the sidewalk, driving to and from the grocery store or appointments. Business owners and employees offered training on how their operations can be more age-friendly.

Physical Activity Strategy (<http://www2.gov.bc.ca/gov/content/health/managing-your-health/physical-activity>)

The BC Physical Activity strategy is designed to guide and stimulate coordinated policies, practices and programs in physical activity that will improve the health and well-being of British Columbians and the communities in which they live, learn, work and play. It aims to foster active people and active places and its development was guided by key leaders and organizations across the province who worked collectively to determine the best approach to increasing physical activity rates.

Example of an age-friendly project incorporating physical activity

Town of Oliver developed an outdoor fitness park with input from partners including Interior Health, service clubs and seniors groups. The year-round park is well utilized and provides a no-cost opportunity for seniors to be physically active.

Provincial Guide to Dementia Care in British Columbia (<http://www.health.gov.bc.ca/library/publications/year/2016/bc-dementia-care-guide.pdf>)

Dementia impacts roughly 66,000 British Columbians. In May 2016, the Ministry of Health released the Provincial Guide to Dementia Care in British Columbia. The Guide identifies priorities, goals and deliverables to support people with dementia, their families and caregivers. One deliverable identifies need to increase understanding of dementia and expand community information and support programs, e.g., dementia friendly communities, for people with dementia and their caregivers. In addition, priorities of the Guide include: increasing public awareness and early recognition of cognitive changes; supporting people with dementia to live safely at home for as long as possible, including caregiver support; improving quality of dementia care in residential care including palliative and end-of-life care; and, increasing system supports and adoption of best practices in dementia care.

Example of an age-friendly project incorporating dementia

City of Richmond conducted a survey and focus groups and used the results to develop the age-friendly action plan. Next steps include establishing an inter-departmental task force and designing a framework for monitoring and evaluation. One of the action items is working with health partners to ensure sufficient supported, affordable housing is provided locally for disabled and frail older adults, as well as those with dementia and other mental health challenges. (Awarded age-friendly recognition in 2015)

Provincial End of Life Care Action Plan for British Columbia (<http://www.health.gov.bc.ca/library/publications/year/2013/end-of-life-care-action-plan.pdf>)

The Provincial End of Life Care Action Plan identifies priority, goals, and actions to improve health care outcomes and quality of life for individuals living with life limiting or life threatening illness, and for their families. Actions in the plan include increasing public knowledge and

awareness of palliative care as an approach to care that improves quality of life for both the person receiving care and their family, at any stage of illness; and, providing information and resources to support advance care planning, including an understanding of the available options for ensuring values, wishes, and instructions for health care treatments and choices for end-of-life care are respected by health care providers.

Example of a potential age-friendly project in support of people with serious illness

Become a 'compassionate community'. A compassionate community builds awareness of vulnerable people, including people who are seriously ill or frail. A compassionate community promotes shared responsibility and support of people who are vulnerable.

Age-friendly Communities

2019 Application Form for Stream 1

Age-friendly Assessments, Action Plans & Planning

Please complete and return the application form by Friday, November 2, 2018. All questions are required to be answered by typing directly in this form. If you have any questions, contact lgps@ubcm.ca or (250) 952-9177.

SECTION 1: Applicant Information

Local Government: City of Richmond

Complete Mailing Address: 6911 No. 3 Road,
Richmond BC V6Y 2C1

Contact Person: Debbie Hertha

Position: Seniors Coordinator

Phone: 604-276-4175

E-mail: dhertha@richmond.ca

SECTION 2: Project Information

1. Project Information

- A. Project Title: Engaging Seniors in the Creation of Age-Friendly Neighbourhoods in Richmond
- B. Proposed start and end dates. Start: January 7, 2019 End: December 20, 2019
- C. Total proposed project budget: \$25,000

2. Proposed Focus Areas. Please indicate which age-friendly components will be the primary focus of the proposed planning activities:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Outdoor spaces and buildings | <input checked="" type="checkbox"/> Social participation |
| <input checked="" type="checkbox"/> Transportation (including traffic safety) | <input type="checkbox"/> Communications and information |
| <input type="checkbox"/> Housing | <input checked="" type="checkbox"/> Civic participation and employment |
| <input type="checkbox"/> Respect and inclusion | <input type="checkbox"/> Community support and health services |
| | <input type="checkbox"/> Plan/assessment dealing with all features |

3. Age-friendly Accomplishments to Date & Recognition. Many BC communities have already completed steps required to be recognized as an age-friendly community. Please indicate below if your community has completed the following:

- ☒ Established an age-friendly advisory or steering committee that includes the active participation of older adults. An existing committee can also take on this mandate.

☒ Passed a council or district board resolution to actively support, promote and work towards becoming an age-friendly community. As an alternative, local governments may have chosen to commit to being age-friendly through specific goals, objectives or policies in an official community plan or strategic plan.

☒ Conducted an age-friendly assessment in consultation with older adults.

☒ Developed and published an action plan.

Can BC Healthy Communities Society contact you to discuss completing Age-friendly Community recognition?

☒ Yes ☐ No

4. Proposed Activities. Please describe the specific activities you plan to undertake. Refer to Section 4 of the Program & Application Guide for eligible activities under Stream 1.

The activities proposed in this project include the creation of an Age-Friendly Stakeholder Committee, identification of a neighbourhood for the project, neighbourhood group recruitment, neighbourhood group meetings, a roundtable meeting and an evaluation report.

1. Age-Friendly Stakeholder Committee: various members of the Dementia-Friendly Stakeholder Committee (UBCM 2018 Age-Friendly Communities Grant) have agreed to stay on to continue work on Richmond's Age-Friendly Action Plan initiatives. Additional members will be recruited to the group including City staff (Built Environment) and local organizations/businesses to ensure adequate representation. Coordinated by City staff, the group will meet to advise project activities, attend neighbourhood group meetings (when appropriate), participate in the roundtable meeting and planned evaluation activities.

2. Identification of a Neighbourhood in Richmond: The Stakeholder Committee will identify a neighbourhood in Richmond utilizing background information provided by City staff, actions from City Plans addressing Age-Friendly components (e.g. Official City Plan, Social Development Strategy and Age-Friendly Plan), information sessions and brainstorming activities

3. Neighbourhood Group Recruitment: a plan will be developed with the Stakeholder Committee to target and recruit a representative group of seniors to participate in the neighbourhood group including those who are vulnerable and facing barriers to aging in place (e.g. isolated/potentially isolated, varying mental/physical abilities, multiple chronic conditions, using assistive devices, differing living arrangements, varying income level and language ability). This plan will include the development of marketing materials with key messaging, advertising and promotions in areas where seniors in the neighbourhood may visit and target existing clients of the Stakeholder Committee such as Vancouver Coastal Health as well as other organizations serving seniors. There will also be a targeted effort to distribute and share information in the specific neighbourhood the project will take place in.

4. Neighbourhood Group Meetings: will take place in various locations within the neighbourhood (e.g. schools, Community centres, places of worship) and reflect the topic area if needed. City staff and other community partners will be invited to attend meetings and to share information and resources as needed. Each meeting will include a "hands-on" component including a walk around the neighbourhood led by the neighbourhood group and City staff to identify barriers and successes in the built environment. The first meeting will include a brainstorm session and neighbourhood asset mapping exercise. Proposed topics include: Signage/Wayfinding; Safety and Accessibility; Social Gathering Spaces; Greenspaces; Transportation including a bus and skytrain ride from the neighbourhood. Discussion points will be based on: 1) Actions outlined in

the City's Plans that address Age-Friendly components (e.g. Official Community Plan, Social Development Strategy and Age-Friendly Assessment and Action Plan) and 2) Topics and issues raised during the first meeting brainstorm session with the neighbourhood group

5. A Roundtable Meeting will bring together all involved in the project to present findings from activities to date, evaluate the "neighbourhood group" process and develop key recommendations for future age-friendly planning in Richmond.

6. A Final Evaluation Report will outline the project activities, evaluation of the neighbourhood group process, outcomes from the Roundtable meeting, recommendations for City plans and future age-friendly activities and next steps.

5. Program Goals & Objectives. How will the proposed planning activities meet the goals of the 2019 Age-friendly Communities grant program? How will this make your community more age-friendly?

The proposed planning activities will meet the goals of the 2019 Age-Friendly Communities grant program by supporting the development of a template or plan to engage seniors in the creation of Age-Friendly neighbourhoods in Richmond.

This project will help to make Richmond more Age-Friendly by educating and increasing the knowledge and awareness of residents about:

1. Age-Friendly communities
2. How to identify and reduce barriers in the built environment and
3. Available programs, services, tools and resources that are available to help them to age in place and remain healthy, active and connected to their communities.

The City can apply this plan to other neighborhoods in Richmond ensuring the City as a whole is working towards becoming Age-Friendly.

6. Intended Outcomes, Deliverables & Impacts What will your project achieve? What will be the specific deliverables? List any policies, practices, plans or documents that will be developed or amended as a result of your project.

The goal of the project is to engage seniors with the support from the City and Community Partners in the creation of Age-Friendly neighbourhoods by identifying barriers in the built environment that may prevent them from positively aging in place.

The project will provide the following:

1. A neighbourhood group will act as a resource to City staff and other Community Partners for issues that arise and Age-Friendly actions to be completed in the future (e.g. future developments, proposed programs and services for seniors, evaluations of existing spaces, etc.)
2. Members of the neighbourhood group will be a valuable resource to others living in their neighbourhood having an increased knowledge and awareness of City programs, services, tools and resources and trained in how to access and utilize them effectively.
3. Suggestions for improvements to existing City programs, services, tools and resources based on feedback and project findings as well as suggestions for new ideas.
4. Suggestions for improvements to the existing built environment in Richmond based on feedback and project findings as well as suggestions for new ideas.
5. Members of the neighbourhood group will serve as a network and social connection for others living in the neighbourhood which may lead to residents feeling more safe, secure and connected to their community.
6. The neighbourhood group approach and project findings can be rolled out to other

neighbourhoods in Richmond and beyond in the future.

7. The Age-Friendly Stakeholder Committee including key members of the neighbourhood group would continue on to help guide future Age-Friendly projects.

7. Community Partners & Participation by Seniors

- A. All applicants are encouraged to work with their local Health Authority. How will the proposed planning activities include your health authority?

Various departments of Vancouver Coastal Health (VCH) will be a part of this project through representation on the Age-Friendly Stakeholder Committee as well as a neighbourhood group participant. The City will also partner with VCH for referrals to the neighbourhood group, marketing and promotions support, training and education, information and resources, providing guest speakers for meetings and connections to programs and services.

- B. List all confirmed partners (e.g. school districts, First Nations or Aboriginal organizations, seniors, senior-serving organizations, community organizations and other local governments) that will directly participate in the proposed planning activities and the specific role they will play.

1. Richmond Cares, Richmond Gives (Better at Home): Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Marketing and Promotions; Information and Resources; Connections to Programs and Services; Volunteer Support

2. Richmond Addictions Services Society: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Information and Resources; Connections to Programs and Services

3. Richmond Food Bank: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Connections to Programs and Services

4. Richmond Seniors Advisory Committee: Age-Friendly Stakeholder Committee Member; Neighbourhood Group Participant; Referrals to Neighbourhood Group; Marketing and Promotions

5. Verve Senior Living: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Marketing and Promotions; Information and Resources

6. Metro Vancouver Housing Corporation: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Marketing and Promotions; Information and Resources; Connections to Programs and Services

7. Vancouver Coastal Health (Public Health and Primary Care, Falls Prevention Team and Older Adult Mental Health): Age-Friendly Stakeholder Committee Member; Neighbourhood Group Participant; Referrals to Neighbourhood Group; Marketing and Promotions; Training and Education; Information and Resources; Guest Speaker; Connections to Programs and Services; Volunteer Support

8. Alzheimer Society of B.C.: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Marketing and Promotions; Training and Education; Information and Resources; Guest Speaker; Connections to Programs and Services

9. Minoru Seniors Society: Age-Friendly Stakeholder Committee Member; Neighbourhood Group Participant; Referrals to Neighbourhood Group; Marketing and Promotions;

Information and Resources; Connections to Programs and Services; Volunteer Support

10. Richmond Public Library: Age-Friendly Stakeholder Committee Member; Referrals to Neighbourhood Group; Marketing and Promotions; Information and Resources; Connections to Programs and Services

11. Community Centre Associations: Age-Friendly Stakeholder Committee Member; Neighbourhood Group Participant; Referrals to Neighbourhood Group; Marketing and Promotions; Information and Resources; Guest Speaker; Connections to Programs and Services; Volunteer Support

12. City of Richmond: Community Services: Parks, Recreation and Community Social Development; Planning & Development: Policy Planning and Transportation; Engineering and Public Works: Roads and Construction; Community Safety: RCMP: Age-Friendly Stakeholder Committee Member; Neighbourhood Group Participant; Referrals to Neighbourhood Group; Marketing and Promotions; Training and Education; Information and Resources; Guest Speaker; Connections to Programs and Services; Volunteer Support

C. Describe any direct participation by seniors in the proposed planning activities.

Seniors will directly participate in the project in the following ways:

1. Age-Friendly Stakeholder Committee Member
2. Neighbourhood Group Participant
3. Referrals to Neighbourhood Group
4. Marketing and Promotions Support
5. Training and Education
6. Volunteer Support
7. Participants of the Roundtable Meeting

8. Evaluation. How will the project be evaluated (performance measures and/or benchmarks be used to measure outcomes)? How will this information be used?

A pre and post survey will be given to neighbourhood group members to measure their awareness of built environment components in their neighbourhood as well as City programs and services that may support positive aging in place.

The roundtable meeting which will bring together the Age-Friendly Stakeholder Committee and neighbourhood group will be evaluating the project work done thus far and will be an evaluation of whether the concept of a neighbourhood group works. All members will present on their experiences and will report back on project activities. This information will be used to determine the success of the neighbourhood group concept and also to make recommendations for use of this tool in the future for other neighborhoods in Richmond.

9. Support from BC Healthy Communities (BCHC) Society. Applicants approved under the 2019 Age-friendly Communities grant program may be eligible to apply for a range of services from BCHC Society.

The purpose of this support is to: 1) engage sector leaders so they can collaboratively prioritize the goals intended to be achieved through their age-friendly community grant; 2) understand and utilize key capacities and innovative practices that will support community groups to bring their age-friendly initiatives to the next level; and 3) determine the next wise actions to achieve the community's age-friendly goals.

Would you be interested in additional information to learn more about possible supports from BCHC Society?

☒ Yes ☐ No

10. Additional Information. Please share any other information you think may help support your submission.

The idea for this project stemmed from the success of the previously funded 2018 UBCM Age-Friendly Grant: Richmond Dementia-Friendly Community Action Plan currently being developed which included a Walking Interview led by a person living with dementia and included City staff working in the built environment and other partners such as the Alzheimer Society of B.C. All those involved learned from sharing their perspectives and experiences around navigating the built environment and formed meaningful partnerships through the process.

Please note: Resolution for this grant proposal is on the Agenda for the upcoming Council Meeting on November 26, 2018.

SECTION 3: Required Attachments

Please submit the following with your application:

- ☒ Council/Board or Band Council Resolution – Indicating local government support for the proposed project and a willingness to provide overall grant management
- ☒ Detailed budget

Submit the completed Application Form and all required attachments as an e-mail attachment to lgps@ubcm.ca and note "2019 Age-friendly" in the subject line. Submit your application as either a Word or PDF file(s). If you submit by e-mail, hardcopies and/or additional copies of the application are not required.

SECTION 4: Signature

Applications are required to be signed by an authorized representative of the applicant. Please note all application materials will be shared with the Province of BC and BCHC Society.

Name: Debbie Hertha

Title: Seniors Coordinator

Signature:



Date: November 2, 2018



City of Richmond

Report to Committee

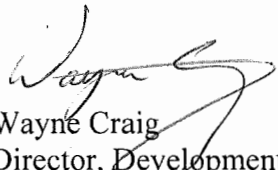
To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 15, 2018
File: RZ 17-771592

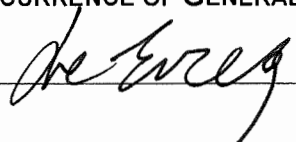
Re: Application by Interface Architecture Inc. for Rezoning at 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" Zone to the "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, for the rezoning of 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" zone to the "Low Density Townhouses (RTL4)" zone to permit the development of 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road, be introduced and given first reading.


Wayne Craig
Director, Development
(604-257-4625)

WC:cl
Att. 9

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

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 10671, 10691, and 10751 Bridgeport Road from the “Single Detached (RS1/D)” zone to the “Low Density Townhouses (RTL4)” zone, to permit a development containing 24 townhouse units with right-in/right-out vehicle access to Bridgeport Road (Attachment 1).

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2.

Existing Site Condition and Context

A survey of the subject site is included in Attachment 3. The subject site is 4,434.7 m² in size and is located on the north side of Bridgeport Road, between McKessock Avenue and Shell Road. The existing dwellings are accessed via four driveway crossings on Bridgeport Road.

Existing Housing Profile

The subject site currently consists of three lots; each containing a single-family dwelling that the applicant indicates is occupied and rented. The applicant indicates that there are no legal secondary suites in the dwellings. Each of the dwellings is proposed to be demolished at future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, are the rear portions of lots zoned “Single Detached (RS1/D)” that front McKessock Avenue and Shell Road (2408 McKessock Avenue, and 2755 Shell Road).
- To the South, immediately across Bridgeport Road, is a lot zoned “Town Housing (ZT17) – Bridgeport Road (Bridgeport Area)” at 3088 Airey Drive containing two-storey townhouses. In addition, there are three lots zoned “Single Detached (RS1/F)” at 10760, 10780 Bridgeport Road and 3033 Shell Road that are the subject of an active rezoning application to the “Medium Density Townhouses (RTM3)” zone, for which the proposed Zoning Amendment Bylaw received Third Reading at the Public Hearing held on September 4, 2018 (RZ 16-754158).
- To the East, are two lots zoned “Single Detached (RS1/D)” at 10811 and 10891 Bridgeport Road.
- To the West, is one lot zoned “Single Detached (RS1/D)” at 10651 Bridgeport Road.

Existing Legal Encumbrances

There is an existing statutory right-of-way (SRW) registered on title of the properties for the sanitary sewer located in both the northeast and west portions of the land assembly. Encroachment into the SRW is not permitted.

As part of the proposed development, the Applicant is required to discontinue use of the existing sanitary service connections to the site (including cutting, capping, and removing existing connections and inspections chambers/leads). As part of the Servicing Agreement process, the Applicant is required to install new sanitary sewer along McKessock Avenue and Bridgeport Road to service the subject site.

The existing SRWs must remain on the subject site for continued access to the existing sanitary sewers providing service to the adjacent properties.

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”, which allows single-family dwellings, duplexes, and townhouses.

The subject site is also governed by the Bridgeport Area Plan. The Bridgeport Area Plan Land Use Map designation for the subject site is “Residential Area 2 (subject to the policies described in Section 3.1 and 4.0)” (Attachments 4 and 5), which allows low density townhouses. The Area Plan Policies include development criteria such as:

- the maximum permitted density (0.60 FAR subject to compliance with the City’s Affordable Housing Strategy);
- the minimum land assembly size and frontage (2,500 m²; 50 m on Bridgeport Road);
- avoiding residual sites, but that where a residual site is permitted it must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road as demonstrated through a preliminary plan presented with the prior rezoning;
- preferred vehicle access off McKessock Avenue or Shell Road, with vehicle access off Bridgeport Road discouraged; and
- information about potential future road extension and pedestrian connectivity options for McKessock Place.

The proposed development is consistent with the land use map designations in the OCP and Bridgeport Area Plan.

The Applicant has submitted documentation indicating the efforts they have made to assemble with the adjacent property to the west to respond to the Area Plan policies to avoid residual sites and to secure vehicle access to McKessock Avenue rather than to Bridgeport Road (Attachment 6). The Applicant indicates that the outcome of those efforts was not successful and that the subject proposal responds to the Area Plan policies by restricting vehicle access to Bridgeport

Road to right-in/right-out movements and by demonstrating through a preliminary plan that the residual sites have viable future townhouse development potential (Attachment 7).

OCP Aircraft Noise Sensitive Development (ANSD) Policy

Consistent with the OCP, the ANSD Policy applies to the subject site, which is located within the “High Aircraft Noise Area (Area 2)”. In accordance with this Policy, all aircraft noise sensitive land uses may be considered except new single-family development that is not already supported by an existing OCP land use designation, Area Plan, or Single-Family Lot Size Policy.

As the proposed development at the subject site involves multi-family development, it is consistent with the ANSD Policy. Prior to final adoption of the rezoning bylaw, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and ensure that noise mitigation, mechanical ventilation, and a central air conditioning system (or alternative) is incorporated into building design and construction.

Affordable Housing Strategy

Consistent with the City’s Affordable Housing Strategy, the applicant proposes to submit a cash-in-lieu contribution to the Affordable Housing Reserve fund in the amount of \$8.50 per buildable square foot prior to final adoption of the rezoning bylaw (i.e., \$234,082.00).

Public Art Program Policy

The applicant will be participating in the City’s Public Art Program by making a voluntary contribution to the City’s Public Art Reserve fund for City-wide projects on City lands. Since this Rezoning application was submitted in 2017, the applicable rate for the contribution is \$0.83 per buildable square foot; for a total contribution in the amount of \$22,858.00. This voluntary contribution is required to be submitted to the City prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. In response to the placement of the rezoning sign on the property, the City met with and received written correspondence from several neighbouring residents who expressed their concerns about the redevelopment proposal. The nature of concerns and the City staff response to these concerns (in bold italics) is broken down into the following groups:

Concerns - residents at 2380 McKessock Avenue, 2408 McKessock, 2751 and 2755 Shell Road

- Implications of the subject proposal on the future redevelopment potential of their properties.
 - ***The Bridgeport Area Plan land use designation for the properties at 2380 McKessock Avenue, 2408 McKessock, 2751 and 2755 Shell Road is “Residential Area 1 (subject to***

the policies described in Section 3.1 and 4.0)". This land use designation allows for either single-family lots (as per the applicable Lot Size Policy) or for townhouses subject to specific development criteria. The Applicant has submitted a concept plan (Attachment 7) to show how the neighbouring properties to the north of the subject site could redevelop for either single-family lots or townhouses in the future consistent with the Area Plan designation. Additional discussion on this subject is provided in the section of this report entitled "Future Neighbourhood Development Concept".

- Potential water, storm, and sanitary servicing impacts to the property at 2380 McKessock Avenue at present or should they redevelop their property in the future.
 - *The water, storm, and sanitary servicing requirements associated with future redevelopment of 2380 McKessock Avenue would be analysed by City staff upon submission of a rezoning application for that property. City staff would undertake an analysis of the existing infrastructure in place at that time and its' capacity to service the proposed redevelopment of that property. If any improvements to/relocation of infrastructure was identified as part of that analysis, it would be undertaken at the developer's cost through a Servicing Agreement.*
- The desire by the resident of 2380 McKessock Avenue to see the boulevard and servicing improvements associated with the subject proposal undertaken prior to on-site construction.
 - *The subject proposal requires boulevard and servicing improvements to be made on McKessock Avenue and Bridgeport Road. These works must be designed and constructed by the Applicant through a Servicing Agreement, which must be entered into prior to final adoption of the rezoning bylaw. The works associated with the Servicing Agreement are typically undertaken after on-site construction and servicing has been completed to avoid potential damage to the off-site works. Along with the Servicing Agreement process, the Applicant is required to submit a Construction Traffic and Parking Management Plan for review and approval by City staff prior to Building Permit issuance, which will address any disruptions due to construction.*

Concerns - resident at 10651 Bridgeport Road

Copies of written correspondence received from the resident of 10651 Bridgeport Road, as well as the City's acknowledgement of the correspondence, are included in Attachment 8. To summarize, the resident expressed the following concerns (the City staff response is shown in bold italics):

- The proposed vehicle access on Bridgeport Road, rather than from an alternate road such as McKessock Avenue or Shell Road, and the potential for increased traffic and vehicle/pedestrian safety on Bridgeport Road, as well as at the McKessock Avenue intersection.
 - *The Applicant has submitted a Traffic Impact Study prepared by a professional engineer, which has been reviewed and the findings supported by Staff. Further information on this subject is provided in the section of this report entitled "Site Access, Parking, and Transportation Improvements".*
- Dissatisfaction with the applicant's efforts to assemble with their property at 10651 Bridgeport Road as a means to secure alternate vehicle access of McKessock Avenue, resulting in the creation of a residual lot at 10651 Bridgeport Road, and concern about the implications of this on their future redevelopment potential.

- *The Applicant has submitted documentation describing the efforts made to acquire the adjacent property to the west as a means to secure vehicle access from McKessock Avenue and to avoid the creation of a residual lot (Attachment 6). Since those efforts have been unsuccessful to-date, the subject proposal has been designed with right-in/right-out vehicle access to Bridgeport Road and to provide future shared vehicle access to 10651 Bridgeport Road via a statutory right-of-way for public access over the entire drive-aisle without the need to create an additional vehicle access point.*
- *A concept plan has also been prepared to show how the neighbouring property at 10651 Bridgeport Road could redevelop for townhouses in the future consistent with the Area Plan designation (Attachment 7). Additional discussion on this subject is provided in the section of this report entitled "Future Neighbourhood Development Concept".*

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 a further opportunity to comment.

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

Analysis

Site Planning

This proposal is to develop 24 townhouse units on a development site that would be approximately 4,264 m² (45,899 ft²) in area after the required 2.3 m road dedication along the Bridgeport Road frontage. Conceptual development plans proposed by the applicant are included in Attachment 9.

The proposed site layout consists of:

- Two three-storey buildings; each containing four units, along Bridgeport Road and mid-way through the site.
- Four two-storey duplex buildings along the north end of the site.

All buildings have a north-south orientation and are arranged in east-west rows. The main unit entries for all buildings are proposed to face south; either onto Bridgeport Road, or onto the internal drive-aisles.

A common Outdoor Amenity Space is proposed in the middle of the site, as well as two passive outdoor seating areas; one with benches on either side of the pedestrian pathway in the north portion of the site, and one with balancing/seating logs in the southwest portion of the site under a large Douglas Fir tree that is to be retained.

Consistent with the OCP, the Applicant proposes to submit a contribution to the City prior to rezoning bylaw adoption in-lieu of the provision of common indoor amenity space on-site. Since this Rezoning application was submitted in 2017, and was in-stream at the time that City Council amended the OCP in February 19, 2018 to update the contribution rates, it may be subject to the former contribution rates if the rezoning bylaw is granted 1st reading by February 19, 2019.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the Applicant's contribution to the City would be in the amount of \$29,000 (i.e., \$1,000/unit for the first 19 units; plus \$2000/unit for the remaining five units).

Site Access, Parking, and Transportation Improvements

The Bridgeport Area Plan policies for townhouse proposals in "Residential Area 2" identify that:

- vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place); and
- vehicle access off Bridgeport Road is discouraged.

As noted previously, the Applicant submitted documentation indicating that efforts were made in 2016 and 2018 to acquire the property to the west at 10651 Bridgeport Road as a means to secure vehicle access from McKessock Avenue, however City staff understands that those efforts have been unsuccessful to-date. The potential for securing vehicle access eastward to Shell Road is limited by a newer dwelling that was recently constructed at 10811 Bridgeport Road in 2013.

On this basis, the Applicant proposes vehicle access to the subject site off Bridgeport Road via a driveway crossing that is located approximately in the middle of the block between McKessock Avenue and Shell Road. The site plan and internal drive-aisle has been configured to enable future shared vehicle access to the adjacent properties to the east and west by way of a SRW for public-right-of-passage which is required to be registered on title prior to final adoption of the rezoning bylaw. This helps to minimize the need to create additional vehicle access points off Bridgeport Road in the future.

The subject site's driveway crossing will be constructed with a triangular-shaped raised barrier curb island within the boulevard along Bridgeport Road to physically restrict vehicle movements to the site to right-in/right-out only. This will be further supplemented with turn restriction signage on-site and on Bridgeport Road. A centre-median on Bridgeport Road may be pursued to further reinforce the turn restrictions at the site access as part of the ultimate buildout of the Bridgeport Road and Shell Road intersection as road allowance becomes available through future redevelopment. The Applicant has submitted a Traffic Impact Study in support of the proposed vehicle access off Bridgeport Road. Further details on the findings of the Traffic Impact Study are provided in the section of this report entitled "Traffic Impact Study".

To accommodate the raised barrier curb island, and for future road widening, the Applicant is required to provide a road dedication of 2.3 m along the entire south property line on Bridgeport Road. A Servicing Agreement is required to be entered into prior to rezoning bylaw adoption for the design and construction of the required works.

The Servicing Agreement design will also include improvements to the pedestrian environment through boulevard upgrades along Bridgeport road, to include (but is not limited to): a new 1.5 m wide concrete sidewalk at the new property line with transition to the existing sidewalk to the east and west of the subject site, along with a new treed/grass boulevard (approximately 3.7 m wide) at the curb. This will create a wider buffer between the roadway and pedestrians along the site's frontage. As well, the number of conflict points will be reduced as a result of the sole

access to the site as pedestrians currently have to cross four driveways along the same stretch of Bridgeport Road.

Pedestrian access to the site from Bridgeport Road is proposed in the form of two defined pathways on either side of the drive-aisle entrance, which are proposed to be treated with paving stones to differentiate it from the driving surface. The pathways combine to form a single north-south pedestrian pathway through the middle of the site to enable a future public pedestrian connection between Bridgeport Road and McKessock Place, should the properties to the north of the subject site redevelop in the future, consistent with the Area Plan. Prior to final adoption of the rezoning bylaw, the applicant must register a SRW for public right-of-passage on title to secure the future potential public pedestrian connection between Bridgeport Road and McKessock Place.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 48 resident vehicle parking spaces are proposed; all of which are provided in a side-by-side arrangement. Of the required resident parking spaces, 50% are standard-sized spaces and 50% are small-sized spaces. A total of five visitor parking spaces are also proposed on-site; one of which is an accessible parking space. A total of 32 resident bicycle parking spaces (Class 1) are proposed within the garages of the units, while a bike rack for five visitor bicycle parking spaces (Class 2) is proposed outdoors at the entrance to the Outdoor Amenity Space.

Traffic Impact Study

The applicant submitted a Traffic Impact Study prepared by a professional engineer. The Study has been reviewed and the findings are supported by Staff.

The Study confirms that the proposed vehicle access at the subject site; with right-in/right-out restrictions to Bridgeport Road, does not negatively impact traffic operations and safety of the surrounding road network including the Bridgeport Road and McKessock Avenue intersection and the Bridgeport Road and Shell Road intersection. By being located near the centre of the site's frontage, the proposed vehicle access optimizes separation between the Shell Road and McKessock Avenue intersections. The study also identifies that the single proposed driveway crossing with turning restrictions presents fewer conflict points than the existing four all-movement driveways for the existing single-family dwellings on Bridgeport Road.

The Study finds that the development proposal generates a manageable increase in traffic volume over the existing four single-family dwellings and that this increase can be accommodated with the existing capacity of the adjacent road and transportation system.

Through redevelopment of the properties to the east and northeast of the subject site, a future vehicle connection to Shell Road may be possible for use by residents of the subject site via the internal drive-aisle. This will provide a more direct connection to Bridgeport Road for those leaving the site destined eastbound in the future.

Future Neighbourhood Development Concept

The applicant has submitted concept plans to show how the neighbouring properties to the west, east, and north of the subject site could redevelop in the future consistent with the Bridgeport

Area Plan land use designations (Attachment 6). The concept plans assist with responding to the concerns expressed by neighbouring residents about implications of the proposed rezoning application to future redevelopment potential of their properties. The concept plans show two scenarios for how the neighbouring properties could redevelop as per the Area Plan, as described below. An additional scenario for the property at 10651 Bridgeport Road to the west of the subject site is also described further below.

Scenario # 1 – Single-Family Lots in “Residential Area 1” & Townhouses in “Residential Area 2”

The concept plan entitled “Scenario # 1” shows that the properties designated as “Residential Area 1” to the north of the subject site can redevelop through rezoning and subdivision into single-family lots zoned “Single Detached (RS2/B)” as per Lot Size Policy 5448 (Attachment 10) off a cul-de-sac extension of McKessock Place, with a secondary emergency access route through the Shell Road and public pedestrian connectivity through to Bridgeport Road.

The concept plan also shows that the properties designated as “Residential Area 2” to the east and west of the subject site can redevelop for low density townhouses, with shared vehicle access through the subject site to Bridgeport Road by way of a SRW for public-right-of-passage, which is required to be registered on title prior to final adoption of the rezoning bylaw. This avoids the need for additional vehicle access points off Bridgeport Road, McKessock Avenue, or Shell Road.

Scenario # 2 – Townhouses in “Residential Area 1” and in “Residential Area 2”

The concept plan entitled “Scenario # 2” shows that the properties designated as “Residential Area 1” to the north of the subject site can redevelop for low density townhouses with vehicle access off Shell Road, public pedestrian connectivity through to Bridgeport Road, and a slight road dedication to extend McKessock Place to provide a vehicle turnaround area (no vehicle access would occur to or from McKessock Place).

The concept plan remains unchanged for the properties designated as “Residential Area 2” to the east and west of the subject site, which can redevelop for low density townhouses, with shared vehicle access through the subject site to Bridgeport Road by way of a SRW for public-right-of-passage over the drive-aisle.

Additional Scenario - 10651 Bridgeport Road

Although it is not shown on the concept plan, the property at 10651 Bridgeport Road to the west of the subject site also has the potential to subdivide under the existing “Single Detached (RS1/D)” zone to create two lots fronting McKessock Avenue, consistent with Lot Size Policy 5448. A subdivision plan would be required with a formal subdivision application to verify zoning compliance, however, staff’s preliminary analysis is that the property would meet the minimum lot dimensions to subdivide after the road dedications required for frontage improvements.

Tree Retention/Replacement and Landscaping

The applicant has submitted a Certified Arborist’s Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses:

- 21 bylaw-sized trees (which include three hedgerows) on the subject property; and
- Three trees on neighbouring properties at 2408 McKessock Avenue and 2755 Shell Road.

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

- The large Douglas Fir on-site (Tree #958) is in good condition and should be retained and protected at 5.0 m out from the base of the tree to the east and 6.0 m out from the base of the tree to the north and south; with existing grade maintained within the protection zone.
- Trees # 959, 960, 961 and 965 on-site are in poor condition and are in conflict with the proposed development. These trees are recommended for removal and replacement.
- A row of four bylaw-sized trees on-site (Tree #963) is a remnant hedge with little landscape value, and should be removed and replaced.
- A row of three bylaw-sized trees on-site (Tree # 964), which have been historically topped, are located 0.6 m below the existing sidewalk grade and are not good candidates for retention. These trees should be removed and replaced.
- A row of nine bylaw-sized Cypress trees on-site (Tree # 967) exhibits sparse canopy, likely due to the historical installation of a retaining wall on the neighbouring property to the east. In addition, this species does not respond well to root disturbance/construction impacts. The proximity of the hedgerow to the proposed building would necessitate significant root and canopy loss. These trees should be removed subject to the provision of 18 replacement trees, of which a minimum of two must be 5.0 m high conifers (i.e., a 2:1 ratio for the nine trees removed).
- Three trees located on neighbouring property (Trees #001, 002, and 003) neighbouring property, are to be retained. Trees # 001 and 002 should be protected on-site at 0.8 m from the north property line and 3.0 m out from the base of the trees to the east and west, with existing grade maintained within the protection zone. Tree protection measures within the subject site are not required for Tree # N003, as the tree is located beyond influencing distance.
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

Tree Protection

The large Douglas Fir (Tree # 958) on-site is to be retained and protected, as are the trees located on the neighbouring properties to the north (Trees #001, 002, and 003). The applicant has submitted a Tree Management Drawing showing the trees to be retained and the measures to be taken to protect them at development stage (Attachment 11). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of

construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- A tree survival security in the amount of \$10,000 for Tree # 958. The security will be held until construction and landscaping is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has survived. The City may retain a portion of the security for a one-year maintenance period to ensure that the tree has survived.
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

A total of 20 trees on-site are proposed to be removed [Trees # 959, 960, 961, 963 (4 trees), 964 (three trees), 965, and 967 (nine trees)]. In accordance with the 2:1 tree replacement ratio in the OCP, a total of 40 replacement trees are required to be planted and maintained on-site. 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:

| # Replacement Trees | Minimum Caliper of Deciduous Replacement Tree | Minimum Height of Coniferous Replacement Tree |
|---------------------|---|---|
| 30 | 6 cm | 3.5 m |
| 2 | 8 cm | 4.0 m |
| 2 | N/A | 5.0 m |
| 2 | 9 cm | 5.0 m |
| 4 | 10 cm | 5.5 m |

The Applicant's preliminary Landscape Plan illustrates that 44 trees of a variety of species and the required sizes are proposed. To ensure that the replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by a Registered Landscape Architect (including installation and a 10% contingency) prior to issuance of a Development Permit.

Energy Step Code

On July 16, 2018, Richmond City Council adopted BC Energy Step Code requirements for new residential developments. These new requirements apply to most Building Permit applications filed on or after September 1, 2018, except for developments with:

- a) A valid Development Permit.
- b) An acceptable Development Permit application submitted to the City by July 16, 2018.

Because this Rezoning application and the associated Development Permit application were received prior to July 16, 2018, this project may be constructed to meet the City's previous Townhouse Energy Efficiency and Renewable Energy Policy, so long as an acceptable Building Permit application for the development is submitted to the City by December 31, 2019. If this

deadline is not met, the development will be required to meet the City's Energy Step Code requirements.

Consistent with the previous Townhouse Energy Efficiency and Renewable Energy Policy, the Applicant has committed to achieving an EnerGuide Rating System score of 82 and to pre-ducting for solar hot water heating for the proposed development. As part of the Development Permit application review process, the applicant must submit a Building Energy Report prepared by a licensed energy auditor, satisfactory to the City, specifying the energy efficiency upgrades that will be implemented in the design and construction of the proposed townhouse development. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to secure the commitments to install all energy-efficiency upgrade measures identified in the approved Building Energy Report.

Accessibility

The Applicant proposes to provide aging-in-place features in all of the units (e.g., blocking in washroom walls for future grab-bar installation beside toilets, tubs, and showers; stairwell handrails; and lever-type handles for plumbing fixtures and door handles). In addition, the Applicant proposes two Convertible Units in one of the two-storey duplex buildings in the northeast corner of the site (i.e., Building 3). Details of the accessible housing features will be reviewed at the future Development Permit stage.

Site Servicing

Prior to rezoning, the applicant is required to pay Servicing Costs and to enter into a Servicing Agreement associated with the design and construction of the following servicing improvements (including, but not limited to): water, storm, and sanitary service connections/removals/tie-ins, water meters, fire hydrants, and upgrading of the storm and sanitary sewer systems along portions of McKessock Avenue and Bridgeport Road. This is in addition to the required boulevard upgrades along Bridgeport Road, as described previously.

Further details on the scope of the servicing improvements are included in Attachment 12.

Variances Requested

The proposed development, as illustrated in the conceptual development plans in Attachment 9, is generally in compliance with the "Low Density Townhouses (RTL4)" zone in Richmond Zoning Bylaw 8500, with the exception of a variance request to reduce the minimum front yard (along Bridgeport Road) from 6.0 m to 4.7 m.

Staff is supportive of this variance request for the following reasons:

- It enables a deeper rear yard setback, which provides a more sensitive interface alongside adjacent single-family housing to the north.
- The road dedication and frontage improvements that are required with rezoning enable a more pedestrian oriented boulevard in front of the units along Bridgeport Road, complete with grass and trees between the new property line and the existing curb of the road.

- Although the front yard setback is reduced, the proposal maintains consistency with the minimum private outdoor space guidelines in the OCP through the provision of balconies on the second floor of the units along Bridgeport Road, facing north off the main living area.

Future Development Permit Application Considerations

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for townhouses contained within the OCP, and continued consideration of the existing neighbourhood context.

Further refinements to site planning, landscaping, and architectural form and character will be made as part of the Development Permit application review process, including (but not limited to):

- Refinement of the pattern and use of non-porous surface materials to enhance on-site permeability and strengthen on-site pedestrian circulation and future public pedestrian connectivity.
- Refinement of the proposed fencing/screening on-site.
- Demonstrating that all of the relevant accessibility features are incorporated into the design of the proposed Convertible Units, and that aging-in-place features will be incorporated into all units.
- Consideration of alternate locations for some of the proposed replacement trees to ensure no conflict with the vehicle drive-aisle in close proximity to the site's entry.
- Exploring additional design development to provide adequate building massing articulation along Bridgeport Road.
- Review of the proposed colour palette and exterior building materials.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).
- Gaining a better understanding of the proposed sustainability features to be incorporated into the project.
- Refining the concept for the off-site boulevard improvements along Bridgeport Road.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the properties at 10671, 10691, and 10751 Bridgeport Road from the "Single Detached (RS1/D)" zone to the "Low Density Townhouses (RTL4)" zone, to permit a development containing 24 townhouse units with vehicle access to Bridgeport Road.

This proposal is consistent with the land use map designations for the subject site and relevant policies that are contained within the OCP and Bridgeport Area Plan.

The list of Rezoning Considerations is included in Attachment 12, which has been agreed to by the Applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9935 be introduced and given First Reading.



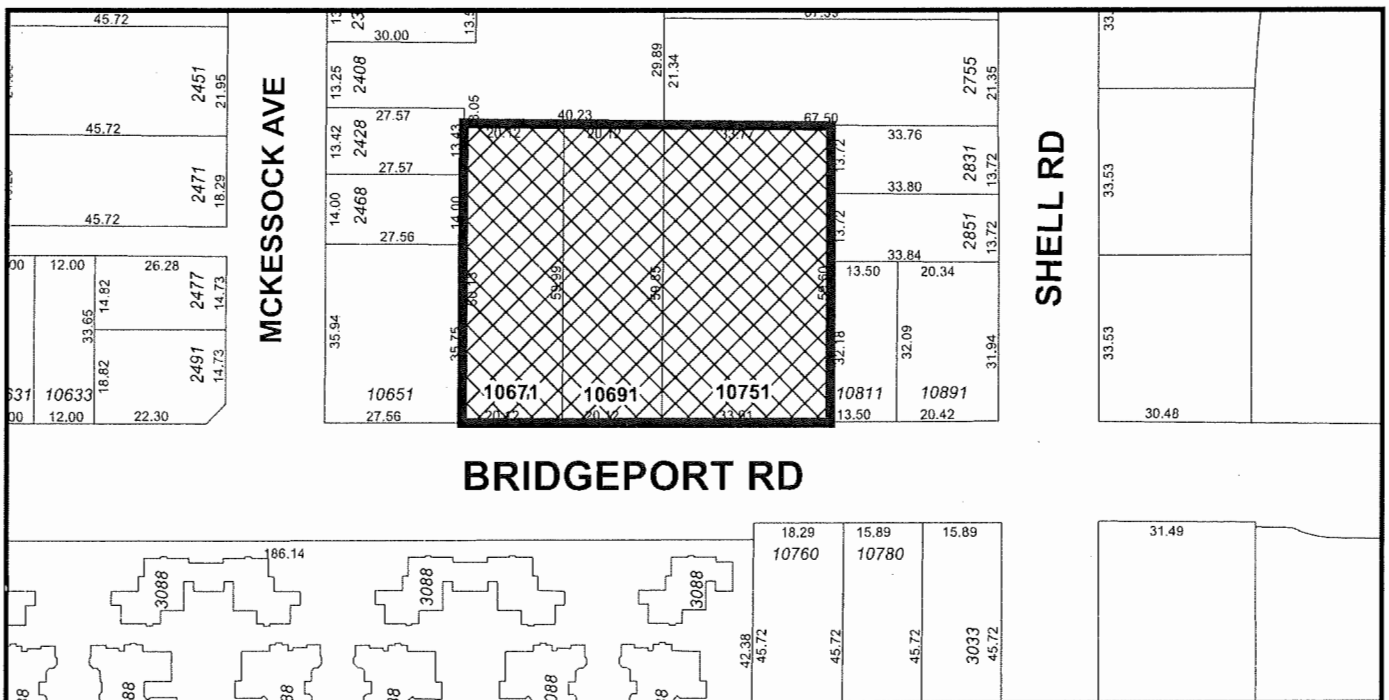
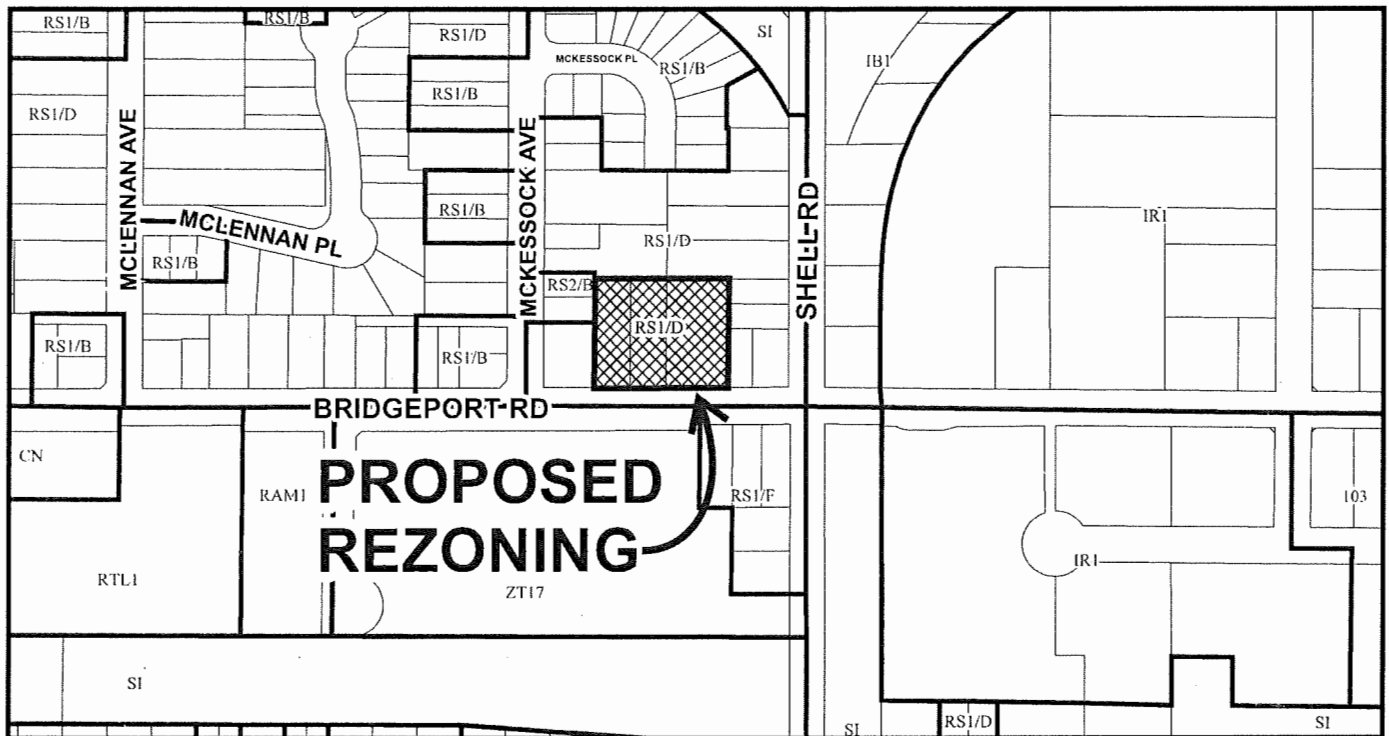
Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey (showing the proposed land assembly)
- Attachment 4: Bridgeport Area Plan Land Use Map
- Attachment 5: Bridgeport Area Plan Land Use Map Excerpt – “Residential Area 1” & “Residential Area 2”
- Attachment 6: Documentation from Applicant
- Attachment 7: Future Neighbourhood Development Concept
- Attachment 8: Written correspondence from resident at 10651 Bridgeport Road
- Attachment 9: Conceptual Development Plans
- Attachment 10: Lot Size Policy 5448
- Attachment 11: Tree Management Drawing
- Attachment 12: Rezoning Considerations



City of Richmond



RZ 17-771592

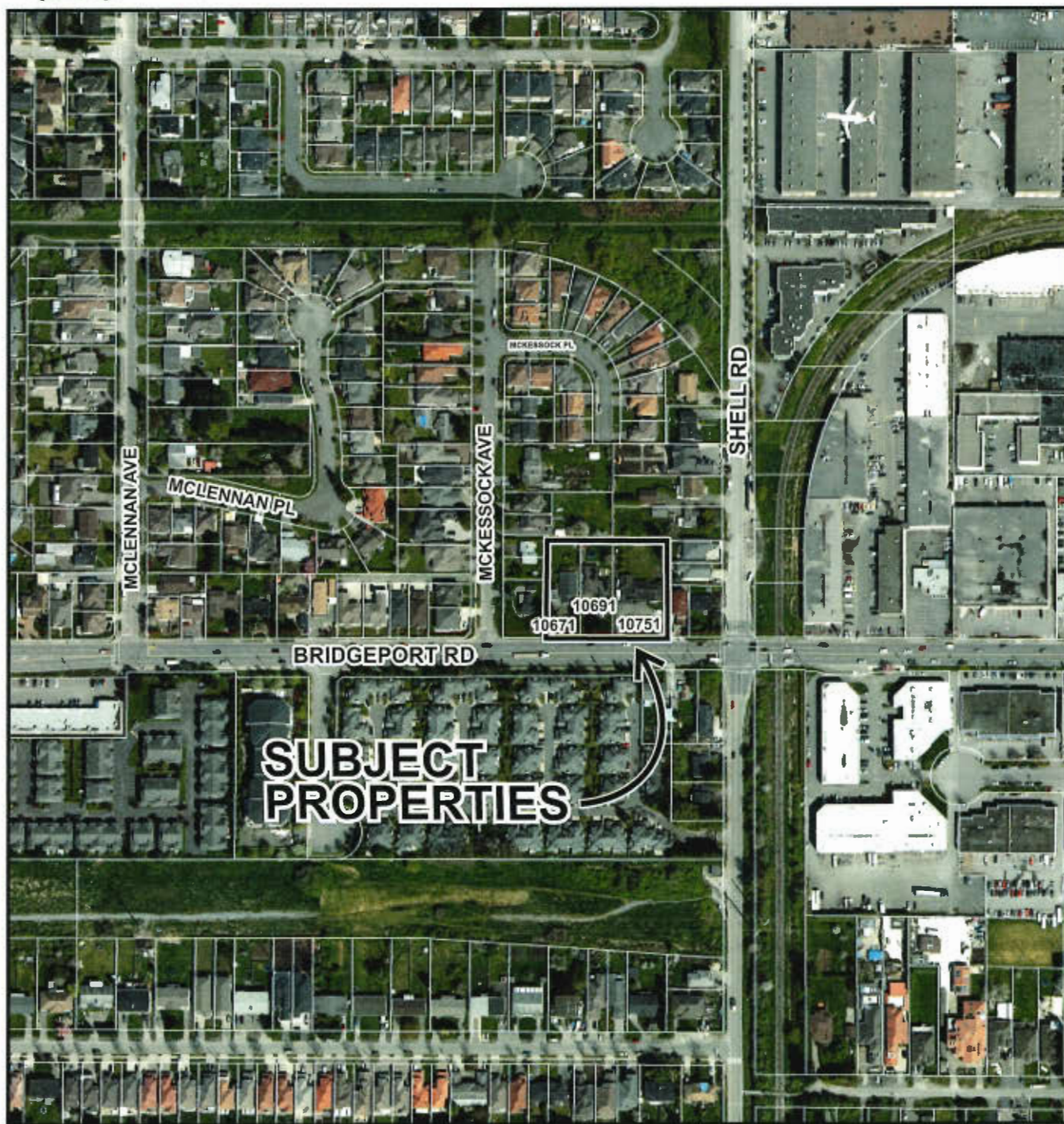
Original Date: 05/29/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 17-771592

Original Date: 05/30/17

Revision Date:

Note: Dimensions are in METRES



RZ 17-771592

Attachment 2

Address: 10671, 10691, and 10751 Bridgeport Road

Applicant: Interface Architecture Inc.

Planning Area(s): Bridgeport

| | Existing | Proposed |
|-------------------------------|---------------------------|--|
| Owner: | 1085948 B.C. Ltd | To be determined |
| Site Size: | 4,434.7 m ² | 4,264.1 m ² (after 170.6 m ² road dedication) |
| Land Uses: | Single-family housing | Townhouses |
| OCP Designation: | Neighbourhood Residential | No change |
| Area Plan Designation: | Residential Area 2 | No change |
| Zoning: | Single Detached (RS1/D) | Low Density Townhouses (RTL4) |
| Number of Units: | 3 | 24 |

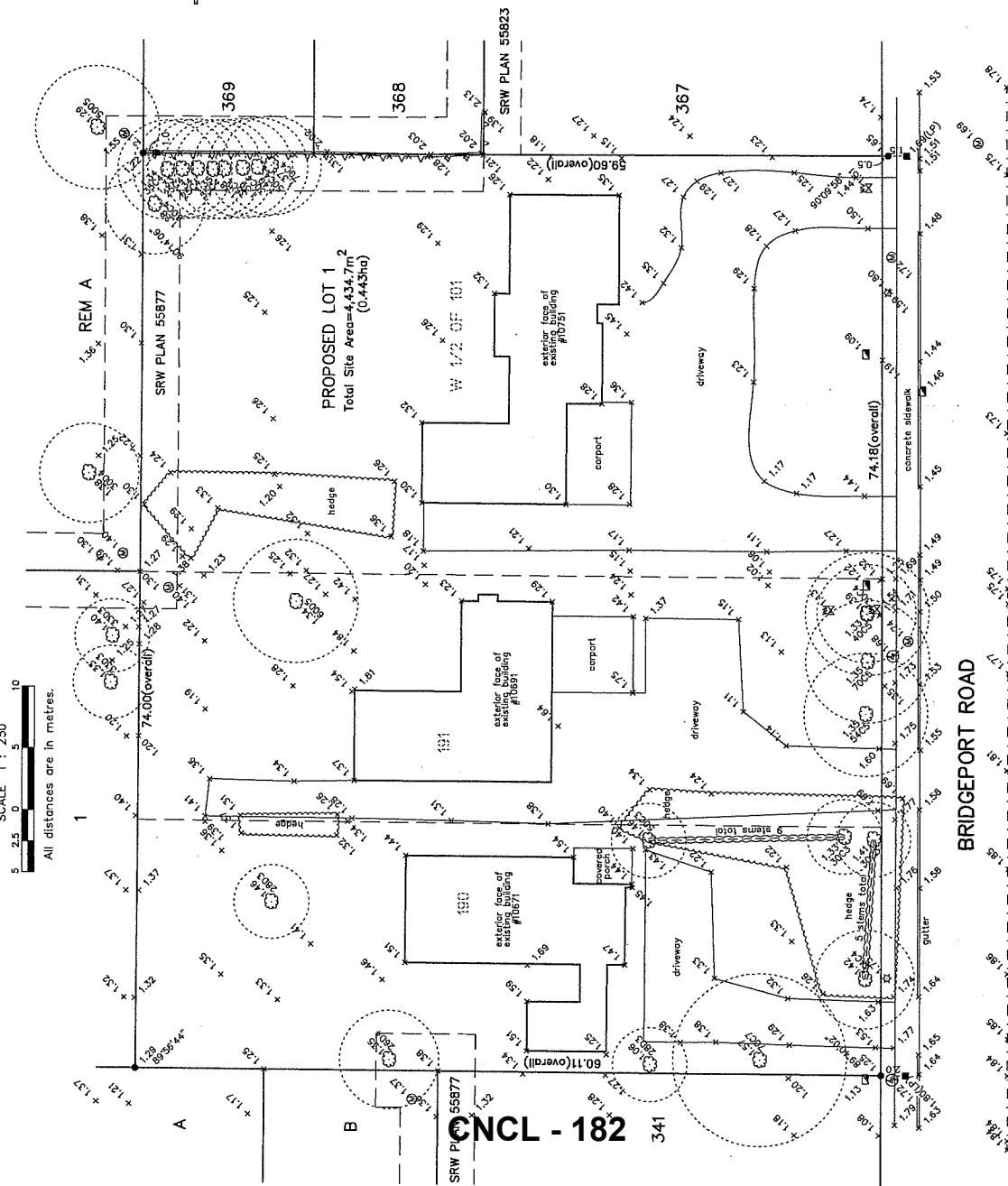
| On Future Site | Bylaw/Area Plan Requirement | Proposed | Variance |
|--|---|--|--------------------|
| Floor Area Ratio: | 0.60 | 0.59 | None permitted |
| Buildable Floor Area (m ²):* | 2,558.46 m ² (27,539.03 ft ²) | 2,511.09 m ² (27,030 ft ²) | None permitted |
| Lot Coverage – Building: | Max. 40% | 37.6% | None |
| Lot Coverage – Non-porous Surfaces: | Max. 65% | 62.4% | None |
| Lot Coverage – Live Landscaping: | Min. 25% | 25% | None |
| Minimum Lot Size: | 2,500 m ² | 4,264.1 m ² | N/A |
| Minimum Lot Width – Bridgeport Road: | 50 m | 74.18 m | N/A |
| Setback – Front Yard: | Min. 6.0 m | 4.7 m | Variance requested |
| Setback – Side Yard (West): | Min. 3.0 m | 3.0 m | None |
| Setback – Side Yard (East): | Min. 3.0 m | 3.0 m | None |
| Setback – Rear Yard: | Min. 3.0 m | 4.5 m | None |
| Building Height: | Max. 12.0 m Max. 3 storeys | 12.0 m 3 storeys | None |

| On Future Site | Bylaw/Area Plan Requirement | | | Proposed | Variance |
|---|---|---------------------------|---------|-----------------------------|----------|
| On-site Vehicle Parking Spaces – Regular (R) / Visitor (V): | Rate | Spaces | | 48 (R) and 5 (V) spaces | None |
| | 2.0/unit (R) 0.2/unit (V) | Min. 48 (R) Min. 5 (V) | | | |
| On-site Accessible Vehicle Parking Spaces: | 2% of required spaces (i.e., 1 space) | | | 1 space | None |
| Tandem Vehicle Parking Spaces: | % | Spaces | | N/A | None |
| | Max. 50% of required spaces | Max. 15 | | | |
| Max. Small Cars: | 50% (i.e., 24 spaces) | | | 50% (24 spaces) | None |
| Total On-site Vehicle Parking Spaces: | 53 spaces | | | 53 spaces | None |
| On-site Bicycle Parking Spaces: | | Rate | Spaces | 32 spaces | None |
| | Class 1 (R) | 1.25/unit | Min. 30 | | |
| | Class 2 (V) | 0.2/unit | Min. 5 | 5 spaces | |
| Max. Vertical Spaces: | 33% of required spaces (i.e., 9 spaces) | | | 8 spaces (+ 2 add'l spaces) | None |
| Total On-site Bicycle Parking Spaces: | 35 spaces | | | 37 spaces | None |
| Amenity Space – Indoor: | Min. 70 m ² | | | Cash-in-lieu | N/A |
| Amenity Space – Outdoor: | Min. 6 m ² /unit (i.e., 144 m ²) | | | 189.6 m ² | N/A |

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

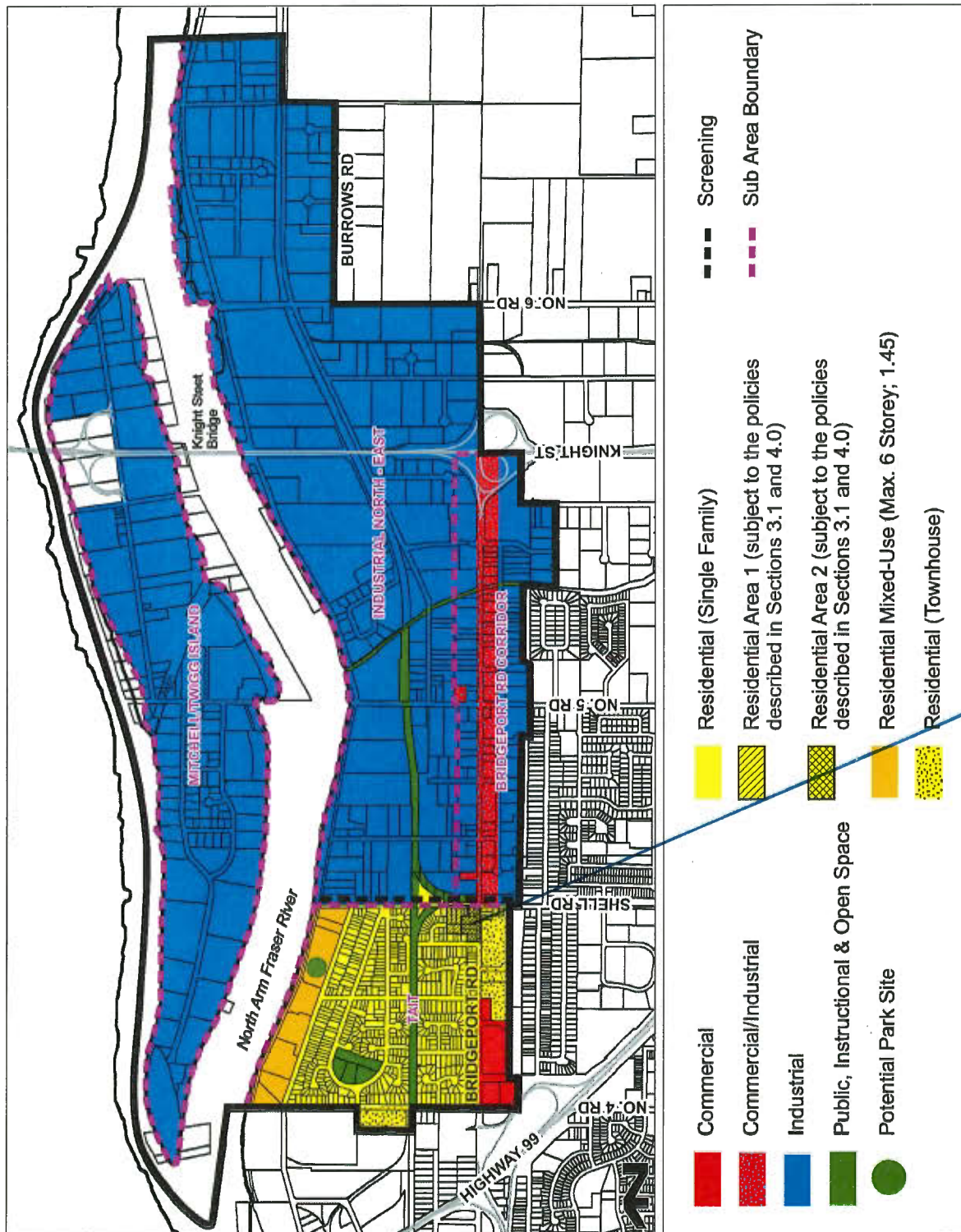
**SURVEY PLAN OF PROPOSED LOT 1
CURRENTLY LOTS 190, 191, PLAN 33687, AND WEST HALF LOT 101, PLAN 8212
ALL OF SECTION 23, BLOCK 5 NORTH, RANGE 6 WEST
NEW WESTMINSTER DISTRICT**

SCALE 1" = 250'
0 5 10
All distances are in metres.



City of Richmond

Land Use Map – Bridgeport

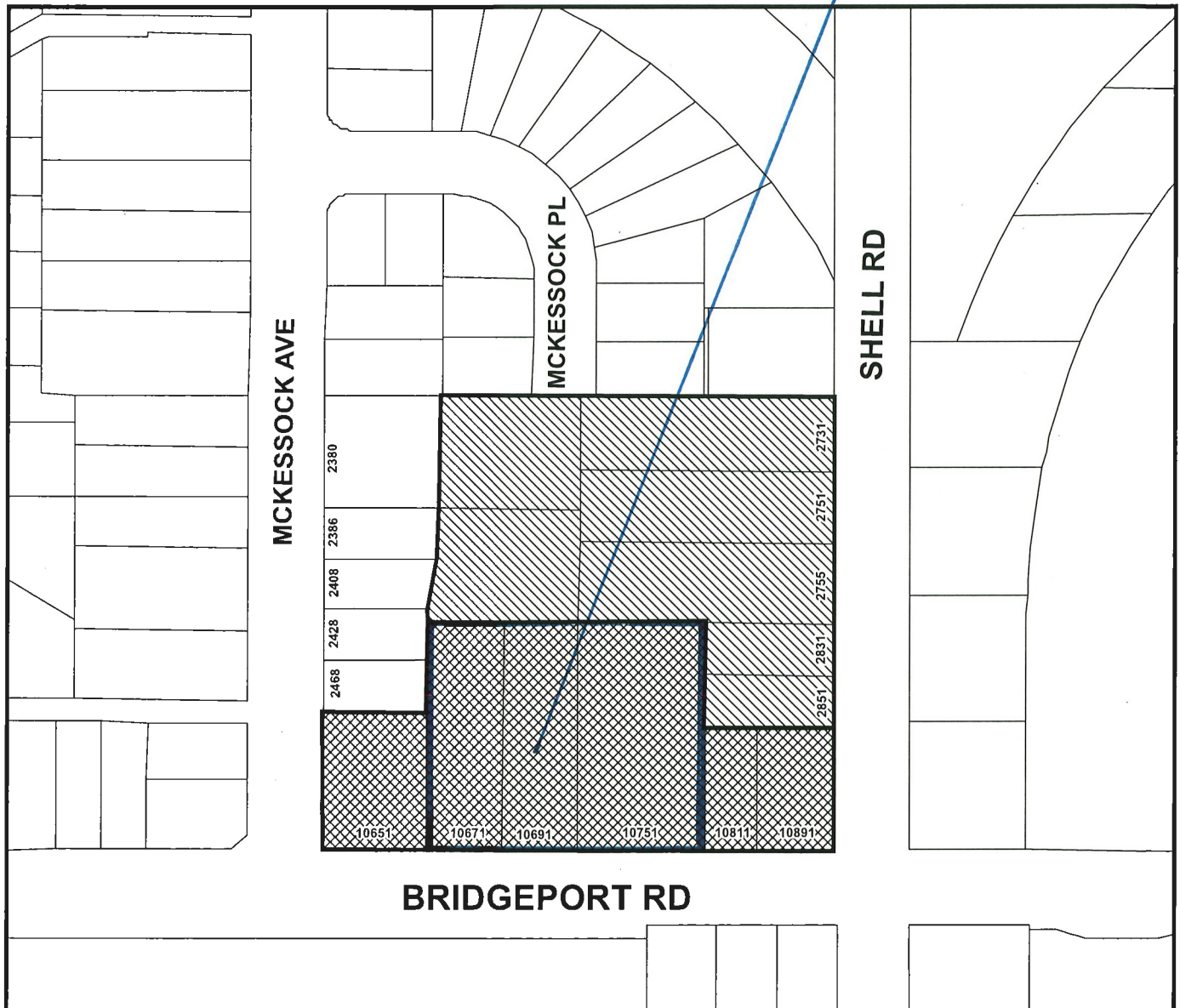
Bylaw 9024
2013/11/18



City of
Richmond

ATTACHMENT 5

SUBJECT SITE



LEGEND



Residential Area 1 (Subject to the policies described in Section 3.1 and 4.0)



Residential Area 2 (Subject to the policies described in Section 3.1 and 4.0)



Bridgeport Area Plan
Land Use Map Excerpt

Original Date: 11/01/18

Revision Date:

Note: Dimensions are in METRES

From: Keith Tough <tough.keith1@gmail.com>
Sent: Thursday, 15 November 2018 03:30 PM
To: Lussier, Cynthia
Cc: AZIM BHIMANI; Keith Tough
Subject: RZ 17-771592 10671 - 10751 Bridgeport Rd
Attachments: July 20 2018 CPS - Residential.pdf; CPS for 10651 Bridgeport.pdf

Cynthia Lussier
Planner 1
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Hi Cynthia

Azim Bhimini has requested that I summarize my interactions with Mr Brian Cray, of 10651 Bridgeport Rd., with regards to Azim's efforts in trying to purchase Mr Cray's property.

I listed the property at 10671 Bridgeport Rd, for sale on Feb. 19, 2016. I was approached by Azim in the first week of March and he expressed his interest in purchasing this property if I could also get the neighbours at 10651 and 10691 to agree to sell their property. I was able to put together an acceptable agreement for both 10671 and 10691 Bridgeport to sell provided 10651 or 10751 Bridgeport Rd. also agreed to sell by April 30, 2016

I then approached Mr Cray with an offer to purchase under similar terms to 10671 and 10691 at a price of \$1,200,000. Mr Cray would not respond with a counteroffer. On March 15, 2016 I emailed Mr Cray another offer for \$1,500,000 with the same conditions as the previous offer. Again Mr Cray would not counteroffer in writing nor did he indicate verbally a price he would consider. He stated he was not interested in selling at that time and his plans were to remain there until he retired. Although he did indicate that if the buyer was willing to offer an amount that would fairly compensate him he would consider it.

Market value at that time in March of 2016 was around \$110 per sq. ft., This is based on the fact I had just sold 10671 and 10691 Bridgeport the previous week for \$108 per sq. ft. and \$111 per sq. ft. Therefore the offer for 10651 Bridgeport at \$1,500,000 was for a premium price of \$141 per sq. ft. Therefore the developers were very serious with their offer to purchase 10651 Bridgeport especially given it was a corner lot which is typically not as valuable as mid-block lots for townhouse developments. This is due to the need for increased setbacks and also off-site civil works.

At this point, Azim asked me to approach the owners of 10751 Bridgeport Rd., which I did. After about 3 weeks on negotiations with the owners of 10751 Bridgeport Rd being unwilling to agree to anything less than their premium asking price, Azim agreed to pay their price. This allowed for an assembly that meets the requirement of a minimum frontage of 50 metres which was enough to commence the development process.

In July of this year, Azim called to see if there was any change in Mr Cray's position. I said not to my knowledge but why don't you make him another offer. Which we did. I again emailed an offer of \$1,500,000 with much better terms and a reasonable completion date plus a \$100,000 deposit. I asked Mr Cray to look over the offer and then we could meet at his convenience to discuss. He called me the next day to let me know the price was still not anywhere near acceptable as he didn't think the city would allow access off Bridgeport. He also said that the planning department had assured him that he could subdivide his property into 2 lots or

possibly a multifamily development of 5 townhomes. So based on that he felt his property should be valued at a much higher figure.

I trust this summarizes the steps taken in the attempts to purchase Mr Cray's property. If you have any questions please feel free to contact me.

Regards,

Keith Tough



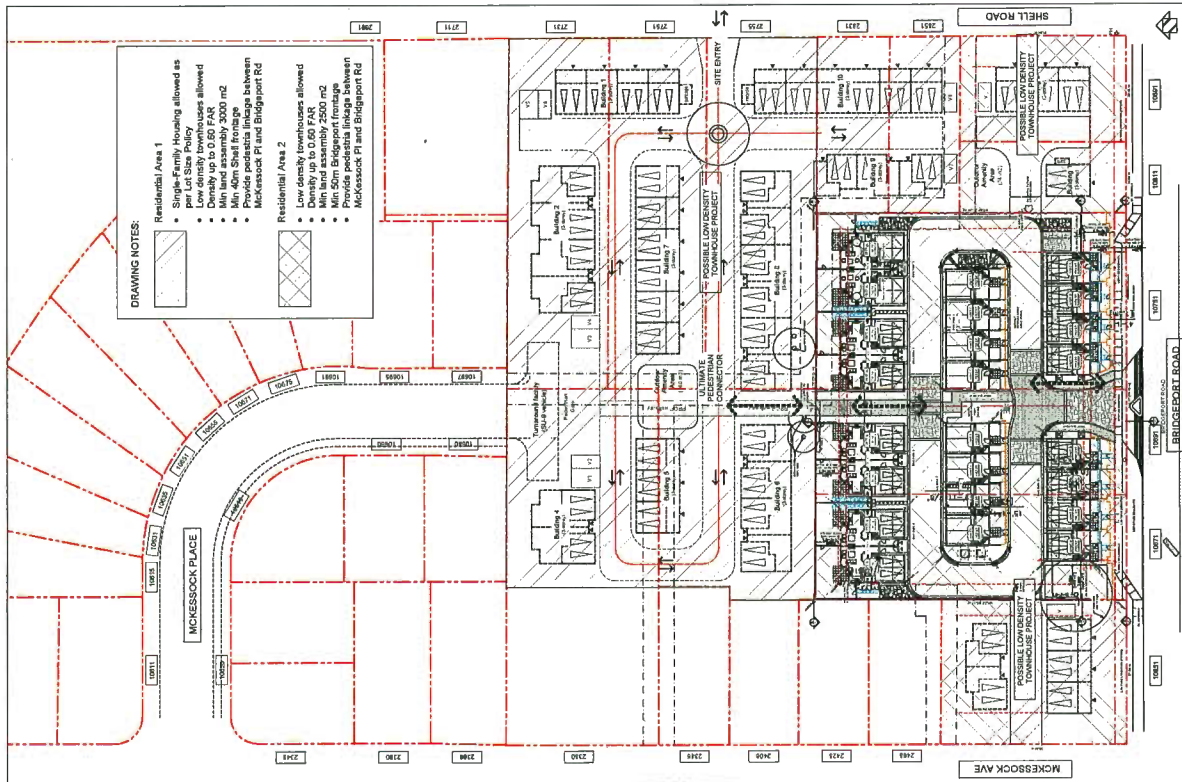
Keith Tough

Associate Broker, Royal LePage Regency Realtor Ltd.

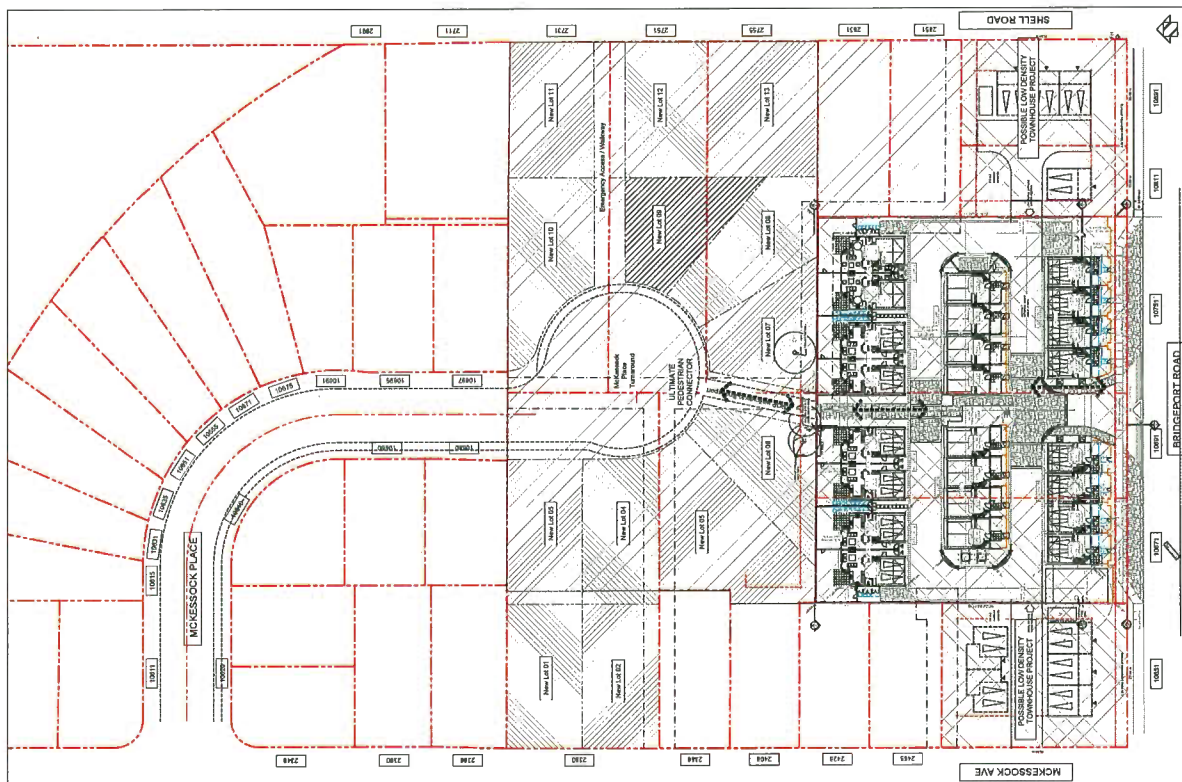
604.351.8933 | 604-943-7411 | tough.keith1@gmail.com

www.holleyandkeith.com | 1333 56th St, Delta, BC V4L 2A6



[illegible]

POTENTIAL NEIGHBOURHOOD PLAN - SCENARIO #2 (TOWNHOUSES)



POTENTIAL NEIGHBOURHOOD PLAN - SCENARIO #1 (SINGLE-FAMILY)

Written correspondence from resident at
10651 Bridgeport Road

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 8 November 2018 08:45 AM
To: Lussier, Cynthia; Mayor and Councillors; ken@interfacearchitecture.com
Subject: RZ 17-771592

Dear Ms Lussier:

I did receive your previous email and before I went away on vacation, I wanted to reiterate some things, make some things more clear, and make a few additional comments.

While I am away, I do not have regular access to internet. While I will try to stay on top of this rezone, it might not be possible.

This rezone started when developers started by buying 10671 Bridgeport because my neighbor wanted to relocate. Then they looked at the adjoining properties. With me they gave me a verbal offer of \$1.2 million and then made a written offer of \$1.5 million in writing when I rejected the first offer. Then this year they made a pro forma written offer of the same amount \$1.5 million to satisfy the City that they had attempted to access Mckessock.

No where is the City requiring them to make a serious offer...both in terms of terms, and in price. All of the City of Richmond's calculations in terms of residual sites, access, and discouraging these things is based on this. In all the terms, this was not a cash offer but with terms that made it that I would be financing the offer until it closed many months down the road when certain things happened. Then with regards to the price, considering the geometry of my lot, it should be able to sub-divide into 2 stand alone single family lots, or 5 townhomes under the policy. Then you have to consider what a building lot is worth in Richmond and it is considerably more than \$1.5 million. In fact, BC Assessment Authority assessed my lot at \$1.625 as a developable single family lot before I reduced it under section 19(8) to \$1.175 million in its current use and being a long term resident. Is the City of Richmond advocating that I should take less than fair market development?

I have lived here for 20 years and along the way, staff produced a report and changed the policy for its use in my block in 2013. I will say again, staff wrote the report (including the numbers for the frontage and square footage to develop for townhomes and nothing requiring access away from Bridgeport). It only states discourage....a meaningless term as it is being used in the evaluation of this proposal.

In the report and in the OCP, which was all approved by Council, the following statements are made....

- Vehicle access off Bridgeport Road is discouraged
- Residual sites should be avoided
- Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road
- Improve sidewalks, pedestrian areas and walkways(in conjunction with new developments or infrastructure improvements)

-The main concern in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow.

Last year, I contacted Transportation Department (shingorani@richmond.ca) by email. This person via a phone call, advised me that the policies and procedures followed will be what is in the Policy and OCP.

So at this minute, the rezone application is moving forward, getting close to public hearing, and I am leaving on a long vacation and will unlikely be available for it.

The applicants have only made a pro forma offer for my property and to get proper access, they are attempting to access Bridgeport Road directly with little traffic mitigation. Staff have told me that all they have to do is make an offer. They do not judge the offer. So the developer has done the minimum required under the Bylaws for staff to follow. That would appear to pave the way forward for approval of the development (24 townhomes) with direct access onto Bridgeport Road despite all the official policies of council. In the developers drawings, they have added a small triangle on the sidewalk to attempt to deny left turning out and in . I could suggest improvements to deny access over the double yellow line on Bridgeport Road if this development proceedsphysical island, right turn bay, etc. But with the reading of the policies of council above, the staff writing the numbers in the report, and lack of attempt to gain proper access for the development, I believe that this development is not consistent with planning departments vision for Bridgeport Road as previously written in Policy and the OCP.

Sincerely yours,

Brian Cray

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Tuesday, 9 October 2018 09:01 AM
To: 'brian cray'
Subject: RE: 10671 Bidgeport Road

Hello Mr. Cray,

Thank you for your correspondence dated September 30th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your correspondence will be included in the staff report to Planning Committee when the Rezoning application at this site is ready to move forward.

With respect to the concerns you have identified about a) the proposed vehicle access and traffic study; b) the redevelopment potential of your property; and c) the timeframe for when the proposal at the subject site might go forward, I can provide the following information:

- a) The traffic study requested by the City must be reviewed and concurred to by the City's Transportation Department staff before the proposal is able to move forward. The terms of reference for the traffic study are determined by the City's Transportation Department. The City's review of the traffic study submitted by the Applicant is currently on-going. If you would like to set up a time to view the traffic study, please let me know and I can arrange an appointment with the City's Transportation Department staff in case you have further questions.
- b) Should the Rezoning application at the subject site move forward, the City would consider the following redevelopment scenarios for your property:
 - i) a proposal for townhouses consistent with the Bridgeport Area Plan, with shared access through the neighbouring subject site; or
 - ii) a proposal for single-family lots fronting McKessock Avenue consistent with Lot Size Policy 5448 (note: this would require an application to amend the Area Plan).

The Applicant has submitted a preliminary concept plan showing the redevelopment potential of the neighbouring properties under the townhouse scenario. Please let me know if you would like to set up a time to meet to review the concept plan in person.

- c) The staff review of the Rezoning application at the subject site is on-going. Having recently received a revised submission from the Applicant, it is possible that the Rezoning application could advance to the Planning Committee of Council in the coming months. When a staff report to the Planning Committee is prepared for this Rezoning application, it will be available on the City's website for review through the following link: <https://www.richmond.ca/cityhall/council/agendas/planning.htm>. Should this Rezoning application be endorsed by the Planning Committee and City Council it would then move forward for consideration at a Public Hearing, at which time you would receive direct mail notification approximately 10 days in advance of the Hearing date and you are able to provide additional comments in writing by regular mail or by email up until the conclusion of the Hearing. All correspondence received as part of the Public Hearing process will be considered by City Council.

Please let me know if you have any questions in response to the information I've provided above.

Thanks,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Sunday, 30 September 2018 05:13 PM
To: Lussier, Cynthia
Subject: 10671 Bidgeport Road

Dear Ms Lussier:

I wanted to reiterate a few things after our conversation last week.

You seemed not to appreciate the traffic issue when exiting the new proposed development. I would go back to the OCP..."The main concerns in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, create serious conflicts and impediments to traffic flow.". Also, "Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road.".

While on the outside you seemed to compare Bridgeport Road to Steveston Highway and development there able to access it directly. I don't know what the OCP states for that area, I only know what is official council policy as written for Bridgeport Road. That is what I have in my files and based my thinking on. Now if council wants to change it, I would assume that is possible, but staff should (I would say MUST) evaluate any proposed development by the OCP.

Now , I understand the City of Richmond has told the developer to hire a transportation engineer to assess Bridgeport Road to get around what is council policy. They get to choose which engineer is hired and mold the study. Not very independent.

That leads to the next point. If this is the only solution to there development access, then it might have to be done. But this developer, while assembling this parcel, went to City Hall and asked those questions and felt it did not need my property if it made an offer and could not purchase my parcel. And they did not try very hard. In 2016 they made a verbal offer of 1.2 million for a corner lot with the dimensions of 90ft frontage and 117ft deep. With that size, it is sub-dividable into 2 single family lots. They then wrote up a slightly improved offer of 1.5 million with poor terms in timing and payment of monies. Then this year they reiterated the 1.5 million offer to placate staff on that they made an offer. I guess the question is one of price and terms. Does any offer to buy my corner lot to provide access acceptable to the City of Richmond or does the concept of fair market and/or the concept that they might have to pay a premium to fair market? Or should I take less than the value of the property and that is what the City of Richmond means that they tried and can now directly access Bridgeport Road?

Going forward, I am going out of town for an extended period of time. This development has been going thru the process for over a year and is going to hit council while I am away. I find this to be extremely disappointing. I am very interested. I have many points to raise to the council directly and not being able to do it in person makes it more difficult.

And I have no idea how the fact that current councilors are in a conflict of interest has impacted this development, or how it will going forward.

If this development is approved, I have no idea what becomes of my property. Nothing in writing that shows me a road map of what can be done to develop my property in the future nor any zoning as it becomes a residual property (which the OCP also stated they are trying to reduce.

Sincerely yours,

Brian Cray

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Saturday, 21 July 2018 06:33 PM
To: Lussier, Cynthia
Subject: Fw: Offer to purchase 10651 Bridgeport from developer
Attachments: July 20 2018 CPS - Residential.pdf; BridgeportMcKessock Area Plan & Land Use Designations.zip

Dear Ms. Lussier:

Late Friday I received this email from the developer with an offer from the developer. This offer has the same price as 2 years ago that I turned down very easily after their abortive \$1.2 million offer. Some of the terms have changed in regards to timing as their project is much further along.

I talked to the realtor for some time via phone. My impression is that this offer is a pro forma offer due to pressure from City Hall. He does not want nor need my property for his development. His opinion not mine.

I found my warning letter from BC Assessment. Preliminary value was \$1.629 million. I then applied section 19 8 where it allows for a less than market value assessment if certain criteria were met. At the end of the day, I was assessed at \$1.1 million. The original assessment is as a large single family lot. Not the best and highest use.

This new offer is the same as the one 2 years ago and under the assessed value as a single family lot. Not a real offer again.

Down the street one lot is for sale with a teardown at \$999,000 and not able to subdivide so a single family lot. And I have two of them...45 x 117. Then one close to it is for sale with a good 20 yo house at \$1.468 million and around the corner \$2.599 million (66x182) and a 20yo house but not able to subdivide. While their is nothing exactly comparable, must look and come up with some number.

I have no idea what developable lands to become townhouse is worth...but say \$500,000 per townhouse and that would put me at \$2.5 million. Or more per townhouse. or a bonus for access.

Just wanted to let you know what is going on and nothing has really changed except the developer has put A offer to me. Not a real offer but an offer. I would note that I would pay realtor fees again.

Sincerely yours

Brian Cray

From: Keith Tough <tough.keith1@gmail.com>
Sent: July 20, 2018 4:13 PM

To: brian cray

Subject: Offer to purchase 10651 Bridgeport from developer

Hi Brian

Please find attached an offer of \$1,500,000 for your property. Please have a look at it and if you are willing we could meet sometime in next few days. Other than Sunday afternoon as I have an open house.

Thanks

Keith

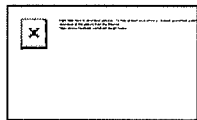
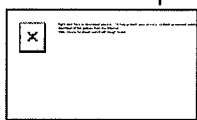


Keith Tough

Associate Broker, Royal LePage Regency Realtor Ltd.

604.351.8933 | 604-943-7411 | tough.keith1@gmail.com

www.holleyandkeith.com | 1333 56th St, Delta, BC V4L 2A6



Lussier,Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Tuesday, 17 July 2018 11:51 AM
To: Lussier,Cynthia
Subject: Re: 10651 Bridgeport Road

Dear Ms Lussier

With 2 plans from the developer with little change and major problems, and it seems staff is content with their proposal, another meeting at city hall with staff does not seem it would productive.

Other options would seem to me to be more productive.

Thank you for your time.

Brian Cray

Lussier,Cynthia

From: Lussier,Cynthia
Sent: Tuesday, 17 July 2018 09:19 AM
To: 'brian cray'; MayorandCouncillors; ken@interfacearchitecture.com; eedmonds@richmond-news.com
Subject: RE: 10651 Bridgeport Road

Hi Mr. Cray

Thank you for your additional correspondence dated July 12th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your correspondence will be included in the staff report to Planning Committee when the rezoning application for this site is ready to move forward.

If you would like to meet with me and the staff in the City's Transportation division to discuss your concerns further, please let me know.

Thanks,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 12 July 2018 05:14 PM
To: Lussier, Cynthia; Mayor and Councillors; ken@interfacearchitecture.com; eedmonds@richmond-news.com
Subject: Re: 10651 Bridgeport Road

Dear Ms Lussier:

I understand the proposed development meets the minimum land assembly size and frontage guidelines for sites designated as "Residential Area 2". I would point out that this report (and adoption into bylaw by council) was written by staff and those numbers were known to staff and it allowed these 3 large properties to be developed on their own. So this part in the report that talks about discouraging access from Bridgeport is meaningless. Staff could have written the policy detail to make this happen but it appears it was meant to show concern about the access which is in keeping of Council Policy in the Tait area OCP but has no impact on actual development. In fact in this area of the OCP it clearly states that Bridgeport Road is a MAJOR arterial route and it is policy to deny direct access to Bridgeport Road where alternative local roads are available. So staff was remiss in how they wrote this originally.

The concern about these three large lots was well known. It was written about as far back as RZ 11-578325 when on the other side of Mckessock, an application to have Coach House designation (30ft lots) was asked for. I know because I was at those meetings. And when I asked about my lot, I was told and that report talks about the existing geometry of the lots in my block. In RZ-12610919 it talks about these three lots again..."there are three (3) deep lots on Bridgeport Road that lend themselves to more efficient use of the land than currently permitted by the existing Lot Size Policy". But I was told that I had to be part of the policy with those 3 large lots. I will say again, I know, because I was there.

So because of these concerns and the concerns of the residents, staff did a report and wrote up the numbers. So when you say you are just going by the numbers in the Policy you are correct but not the whole story. Staff guided what could be built, how access will be achieved by minimums and allowed this to happen. How is this discouraging access to Bridgeport that council has as a policy of?

Then in the OCP it talks about the need to implement an access bylaw to reduce the number of access point to Bridgeport Road. And where is this bylaw? I would assume staff never wrote one and sent to council to approve.

Traffic Study

It is nice the developer has done a traffic study. It is the first that I have heard of that. Do you think that traffic has gone down since the OCP was developed? Do you think merging from a driveway for a Townhouse complex onto a busy Major arterial road is a good idea? Do you think traffic drives at the posted speed of 50KH? I will say it again, with a bus stop nearby, a side street where there is lots of traffic exiting Mckessock and the lane behind Bridgeport, and a train crossing, do you think this is a safe idea?

Island

In the new plan for this development, you are correct that there is a miniscule triangular island on the driveway (on the walkway where pedestrians and wheelchairs use). Do you think that is going to be effective in stopping left turns out of the driveway or left turns into the complex over the double yellow line? The double yellow line now does not stop traffic on Bridgeport from blocking the lane and waiting to turn now and they will just drive around this little island on the driveway. The only way to stop them doing this is to have some sort of barrier along the double yellow line. A merge lane along Bridgeport road on the north side in front of the complex would be appropriate. I say this after 33 years in municipal road construction but who am I.

Residual Sites

The Policy and the OCP talks clearly on the need to reduce residual sites. But again, staff wrote the report and guided the development and allowed only the three large lots to be developed, so the idea that the City is discouraging this is just plain horsehockey. Now the City is going to have to deal with the residents of the area who think they have been sold out by the City. My reading of the Policy says that the back area cannot be developed without the front lands, effectively orphaning them also. And the City has not effectively communicated what this means to all the affected residents/owners. I know when I was at one of the meetings of council, the Director of Planning quite clearly told me some things I cannot do with my property at the time with the new policy. And to how the developer must show how the orphaned sites can be developed, I find the plan to be completely inadequate in trying to achieve this.

Going forward, I have no faith in staff to address my concerns because of the past lack of competence in writing the Policy. And the developer has put to the City 2 plans and none of them addresses my concerns and staff seems to fall back to that policy that they wrote. I believe that the only way to get my point across is to take my concerns regarding the whole mess to the elected council (present council), and future members of council. I do not think that this is what was envisioned when staff wrote the new policy in 2013 and when it comes to approving this in the future, shall they side with the residents/owners who were promised more than what was delivered by staff...a 3 property policy that has not addressed their concerns for the future except to be orphaned which was what I said originally in a letter to council in 2012.

BTW....I noticed in the RZ 12-610919 rezone that Engineering Improvement Charge has been charged for all new houses on Mckessock Ave for "future frontage improvements to be constructed at such times that a majority of the block has redeveloped and contributed to funding the improvements". The whole block of Mckessock seems fully built with over 6 new homes and the pedestrians walk on the road to get to the bus stop near this development on Bridgeport Road and nothing has been done in the over 6 years since it was approved.

Sincerely yours,

Brian Cray

cc mayor and council
Richmond News
Interface Architecture

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Wednesday, 11 July 2018 08:37 AM
To: 'brian cray'
Subject: RE: 10651 Bridgeport Road

Hi Mr. Cray,

This is to acknowledge and thank you for your email of July 5th (below) regarding the rezoning application at 10671, 10691, and 10751 Bridgeport Road (RZ 17-771592).

A copy of your submission will be included in the staff report to Planning Committee when the rezoning application at this site is ready to move forward.

With respect to some of the concerns you've identified below, I have provided some information and we can certainly meet in person to go over these items in more detail if you wish:

- The rezoning application is consistent with the minimum land assembly size and frontage guidelines for sites designated as "Residential Area 2" in the Bridgeport Area Plan (i.e., 2,500 m², and 50 m on Bridgeport Road).
- While the guidelines in the Area Plan discourage vehicle access off Bridgeport Road, the guidelines do not prohibit direct access to Bridgeport Road. The rezoning application proposes vehicle access off Bridgeport Road with a raised barrier curb at the driveway crossing to physically restrict vehicle movements to right-in/right-out. The applicant has also submitted a traffic study, which is currently under review by the City's Transportation Department.
- Consistent with the Area Plan, where a redevelopment proposal results in the creation of residual lots (such as in this case), the City requires the applicant to demonstrate how those properties may redevelop in the future to their maximum potential identified in the Area Plan. The applicant has provided a preliminary concept illustrating how the neighbouring properties in "Residential Area 2" and "Residential Area 1" may redevelop in future, consistent with the Area Plan.

Please let me know if you would like to meet to discuss this further.

Thank you,

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: Lussier, Cynthia
Sent: Tuesday, 26 June 2018 02:37 PM
To: 'brian cray'
Subject: RE: 10671 Bridgeport Road

Hi Mr. Cray

This is to acknowledge and thank you for your email of June 21st (below).

A copy of your correspondence will be included in the staff report to the Planning Committee of Council when the rezoning application at this site is ready to move forward. Further revisions to the plans are required before the proposal will be ready to move forward.

Please let me know if you have any questions.

Cynthia Lussier
Planner 1
clussier@richmond.ca
Tel. 604-276-4108
Fax. 604-276-4052
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 5 July 2018 07:48 PM
To: Lussier, Cynthia; Mayor and Councillors; eedmonds@richmond-news.com;
ken@interfacearchitecture.com
Subject: 10651 Bridgeport Road

Dear Ms Lussier:

I would like to refer to your email to me on June 26/18 regarding the Development at 10671 Bridgeport Road.

The email sent to you was not a full description of my issues with the development. So I will expand on it here.

BACKGROUND

I have lived on this property for 20 years and lived in Richmond since 1975. I have been to many different meetings regarding the developments around me. This culminated in a staff report dated 11/18/2013 bylaw 9024 and Policy 5448. This bylaw regulated the development in an area bordered on Shell Rd, Bridgeport Rd, McKessock Rd and to about McKessock Place in the back. Then a couple of years ago, a developer bought 3 contiguous properties in the middle of the block and are now trying to develop them with access directly onto Bridgeport Rd with nothing more than a driveway. This will orphan the lots on Bridgeport to either side and back (residual sites).

Development

In the staff report leading to the 2013 Bylaw and Policy change...it says:

..."Low density townhouses may be considered"..."subject to the following development requirements:". It goes on to say..."involve a minimum land assembly of 3000 m²"....involve a land assembly with at least 50 m of frontage on Bridgeport Road"...."involve a land assembly with at least 40 m of frontage on Shell Road". I don't know if it has to meet all these or just some of these but it does not meet the last one.

...."Residual sites should be avoided"...."Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through preliminary plan presented with prior rezoning.". I do not see that residual sites should be avoided as being even considered. Because the developer bought the cheaper interior lots and while making an offer to me, his offer was insulting to me considering my lot configuration (90 feet of frontage and 117 feet deep) which could easily be subdivided into 2 lots and gaining a much higher sale value (fair market value). Never mind the issue of a corner lot with access and not being for sale. The second part of the Residual sites section talks about access to Shell Road and enable future townhouse development. I am not sure how to interpret it and how it applies.

...."Vehicle access may be preferable off McKessock Ave, or secondly, off Shell Road". "Vehicle access off Bridgeport Road is discouraged". It would seem to me that the City of Richmond is bending over to allow this developer to access 24 townhomes now, and possible future townhomes next to the development directly onto Bridgeport Road with only a driveway. This area of Bridgeport has a bus stop near the proposed

driveway, a solid double center line, a traffic controlled intersection and another uncontrolled intersection (Mckessock Ave) all near this driveway with no proposed safety features. I will quote from the Tait area plan "2.2 Bridgeport Road"... "The main concern in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow." It does not seem that the development is being discouraged from direct access to Bridgeport Road yet the area plan highlights the dangers quite clearly. Nor is there any plan to mitigate this issue with design if access is to be allowed. I have no idea how it could be done but the proposal is only using a driveway.

I would also like to point out that Residential Area 2 (the backlands) would be cut off and never be able to support townhomes under the existing policy due to the requirement that a land assembly must "involve a land assembly with at least 50 m frontage on Bridgeport Road". The existing development shows a pedestrian access point but not a vehicle access forever causing this area to be orphaned under this policy.

I would also like to point out that in section 4.0 Transportation section c) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road". This development seems to be contrary to the policy laid out and I would be interested to know if a bylaw has ever been enacted after this 2009 report?

I would also like to point out in the plans provided to me, the area of my lot is only peripherally shown. There is no way to really see how my lot could be developed after being orphaned by this development. Also I have no information on how my lot or other lots would be considered for development in the future as we are all too small to do anything.

As we move forward to the fall election cycle, I will be quizzing all candidates for council on what there position is regarding encouraging development to access Bridgeport Road directly rather than discouraging it like the report talks about.

I should point out that in 2012 Planning Committee meeting (file RZ-610919) it states that leading up to the changes that

"Further consideration of rezoning and subdivision applications on a site by site basis without a better understanding of the available redevelopment options is problematic for the following reasons:

There are 3 large deep lots on Bridgeport Road that lend themselves to more efficient use of the land than that currently permitted by the existing Lot Size Policy

There is greater potential for some properties to be left as orphaned lots due their location and configuration

There is less chance of all property owners achieving the maximum benefit of their land"

Do you think that a developer taking the easiest and cheapest lots to buy but the hardest to access and the City of Richmond allowing this and the orphaning of the surrounding lots to be the goal of the 2012 staff report and the 2013 Bylaw? Do you think the staff report and new Bylaw allowed all of the things the City was trying to avoid actually happen?

I would like to thank you and ask for this to be put into the record for the this development. Please notify me of all upcoming meetings etc. Thank you.

Brian Cray
10651 Bridgeport Road

cc

mayor and council
Richmond News Editor E. Edmonds
Interface Architecture Ken Chow

Lussier,Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Thursday, 21 June 2018 08:44 PM
To: Lussier,Cynthia
Cc: ken@interfacearchitecture.com; MayorandCouncillors
Subject: 10671 Bridgeport Road

Dear Ms. Lussier:

Today I went up to City Hall and received a copy of the updated plans for the development at 10671 Bridgeport Road.

Tonight I went over the new plans. From what I can see, there have only been minor changes to the development.

My concerns continue to be the access for 24 units (average 2 vehicles per unit and associated service vehicles). All that is provided is a normal driveway directly onto Bridgeport Road. There is no plan for these vehicles to safely access this busy road. From the pedestrians walking on the sidewalk, to the traffic going fast suddenly confronted by merging vehicles. In both directions just feet away from Shell Road intersection with train tracks. While there is a double yellow line, the traffic will cross this line illegally or not be able to fully cross the lanes of traffic blocking the traffic. I would put it to you that this is unsafe and high percentages to create accidents.

Then we get into the orphan properties on either side. First, this will add to the number of vehicles using this access point. And the plans are very poor in showing how these properties would be developed.

Since this seem to be the final plans that are to be submitted, then there is only way forward....for me to speak clearly and loudly about this development before council. I would appreciate the dates and times for this.

I would also like to point out that in the staff report for this area, staff not once did mention accessing Bridgeport road for a development in this block...in fact they clearly mention Shell road or Mckessock for access. I know this because you wrote this report in response to my questioning at a public hearing what was the intention of the City in my block. I would also point out that when this development was first envisioned, I talked to the lady in Transportation and she said that the guidance for transportation issues caused by access, would be governed by the Policy paper which said nothing about it.

I wanted to put my feelings on this issue in writing and make them clear for all to understand.

Sincerely yours,

Brian Cray
10651 Bridgeport Road
Richmond BC

ps. I am going to send a copy to the Architecture Firm and to City Council for their information.

CNCL - 206

Lussier, Cynthia

From: brian cray <briancray@hotmail.com>
Sent: Friday, 14 July 2017 05:42 PM
To: Lussier, Cynthia
Subject: RZ-17-771592
Attachments: IMG_0096.JPG; IMG_0100.JPG; IMG_0103.JPG; IMG_0101.JPG; IMG_0105.JPG

Dear Cynthia:

Tonight, after work, I took a few pics of the traffic...including backing up to Mckessock going eastbound and the traffic flow going westbound. And that is without a train blocking Shell.

The idea of another access onto Bridgeport seems to go against what staff would seem to want/encourage.

1. the width of the driveway would seem to cause a problem...if someone trying to enter the complex comes against an outbound vehicle, there will be a stopped vehicle on Bridgeport.
2. the one way flow within the complex will likely cause confusion and issues.
3. the access on the sides for future use will likely inhibit how these properties could develop if townhouses are developed.
4. the lack of widening the street where the complex is, will put the traffic issues on Bridgeport for those in the complex. There could be a transition lane for the right turners, there could be an island to reinforce the double yellow line (no crossing), or there could be a signal light.

Tonight, at rush hour, the traffic backed up to Mckessock. Then when the red light turns green for the westbound traffic takes off. So trying to exit this complex at this time, if trying to cross Bridgeport will be either stuck in driveway or blocking the westbound traffic. For traffic trying to enter using a right hand turn, will slow down blocking this traffic, and if turning left into the complex, will block traffic (illegal for the turning vehicle if blocking traffic). As it is designed now. Or unless the City requires the developer to engineer this intersection. Otherwise accidents are a guarantee due to poor planning/design and the City knew this.

I will add the pics.

Thank you

Brian Cray

ps. If I have more thoughts I will send them. Sometime this next week, I will come to City Hall for a quick meeting to get the full info on the development.



CNCL - 208



CNCL - 209



CNCL - 210

[illegible]

ZONING SUMMARY

CNC ADDRESS:
180TH 100TH / 105TH BROADVIEW ROAD, RICHMOND BC

Zoning Bylaw No. 8500

LOT DESCRIPTION
ALL OF SECTION 21, BLOCK 4 NORTH, RANGE 1 (1/10 ACRES)

LEGAL SIZE (LOTS):
2.36 ACRES (101,627 SQ FT) [1/10 ACRES]

HERITAGE/AREA/REMARKS:
NO 162/160 / TIES AREA 3 - ALL USE TYPES MAY BE CONSIDERED

AREA PLAN / COP:

BROADVIEW AREA PLAN 2/27/17/1-3

PROPOSED AREA PLAN 2/27/17/1-3

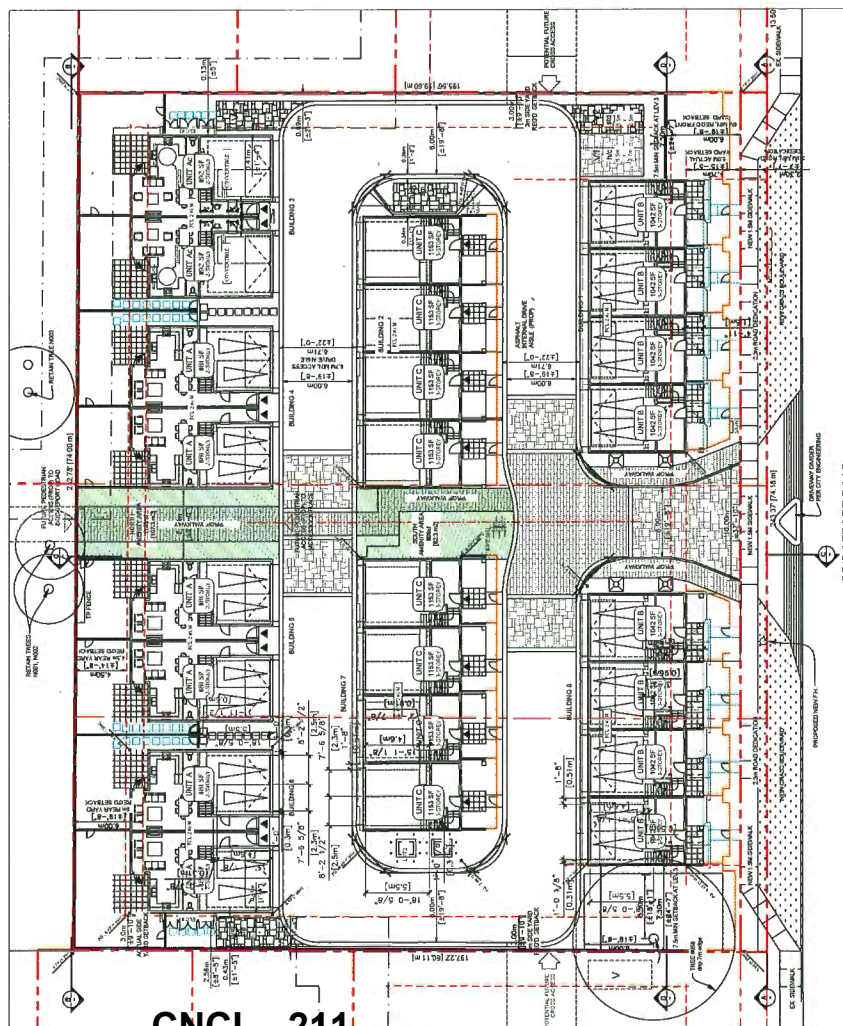
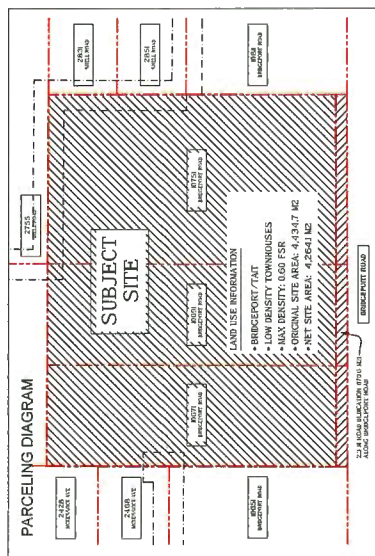
PROPOSED (PROPOSED)

RTM1 PROPOSED (LOW DENSITY) (TOWNKINDS)

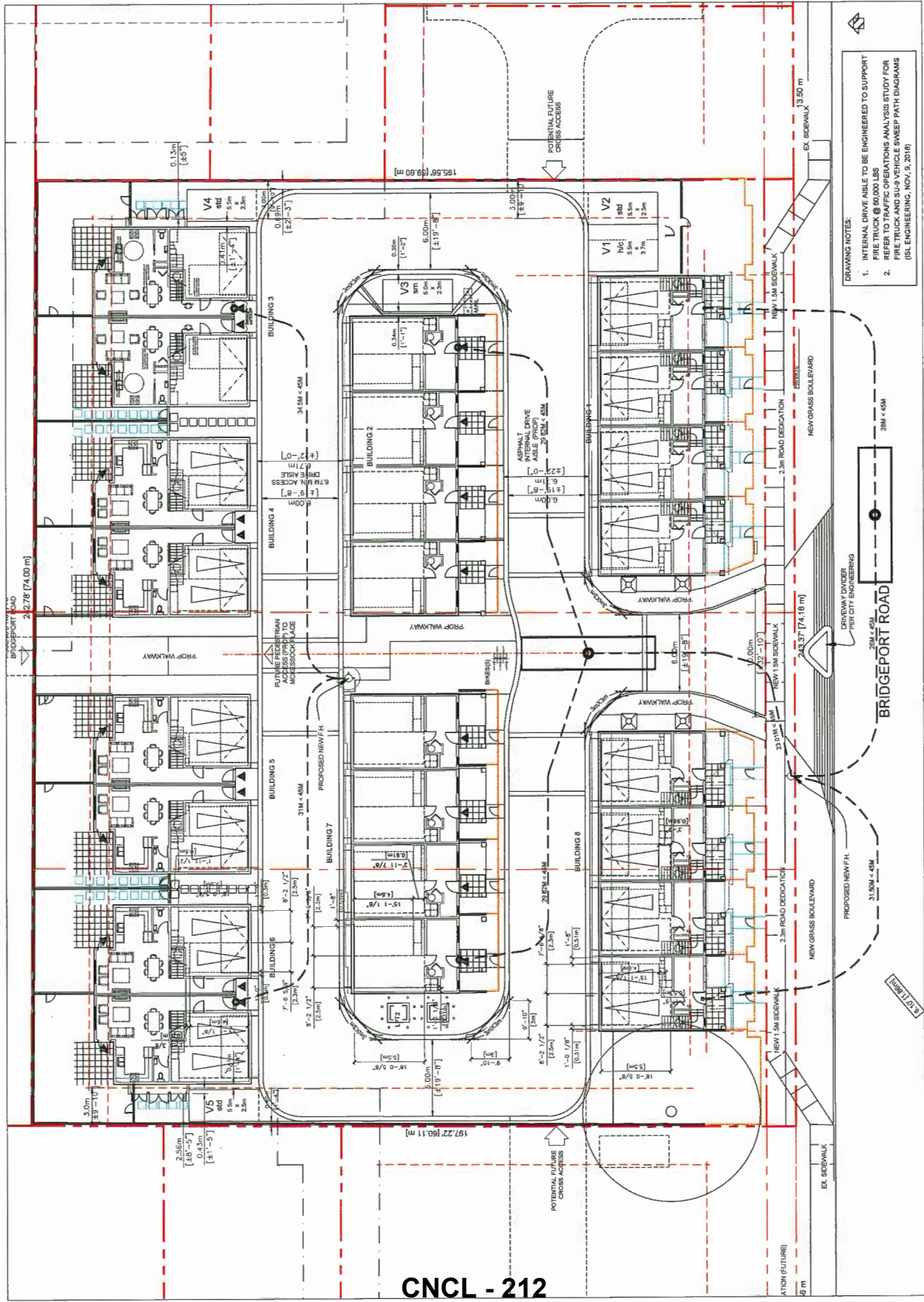
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AVERAGE GRACE CALCULATION

| BLDG NO. | NO. UNIT | BLDG GRASSES | | | | | | | | | | BLDG AREA | BLDG MAX AREA |
|----------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------|---------------|
| | | BLDG CLASS 1 | BLDG CLASS 2 | BLDG CLASS 3 | BLDG CLASS 4 | BLDG CLASS 5 | BLDG CLASS 6 | BLDG CLASS 7 | BLDG CLASS 8 | BLDG CLASS 9 | BLDG CLASS 10 | | |
| 1 | 4 + 8 | 820N + 8 | 820N + 8 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 426,430.2 |
| 2 | 4 + 2 | 820N + 4 | 820N + 4 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 307,415.2 |
| 3 | 2 + 4 + 2 | 320N + 2 | 320N + 2 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 271,474.52 |
| 4 | 2 + 4 + 2 | 320N + 2 | 320N + 2 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 271,474.52 |
| 5 | 2 + 4 + 2 | 320N + 2 | 320N + 2 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 271,474.52 |
| 6 | 2 + 4 + 2 | 320N + 2 | 320N + 2 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 271,474.52 |
| 7 | 4 + 2 | 820N + 4 | 820N + 4 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 307,415.2 |
| 8 | 4 + 8 | 820N + 8 | 820N + 8 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 426,430.2 |
| | | | | | | | | | | | | | 3,311,814.88 |

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| REVISIONS | |
| NOV 1, 2018 | RE SUBMISSION |
| SEP 7, 2018 | RE SUBMISSION |
| JULY 16, 2018 | DR SUBMISSION |
| MAY 14, 2018 | RE SUBMISSION |
| APRIL 26, 2017 | RE APPLICATION |
| CONSULTANTS | |
| <p>INTERFACE: Architecture Inc. Suite 220 1001-1071 Bridgeport Rd. Richmond BC Canada V6X 3Z5 T 604 261 1142 F 604 261 1142 www.interfacearchitecture.com</p> | |
| <p>PROJECT Proposed 24-Unit Townhouse Development 1001-1071 Bridgeport Rd. Richmond, BC</p> | |
| PROJECT NO. | 10258RD |
| SCALE | As Noted |
| DATE | Apr. 15, 2017 |
| DRAWN BY | KYC RD |
| CHECKED BY | KYC |
| SHEET TITLE | FIRE FIGHTING PLAN PARKING PLAN |
| DRAWING | A1.2 |



- DRAWING NOTES:**
- INTERNAL DRIVE ASSESSMENT TO BE ENGINEERED TO SUPPORT FIRE TRUCK @ 80,000 LBS
 - REFER TO TRAFFIC OPERATIONS ANALYSIS STUDY FOR INTERSECTION AND STREET CREEP PATH DIAGRAM (ISL ENGINEERING, NOV. 9, 2018)

FIRE FIGHTING/PARKING PLAN
 Scale: 1/8"=1'-0"

ALONG BRIDGEPORT RD (LOOKING EAST)
N.T.S.



ALONG McKESSOCK PLACE (LOOKING NORTH)

| | | |
|--|----------------|------------------|
| REVISIONS | NOV 4, 2016 | FOR RESUBMISSION |
| | SEPT 21, 2016 | FOR RESUBMISSION |
| | JAN 18, 2016 | FOR SUBMISSION |
| | MAY 14, 2016 | FOR SUBMISSION |
| | APRIL 24, 2017 | FOR APPLICATION |
| CONSULTANTS | | |
| <p>Site 220 10071-10711 BROAD RIVERSIDE RD RIVERSIDE, N.C. Canada V5S 3Z5 T 604 851 1162 F 604 851 1163 www.jurbanfire.com</p> <p>INTERFACE:</p> <p>PROJECT</p> <p>Proposed 24-unit Townhouse Development 10071-10711 BROAD RD RIVERSIDE, N.C.</p> <p>PROJECT NO 100890 SCALE As Noted DATE Apr 15 2017 DRAWN BY CHENGYI W CHECKED BY NYC SHEET TITLE 3D VIEW ALONG BRIDGPORT FRONTAGE</p> <p>DRAWING</p> | | |
| <p>THIS DRAWING IS THE PROPERTY OF J. URBAN & ASSOCIATES INC. (JUA). IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF JUA. ANY VIOLATION OF THIS NOTICE SHALL BE AT THE USER'S SOLE RISK. JUA ASSUMES NO LIABILITY FOR ANY DAMAGE OR LOSS OF PROFITS, BUSINESS, OR REVENUE, OR FOR ANY SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, INCLUDING ATTORNEY'S FEES, ARISING OUT OF OR IN CONNECTION WITH THE USE OF THIS DRAWING. JUA ASSUMES NO LIABILITY FOR ANY DAMAGE OR LOSS OF PROFITS, BUSINESS, OR REVENUE, OR FOR ANY SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, INCLUDING ATTORNEY'S FEES, ARISING OUT OF OR IN CONNECTION WITH THE USE OF THIS DRAWING.</p> | | |
| <p>A6.1</p> | | |

| PLANT SCHEDULE | | ANNUAL PLANT REMAINS | |
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| PLANT | BOTANICAL NAME | COMMON NAME | PLANTED DATE REMAINS |
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| NO | DATE | REVISION DESCRIPTION | DR |
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| 1 | 16 NOV 08 | REV PERMANENT COMMENTS | DR |
| 2 | 16 NOV 08 | NEW PER CITY COMMENTS | RI |
| 3 | 16 SEP 07 | PRELIMINARY INFORMATION TO GENERAL SALES | RI |
| 4 | 16 JUL 04 | REVISED FOR | DR |
| 5 | 16 MAR 11 | REVISION AS PER CITY REQUEST | DR |
| 6 | 16 MAR 11 | NEW PLAN FOR RECONSTRUCTION | DR |
| 7 | 17 MAY 04 | RI Application | DR |

STUDENT ENTREPRENEURSHIP

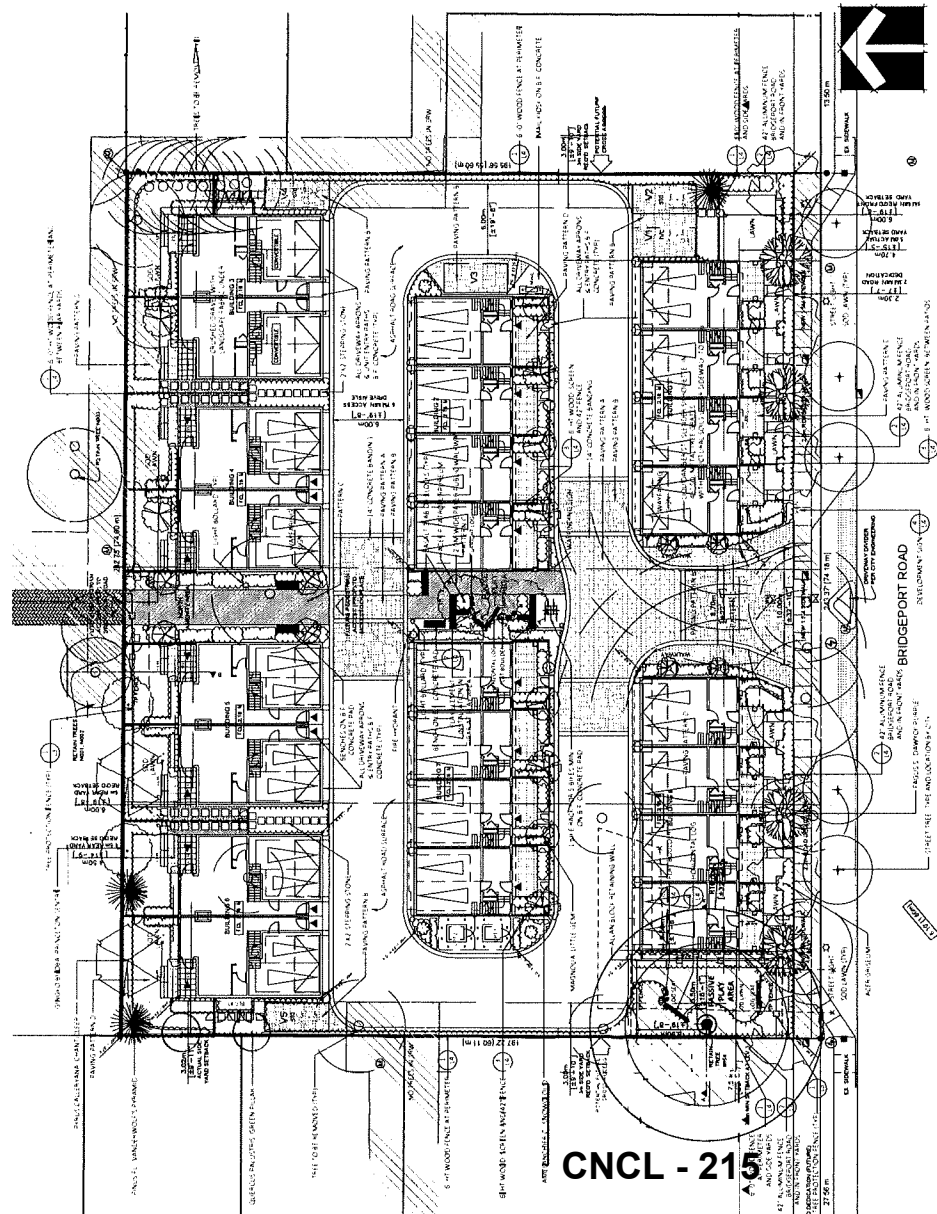
PROJECT
24 UNIT TOWNHOUSE
DEVELOPMENT

10671-10751 BRIDGEPORT ROAD
RICHMOND

DRAWING TITLE

**LANDSCAPE
PLAN**

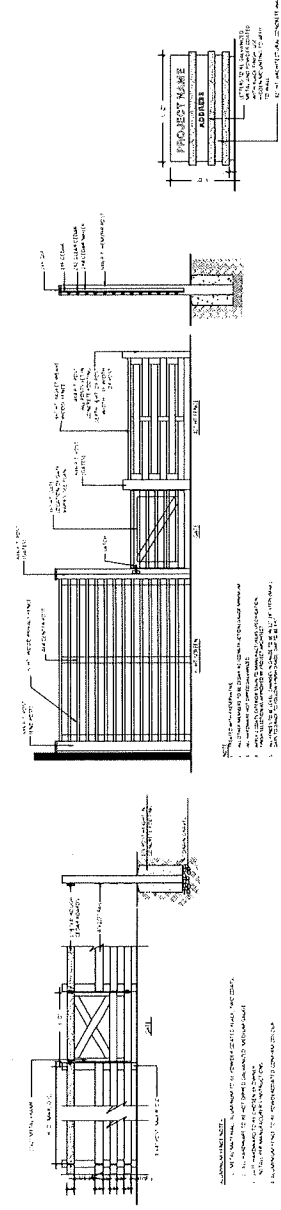
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SCALE: 1/16"=1'-0"
DRAWN BY: [blank]
DESIGN BY: [blank]
CHECKED BY: [blank]
OF 6
DRAWING NUMBER: 17-0736



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Richmond, British Columbia V6X 1A9
P: 604-264-9411 F: 604-264-0022

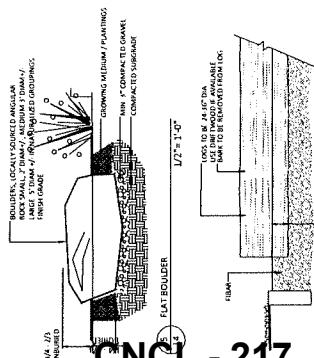
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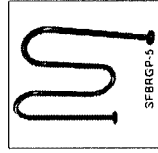
1 6' x 10' WOOD FENCE AT PERIMETER

2 6' x 10' WOOD FENCE AT PERIMETER

3 6' x 10' WOOD FENCE AT PERIMETER



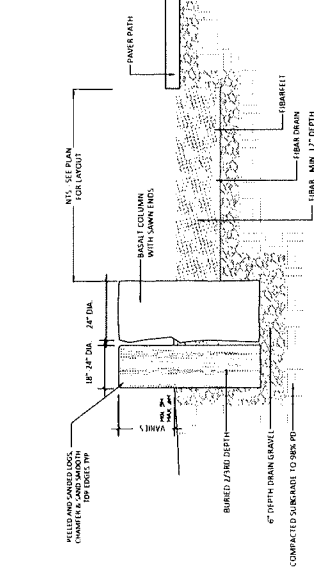
4 6' x 10' WOOD FENCE AT PERIMETER



MODERN PARK BENCH, MODEL NUMBER: M4L-5
BY WOODBINE SITE FURNISHINGS
ALUMINUM METAL SLATS, POWDER COAT BLACK
LONG LASTING STAINLESS STEEL HARDWARE



SPBRGP-5
SUIT BIKER RACK, SPBRGP-5
BY WOODBINE SITE FURNISHINGS
POWDER COAT BLACK METAL
PHONE: 604-626-0476
NOTE: ALL BENCHES AND BIKER RACKS TO BE INSTALLED PER
MANUFACTURER'S SPECIFICATIONS, SURFACE MOUNTED, ON
MIN. 3" THICK B.F. CONCRETE PAD



5 6' x 10' WOOD FENCE AT PERIMETER

| PAVING PATTERN KEY | |
|--------------------|--|
| | PATTERN A: ROADWAY PAVER: ECO PRIORI PERMEABLE PAVERS, 80mm TH SUPPLIER: MUTUAL MATERIALS COLOUR: CHARCOAL PATTERN: RUNNING BOND, ALIGNED AS SHOWN |
| | PATTERN B: ROADWAY PAVER: ECO PRIORI PERMEABLE PAVERS, 80mm TH SUPPLIER: MUTUAL MATERIALS COLOUR: SUNMIT BLEND PATTERN: COMBINATION #2, ALIGNED AS SHOWN |
| | PATTERN C: SIDEWALK PAVER: Permeable Holland SUPPLIER: MUTUAL MATERIALS COLOUR: CHARCOAL PATTERN: HERRINGBONE, ALIGNED AS SHOWN |
| | PATTERN D: PATIO PAVER: VANCOUVER BAY ARCHITECTURAL SLABS 24x24 SUPPLIER: MUTUAL MATERIALS COLOUR: CHARCOAL PATTERN: STACKED BOND, ALIGNED AS SHOWN |

PAVING MATERIAL NOTES:
1. INTERNAL ROADWAY TO BE ASPHALT UNLESS NOTED OTHERWISE.
2. UNIT ENTRY PATHWAYS AND INTERNAL DRIVEWAY APRONS TO
BE BROOK FINISH CONCRETE, UNLESS NOTED OTHERWISE.

PROJECT
24 UNIT TOWNHOUSE
DEVELOPMENT
18671-10751 BRIDGEPORT ROAD
RICHMOND

DRAWING TITLE
LANDSCAPE
DETAILS

DATE: APR 27, 2023
SCALE: VARIOUS
DRAWN: DD
DESIGN: DD
CHECK: MCV
PMG PROJECT NUMBER: 175842-2P
DRAWING NUMBER: L4
OF 6

175842-2P

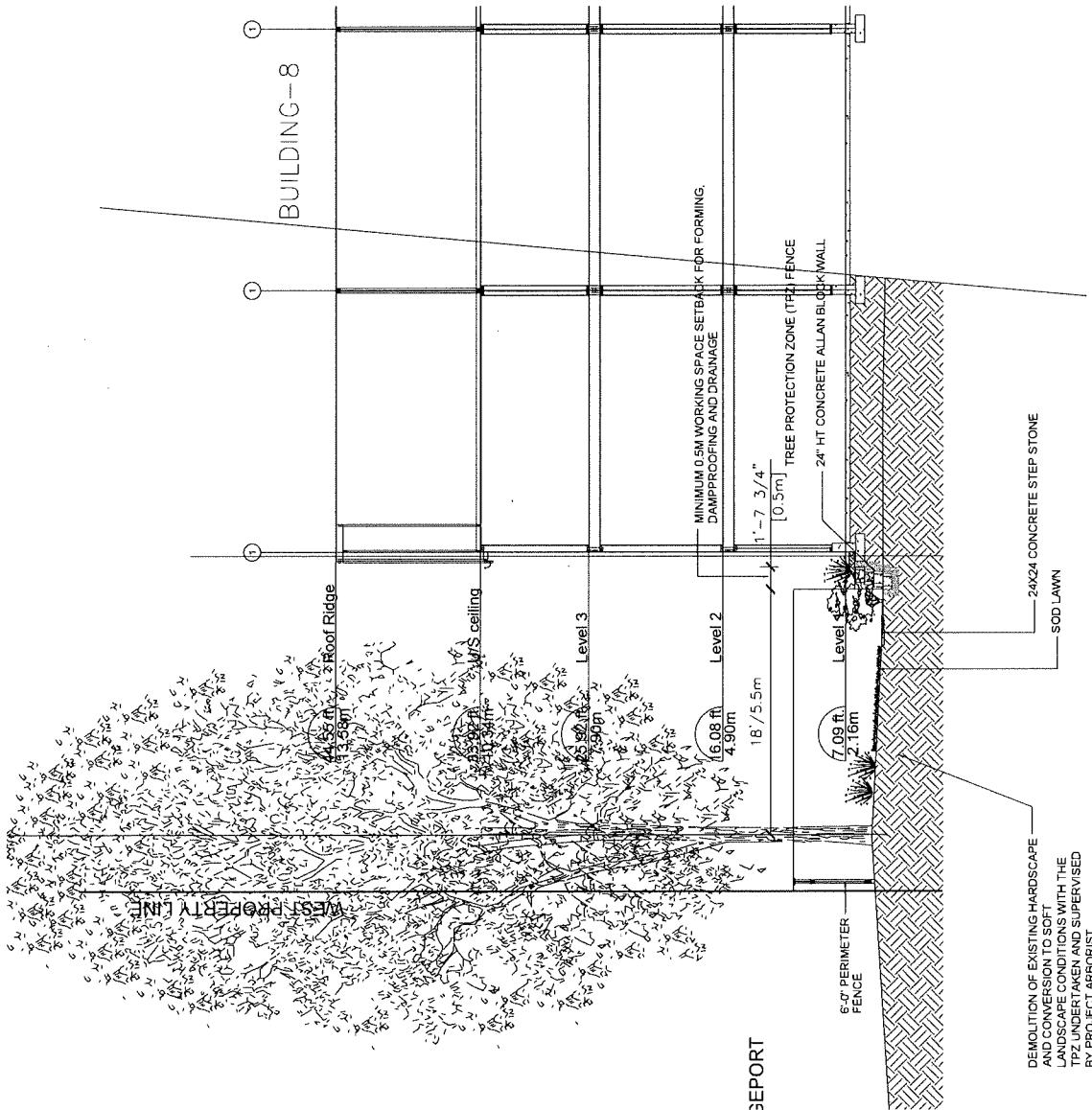
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Bridgeton, New Jersey 08302
P: 856-244-0111 F: 856-244-0122

SDA

CNCL - 218

10651 BRIDGEPORT



A-A' SECTION AT TREE #958

1/4" = 1'-0"

L5

| NO. | DATE | REVISION DESCRIPTION | BY |
|-----|------------|----------------------|-----|
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PROJECT
24 UNIT TOWNHOUSE
DEVELOPMENT
10671-10751 BRIDGEPORT ROAD
RICHMOND

DRAWING TITLE
LANDSCAPE
SECTIONS

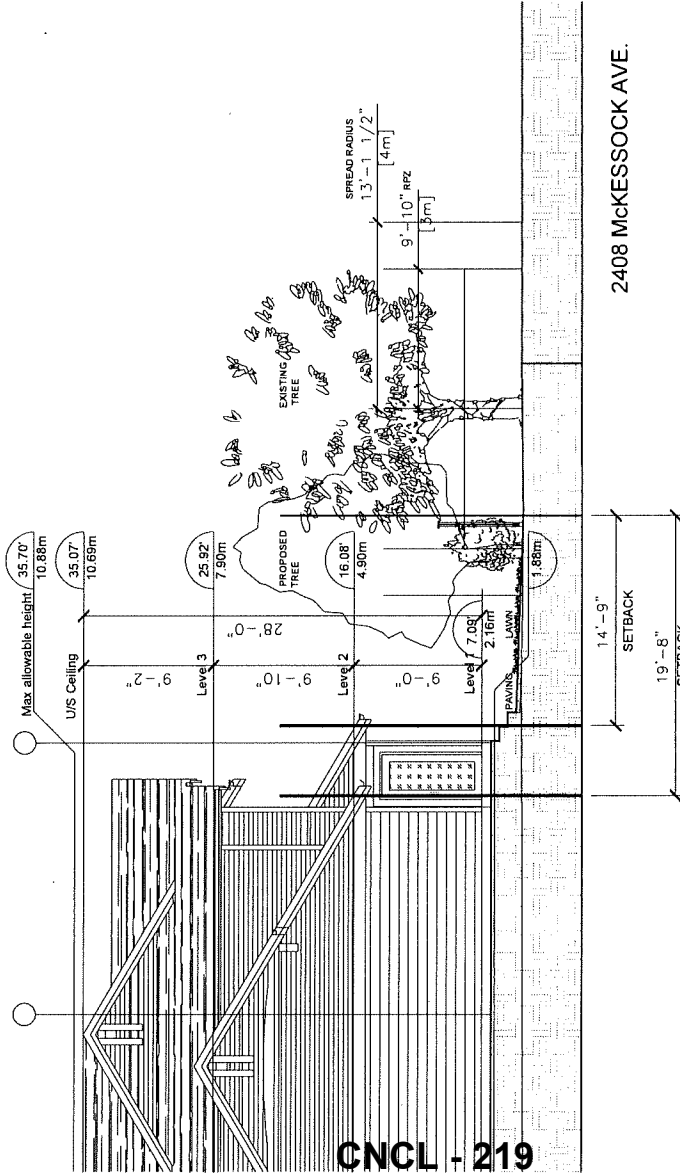
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CHECKED BY: SDA
PROJECT NUMBER: 17-438

L5

OF 6

17-438

BUILDING 5



B-B' SECTION AT TREE #N001
L6

1/4" = 1'-0"

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Scale 0/00 - 4185 5th Street Drive
Bridgeton, Brown County, MO 64509
P: 417-654-4411 F: 417-654-4422

SEA

CNCL - 219

| NO | DATE | REVISION DESCRIPTION | DR |
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| 98 | 12/14/16 | REVISED PER COMMENTS | DR |
| 99 | 12/14/16 | REVISED PER COMMENTS | DR |
| 100 | 12/14/16 | REVISED PER COMMENTS | DR |

2408 McKESSOCK AVE.

PROJECT
24 UNIT TOWNHOUSE
DEVELOPMENT
10671-10751 BRIDGEPORT ROAD
RICHMOND

DRAWING TITLE
LANDSCAPE
SECTIONS

DRAWING NUMBER
L6
DATE: APR 27, 2017
SCALE: AS NOTED
DRAWN: DD
DESIGN: DD
CHECK: MCY
PMG PROJECT NUMBER: 17-036

170617.DWG



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6**POLICY 5448:**

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;

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

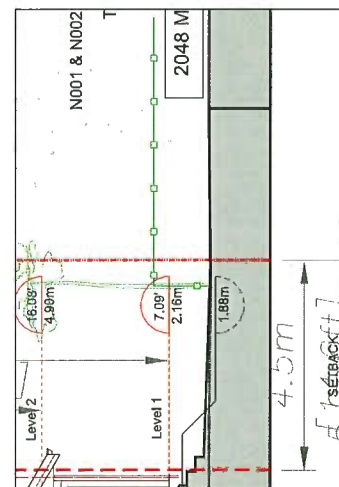
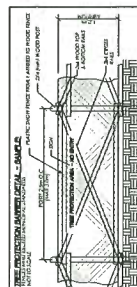
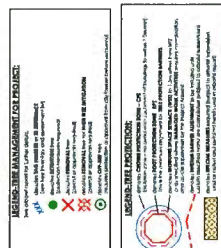


FIGURE 1, SECTION - TREE # 985 - 1:50 SCALE



Address: 10671, 10691, and 10751 Bridgeport Road

File No.: RZ 17-771592

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9935, the Applicant is required to complete the following:

1. 2.3 m road dedication along the entire Bridgeport Road frontage.
2. Consolidation of all the lots into one development parcel (which will require the removal and/or demolition of the existing dwellings).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of all works conducted within or in close proximity to the protection zone of the trees to be retained (Trees # 958 on-site, and #001, 002, 003 on the neighbouring properties to the north). The Contract must include the scope of work to be undertaken, including: the proposed number of site 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 assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 958 to be retained. The security will be held until construction and landscaping is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has survived. The City may retain a portion of the security for a one-year maintenance period to ensure that the tree has survived.
5. City acceptance of the Applicant's offer to voluntarily contribute \$0.83 per buildable square foot (2017 rate; e.g. \$22,858.00) to the City's Public Art Reserve fund.
6. City acceptance of the Applicant's offer to voluntarily contribute \$29,000 to the City in-lieu of the provision of on-site indoor amenity space (e.g. \$1,000/unit for the first 19 units; plus \$2,000/unit for the remaining 5 units).
7. City acceptance of the Applicant's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$234,082.00) to the City's Affordable Housing Reserve Fund.
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
10. Registration of an aircraft noise sensitive use covenant on title.
11. Registration of a legal agreement on title identifying that the building components of the proposed development (e.g., walls, windows) must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units (with doors and windows closed). Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

| Portions of Dwelling Units | Noise Levels (decibels) |
|---|-------------------------|
| Bedrooms | 35 decibels |
| Living, dining, recreation rooms | 40 decibels |
| Kitchen, bathrooms, hallways, and utility rooms | 45 decibels |
 - b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard (and subsequent updates as they may occur) for interior living spaces.
12. Registration of a statutory right-of-way on title for the purpose of public-right-of-passage over the entire internal drive-aisle to secure potential shared vehicle access to the adjacent properties to the east and west should they redevelop in the future.

13. Registration of a statutory right-of-way (SRW) for the purpose of public-right-of-passage over the entire north-south pedestrian pathway through the site to secure potential public pedestrian connection between Bridgeport Road and McKessock Place in the future (which is to include the installation of wayfinding signage on the subject property). Any works essential for public access within the required SRW are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted (i.e., Owner built/maintained). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design. The works are to be bonded for via the Landscaping Security associated with the Development Permit.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement* for the design and construction of the following servicing and road improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 359.0 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 10671 Bridgeport Road and 484.0 L/s available at 20 psi residual at the hydrant located at the frontage of 10751 Bridgeport Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Applicant's cost, the City will:
 - Install a new water service connection off of the 200 mm AC water main along Bridgeport Road, complete with water meter. The meter will be located on site (e.g., mechanical room), and will require a Statutory Right-of-Way (SRW) at the Applicant's cost to be finalized during the Servicing Agreement process.
 - Install fire hydrants off of the 200mm AC water main along the Bridgeport Road frontage, spaced as per City Standard.
 - Cut, cap and remove all existing water service connections and meters serving the development site along Bridgeport Road property frontage.

Storm Sewer Works:

- The Applicant is required to:
 - Remove the existing 600 mm diameter storm sewer from the existing manhole STMH3449 to STMH3188 along Bridgeport Road.
 - Install as replacement approximately 160 m of new 1050 mm storm sewer, complete with manholes spaced as per City standards. Tie-in via new manholes as replacement for the existing manholes STMH3449 and STMH3188 along Bridgeport Road.
 - Cut, cap, and remove the existing storm service connections and inspection chambers located within the proposed development along Bridgeport Road (STIC46551, STIC4126, STIC46530, STIC46529).
 - Cut and cap the existing storm service connections at the inspection chambers located on the east and west property line of the proposed development (STCN127820 & STCN24256). The existing inspection chambers shall be retained.
 - Install a new storm service connection, complete with an Inspection Chamber off of the proposed 1050 mm storm sewer along Bridgeport Road to service the proposed development.
- At the Applicant's cost, the City will complete all proposed storm sewer tie-ins to existing City infrastructure.

Sanitary Sewer Works:

- The Applicant is required to:
 - Not start onsite foundation construction or excavation prior to completion of rear yard sanitary works by City crews.
 - Install approximately 100 meters of new 200mm sanitary sewer complete with manholes along McKessock Avenue and Bridgeport Road, to service the proposed development. The proposed sanitary sewer along McKessock Avenue, approximately 40 m, shall tie into the existing manhole (SMH6174) and proposed sanitary manhole at the intersection of McKessock Avenue and Bridgeport Road. The proposed sanitary sewer along Bridgeport Road will continue from the intersection to the south east corner of the 10671 Bridgeport Road property.
 - Install a sanitary service connection, complete with an Inspection Chamber, off of the proposed 200 mm diameter sanitary line placed along Bridgeport Road.
- A capacity analysis or model run to be provided by the City at the Servicing Agreement stage is required to confirm whether downstream upgrades are required from SMH6147 to the McLennan pump station. If there are downstream capacity issues, the Applicant will be required to provide upgrades.
- At the Applicant's cost, the City will:
 - Cut and cap at main all existing sanitary service connections to the proposed site.
 - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
 - Complete all proposed sanitary sewer service connections and tie-ins.

Frontage Works:

An interim and ultimate functional road plan is required as part of the Servicing Agreement to confirm all road dedications and the works below:

- The Applicant is required to design and construct the following frontage improvements, including (but not limited to):
 - The subject site's driveway crossing with a triangular-shaped raised barrier curb island within the boulevard along Bridgeport Road to physically restrict vehicle movements to the site to right-in/right-out only. This will be further supplemented with turn restriction signage on-site and on Bridgeport Road.
 - A new 1.5 m wide concrete sidewalk at the new property line with transition to the existing sidewalk to the east and west of the subject site, along with a new treed/grass boulevard (approximately 3.7 m wide) at the curb. All utility impacts or existing infrastructure conflicting with the frontage works as described above are to be relocated at the Applicant's cost.
- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers to:
 - Remove or put underground private utility service lines (e.g., BC Hydro, Telus and Shaw) along the property frontages. The Applicant is required to coordinate with the private utility companies.
 - Determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite, as described below.
 - Pre-duct for future hydro, telephone and cable utilities along the frontages of the property.
- The Applicant is required to:
 - Relocate or replace the existing street lighting as required by the proposed frontage improvements.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements 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 SRWs that shall be shown in the functional plan and registered prior to SA design approval:

BC Hydro Vista - Confirm SRW dimensions with BC Hydro

BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro

BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro

Street light kiosk – Approximately 2mW X 1.5m (deep)

Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)

Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)

Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw

Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus

General Items:

- The Applicant is required to:
 - Enter into 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.
 - Conduct pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts. At their cost, the Applicant is responsible for rectifying construction damage.
 - Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing utilities fronting the development site (ex. 150mm sanitary sewer on the east property line of 10671 Bridgeport Road, 150mm sanitary sewer along 10751 Bridgeport Road property line, and 600mm storm sewer along the Bridgeport Road property line) and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the 600mm storm sewer and its replacement within the Bridgeport roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
 - Conduct video inspections of adjacent storm sewer main along Bridgeport Road and 150mm sanitary sewers along the property line to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for any impact due to construction or site preparation. At their cost, the developer is responsible for rectifying any impact due to construction or site preparation.

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

- Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

| Portions of Dwelling Units | Noise Levels (decibels) |
|---|-------------------------|
| Bedrooms | 35 decibels |
| Living, dining, recreation rooms | 40 decibels |
| Kitchen, bathrooms, hallways, and utility rooms | 45 decibels |

- Complete a proposed townhouse energy efficiency report and recommendations prepared by a licensed Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better).

Prior to Demolition Permit* issuance, the Applicant must complete the following requirements:

- Installation of tree protection fencing around all trees to be retained (Trees # 958 on-site, and #001, 002, 003 on the neighbouring properties to the north). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Prior to Building Permit* issuance, the Applicant must complete the following requirements:

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (i.e., EnerGuide 82 criteria for energy efficiency and pre-ducting for solar hot water heating).
- 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.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

(signed original on file)

Signed

CNCL Date 227



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9935 (RZ 17-771592)
10671, 10691, 10751 Bridgeport Road**

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

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

P.I.D. 003-691-292

Lot 190 Section 23 Block 5 North Range 6 West New Westminster District Plan 33687

P.I.D. 006-950-035

Lot 191 Section 23 Block 5 North Range 6 West New Westminster District Plan 33687

P.I.D. 007-529-392

West Half Lot 101 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 8212

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9935"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

| |
|-------|
| _____ |
| _____ |
| _____ |
| _____ |
| _____ |
| _____ |



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

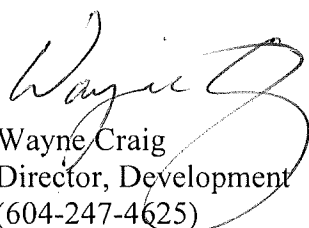
Date: November 13, 2018

File: ZT 18-840326

Re: Application by Spring Communication Development Ltd. for a Zoning Text Amendment to the "Pub & Sales (CP1; CP2)" Zone to Permit Restaurant Use at 8320 Alexandra Road

Staff Recommendation

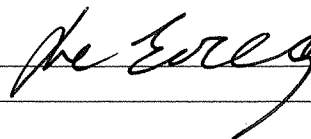
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9962, for a Zoning Text Amendment to the "Pub & Sales (CP1; CP2)" zone to permit restaurant use at 8320 Alexandra Road, be introduced and given first reading.


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

WC:na
Att. 4

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Spring Communication Development Ltd. has applied to the City of Richmond for permission to amend the “Pub & Sales (CP1; CP2)” zone to add “restaurant” as a site-specific additional use at 8320 Alexandra Road (Attachment 1). The subject site is currently occupied by a single building that has been renovated for restaurant use. The amendment would serve to bring into compliance past business changes that have eliminated pub use and introduced restaurant use.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across Alexandra Road, commercial buildings with parking on property zoned “Auto-Oriented Commercial (CA)”.

To the South: Across Alderbridge Way, Lansdowne Mall with parking on property zoned “Auto-Oriented Commercial (CA)” and an amendment application to the Official Community Plan (OCP) to adjust land use boundaries (pending approval) to facilitate the future redevelopment of the site to a mixed use neighbourhood (CP 15-717017).

To the East: Commercial buildings with parking on property zoned “Auto-Oriented Commercial (CA)”.

To the West: Vacant lots on property zoned “Auto-Oriented Commercial (CA)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Commercial (COM)” and the City Centre Area Plan designation for the subject site is “Urban Centre T5 (25m)”. The development proposal is consistent with these designations and the Aberdeen Village (2031) Land Use Map (Attachment 3) as “Urban Centre T5 (25m)” specifically allows for restaurants.

Public Consultation

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

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

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

Analysis

Proposed Zoning Text Amendment

The subject site is currently zoned “Pub & Sales (CP1)”, which permits neighbourhood public house as a permitted use, but does not permit a restaurant. The Homestead Pub opened at the location in 1988. However, since 1998 a licensed restaurant has been in operation. The applicant wishes to continue the primary use of the building as restaurant as it has been for the last years 10 years. This application seeks to add restaurant as a permitted use to reflect the historic use of the site. The purpose of the proposed Zoning Text Amendment application is to amend the “Pub & Sales (CP1; CP2)” zone to permit “restaurant” as an additional use specific to the subject site. No additional commercial services or retail activities are proposed.

Existing Site Context

There is a one-storey cottage style building with a prominent roof profile on the property that is setback from the street and surrounded by parking.

Vehicular access to the subject site is provided via the existing driveway crossing on Alexandra Road. Ongoing access in this manner is acceptable to the City’s Transportation department. The subject site provides ample amount of parking with 53 parking stalls; well over the minimum requirement of 19 stalls for a restaurant of this size in the City Centre under Richmond Zoning Bylaw 8500.

The existing landscaping setback is also in compliance with Richmond’s Zoning Bylaw 8500.

No changes are proposed to the exterior of the existing building at this time. A copy of the current site plan and floor plans are provided as Attachment 4.

Site Servicing and Frontage Improvements

There are no site servicing concerns and no frontage improvements are required for this property at this time given the nature of the application. In the future, road dedication, frontage improvements and other site securing requirements will be required where the property is redeveloping, in accordance with the City Centre Area Plan.

Financial Impact

None.

Conclusion

The purpose of this Zoning Text Amendment application is to amend the “Pub & Sales (CP1; CP2)” zone to add “restaurant” as a site-specific additional use on the property at 8320 Alexandra Road. The amendment will bring the proposed restaurant use into compliance with current zoning regulations.

The Zoning Text Amendment application complies with the land use designation and applicable policies contained within the OCP for the subject site.

There are no rezoning considerations associated with this Zoning Text Amendment application.

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9962 be introduced and given first reading.



Nathan Andrews
Planning Technician
(604-247-4911)

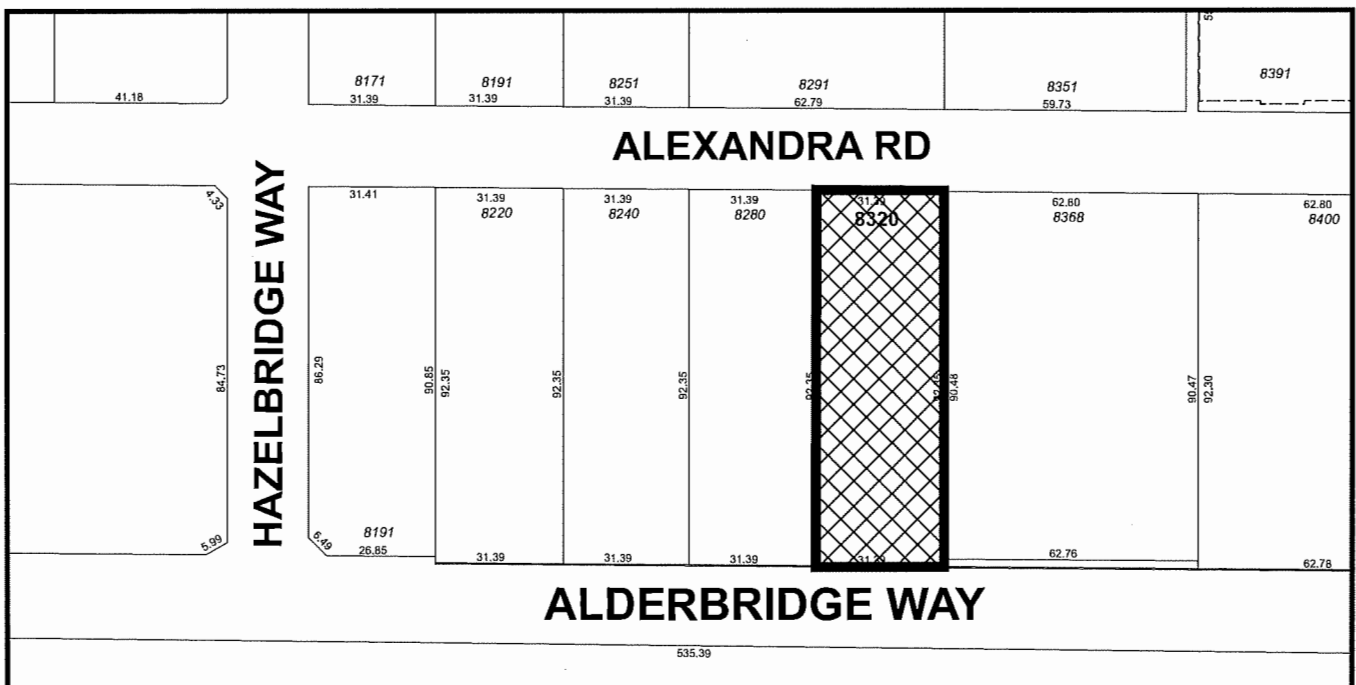
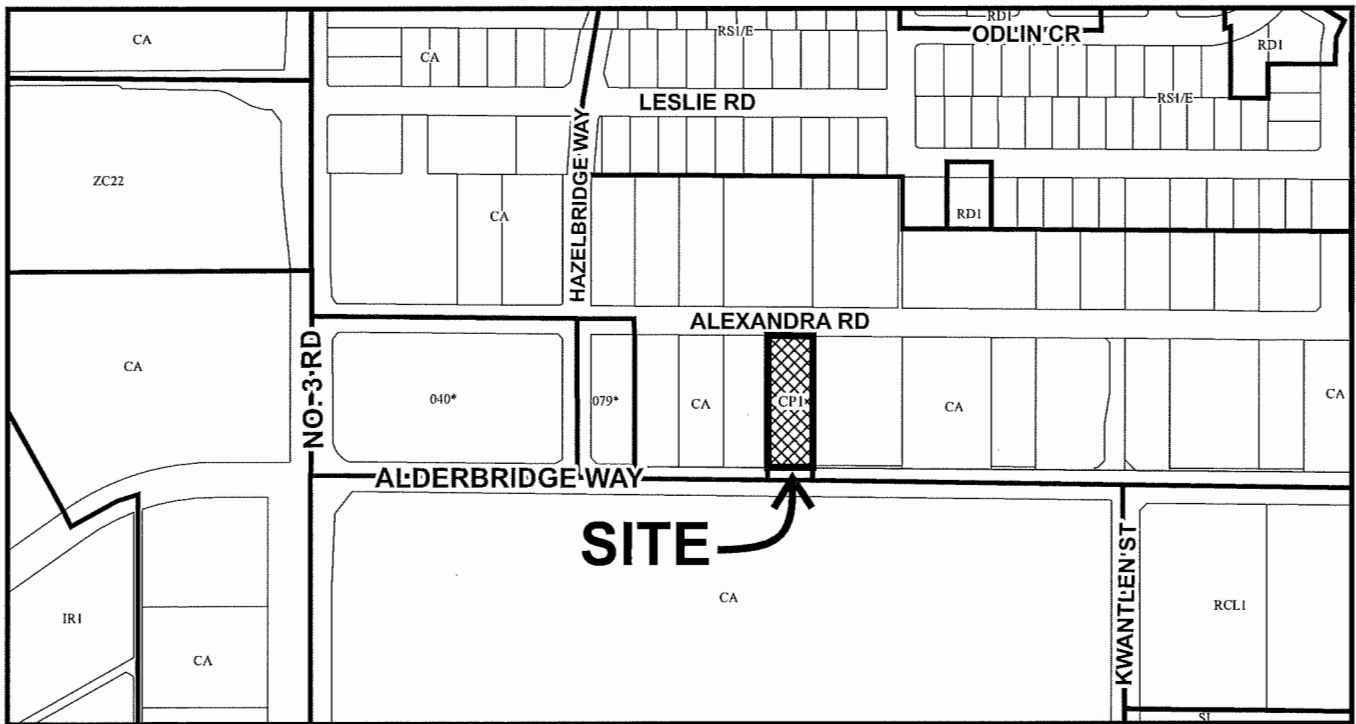
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Attachment 1: Location Map & Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Aberdeen Village (2031) Land Use Map
Attachment 4: Site Plan and Building Plans



City of Richmond

ATTACHMENT 1



ZT 18-840326

Original Date: 10/30/18

Revision Date:

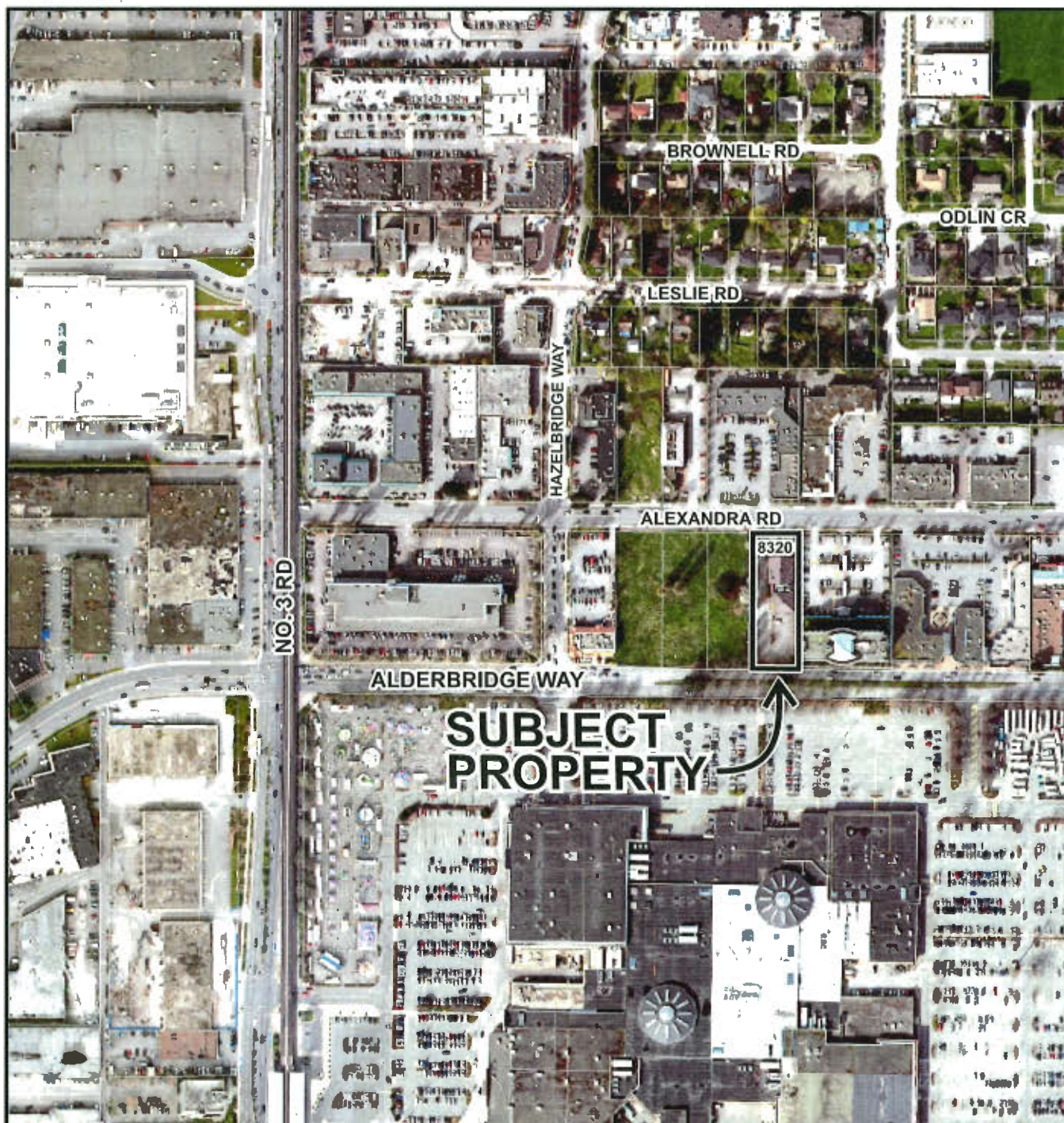
Note: Dimensions are in METRES

CNCL - 233



City of
Richmond

ATTACHMENT 1



ZT 18-840326

Original Date: 10/30/18

Revision Date:

Note: Dimensions are in METRES

CNCL - 234



ZT 18-840326

Attachment 2

Address: 8320 Alexandra Road

Applicant: Spring Communication Development Ltd.

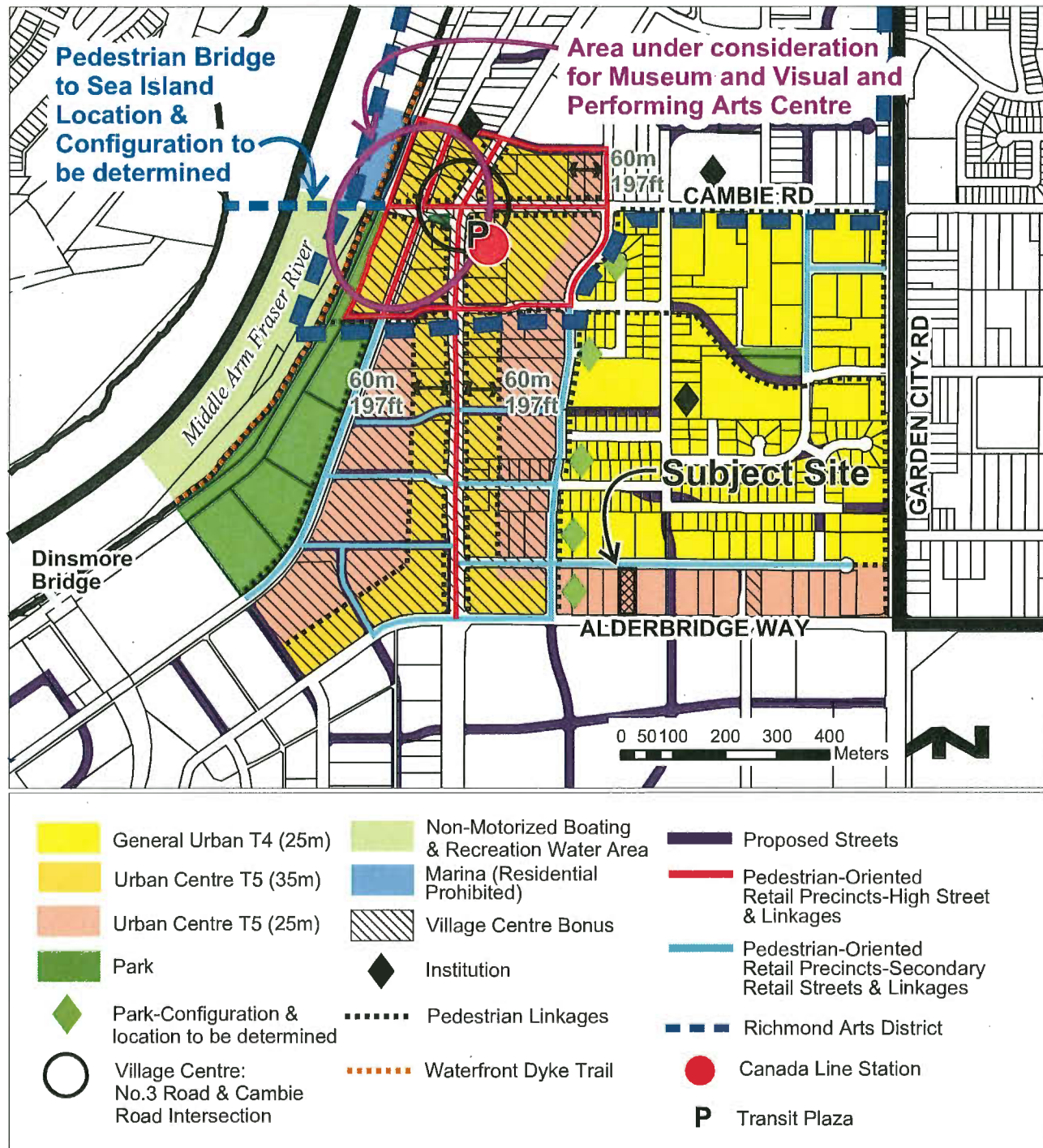
Planning Area(s): City Centre Area Plan

| | Existing | Proposed |
|------------------------------|---------------------------------------|--|
| Owner: | Spring Communication Development Ltd. | No change |
| Site Size (m ²): | 2899 m ² | 2899 m ² |
| Land Uses: | Pub & Sales (CP1) | Pub & Sales (CP1) & restaurant specific to 8320 Alexandra Rd |
| OCP Designation: | Commercial | No change |
| Area Plan Designation: | City Centre Area Plan | No change |
| Zoning: | Pub & Sales (CP1) | Pub & Sales (CP1) & restaurant specific to 8320 Alexandra Rd |

| | 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 | 0.35 allowed 1015 m ² 0.21 actual 620 m ² | none permitted |
| Lot Coverage (% of lot area): | 15.4% | 15.4% | none |
| Lot Size: | 2899 m ² | 2899 m ² | none |
| Off-street Parking Spaces – Total: | 19 | 53 | none |

Specific Land Use Map: Aberdeen Village (2031)

Bylaw 8728
2011/07/26

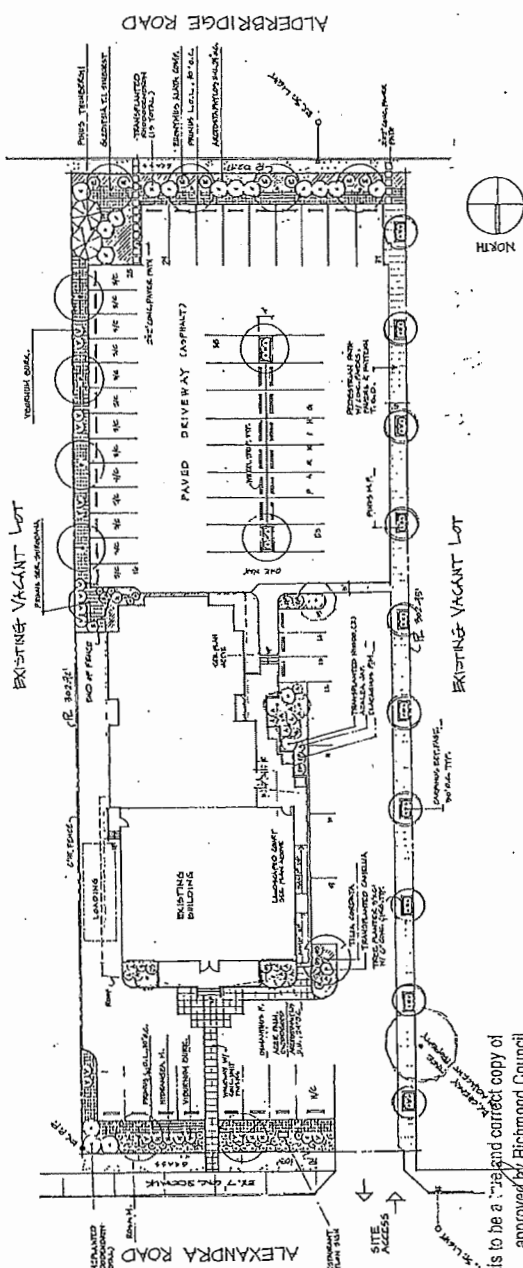
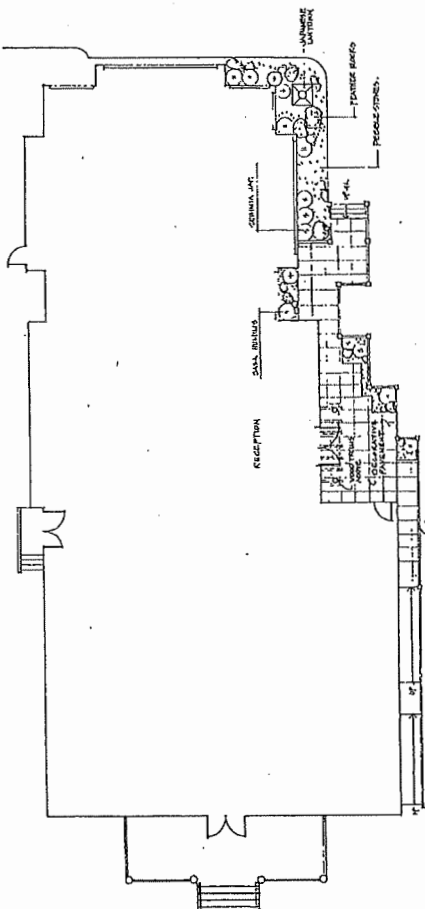



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FEB 13 1996
D.P. 95207#7

| PLANT LIST (continued) | | | | | | | | | | | |
|------------------------|------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|----------|
| ACC. | | SYNO. | | COLLECTOR | | DATE | | LOCALITY | | PLANT USE | |
| 1000 | 1000 | W. M. S. | 10/10/50 | W. M. S. | 10/10/50 | W. M. S. | 10/10/50 | W. M. S. | 10/10/50 | W. M. S. | W. M. S. |
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1. All work and materials shall meet or exceed BS EN ISO 9001:2008.



I HEREBY CERTIFY this to be a ³⁻¹⁻⁹⁶ valid and correct copy of
³⁻¹⁻⁹⁶ ~~Page 60095-207~~ approved by Richmond Council
 on MAR 11 1996

 SUSAN M. BROWN

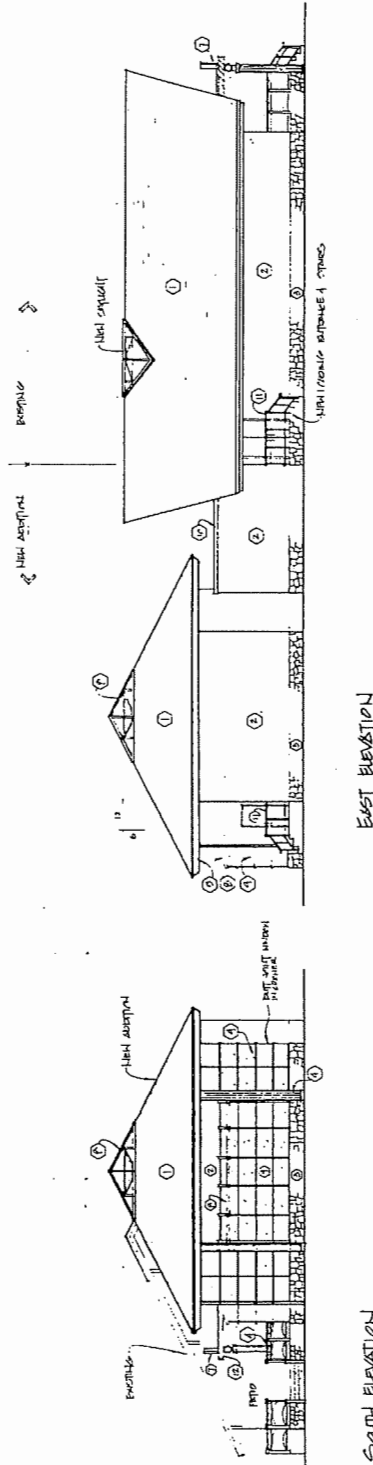
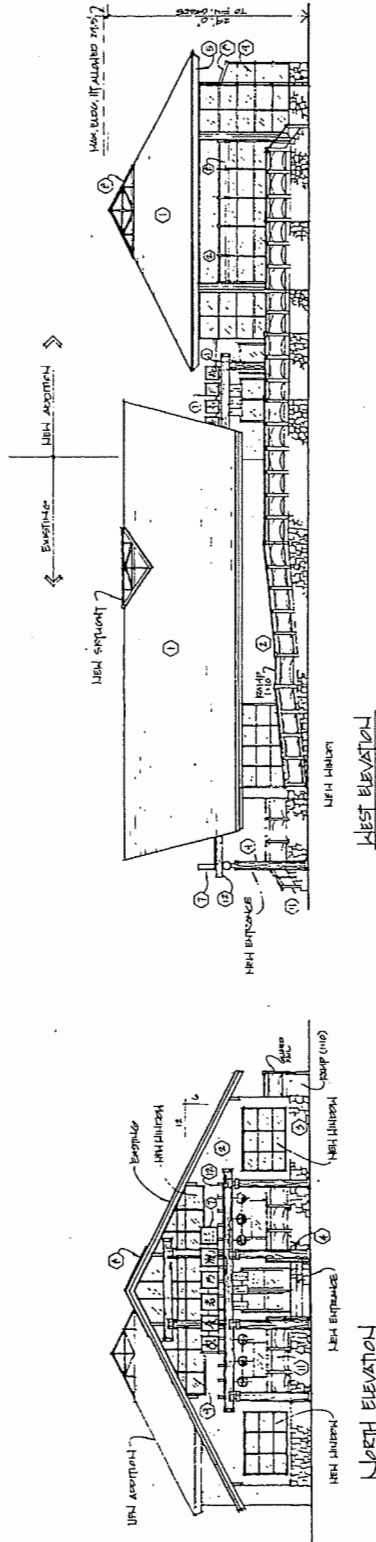
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| DRAWING TITLE PLEVATIONS. | DATE 11-30 | CHECKED P.C. | PREPARED BY: [Signature] CHECKED BY: [Signature] DATE: 11-30 DRAWN BY: [Signature] DATE: 11-30 IN CHARGE: [Signature] DATE: 11-30 | |

Discussion

MATERIALS SCHEDULE

- 1) CORDON ALLOCATE (to next brother)
- 2) - ALLOC
- 3) STABLE (to next brother)
- 4) STABLE CORDON (brother)
- 5) HAND PUSCABLE BROTHER (brother)
- 6) TRUE HAND
- 7) SIMULATE
- 8) ESTIMATE
- 9) INFLUENCED ALLOC. LIMITED
- 10) FEEDBACK. HAND PUSCABLE
- 11) HAND CORDONAL
- 12) HAND TRILLING

D.P. Nelson
ISSUED FOR D.P.
MAY 28 1975
JAN. 28 1976
7 DEC 75
OUT



HEARLEY CERTIFY THIS TO BE A TRUE AND CORRECT COPY OF
P343 60095-207, approved by Richmond Council
on 11 MAR 1996

SUSAN M. BROWN
Deputy City Clerk
Authorized Signatory

JAN 29 1996
D.P.95207*



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9962 (ZT 18-840326)
8320 Alexandra Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.6 [Pub & Sales (CP1; CP2)] by deleting Section 10.6.3 and by replacing it with the following:

“ 10.6.3 **A. Secondary Uses**
 • **retail liquor 1**

10.6.3 **B. Additional Uses**
 • **restaurant ”**

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.6.11 by inserting a new Section 10.6.11.2 as follows, and renumbering the remaining subsections accordingly:

“ 2. **A restaurant** is only permitted on the following listed **site**:
 a) 8320 Alexandra Road
 P.I.D. 001-853-236
 Lot 47 Section 33 Block 5 North Range 6 West
 New Westminster District Plan 6979 ”

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9962”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 25, 2018
From: John Irving
Director, Engineering **File:** 10-6160-08/2018-Vol
01
Re: Non-Stormwater Discharge Process Improvements

Staff Recommendation

1. That the Pollution Prevention and Cleanup Bylaw No. 8475, Amendment Bylaw No. 9950, which introduces the new Non-Stormwater Discharge Permit, standards, and application fee, be introduced and given first, second, and third readings; and
2. That the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9951, which quantifies the Non-stormwater Discharge application fee, be introduced and given first, second, and third readings.

John Irving
Director, Engineering
(604-276-4140)

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

Staff Report

Origin

Staff assessed the City's system of managing Non-Stormwater Discharge Agreements, regulated by the *Pollution Prevention and Clean-up Bylaw No. 8475*, and identified customer service and cost saving opportunities compared to the current system. This report summarizes the steps staff have taken to evaluate the current system and outlines proposed changes for Council consideration.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1 Safe and sustainable infrastructure.

6.2. Infrastructure is reflective of and keeping pace with community need.

This report supports Council's 2014-2018 Term Goal #8 Support Economic Development

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

8.2 Opportunities for economic growth and development are enhanced.

Background

The City's stormwater system consists of open and closed drainage infrastructure that is designed to collect untreated surface water from impervious surfaces such as roads and parking lots, and direct it to the Fraser River to prevent local flooding. The City's open watercourses are an integral part of this storm drainage system. Open watercourses are less expensive to maintain than closed pipes, can store higher volumes of water and provide valuable riparian habitat for plants and animals to support a healthy ecosystem.

The topography of Lulu Island is generally flat with a shallow groundwater table that moves very slowly compared to other areas in the Lower Mainland. The island was once covered with extensive peat bogs that left an abundance of organic material in the soil. This combination has resulted in high organic activity that naturally consumes the dissolved oxygen in rainwater soon after it percolates into the ground. This oxygen-poor groundwater allows anaerobic bacteria to leach metals (specifically iron and manganese) from the mineral soil, which makes the water slightly acidic. Background conditions have naturally elevated metals concentrations throughout Richmond surface and groundwater systems as the groundwater naturally enters and interacts with the open drainage system.

The City protects its open drainage ecosystems pursuant to the *Pollution Prevention and Clean-up Bylaw No. 8475*, which prohibits any polluting substances from entering the City's storm drainage system, open drainages, or soil. The City accommodates the need to accept water originating from construction dewatering through Part 6.1.2.1 of the *Pollution Prevention and Clean-up Bylaw No. 8475* and requires:

- Written confirmation from a Qualified Environmental Professional that groundwater concentrations will comply with the *BC Approved Water Quality Guidelines* (for the Protection of Aquatic Life) when discharged;
- A water quality monitoring and response plan;
- A drainage system capacity analysis by a Professional Engineer; and
- Proof that the project has been denied a permit to discharge into the Metrovan sanitary waste disposal system.

The Owner then enters into a legal agreement with the City, that defines the proposed discharge terms, following Staff's review.

Analysis

Staff assessed the current application and agreement process in consultation with various internal and external stakeholders. Key findings and proposed changes intended to improve the City's administrative efforts and reduce costs for development projects are summarized below.

Legal Agreements

The Owner of the source parcel must currently enter into a legal agreement with the City confirming the terms of the proposed groundwater discharge. Final agreements are executed by the General Manager of Engineering and Public Works and the Owner as per the *Pollution Prevention and Clean-up Bylaw No. 8475* and, and provide indemnity for the City as it relates to dewatering activities. Agreements are typically tenured for two-years however, amendments are often required during this term to accommodate variables such as construction delays.

Feedback collected during the assessment suggests that a legal agreement may not be the most effective instrument to facilitate construction dewatering and staff propose replacing the legal agreement with a permit and new fee. A permit would still function to limit the City's liability and hold the Owner responsible to comply with all applicable environmental laws but could limit the administrative burden of legal agreements. Amendments can also be more easily facilitated by staff with a permit revision process. The Owner would still be required to prepare and to submit the same supporting information for staff review as in the current agreement process.

Water Quality Standards

For City capital construction projects and other construction, builders must currently ensure that the discharge water quality concentrations meet the *BC Approved Water Quality Guidelines*. Feedback has identified that meeting these guidelines requires the use of complex filtration systems to reduce concentrations including the naturally occurring background metals. These

complex filtration systems are often required most of the construction phase and can cost up to \$500,000 for larger developments. Treatment systems also require the use of chemicals referred to as flocculants that can be introduced into the City's open and closed drainage system.

Staff retained a Qualified Environmental Professional to assess suitable alternatives to the *BC Approved Water Quality Guidelines* that maintain environmental protection standards and consider the natural background metals concentrations. Staff recommend updating the discharge criteria requirements from all of the standards in the *BC Approved Water Quality Guidelines*, to the select parameters listed below. Monitoring for these parameters in the field will maintain environmental protection standards.

Minimum Discharge Criteria

| | |
|------------------|--|
| pH | 6.5 - 9.0 |
| Temperature | < or = to 19°C |
| Dissolved Oxygen | < or = to 5.0 mg/L |
| Turbidity | < or = to 8 NTU and < or = to 50 NTU during storm events |

Staff also recommend new environmental objectives to compliment these four parameters that considers the possible presence of additional contaminants of concern from historical site uses such as gas dispensers. If the Owner cannot provide evidence, pursuant to the *BC Contaminated Sites Regulations* that contamination is unlikely at a site, the Owner must meet the applicable *BC Contaminated Sites Regulation* and/or the *BC Water Quality Guidelines* for all potential contaminants of concern at the source parcel.

Users of the current non-stormwater discharge management system anticipate the proposed changes to reduce the water treatment costs for City capital projects and the development of uncontaminated properties by as much as 75%, while still protecting the local watercourses and infrastructure.

Field Monitoring & Cost Recovery

Staff currently manage non-compliance discharge concerns on a complaint basis due to the complex treatments systems and testing requirements involved but propose increasing compliance monitoring capabilities. Each of the proposed Minimum Discharge Criteria parameters can be easily measured in the field with environmental field monitoring equipment.

The current system does not impose a fee for the Owner. Staff recommends implementing a \$3,000 application fee to cover the costs of site inspections and field sampling equipment for the duration of a two year permit.

Staff also propose updates to the *Pollution Prevention and Clean-up Bylaw No. 8475* that will improve cost recovery initiatives in the event releases require immediate City resources to mitigate such as cleaning out closed drainage pipes.

The table below outlines all of the proposed bylaw amendments to the *Pollution Prevention and Clean-up Bylaw No. 8475* and the *Consolidated Fees Bylaw No. 8636*.

Summary of Proposed Bylaw Amendments

Update the Pollution Prevention and Clean-up Bylaw No. 8475 to include the new Non-Stormwater Discharge process

- Elimination of the current Non-Stormwater Discharge Agreements, and replacement with a new Non-Stormwater Discharge Permit.
 - Replacement of the current discharge standards with new Richmond-specific Minimum Discharge Criteria for turbidity, temperature, pH, and dissolved oxygen that would have to be met for all discharges.
 - Addition of a signed statement from the project Qualified Environmental Professional certifying the quality of the proposed non-stormwater discharge and additionally confirming that the proposed non-stormwater discharge meets the Minimum Discharge Criteria.
 - Introduction of the Non-Stormwater Discharge Permit application fee and City-lead remediation cost recovery mechanisms.
-

Update the Consolidated Fees Bylaw No. 8636 to include a Non-Stormwater Discharge Permit Application fee

- Quantification of a new Non-Stormwater Discharge Permit Application fee established in the Pollution Prevention and Clean-up Bylaw No. 8475 amendment.

Stakeholder Consultation

Consultation efforts in 2018 included presentations to internal and external stakeholders, Senior Government, the Development Community and technical professionals. Staff received positive support from each collaborative session and secured formal endorsement from the Urban Development Institute Liaison Committee regarding the proposed changes.

Technical information was also forwarded via email to the City's Advisory Committee on the Environment, the provincial Ministry of Environment and Climate Change Strategy and the Federal Department of Fisheries.

Implementation

Pending Council's approval of the proposed amendments in this report, staff will finalize updated application forms and publish a new Info Bulletin for applicants.

Staff will also prepare letters for all current Non-Stormwater Discharge Agreement holders, informing them of the updates, and inviting them to apply for the new discharge criteria, should they wish.

Financial Impact

None. The proposed changes will reduce costs for City capital projects and development without compromising environmental standards.

Conclusion

Richmond's open watercourses are an integral part of the City's Ecological Network and convey non-stormwater discharges from development. The proposed changes to the the City's non-stormwater discharge system will improve customer service, reduce dewatering costs, provide a cost recovery mechanism and protect the City's open drainage network from harmful pollutants.



Chad Paulin
Manager, Environment
(604-247-4672)



Warren Mills
Environmental Coordinator
(604-247-4694)



**Pollution Prevention and Clean-Up Bylaw No. 8475,
Amendment Bylaw No. 9950**

The Council of the City of Richmond enacts as follows:

1. Pollution Prevention and Clean-Up Bylaw No. 8475, as amended, is further amended at section 1.1.1 by deleting the definitions of “**agreement**”, “**application**”, “**general manager**”, “**qualified environmental professional**” and “**responsible person**”, and inserting the following in alphabetical order:

| | | | | | | | | | |
|-----------------------------------|---|----|-----------|-------------|----------------|------------------|--------------------|-----------|---|
| APPLICANT | means the person who has applied for a Permit. | | | | | | | | |
| ENVIRONMENTAL LAWS | means all applicable federal, provincial, and City laws, statutes, regulations, ordinances, bylaws, and codes, all applicable policies, standards, protocols, orders, directives, and decisions issued, rendered or promulgated by any ministry, federal or provincial department, or judicial, administrative, or regulatory agency or body, whatsoever relating to fisheries, public health and safety, occupational health and safety, the protection or preservation of the environment , or the manufacture, operation, processing, distribution, use, treatment, storage, disposal, release , transport, handling, or remediation of contaminants, all as may be amended or replaced from time to time, including, but not limited to, the <i>Environmental Management Act</i> , S.B.C. 2003 c. 53, the <i>Canadian Environmental Protection Act</i> , 1999 S.C. 1999, c. 33, and the <i>Fisheries Act</i> , R.S.C. 1985, c. F-14 (as may be amended or replaced from time to time), and all applicable principles of common law and equity. | | | | | | | | |
| GENERAL MANAGER | means the General Manager, Engineering and Public Works, and his or her respective designates and authorized agents. | | | | | | | | |
| MINIMUM DISCHARGE CRITERIA | means the following minimum criteria that any permitted non-stormwater discharge must meet: <table><tr><td>pH</td><td>6.5 - 9.0</td></tr><tr><td>Temperature</td><td>< or = to 19°C</td></tr><tr><td>Dissolved Oxygen</td><td>< or = to 5.0 mg/L</td></tr><tr><td>Turbidity</td><td>< or = to 8 NTU, and < or = to 50 NTU during storm events</td></tr></table> <p>Notes: NTU- Nephelometric Turbidity Units C- Celsius mg/L- milligrams per Litre</p> | pH | 6.5 - 9.0 | Temperature | < or = to 19°C | Dissolved Oxygen | < or = to 5.0 mg/L | Turbidity | < or = to 8 NTU, and < or = to 50 NTU during storm events |
| pH | 6.5 - 9.0 | | | | | | | | |
| Temperature | < or = to 19°C | | | | | | | | |
| Dissolved Oxygen | < or = to 5.0 mg/L | | | | | | | | |
| Turbidity | < or = to 8 NTU, and < or = to 50 NTU during storm events | | | | | | | | |

| | |
|---|--|
| NON-STORMWATER DISCHARGE QUALITY DECLARATION | means a statutory declaration or letter, in the form provided by the City from time to time or in form otherwise satisfactory to the City , signed and sealed by a Qualified Environmental Professional , certifying the findings of site investigation work as to the quality of the proposed non-stormwater discharge and confirmation that the proposed non-stormwater discharge meets the minimum discharge criteria . |
| QUALIFIED ENVIRONMENTAL PROFESSIONAL | means an applied scientist or technologist registered and in good standing in British Columbia with an appropriate professional organization constituted by provincial statute, insured against professional liability arising from errors and omissions occurring in the performance of professional services, acting under that association's code of ethics, and subject to disciplinary action by that association, including but not limited to agrologists, biologists, engineers, foresters, geoscientists and technologists. |
| PERMIT | means an authorization by the City to allow non-stormwater discharge to enter a drainage system or watercourse . |
| PERMITTEE | means the holder of a Permit . |
| RESPONSIBLE PERSON | means the person who has possession, charge, or control of a polluting substance when a spill of such polluting substance occurs, or is at imminent risk of occurring." |

2. Pollution Prevention and Clean-Up Bylaw No. 8475, as amended, is further amended by deleting Part Six: Non-Stormwater Discharge Management and replacing it with the following:

"PART SIX: NON-STORMWATER DISCHARGE MANAGEMENT

6.1 Provisions for Non-Stormwater Discharge

6.1.1 Non-Stormwater Discharge Permit

No person shall allow any **non-stormwater discharge** to enter any **drainage system** or any **watercourse** without first making an application for and obtaining a **Permit**, and every such **discharge** shall be undertaken in accordance with all requirements and regulations of this bylaw, the terms and conditions of the **Permit**, and all applicable **environmental laws**.

6.1.2 Application Requirements

6.1.2.1 Unless exempted by the **General Manager**, an application for a **Permit** must:

- (a) be made in the form provided from time to time by the **City**;

- (b) be made by the **owner** of the source **parcel**, or by an agent of the **owner**, provided that such agent has been granted written authority to act on behalf of the **owner**;
 - (c) include the applicable fees as specified in the *Consolidated Fees Bylaw No. 8636*;
 - (d) include written confirmation from the **owner** that the **owner** will waive, release, remise, indemnify, and save harmless the **City** and its elected officials, agents, employees, officers, and servants from and against all claims, demands, losses, costs (including legal costs), damages, actions, suits, or proceedings whatsoever brought by reason of, or arising from, the issuance of the **Permit** by the **City**, or the breach of any of the terms and conditions of the **Permit** by the **owner** or by those for which the **owner** is responsible at law, or the proposed **discharge** of **non-stormwater discharge** by or on behalf of the **owner**;
 - (e) be accompanied by one of the following:
 - (i) a **non-stormwater discharge quality declaration** satisfactory to the **City**; or
 - (ii) a copy of the written approval of the proposed **discharge** from the applicable federal or provincial regulatory authority as required by the applicable **environmental laws**;
 - (f) be accompanied by proof of insurance in an amount and on the terms satisfactory to the **City**;
 - (g) be accompanied by a **water quality monitoring and response plan** satisfactory to the **City**;
 - (h) be accompanied by a capacity analysis of the **drainage system** and, based on the capacity analysis, a letter signed and sealed by an appropriate **Qualified Environmental Professional** (being a professional engineer) confirming that the **drainage system** has capacity to accommodate the flow rate of the proposed **discharge**;
 - (i) if required by the **City**, be accompanied by evidence satisfactory to the **City** that the **owner** has been denied a permit to **discharge** the **non-stormwater discharge** into the sanitary waste disposal system servicing the **parcel**, if any; and
 - (j) be accompanied by any supporting documentation requested by the **City** relevant to the matters referred to in subsections (e), (g), (h) and/or (i) above.
- 6.1.2.2 An application will be deemed to have been abandoned if the **Applicant** fails to fully and completely respond to a request by the **General Manager** for documentation or information under this bylaw within 6 months of the date the request is made. Once abandoned, all application fee(s) collected will be forfeited to the **City**. If the **Applicant** wishes to proceed with a **discharge** after any such abandonment, the **Applicant** must, unless exempted in writing by the **General Manager**, submit a new

application for a **Permit** and must pay an additional non-refundable application fee as specified in the *Consolidated Fees Bylaw No. 8636*.

- 6.1.2.3 If it is determined by the **General Manager** that any **discharge of non-stormwater discharge** has occurred without a valid **Permit**, all work must cease and the appropriate **Permit** application must be immediately submitted with a non-refundable application fee of twice the amount as specified in the *Consolidated Fees Bylaw No. 8636*.

6.1.3 Permit Issuance

- 6.1.3.1 Subject to section 6.1.3.2, the **General Manager** may issue a **Permit** upon being satisfied that:

- (a) the proposed **discharge of non-stormwater discharge** complies with this bylaw and all applicable **environmental laws**;
- (b) the proposed **discharge of non-stormwater discharge** can be carried out safely, without undue nuisance or interference to adjacent **parcels** or the public, or damage or injury to persons or property;
- (c) the **Applicant** has complied with the applicable requirements of section 6.1.2; and
- (d) the **Applicant** has paid to the **City** all applicable fees required under the *Consolidated Fees Bylaw No. 8636*.

- 6.1.3.2 The **General Manager** may refuse to issue a **Permit** if the requirements of section 6.1.3.1 have not been met or the **General Manager** is of the opinion that the proposed **discharge of non-stormwater discharge** will or is reasonably likely to:

- (a) endanger, damage, or otherwise adversely affect any adjacent **parcel**, structure, highway, easement, utility works and services or right-of-way, whether privately or publicly owned;
- (b) foul, obstruct, destroy, impede, divert, or otherwise adversely affect any **watercourse** or **drainage system**, whether privately or publicly owned;
- (c) contravene any applicable **environmental laws**;
- (d) threaten the health, safety, or welfare of the public or be otherwise contrary to the public interest;
- (e) cause a federal, provincial or municipal authority to incur excessive costs to provide public utilities, works, or services to the subject **parcel**, or an adjoining or reasonably adjacent **parcels**.

6.2 Non-Stormwater Discharge Regulations

6.2.1 In addition to any terms and conditions contained in a **Permit**, no person shall cause or permit the **discharge** of **non-stormwater discharge** except in accordance with the following requirements, unless exempted in writing by the **General Manager**:

- 6.2.1.1 the **Permittee** shall engage a **Qualified Environmental Professional** to supervise and monitor the **discharge**;
- 6.2.1.2 the **Permittee** conducts water quantity monitoring to confirm and ensure that the **discharge** does not exceed the allowable flow rate set out in the capacity analysis referred to in subsection 6.1.2.1(h) of this **Bylaw**, and, if requested by the **City**, provides a copy of the monitoring results signed and sealed by a **Qualified Environmental Professional** to the **City**;
- 6.2.1.3 the **Permittee** conducts continuous monitoring of water levels in the pipe, box culvert or ditch receiving the **discharge** and if water levels overload the pipe or box culvert or exceed the maximum hydraulic gradeline of the ditch, as specified in the capacity analysis of the **drainage system** referred to in subsection 6.1.2.1(h) of this **Bylaw**, the **Permittee** shall:
 - (a) immediately discontinue the **discharge**;
 - (b) report to the **City** that the **drainage system** is over capacity;
 - (c) retain the water from the **discharge** on the subject **parcel** until the **drainage system** is no longer over capacity; and
 - (d) only resume the **discharge** once the **drainage system** is no longer over capacity and the **discharge** will not cause it to become over capacity.
- 6.2.1.4 the **Permittee** complies with the **water quality monitoring and response plan** and, if requested by the **City** provide a copy of the monitoring results to the **City**;
- 6.2.1.5 the **discharge** complies with the **minimum discharge criteria**;
- 6.2.1.6 the **Permittee** complies with all applicable **environmental laws**;
- 6.2.1.7 the **Permittee** shall obtain any and all approvals and authorizations required, in addition to the **Permit**, by any applicable governmental authority, public utility or other governmental agency; and
- 6.2.1.8 the **Permittee** shall immediately report to the **City** any emergency or the existence of any condition which prevents the operation of any treatment system required in relation to the water being **discharged**.

6.3 Permit Expiry

6.3.1 Every **Permit** issued under this bylaw shall expire and cease to authorize any **discharge** of **non-stormwater discharge** twenty-four (24) months following the date of issue or upon such earlier date as may be specified in the **Permit** unless an expiry date for a different term is specified in the **Permit** or a renewal has been issued in accordance with section 6.3.2..”

3. Pollution Prevention and Clean-Up Bylaw No. 8475, as amended, is further amended by deleting the word ‘**agreement**’ from where it appears in sections 7.1.1 and 9.1.1 and replacing it with the word “**Permit**”.
4. Pollution Prevention and Clean-Up Bylaw No. 8475, as amended, is further amended by deleting section 8.1.1 and replacing it with the following:

“8.1.1 Where the **City** has determined that there has been a possible contravention of this bylaw which poses a possible threat to the environment or the health or safety of individuals, and immediate action is required to remedy the situation, the **City** may immediately take whatever action the **City** considers necessary to remedy the situation without the necessity of full compliance with the provisions of this bylaw at the time it is undertaken, and the expense of doing so, plus a reasonable sum as determined by the **General Manager** as a charge for the **City's** overhead, shall be paid by the **owner**. If not paid within 90 days, the expense, with interest at the prescribed rate and costs, shall be recovered in the same manner and with the same remedies as municipal taxes.”

5. Pollution Prevention and Clean-Up Bylaw No. 8475, as amended, is further amended by inserting the following as a new “PART NINE: ENFORCEMENT” and renumbering the remaining Parts and sections:

“PART NINE: ENFORCEMENT

9.1 Suspension of a Permit

9.1.1 The **General Manager** may suspend any **Permit** where, in the opinion of the **General Manager** there is a contravention of or non-compliance with the terms and conditions of the **Permit**, this bylaw, or any other relevant **City** bylaw. The **Permit** shall remain suspended and will cease to authorize the **discharge** of **non-stormwater discharge** until, in the opinion of the **General Manager**, compliance is obtained.

9.1.2 Where a **Permit** is suspended, the **General Manager** will cause written notice of suspension to be delivered to the **Permittee** and to the **owner** of the subject **parcel** by registered mail and to be posted on the subject **parcel** where possible.

9.1.3 Sections 9.1.1 and 9.1.2 are without prejudice to any other remedies available to the **City** under this bylaw, any other law, or in equity.

9.2 Non-compliance

9.2.1 If a **Permittee** or the **owner** of the subject **parcel** contravenes a provision of this bylaw or a term of a **Permit**:

- 9.2.1.1 such person shall immediately cease any and all contravening actions;
- 9.2.1.2 the **General Manager** may notify the **Permittee** or the **owner** in writing of such contravention; and
- 9.2.1.3 the **General Manager** may instruct the **Permittee** or the **owner** to correct the contravention by a date specified in the notice. If the correction of the contravention will not be completed by the date specified in the notice, the **Permittee** or the **owner** as instructed by the **General Manager** must inform the **General Manager** of such and immediately take all reasonable steps to begin to correct the contravention.

9.2.2 If a **Permittee** or the **owner** of the subject **parcel** fails to cease any and all contravening actions and/or correct a contravention referenced in section 9.2.1 by the date specified in the notice, or otherwise instructed by the **General Manager**:

- 9.2.2.1 the **City** may carry out such works and undertake such actions as the **City** deems necessary to correct the contravention;
- 9.2.2.2 the **General Manager** may revoke or suspend the relevant **Permit**, if any; and
- 9.2.2.3 in the event that any person having received notice fails to correct a contravention within the time specified in the notice, the **City** or its appointed agents may enter upon the subject **parcel** or any part thereof and carry out the works required to remedy the contravention, and the expense of doing so, plus a reasonable sum as determined by the **General Manager** as a charge for the **City's** overhead, shall be paid by the **owner**. If not paid within 90 days, the expense, with interest at the prescribed rate and costs, shall be recovered in the same manner and with the same remedies as municipal taxes.

9.2.3 Other than in case of emergency (in the opinion of the **General Manager**), in which case no notice is required, the **City** will give ten days' written notice to the **Permittee** of the **City's** intention to carry out works pursuant to section 9.2.2.

9.2.4 If the **City** carries out works pursuant to section 8.1.1 or 9.2.2, the **Permittee** or the **owner** of the subject **parcel** will reimburse the **City** for the **City's** cost of carrying out such works, within ten days of receiving a written request by the **City** for such reimbursement.

9.2.5 The **City** will not be liable for any damage, loss or expense of any nature or kind whatsoever, arising out of or in connection with the issuance of a **Permit**, or the **discharge** of **non-stormwater discharge**, or any other action by the **City** under this bylaw or a **Permit**.

9.2.6 In the event of damage to **City** or privately-owned **drainage system, watercourses**, highways, lands, or other **City** property or privately-owned property or facilities, resulting from a

discharge of non-stormwater discharge operation, the **Permittee**, or an agent of the **Permittee**, will promptly and properly repair the damage to the satisfaction of the **General Manager**.”

6. This Bylaw is cited as “**Pollution Prevention and Clean-Up Bylaw No. 8475, Amendment Bylaw No. 9950**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF
RICHMOND

APPROVED
for content by
originating
dept.


APPROVED for
legality
by Solicitor


MAYOR

CORPORATE OFFICER



**CONSOLIDATED FEES BYLAW NO. 8636,
AMENDMENT BYLAW NO. 9951**

The Council of the City of Richmond enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by adding Schedule A attached to and forming part of this bylaw to "SCHEDULE – POLLUTION PREVENTION AND CLEAN-UP" to Consolidated Fees Bylaw No. 8636.
2. This Bylaw is cited as "**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9951**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



POLLUTION PREVENTION AND CLEAN-UP BYLAW NO. 8475**Permit Application Fees**

Section 6.1.2

| Description | Fee |
|------------------------|------------|
| <u>Application Fee</u> | \$3000.00 |




City of Richmond

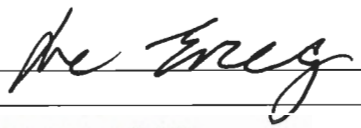

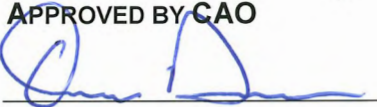
Report to Committee

To: Public Works and Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Date: November 15, 2018
File: 10-6350-05-08/2018-Vol 01
Re: George Massey Tunnel – Update on Independent Technical Review

Staff Recommendation

That staff be directed to report back upon the release of the Independent Technical Review of the George Massey Tunnel corridor with any further recommendations with a view to advancing the development and implementation of a mutually supportable solution to address congestion along the Highway 99 in a timely manner.

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

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

Staff Report

Origin

On November 1, 2017, the Ministry of Transportation and Infrastructure (the Ministry) announced that the independent technical review (the Review) of the George Massey Tunnel corridor had commenced. In June 2018, various media reported that the Minister of Transportation and Infrastructure (the Minister) indicated that the report would be received by the end of June, considered over Summer 2018 and a decision made on potential next steps in Fall 2018, at which time the report would likely be released to the public.

On November 14, 2018, the Mayor and senior staff met with Minister Claire Trevena for an update on the status of the Review. This report provides an overview of the meeting.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. Effective transportation and mobility networks.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

Analysis

Meeting with Minister and Release of Review

The Minister advised that the independent technical review (the Review) of the George Massey Tunnel corridor, delivered to the Ministry in June 2018, would be released to the public by the end of 2018. The Review will provide:

- potential crossing improvement options; and
- greater detail regarding the process followed leading to the previously proposed 10-lane bridge.

Given that the previous project was cancelled, the Minister advised that any future crossing improvement option would not include a 10-lane bridge. The Ministry recognizes the significant negative impacts that the scale of such a project would have on the host communities, particularly for Richmond (e.g., proposed 3-level Steveston Highway-Highway 99 Interchange).

With the release of the Review, the Ministry will undertake technical briefings with stakeholders (e.g., Richmond, Delta, TransLink, Metro Vancouver) and engagement with the community. The goal is to work collaboratively to develop a solution to address congestion at the crossing and along the Highway 99 corridor that has the collective support of the region. The preferred option would also address corridor-wide issues regarding transit connections, impacts to local roadways, the scale of the interchanges, and the interface at the Oak Street Bridge.

Next Steps

Following the release of the Review and the planned technical briefings with the Ministry, staff propose to report back on the Review conclusions and provide Council with any further recommendations to advance the development and implementation of a mutually supportable solution in a timely manner.

Financial Impact

None.

Conclusion

The City supports an improved crossing at the George Massey Tunnel location, preferably in the form of an improved tunnel, to address traffic congestion in the area as it negatively impacts the region's economy and quality of life for its residents. In support of the Minister's expressed commitment to develop a solution that has the collective support of the region, staff would report back upon the release of the Independent Technical Review of the George Massey Tunnel corridor with any further recommendations to ensure the timely implementation of the preferred option.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc



City of Richmond

Report to Committee

To: General Purposes Committee
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services
Date: October 31, 2018
File: 11-7000-01/2018-Vol
01
Re: Special Event Permits Pilot Project – Report Back

Staff Recommendation

1. That the report titled “Special Event Permits Pilot Project – Report Back”, dated October 31, 2018, from the Director, Arts, Culture and Heritage Services be received for information.
2. That Special Event Permits for site-wide liquor licensing at City produced events be endorsed, subject to conditions being met under the City’s Richmond Event Approval Coordination Team (REACT) application.

Jane Fernyhough
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 1

| REPORT CONCURRENCE | | |
|--|-------------------------------------|---------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Recreation | <input checked="" type="checkbox"/> | |
| Parks | <input checked="" type="checkbox"/> | |
| RCMP | <input checked="" type="checkbox"/> | |
| Risk Management | <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report**Origin:**

At the City Council meeting of July 24, 2017, Council approved the Special Event Permits Pilot Project that endorsed site-wide licensed beverage consumption at City produced festivals. The pilot project allowed staff to work closely with the RCMP and British Columbia Liquor Control and Licensing Branch (LCLB) to obtain a Special Event Permit for select City events. The purpose of this report is to update Council on the outcome of the pilot program and recommend continuing the practice.

Background:

Over the past three years, the LCLB issued a series of policy directives that enabled organizations to hold public events with site-wide liquor accessibility under a "Special Event Permit" (SEP). These changes are partly due to increased public demand for a wider array of event amenities, as well as the need to provide event organizers with additional tools to manage public safety.

Benefits

Benefits of implementing a SEP at suitable City events include:

- *Enhanced event amenities and the deterrence of rapid liquor consumption:* The public is able to enjoy event programming throughout the site, while partaking in a licensed beverage at their leisure. This reduces the practice of increased alcohol consumption over short durations in a segregated beer garden;
- *Enhanced security:* Additional security, which would normally be tethered to a traditional beverage garden, is strategically situated throughout the entire site; and
- *Economic instigator for local goods and services:* The site-wide accessibility of licensed beverages at an event may draw additional visitors and encourage attendees to stay for longer periods, which provide greater exposure for local entertainers, goods and services.

Other Events in the Region:

Since 2014, there has been a noticeable shift from the traditional beer garden to site-wide licensing at festivals. In the Metro Vancouver region alone, site-wide licensing under the SEP process has occurred at the following events: Skookum Festival (Vancouver); Seawheeze Sunset Festival (Vancouver); Rock Ambleside (West Vancouver); Burnaby Blues & Roots Festival (Burnaby); Live Nation: Concerts at Deer Lake Park (Burnaby); European Festival (Burnaby); Enchant Christmas Maze & Market (Vancouver); Steveston Dragon Boat Festival (Richmond); and Vancouver Dragon Boat Festival (Vancouver).

The Pilot Program Results:

The Richmond Harvest Fest in 2017 and the Richmond Maritime Festival in 2018 were the two City produced events in the pilot program. Each event worked closely with the RCMP on the required logistics to mitigate potential risk.

The Richmond Harvest Fest was held on September 30, 2017 at Garden City Lands and attracted over 5,000 people to the event. The festival included interactive agricultural displays and activations, a straw bale slide, wagon rides, culinary stage, live music and local artisans and vendors.

The site-wide licensed area covered the main festival venue with two controlled access points. The festival partnered with Canada Berries Winery, Country Vines Winery, Fuggles & Warlock Craftworks and Britannia Brewing Company who set up tents and provided beverage service. Approximately 470 units of beer and wine were sold during the eight-hour festival. Public feedback on the availability of alcohol was positive. The RCMP reported no public safety incidents related to alcohol consumption at Richmond Harvest Fest.

The second event in the pilot project was the 15th annual Richmond Maritime Festival held on July 28-29 at Britannia Shipyards National Historic Site. This festival celebrates the City's rich maritime heritage and includes ship boarding, live music, roving performances, salmon BBQ and numerous family friendly activations.

The two-day Maritime Festival attracted over 35,000 people and the licensed beverage zone was a large area around the main stage and food trucks. The City partnered with the Richmond Firefighters Association who was responsible for organizing and operating the alcohol sales in exchange for the fundraising opportunity. Approximately 760 units of beer and wine were sold over the two days. The feedback from festival goers was positive and the RCMP reported no public safety incidents related to alcohol consumption.

Although it was not a City produced event, the Steveston Salmon Festival was granted a SEP for their 2018 event. The entire parking lot, south of the community centre, was included in the site-wide licensed area and was the location of their main stage and approximately 12 food trucks. The event partnered with Fuggles & Warlock who managed the alcohol sales. Net revenue went to the event. In total, the event sold approximately 2,460 units of alcohol between 11 a.m. and 7 p.m. The feedback from festival goers was positive and the RCMP reported no public safety incidents related to alcohol consumption.

Future Events:

While the two events in the Special Event Permits Pilot Project and Steveston Salmon Festival received positive community feedback and did not result in any alcohol related incidents, future events would continue to be evaluated and approved on a case by case basis through the City's Richmond Event Approval Coordination Team (REACT) and the existing event permit approval process. See Attachment 1 for Logistics and Public Safety Considerations.

In addition, the event organizer will work closely with the RCMP to ensure any safety requirements, based on the festivals scope and event plan, are upheld (e.g., controlled access, age verification systems, security plan, etc.). Managing risk and ensuring public safety at the festival will continue to be paramount.

Requests by non-City organizations for Special Event Permits for site-wide liquor will continue to be evaluated and approved by the City's REACT event permit approval process.

Financial Impact

There is no financial impact as a result of this report.

Conclusion

Over the years, Richmond has built a strong reputation for successful, world-class community events. Providing licensed beverage service meets public demand for a wider array of event amenities. The regional shift towards site-wide licensing model is supported by the RCMP and LCLB. It is recommended that Council support Special Event Permits for site-wide licencing at City produced festivals in Richmond where appropriate.

A handwritten signature in black ink, appearing to read 'B. Tasaka', with a stylized flourish at the end.

Bryan Tasaka
Manager, Major Events and Film
(604-276-4320)

Att. 1 Logistics and Public Safety Considerations

Logistics and Public Safety Considerations

For each City event applying for a Special Event Permit, event organizers will:

1. Submit a Richmond Event Approval Coordination Team (REACT) application to ensure consideration and coordination of City and emergency services, which will be reviewed by and require the approval of:
 - a. members of REACT;
 - b. the City's Risk Management Section; and
 - c. the RCMP, whom take into consideration:
 - the size, duration and time of the event;
 - the type of music and entertainment provided;
 - the type and size of expected crowds;
 - whether the event is professionally managed; and
 - the site location and the controlled area.
2. If approved by REACT and the RCMP, staff will submit a SEP application to the LCLB for approval.

Some of the factors considered by REACT, the RCMP and the LCLB when assessing security and public safety for a SEP event include:

- A fully fenced site with controlled entry and exit points;
- An age verification system, where patrons must produce two pieces of government identification to verify their age and receive a 19+ wristband in order to be served a licensed beverage;
- Security guards in service areas and strategically placed throughout the site to:
 - check identification;
 - ensure anyone consuming alcohol is wearing a 19+ wristband; and
 - monitor the crowd;
- An experienced contractor to manage the SEP process on behalf of the City, which would include acquiring and verifying appropriate insurance coverage, the hiring and training of a bar manager and staff, and obtaining the necessary Serving It Right credentials; and
- Restrictions on the quantity and size of drinks served.



City of Richmond

Report to Committee

To: Planning Committee

Date: November 9, 2018

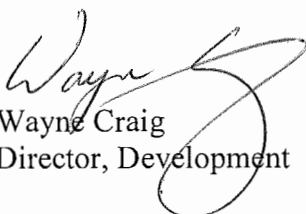
From: Wayne Craig
Director, Development

File: RZ 15-702486

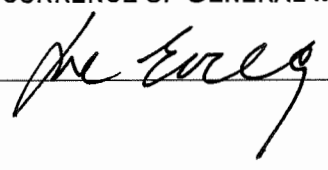
Re: Application by Oris (Dyke Road) Development Corp. for Rezoning at 6091 and 6111 Dyke Road from Light Industrial (IL) to Commercial Mixed Use – London Landing (Steveston)(ZMU40)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone, and to rezone 6091 and 6111 Dyke Road from “Light Industrial (IL)” to “Commercial Mixed Use – London Landing (Steveston) (ZMU 40)”, be introduced and given first reading.


Wayne Craig
Director, Development

WC:ke
Att.

| REPORT CONCURRENCE | | |
|--------------------|-------------------------------------|--|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="" type="checkbox"/> |  |
| Parks Services | <input checked="" type="checkbox"/> | |
| Sustainability | <input checked="" type="checkbox"/> | |

Staff Report

Origin

Oris (Dyke Road) Development Corp. has applied to the City of Richmond for permission to rezone 6091 and 6111 Dyke Road (Attachment 1) from “Light Industrial (IL)” to a new site-specific “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone to permit a mixed use project containing approximately 130 sq. m (1,400 sq. ft.) of commercial and/or industrial space and 12 residential units totalling approximately 2,025 sq. m (21,797 sq. ft.). One vehicle access is proposed to the parkade structure for the project along the Dyke Road (west frontage) of the site (Attachment 2 – conceptual development plans).

Findings of Fact

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

Surrounding Development

Each of the properties under application contains a two storey industrial building with associated paved areas surrounding the building for vehicle parking and site circulation.

To the North: A site zoned “Light Industrial (IL)” containing one and two storey existing industrial related buildings.

To the South: A provincially designated Riparian Management Area (RMA)(15 m). Across Dyke Road to the south is a public pathway.

To the East: An existing four storey residential apartment complex at 13251 Princess Street (Nakade development)

To the West: An existing mixed use development located on the west side of Dyke Road at 6168 Dyke Road (The Pier). A RMA (15 m) at the south west and west portion of the site associated the existing watercourse running along the south portion of the site.

Related Policies & Studies

Steveston Area Plan – London/Princess Sub Area

The subject site is located in the London/Princess Sub Area of the Steveston Area Plan Official Community Plan (OCP) and is designated “Mixed Use” in the land use map for the area (Attachment 4). This designation allows for commercial and industrial uses in the same building, including residential and/or office uses above grade. The proposal for a mixed use development containing a parking structure below grade with commercial/industrial and residential uses above is consistent with the OCP.

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 plain covenant (identifying a minimum habitable elevation 2.9 m GSC) on title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, a voluntary cash-in-lieu contribution of \$10 per sq. ft. of buildable residential area is proposed as part of the maximum density (1.45 FAR) applicable to the project. The 12 residential units is below the 60 residential unit threshold that requires developments to provide built affordable housing units, therefore a cash-in-lieu contribution of \$210,797 is proposed as a rezoning consideration for this development.

Public Art

In accordance with the City's Public Art Program, a voluntary cash-in-lieu contribution of \$23,550 (\$0.85 per buildable square foot) is being provided to the City's Public Art Fund.

Public Consultation

A rezoning sign has been installed on the subject property. City staff have received correspondence from:

- The residential strata representing the Nakade development (13251 Princess Street) to the immediate east (Attachment 5).
- A resident who lives at the development at 6168 Dyke Road to the west across Dyke Road (Attachment 6).

The following is a brief summary of the comments/concerns received in the correspondence from 13251 Princess Street (Nakade development) followed by the applicant responses (in ***bold italics***). Detailed applicant responses to the correspondence are contained in Attachment 7.

- Construction and site preparation related impacts to the surrounding area and existing Nakade development and measures to mitigate any negative impacts.
The applicant has met directly with the residents/strata and has indicated they will monitor surrounding buildings (through survey tags and benchmarks) and undertake photographic documentation to record existing conditions on neighbouring properties and will work with residents of the Nakade development to identify and resolve any issues arising from redevelopment. The applicant indicates that preloading or piling activities are not anticipated based on preliminary discussions they have had with their geotechnical engineer and experience with previous projects in the area.
- Site design and overall massing and resulting impacts to neighbouring developments.
The development has been pushed to the north and provided for a 3 m setback on the east property line (similar to the setback provided on the Nakade development) and minimal windows placed on the east side of the proposed development to address privacy concerns. This approach mitigates shadowing impacts to the neighbouring

development, which is demonstrated through comparative shadow diagrams submitted for current conditions and those associated with the proposed development (see Attachment 2 for shadow diagrams).

- Proposed vehicle access and impacts to Dyke Road (traffic circulation).
A report from a Transportation consultant was provided to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).
- Potential for any significant grade differences between the subject development site and Nakade development as a result of the proposed development.
There will be minimal difference between the grading of the two developments. Where a grade difference is evident, any required retaining walls and fencing will be kept low. The applicant anticipates that the grade difference will range from 0.2 m to 0.5 m.
- Concerns about if the development proposal will result in any impacts to the existing pathway (private) on the south portion of the Nakade development.
There will be no impacts. The pathway located along the south portion of the proposed development will be private providing for on-site circulation only with no connection proposed to adjoining sites.

The following is a brief summary of the comments/concerns received in the correspondence from a resident at 6168 Dyke Road (Kawaki/The Pier development) followed by the applicant responses (in ***bold italics***). Detailed applicant responses to the correspondence are contained in Attachment 8.

- Concerns about the conceptual development plans for surrounding properties included in this submission for the subject project.
The renderings for the development proposal showing a conceptual massing diagram of the neighbouring areas to the north is to provide context and confirmation that adjacent sites can be redeveloped in accordance with the OCP. Any application on the adjacent sites will be subject to the typical development review process.
- How the overall form of development, massing and roof forms integrates with existing developments in the surrounding area, particularly the residential developments to the east and impacts of the proposed rooftop elevator structures to surrounding developments.
The project's design references existing residential developments to the east. In response to the site geometry and surrounding context, the building design is intended to provide a transition from heritage residential developments to the east and mixed use building forms in the area between Princess Street and No. 2 Road. The applicant has indicated that the height of the roof access areas has been adjusted to meet minimum height requirements for the elevator/stairwell access with the structures located away from the building edge to minimize visibility and incorporates a shallow sloping roof, similar to surrounding existing developments.

- Comment that the building form and setbacks to Dyke Road (north-south portion) should be similar to the mixed use development on the west side of the street (Kiwaki/The Pier). *Revisions to the project provides for a similar approach to developments to the west with the at grade level 1 setback 1.5 m from the street and a 6 m setback for levels 2-4. The decks that encroach into this setback are designed to have slim profiles with structural glass rails.*
- Potential impacts to the existing watercourse along the site's south edge. *The setback to the existing designated RMA for the watercourse is compliant with Provincial regulations (note: additional information in response to this concern is contained in the forthcoming "Project Response to Riparian Management Area" section of this report).*
- Proposed vehicle access and impacts to Dyke Road (traffic circulation). *A report from a Transportation consultant has been submitted to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).*

A Development Permit application will be required to assess external form and character of the project. These comments related to urban design and architecture will be reviewed again at this time.

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

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

Analysis

Built Form and Architectural Character

The proposed built form consists of a 4 storey building over one level of structured parking situated below the finished grade of the site. Two separate roof-top structures providing access to the private rooftop decks (through two separate elevator lifts and stairs) are setback back from the building edge to minimize visibility from the surrounding streets. These access structures also provide for washrooms, covered outdoor cooking areas and storage for these rooftop deck spaces. The elevator lifts will allow for these private rooftop outdoor areas to be fully accessible. The applicant indicates that the inclusion of these additional unit amenities within the rooftop structures (outdoor kitchens, powder rooms and small areas for storage) make these rooftop spaces more functional for the unit residents and the location and size of the rooftop structures does not negatively impact or shadow neighbouring areas.

The subject site has a significant amount of streetscape frontage along the west and south portions of the site fronting Dyke Road and the building's design responds to the site geometry.

Other factors impacting the built form include the required setback to the existing designated RMA for the watercourse along the south of the site and resulting compact building form that mitigates shadowing and minimize impacts to south and southwest oriented views from neighbouring residential developments.

On-site pedestrian circulation is provided to access the residential lobby fronting Dyke Road. Along the north and east edges of the site, pathways provide access to the outdoor amenity space and access to the residential units from this open space. A private pathway situated along the south edge of the site that is located outside of and adjacent to the RMA provides a private on-site connection to the frontage improvements proposed on the north-south portion of Dyke Road. This is intended as a private pathway only providing on-site circulation with no connection proposed to neighbouring sites. Detailed design, finishing and landscaping of the on-site private pathway will be completed through the Development Permit review process.

The development is composed of three distinctive but complimentary building designs specific to each portion of the development: adjacent to the residential development (Nakade) to the east, the angled portion of the building at the curve of Dyke Road and the street fronting building along the north-south portion of Dyke Road. The purpose of this design approach provides for a transition from the existing residential building forms to the east (lower density detached and multi-family residential developments) to the higher-density mixed use building forms in the designated “Mixed Use” area around Dyke Road and London Road. The proposed design is consistent with the Steveston Area Plan (London/Princess Sub Area), which supports a mix of distinctively designed buildings coming together to create an urban environment unique to this area.

Proposed Zoning District – Commercial Mixed Use

“Commercial Mixed Use – London Landing (Steveston)(ZMU 40)” is a new zoning district created for this proposed mixed use development providing for a commercial unit at the north west portion of the site fronting Dyke Road and 12 residential units over a structured parkade below grade. The proposed zoning district allows for apartment housing for the 9 units accessed through common elevators and townhousing for the 3 units at grade and accessed through the common outdoor courtyard. Proposed commercial/industrial uses included in the zone are consistent with the activities permitted in the area and coordinated with the on-site parking. The proposed zoning regulations on density, coverage, building setback and building height are supported on the following basis:

- The proposed maximum density of 1.45 FAR and lot coverage of 55% is consistent with other existing developments in the London/Princess designated “Mixed Use” area.
- Proposed building setbacks along Dyke Road (west) allow for the building to be located close to the street (1.5 m) with upper floors setback 6 m and allowances for unenclosed deck projections (up to 3.2 m into the 6 m setback). The building setback (10 m minimum) from Dyke Road (south) adjacent to the existing watercourse is determined largely by the required setback to the RMA.
- Building setbacks to the east are proposed at 3 m and are the same to the setbacks provided for the neighbouring Nakade development. Building setbacks to the north along the existing industrial site are proposed at 3 m for level 1(at grade) and 2 m for levels 2-4.

Transportation and Site Access

The proposed vehicle access to the development's parkade structure is situated as far north as possible, away from the point Dyke Road curves north. Currently, each of the subject sites has a vehicle access to the north-south portion of Dyke Road. The southern site at 6111 Dyke Road has vehicle access in close proximity to where Dyke Road curves north. The proposed access to the mixed-use development is an improvement from the existing condition as it will facilitate removal of both existing driveways and sees the vehicle access shift north and away from the curve of the road.

A report from a professional transportation consultant was submitted to review the proposed access to the site, including an examination of the traffic potentially generated by the proposal and capacity of the surrounding roads to support the proposed development. The report identified that that vehicle access to the development is able to accommodate vehicle traffic. City staff reviewed and support the findings of the report from the consultant and note that the potential trip generation from the development is consistent with the "mixed-use" OCP designation for the site. The vehicle access was reviewed and supported by Transportation Division staff.

A total of 24 dedicated off-street parking stalls for the residential units are provided in compliance with Zoning Bylaw requirements. This development allows for the sharing or residential of parking stalls between the required commercial and residential visitor stalls (4 stalls total), which is consistent with the approach for mixed-use projects. For the below grade parkade structure, separate legal agreements will be secured as rezoning considerations (Attachment 9) to require the shared use of the commercial and residential visitor parking stalls, to ensure the parkade entry to remain open during business hours for the non-residential uses and also require that floor areas in the parking structure not used for parking cannot be used for habitable space and/or storage of goods in accordance with the Flood Plain Protection and Designation Bylaw 8204.

In response to the limited road frontage and access along Dyke Road (north-south portion only), a loading area lay-by is proposed to be incorporated into the Dyke Road frontage upgrades to the west of the subject site in lieu of a dedicated on-site loading space. Design and construction of the frontage works, including provisions for the loading area lay-by, will be completed through the Servicing Agreement for the project. As a result, a request to vary the on-site loading space requirements will be included as part of the forthcoming Development Permit application.

Provisions for Future Public Pathway Connection between Dyke Road and Princess Street

In support of the existing public trail/pathway infrastructure established in the area and the OCP to the north (along the sidewalk on the north side of London Road and the public trail in the former CN Railway corridor) and to the south (waterfront pathway along the south side of Dyke Road), this proposal provides for a potential public pathway connecting from Dyke Road to Princess Street through the designated "Mixed-Use" area. The general parameters of this pathway connection between Dyke Road and Princess Street as it relate to this development proposal is as follows:

- A 3 m wide public access statutory right-of-way along the north edge of the property would be secured through a legal agreement to enable this future connection. The legal agreement and accompanying statutory right-of-way will need to accommodate its location above the development's parkade structure and 1 m cantilevered portions of the building above the first storey.
- The design of the portion of this public pathway on the north edge of the subject site would be for a suitable hard surface treatment (i.e., concrete) for the pathway with appropriate treatment for transition area (i.e., pavers or other different hard surface treatment) to the edge of the building. Design and construction within the public pathway area on the north edge of the site would be part of the Servicing Agreement associated works for this project.

The full public pathway connection to Princess Street would only be achieved through redevelopment of the neighbouring site(s) to the north. The public pathway configuration will need to incorporate Crime Prevention Through Environmental Design (CPTED) measures, be designed to be universally accessible and coordinated with the surrounding developments (new and existing). The public pathway provisions being secured through this development proposal (statutory right-of-way legal agreement and construction through a Servicing Agreement as rezoning considerations) enables options for a future redevelopment proposal to the north to connect and provide the ultimate pathway width and connection to Princess Street.

Project Response to Riparian Management Area

A provincially designated Riparian Management Area (15 m setback) applies to the southern portion of the subject site for the existing watercourse located in the existing Dyke Road allowance to the south. In accordance with Provincial Riparian Area Regulations (RAR), the RMA identifies an applicable setback measurement from the watercourse as a protected area from development and works. The City's Zoning Bylaw 8500 also identifies a 15 m applicable setback regulation due to the RMA. The Provincial RAR allows for variances to the setback to be considered, where a Qualified Environmental Professional (QEP) submits an application and supporting materials to the Province for review to confirm that the requested variance is consistent with Provincial RAR. The applicant's QEP applied to the Province and obtained approval to reduce the RMA setback. As a result of this process, the Province has approved an 11.1 m RMA/Streamside Protection and Enhancement Area (SPEA) setback from the watercourse applicable to this development. In relation to the City's Zoning Bylaw regulations for RMA setbacks, there are provisions allowing for a variance to this setback as approved by the Province through the Riparian Area Regulations. Based on this, a variance or amendment to the Zoning Bylaw to accommodate the 11.1 m RMA/SPEA is not required.

The following is a summary of the proposal's response in relation to the 11.1 m RMA/SPEA setback:

- The proposed mixed use development and related works occur outside of the 11.1 m setback.
- For the portion of the 11.1 m RMA/SPEA located on-site (portion between the private pathway and south property line) and off-site (within the Dyke Road allowance), the applicant's Environmental Consultant will be required to submit a restoration and

enhancement plan and Construction Environmental Management Plan – CEMP for the area, that is compliant with Provincial Regulations, to City staff for review and approval.

- A legal agreement will also be secured as a rezoning consideration (Attachment 9) for the on-site restoration and enhancement area to ensure works are implemented and maintained by the applicant/future strata. A security will be required to secure the on-site landscaping as part of the Development Permit.
- Implementation of the off-site restoration and enhancement works (as per the Environmental Consultant's approved plan) in the Dyke Road allowance will be through a Servicing Agreement, which is a rezoning consideration for this project.

Sustainability Provisions

The BC Energy Step Code (approved by Council on July 16, 2018) will apply to the proposed development. The applicant is aware of this requirement and is working to develop an approach to achieve compliance with the BC Energy Step Code. Compliance with the BC Energy Step Code occurs as part of the building permit process. To ensure that the proposed development submitted as part of the Development Permit application is generally consistent with the BC Energy Step Code requirements (in relation to issues impacting the external form/character of the project addressed through the Development Permit), staff will be requesting a letter of confirmation from the applicant's design/building consultant that the project will achieve compliance so that it can be reviewed in coordination with the Development Permit.

The developer proposes geo-exchange heating and cooling to be provided for the residential units in this development in conjunction with an efficient building envelope (BC Energy Step Code) to reduce energy costs and consumption and decrease greenhouse gas emissions. Within the building, fixtures and appliances are proposed to improve energy efficiency and water usage.

Other sustainability measures to be incorporated provide for landscaped green spaces over the parking podium and selection of drought resistant plant material. In addition to the project respecting the RMA setback, a restoration and enhancement plan will be developed (by a Qualified Environmental Professional – QEP) and implemented for the areas within the RMA setback.

Amenity Space

The proposal provides for an outdoor amenity area at the north east corner of the site in the form of a landscaped courtyard located above the parkade structure. The outdoor amenity complies with area requirements in the OCP (6 sq. m. per unit), with the detailed design and programming to be developed through the Development Permit application process. Indoor amenity space provisions (or cash-in-lieu contribution) are not being provided for in this development as the average unit size in the project exceeds the OCP guideline, which provides an exemption where the average unit size is greater than 148 sq. m per residential unit.

Site Servicing and Frontage Improvements

Servicing related works involve the relocation of the sanitary infrastructure into the road allowance. Frontage improvements generally along the north-south portion of Dyke Road include road, boulevard, sidewalk, an on-street loading lay-by, supporting road infrastructure

(lighting, bollards and signage) and modifications to existing retaining walls. Works to connect the proposed development to new service connections to City water, sanitary and storm systems will also be required as part of this redevelopment. All City servicing, road and frontage improvements will be completed through City a Servicing Agreement(s), which is included as a rezoning consideration for this project (Attachment 9).

Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a rezoning consideration for this project. The forthcoming Development Permit application will examine the following aspects of the project:

- Coordination of on-site landscaping and planting within and around the Streamside Protection and Enhancement Area (SPEA)/RMA in coordination with the restoration and enhancement plan to be submitted by the project QEP. This includes a security (i.e., letter of credit) for works in this area and an associated monitoring period.
- Landscape details, planting and programming of the outdoor amenity area and private pathways providing on-site circulation.
- Additional design and architectural development of the entire project, including refinement of the site's west and south frontages (along Dyke Road).
- A variance request will be included in the Development Permit to address the on-site loading space requirements being provided for in the frontage works for this development.
- Review public comments received on the external form, character and architecture of the project through the rezoning for consideration as part of the processing of the Development Permit application.

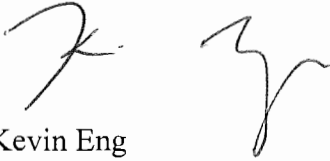
Financial Impact or Economic Impact

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

Conclusion

This rezoning application is for a mixed used development containing an at grade commercial/industrial unit fronting Dyke Road at the north west portion of the subject site and 12 residential units in a 4 storey building. The development is proposed to be rezoned to the new "Commercial Mixed Use – London Landing (Steveston)(ZMU40)" zoning district. This project complies with the Steveston Area Plan (London/Princess Sub Area), enables frontage and road upgrades consistent with redevelopment in the surrounding area and complies with Provincial RAR regulations for the RMA/SPEA applicable to the site. As a result, staff recommend support of the rezoning application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 be introduced and given first reading.



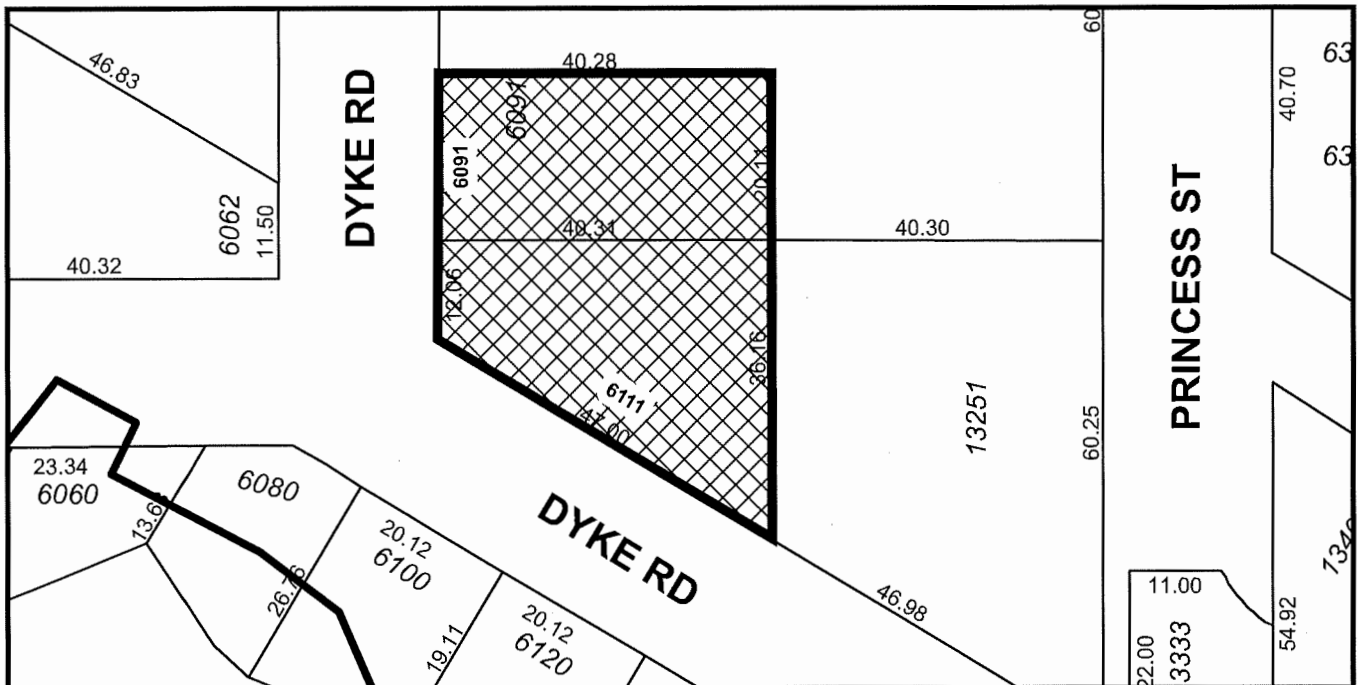
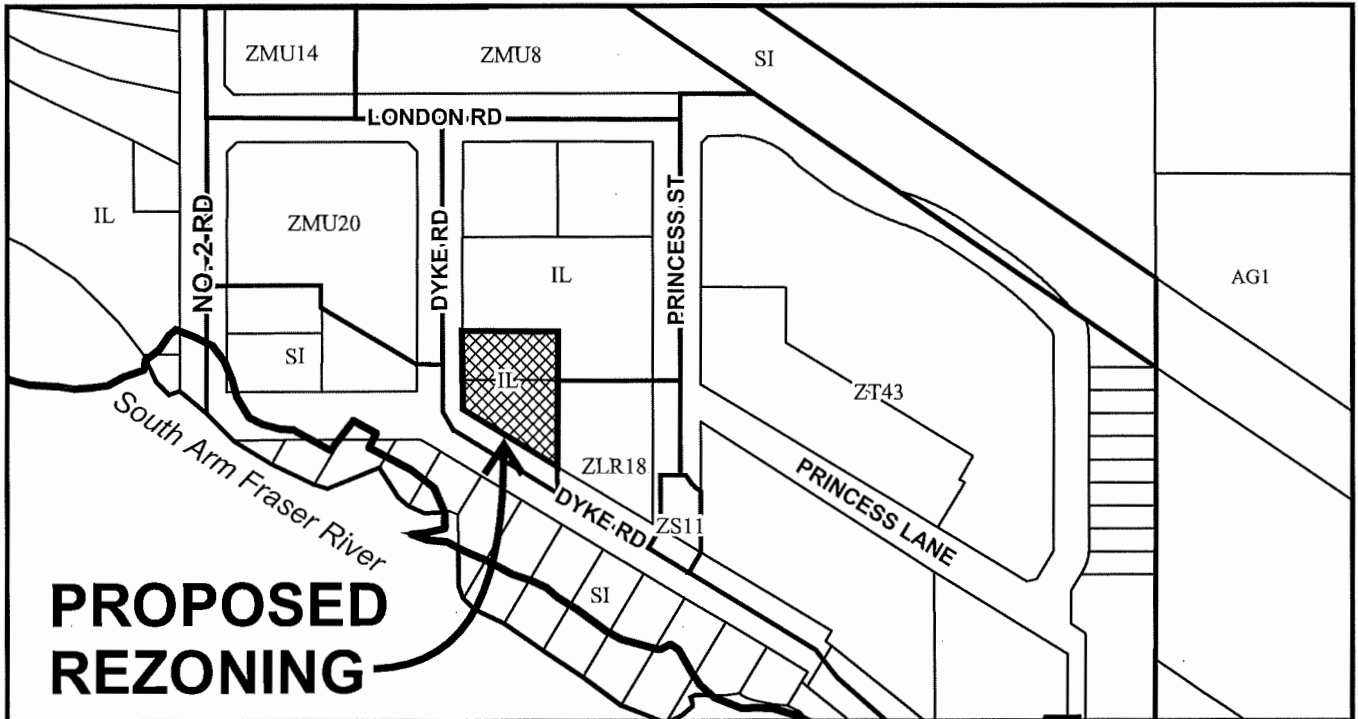
Kevin Eng
Planner 2

KE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan (London/Princess Sub Area)
- Attachment 5: Correspondence – 13251 Princess Street (Nakade development)
- Attachment 6: Correspondence – 6168 Dyke Road (Resident)
- Attachment 7: Applicant response to correspondence – 13251 Princess Street
- Attachment 8: Applicant response to correspondence – 6168 Dyke Road
- Attachment 9: Rezoning Considerations



City of Richmond



RZ 15-702486

Original Date: 07/22/15

Revision Date: 10/17/18

Note: Dimensions are in METRES



City of Richmond



RZ 15-702486

Original Date: 07/22/15

Revision Date: 10/17/18

Note: Dimensions are in METRES

| | |
|-------------|------------|
| DATE | 10/11/18 |
| BY | W. ANDREWS |
| CHECKED BY | W. ANDREWS |
| PROJECT NO. | 1801000000 |

RZ 15 702486



12 UNIT MIXED
USE DEVELOPMENT
6291, 6111 DYKE ROAD
RICHMOND, BC

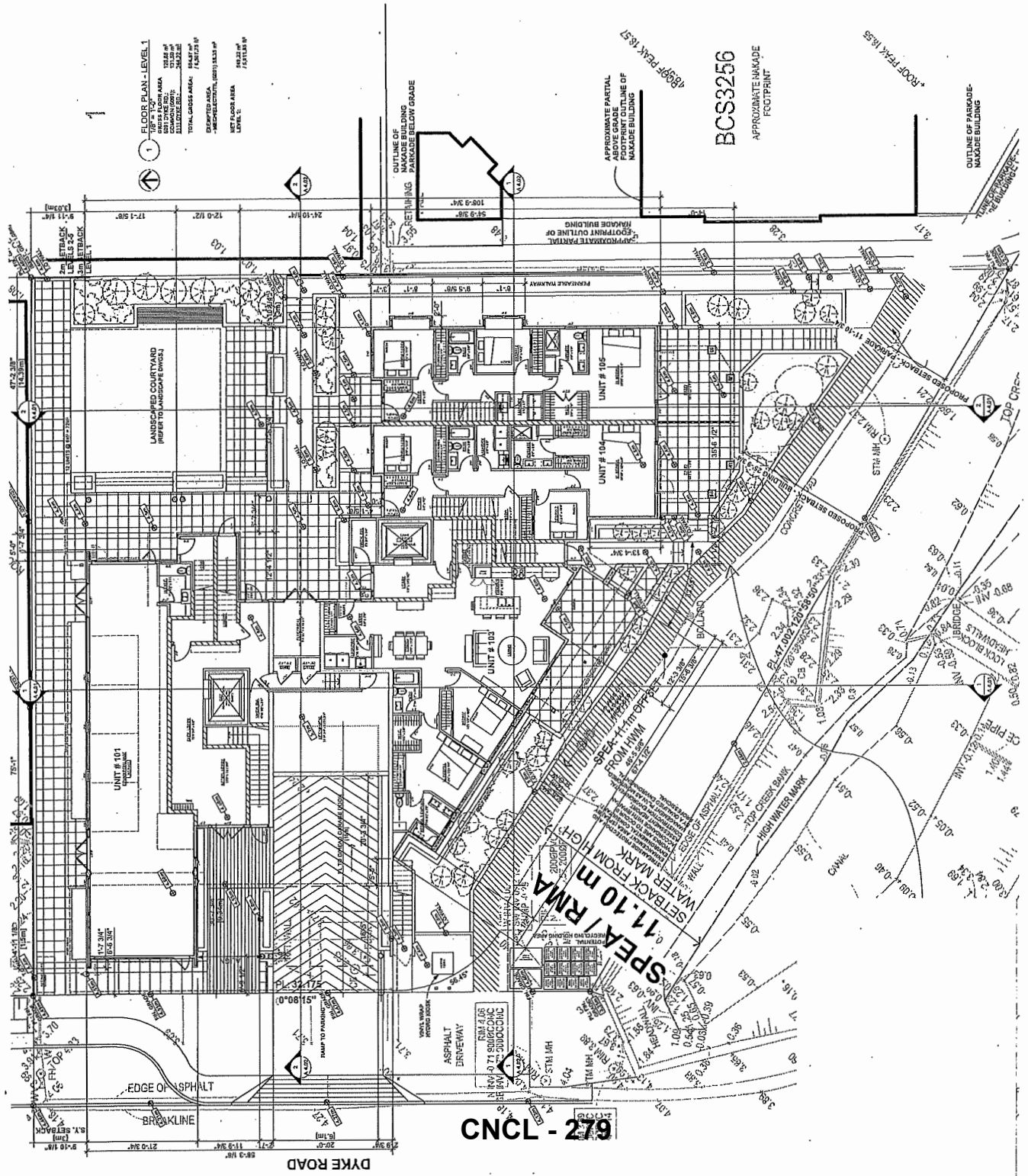
12 UNIT MIXED
USE DEVELOPMENT
6291, 6111 DYKE ROAD
RICHMOND, BC

SITE / FLOOR PLAN -
LEVEL 1

| | |
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| DATE | AS NOTED |
| BY | APRIL 18, 2017 |
| CHECKED BY | WA |
| PROJECT NO. | 1707/1708 |

A-2.02

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18



CNCL - 279

NO. DATE DESCRIPTION
 1 APRIL 16, 2017 RE-ZONING PLANS
 2 APRIL 16, 2017 RE-ZONING PLANS

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 6091, 5111 DYKE ROAD
 RICHMOND, BC

12 UNIT MIXED
 USE DEVELOPMENT
 6091, 5111 DYKE ROAD
 RICHMOND, BC

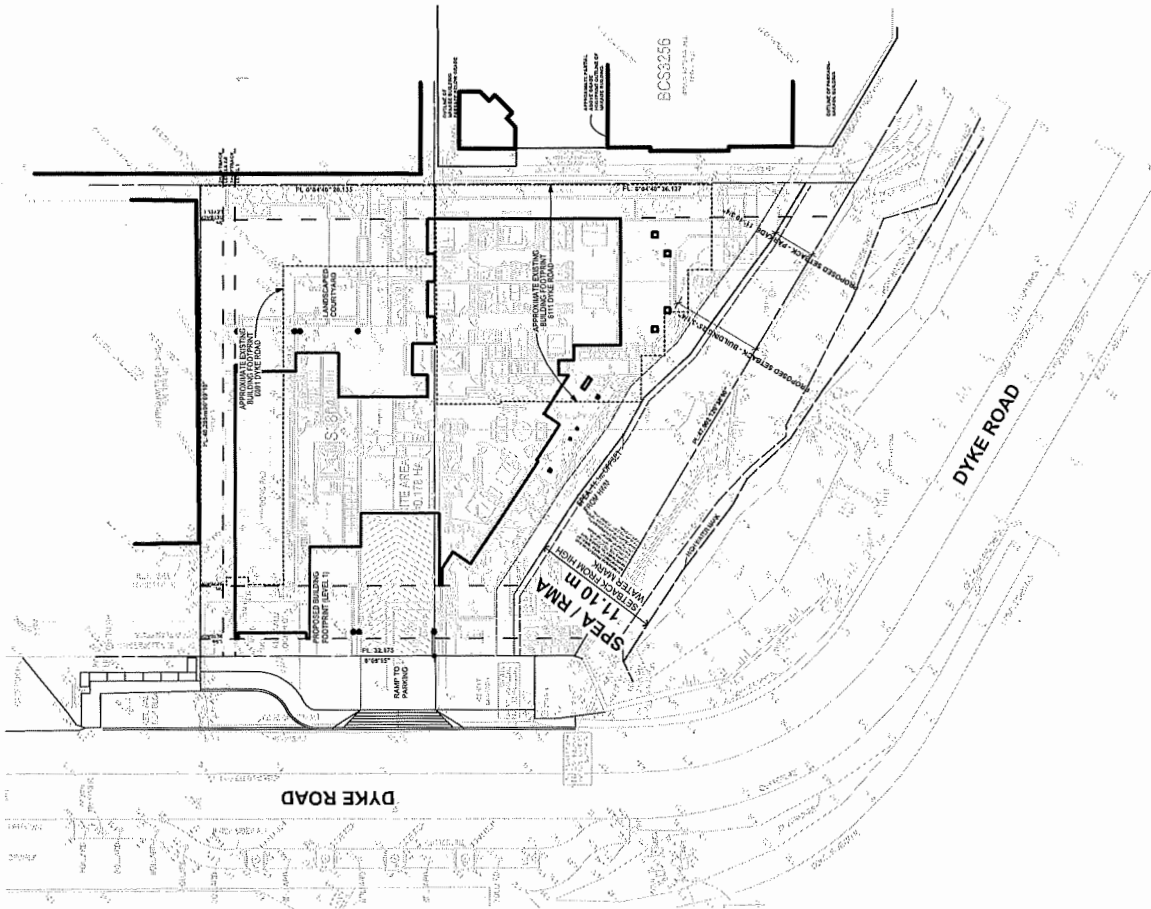
SITE / FLOOR PLAN -
 PARKING LEVEL

AS NOTED
 APRIL 16, 2017
 WA DB
 1107 / 1128

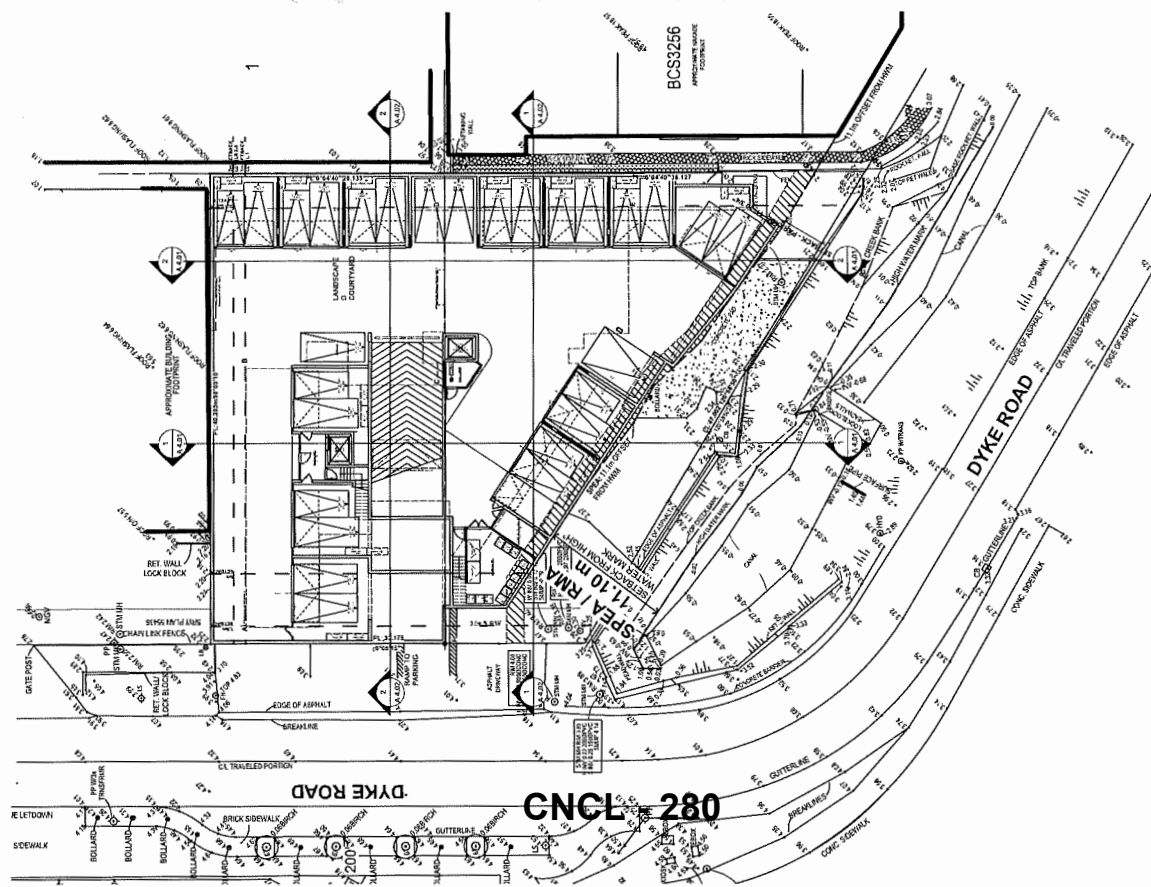
A-2.02a

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

2 SITE PLAN W/SURVEY - LEVEL 1
 1/16" = 1'-0"



1 SITE PLAN W/SURVEY - LEVEL 0 - PARKING
 1/16" = 1'-0"



CNCL 280

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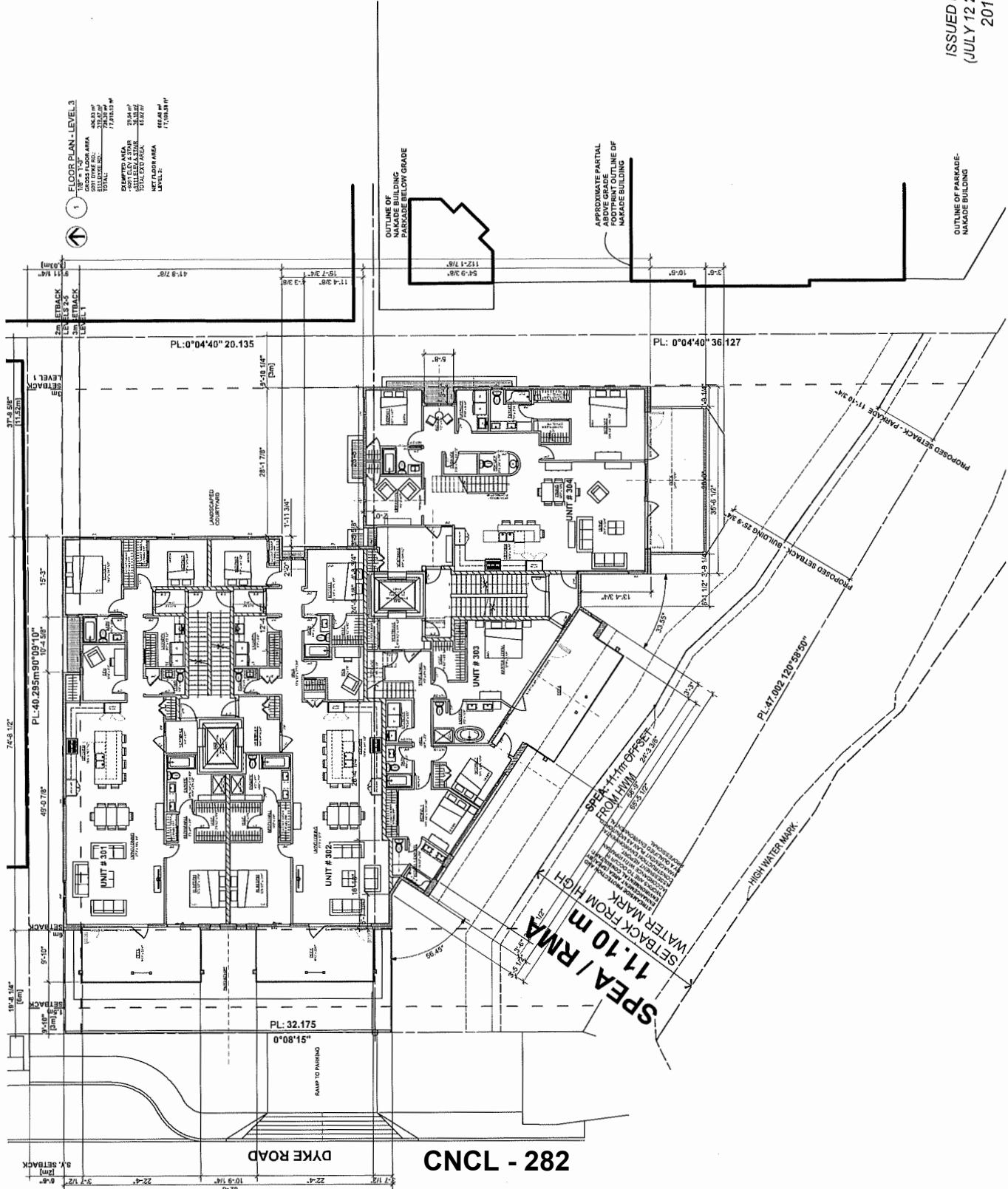
**12 UNIT MIXED
USE DEVELOPMENT**

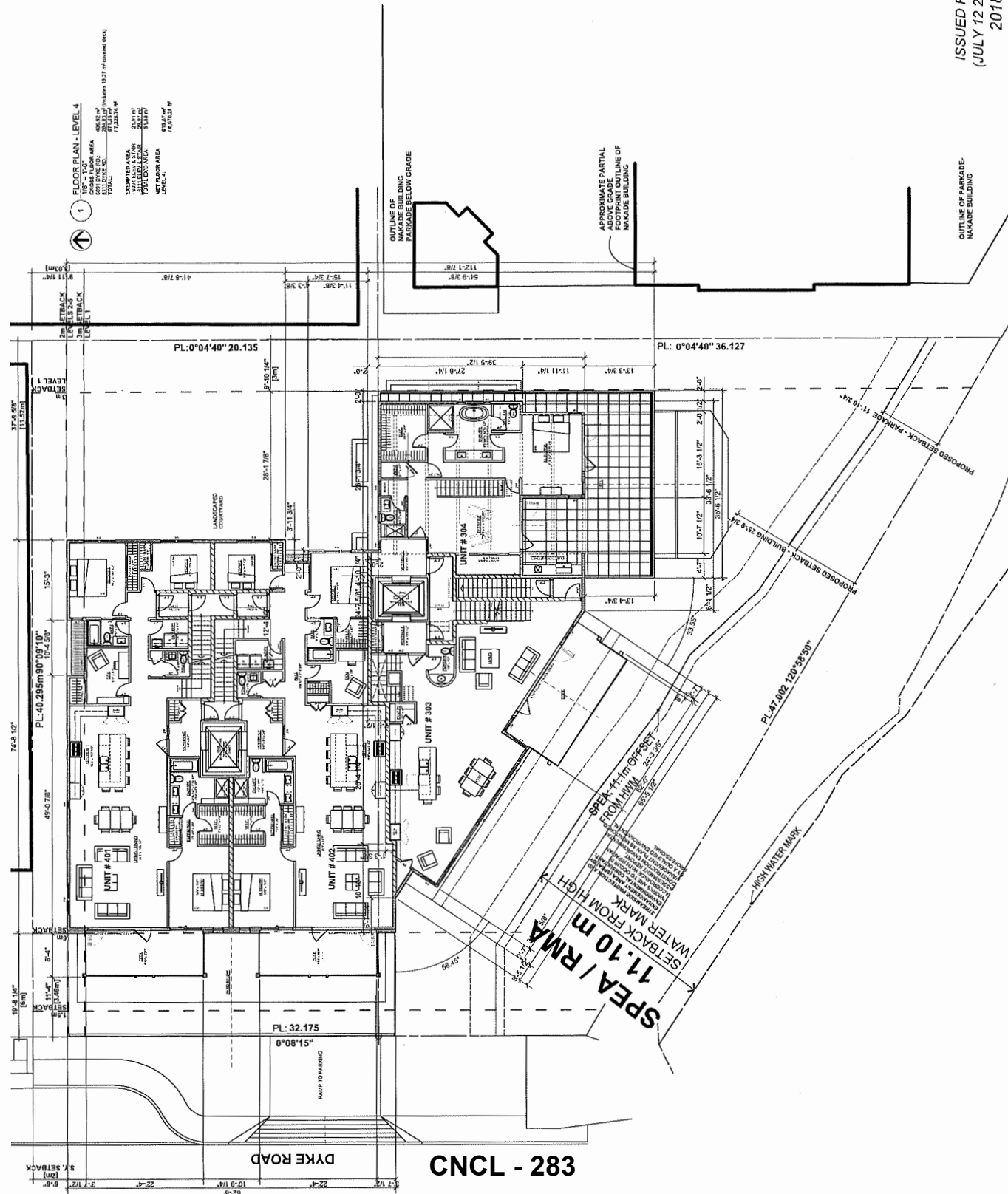
**FLOOR PLAN -
LEVEL 2**

| | |
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| NOTE | AS NOTED |
| DATE | APRIL 18, 2017 |
| GRADE | CHESLAD |
| WA | DO |
| PRODUCT NO. | 1707 / 1708 |

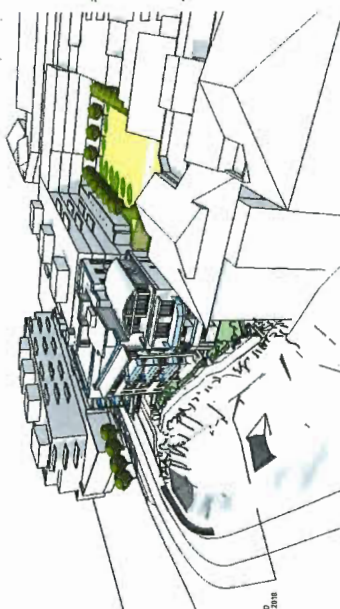
A-2.03

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

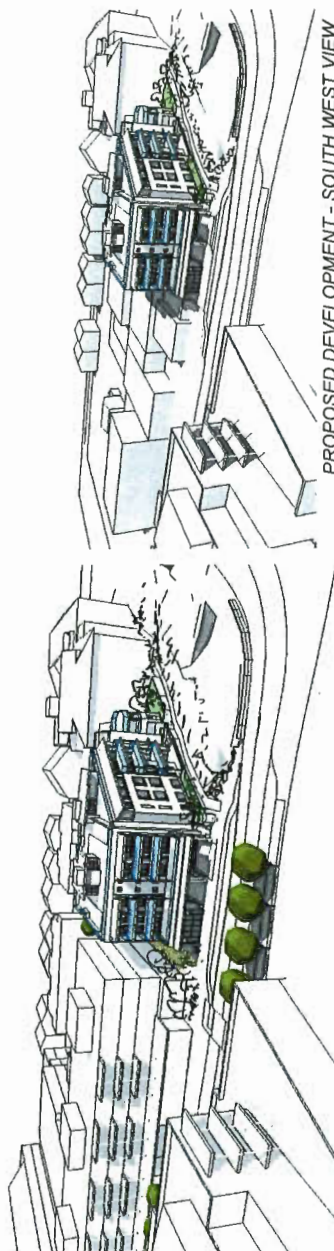




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| A-2.23 | WATER FLOODING - LEVEL 22 | |
| A-2.24 | WATER FLOODING - LEVEL 23 | |
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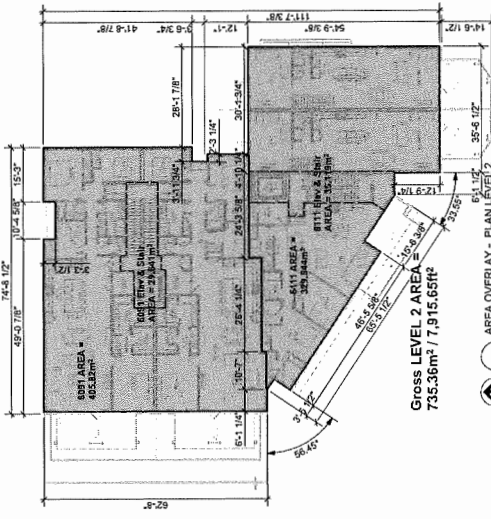
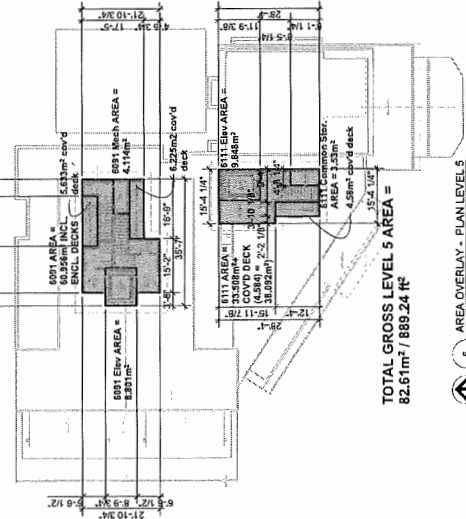
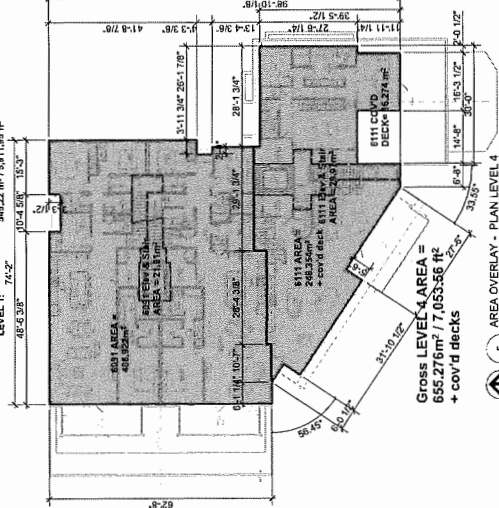
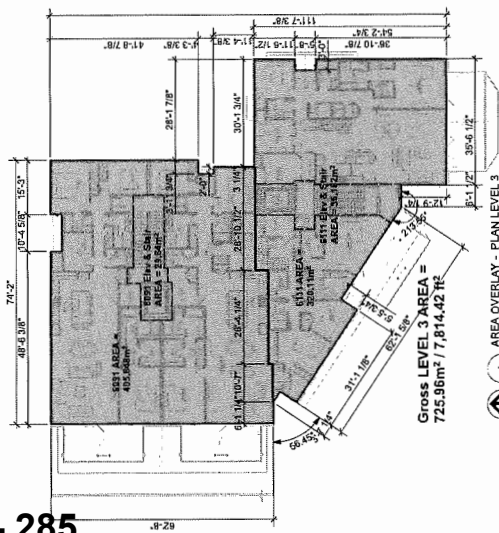
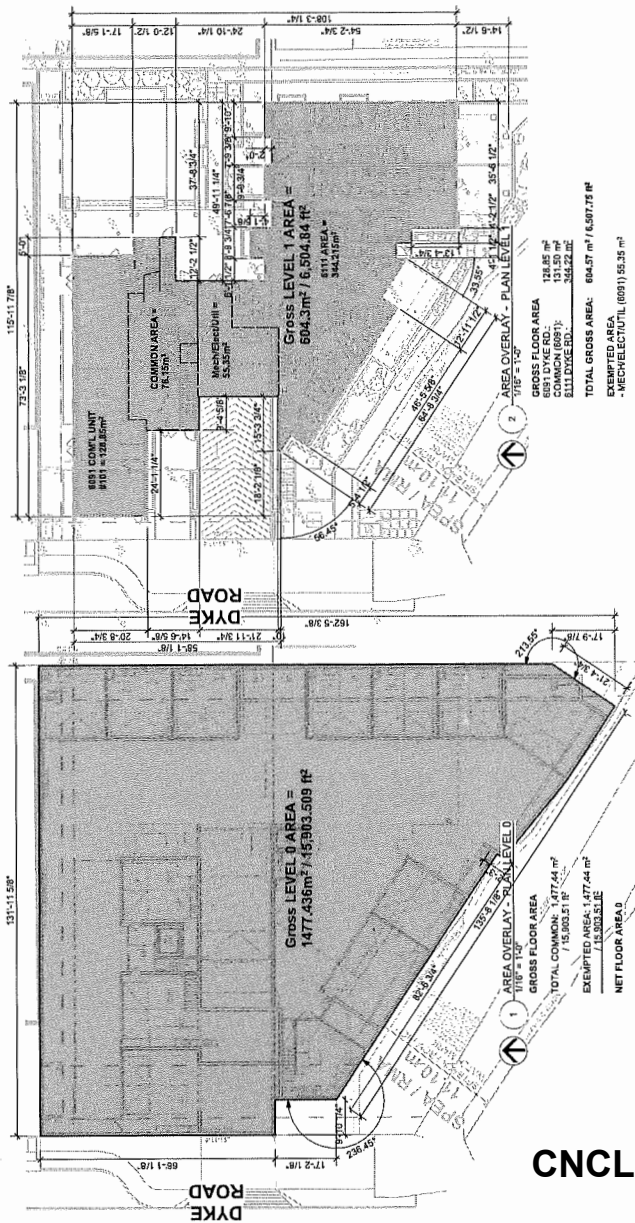


POTENTIAL FUTURE DEVELOPMENT - MASSING IMAGE



POTENTIAL FUTURE DEVELOPMENT - MASSING IMAGE

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18



| BUILDING AREA SUMMARY | | | | |
|-----------------------|--------------|---------------------|--------------|------------------|
| LEVEL | AREA (sq ft) | GLAZED AREA (sq ft) | AREA (sq ft) | NET AREA (sq ft) |
| 1 | 1,417.44 | (1,417.44) | 0 | 0 |
| 2 | 664.57 | (664.57) | 646.22 | 681.95 |
| 3 | 734.25 | (64.33) | 671.53 | 7,203.17 |
| 4 | 724.55 | (66.62) | 657.93 | 7,109.94 |
| 5 | 671.16 | (51.18) | 619.67 | 6,719.20 |
| 6 | 39.65 | (66.63) | 72.59 | 708.38 |
| TOTAL | 4,931.58 | (1,741.34) | 2,677.82 | 27,754.25 |

| F.A.R. | | |
|----------------|----------|--------|
| NET FLOOR AREA | LOT AREA | F.A.R. |
| 2,677.82 | 1,468 | 1.84 |
| TOTAL | 2,374 | 1.46 |

RZ 15 702486

THE ANDREWS ARCHITECTS INC.

12 UNIT MIXED
USE DEVELOPMENT

AREA OVERLAYS & DATA

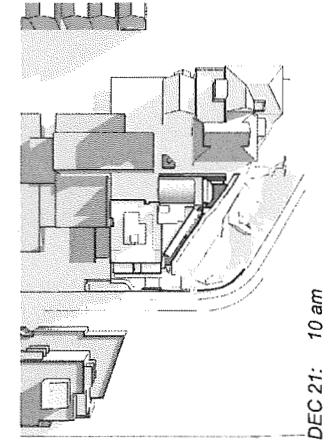
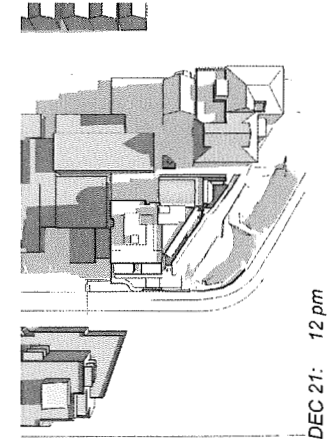
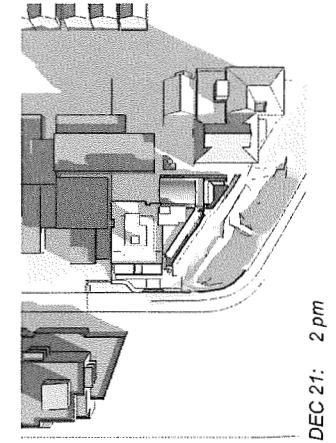
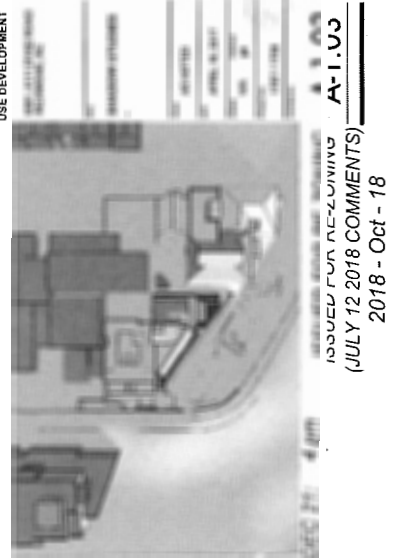
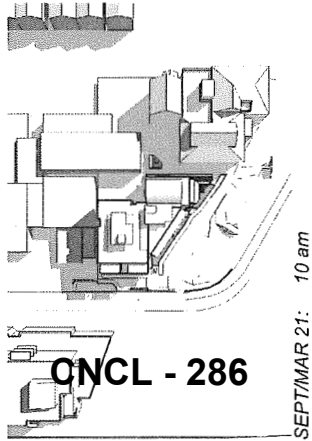
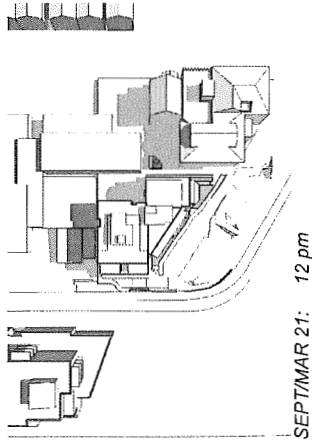
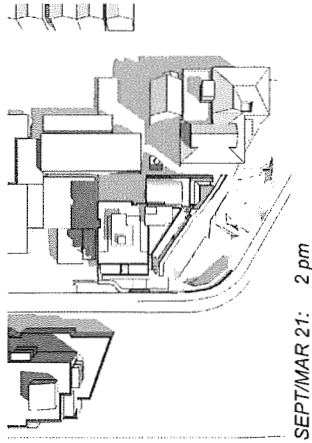
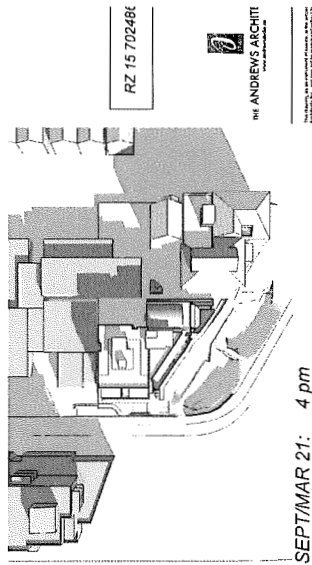
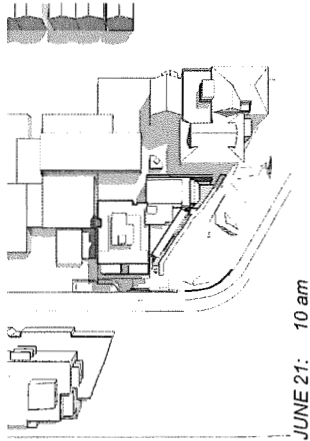
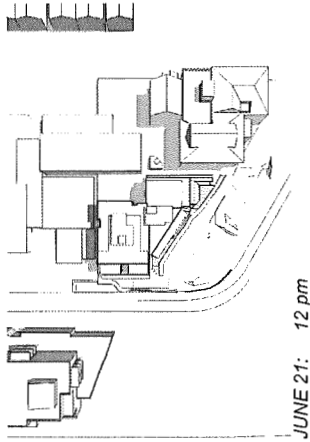
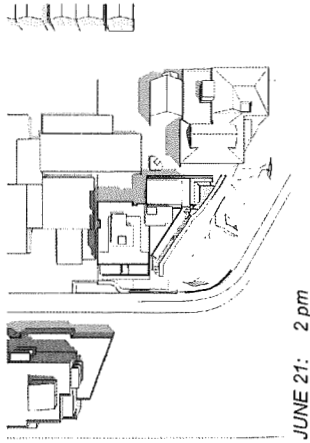
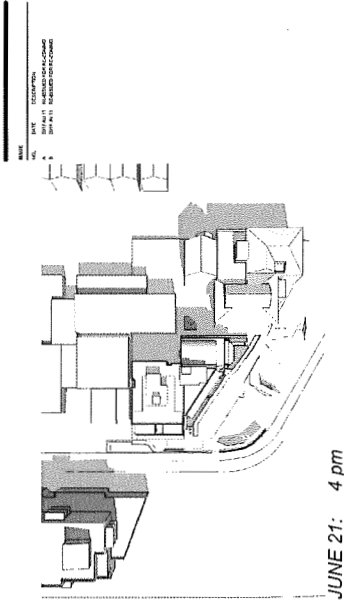
| | |
|-----------|----------------|
| DATE | AS NOTED |
| DATE | APRIL 18, 2017 |
| SPRINT | COWGOLD |
| WA | GO |
| POULCE WA | 1707 / 1708 |
| POULCE WA | |

A-1.02

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

CNCL - 285

PROPOSED – SHADOW DIAGRAMS



ONCL - 286

DATE: 12/12/2018
BY: [illegible]
FOR: [illegible]
PROJECT: [illegible]

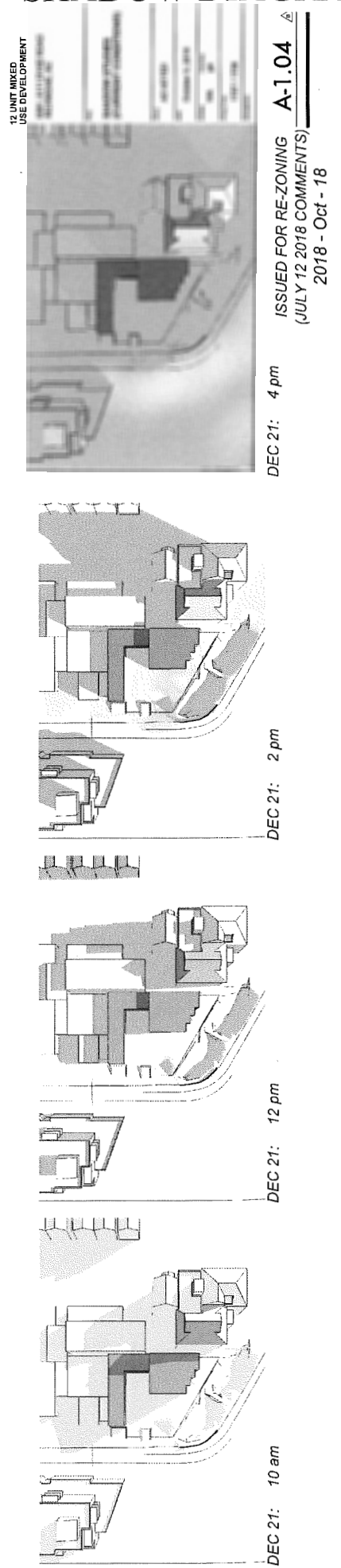
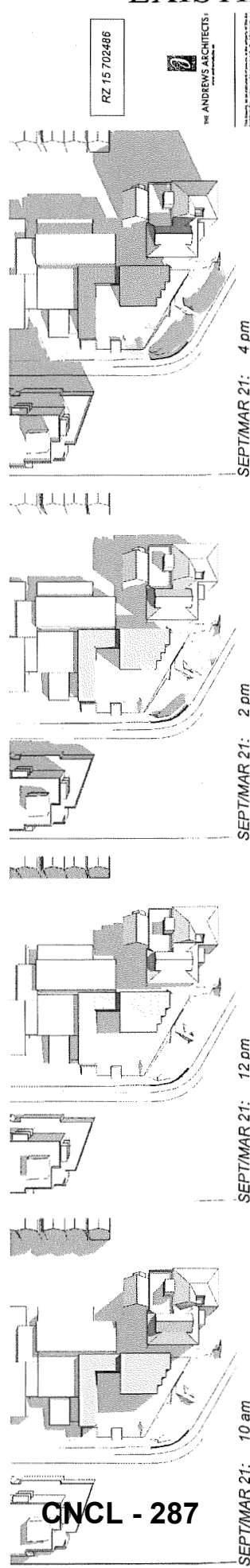
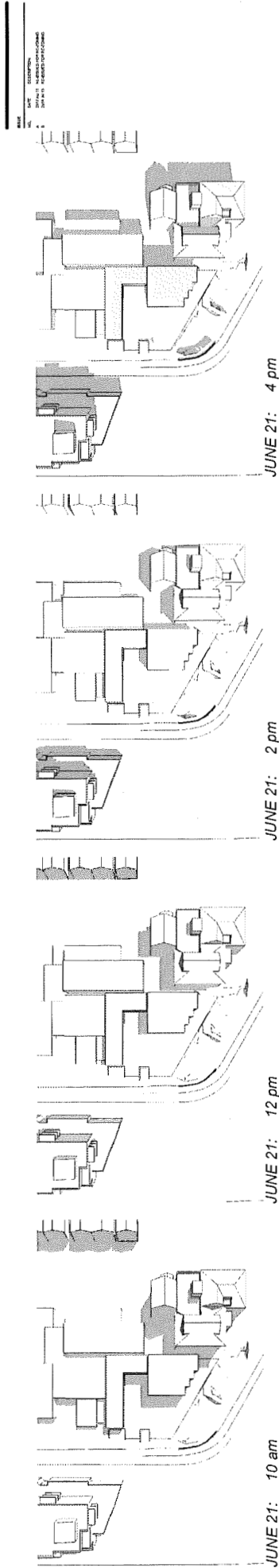
RZ 15 702486

THE ANDREWS ARCHITECTS
[illegible]

12 UNIT MIXED
USE DEVELOPMENT

ISSUED FOR REVIEWING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

EXISTING – SHADOW DIAGRAMS



RZ 15 702486



THE ANDREWS ARCHITECTS

12 UNIT MIXED USE DEVELOPMENT

A-1.04

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

CNCL - 287

| | |
|---------|--------------------------------------|
| DATE | 10/1/2017 |
| BY | THE ANDREWS ARCHITECTS INC. |
| FOR | 1500 S. 10TH AVE. RICHMOND, VA 23224 |
| PROJECT | 1500 S. 10TH AVE. RICHMOND, VA 23224 |

RZ 15 702486



THE ANDREWS ARCHITECTS INC.
1500 S. 10TH AVE.
RICHMOND, VA 23224
TEL: (804) 781-1100
WWW.ANDREWSARCHITECTS.COM

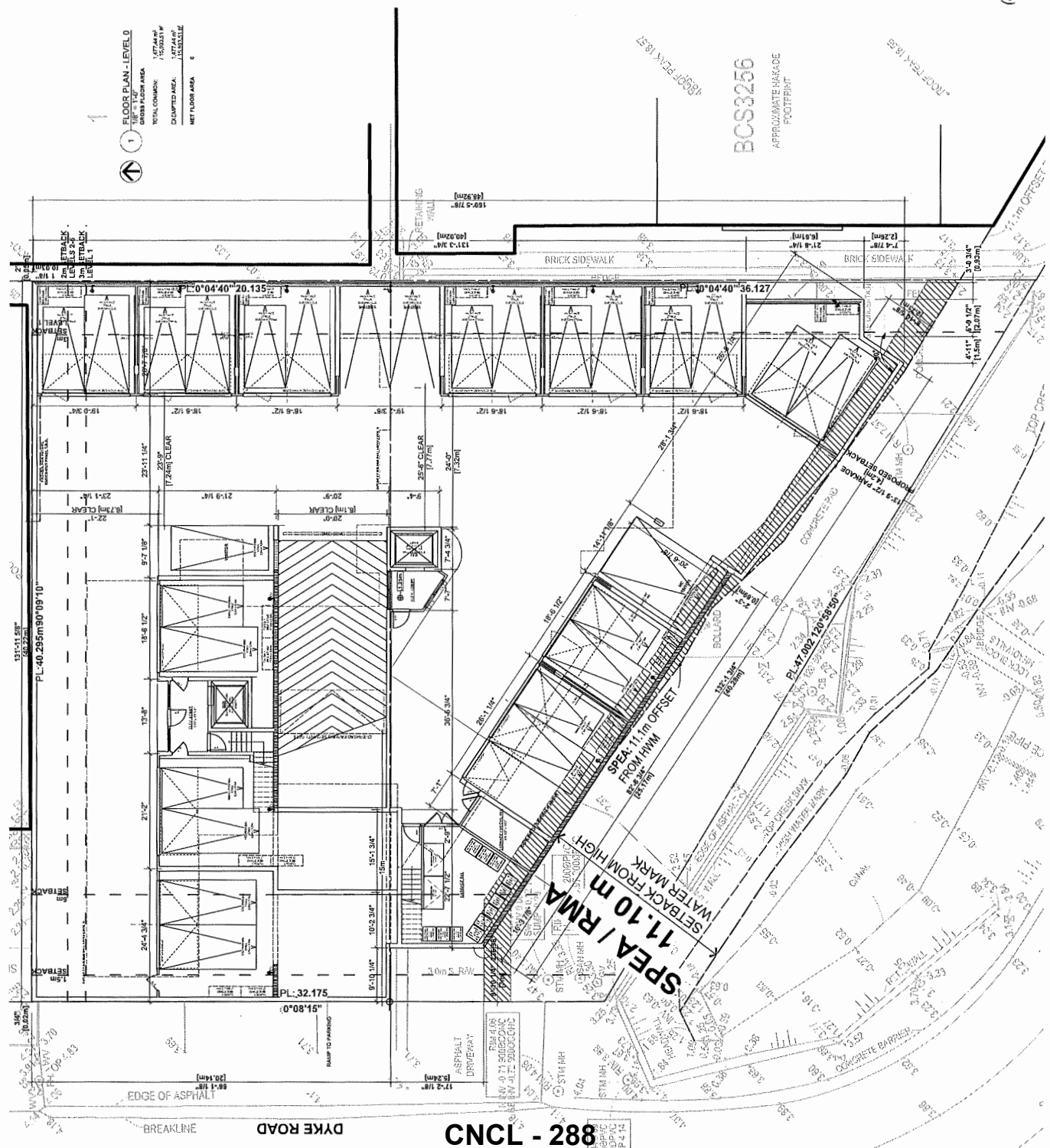
12 UNIT MIXED
USE DEVELOPMENT
6091, 6111 DYKE ROAD
RICHMOND, VA

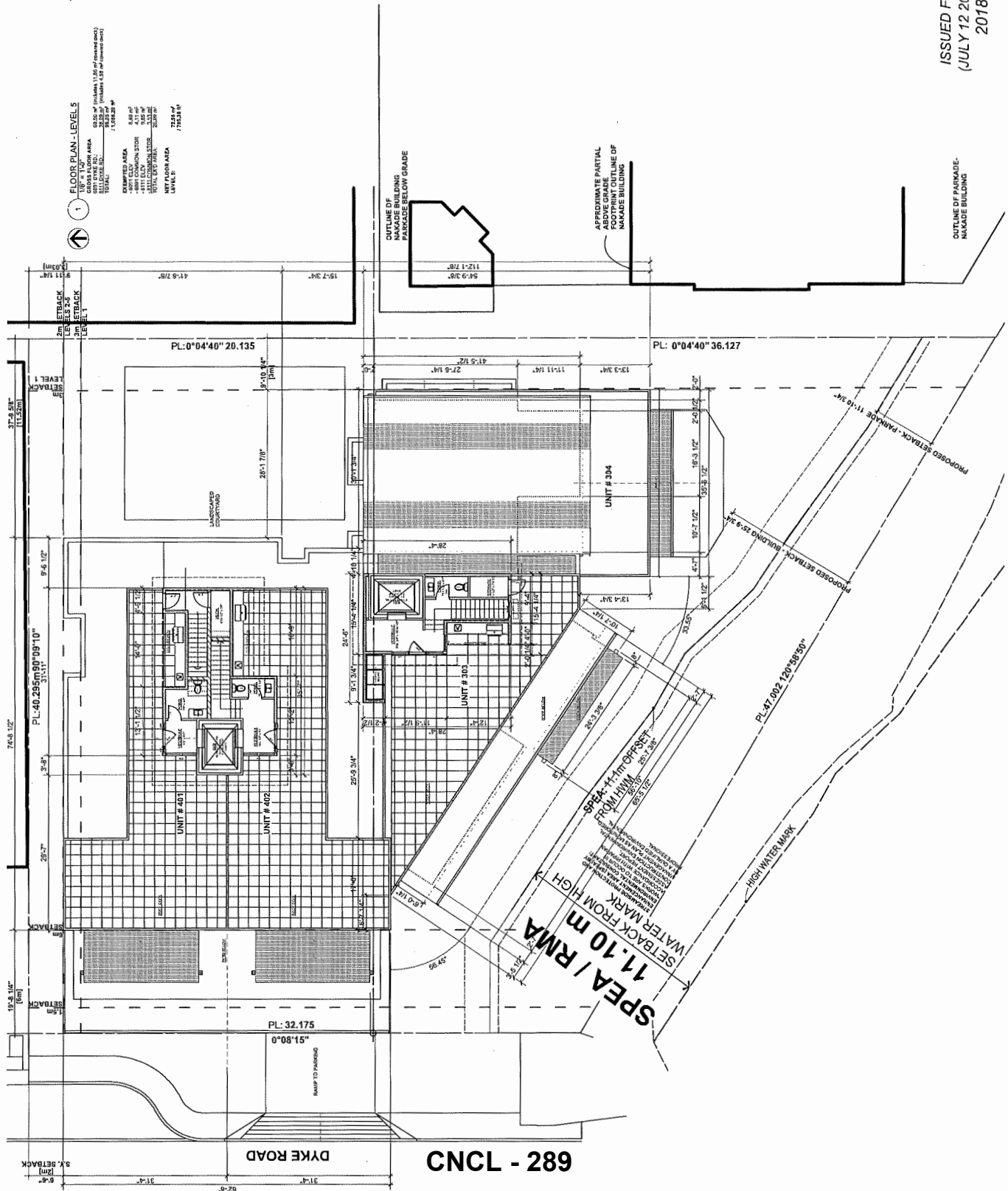
FLOOR PLAN -
LEVEL 0

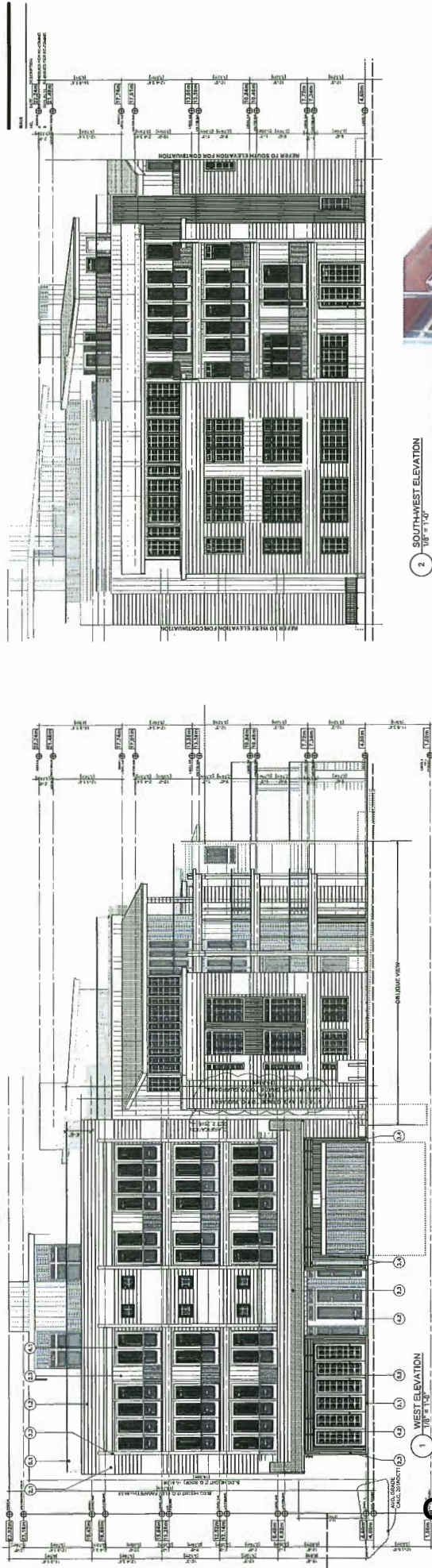
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|---------|-------------------|
| DATE | AS NOTED |
| BY | APRIL 16, 2017 |
| FOR | WA |
| PROJECT | 1500 S. 10TH AVE. |
| DATE | 10/1/2017 |

A-2.01

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18







CNCL - 290

2 SOUTH-EAST ELEVATION
118' x 14'

LOCAL WEST SIDE CHURCH BUILDING -
BALCONY CHECK REFERENCE IMAGE



EXTERIOR MATERIALS & LEGEND:

- 1 ROOFING & FLASHING:
 - 1.1 LOW ALPHATE FLUOROPOLYMER BIT ROOFING
 - 1.2 POLYURETHANE FLASHING
 - 1.3 RUBBER & TYPH
- 2 FINISHES & TRIM:
 - 2.1 PERFORATED LATH PLASTER (HORIZONTAL)
 - 2.2 PERFORATED LATH PLASTER (VERTICAL)
 - 2.3 PERFORATED LATH PLASTER (DIAGONAL)
 - 2.4 PERFORATED LATH PLASTER (FACIA BANDS)
- 3 STRUCTURAL ELEMENTS:
 - 3.1 CONCRETE FOUNDATION
 - 3.2 CONCRETE WALLS
 - 3.3 STRUCTURAL STEEL POSTS
 - 3.4 STRUCTURAL STEEL BEAMS
 - 3.5 DOORS & WINDOWS
- 4 ALUMINUM CLADDING:
 - 4.1 ALUMINUM CLADDING WINDOWS & DOORS
 - 4.2 ANODIZED ALUMINUM STAIRCASE DOORS & WINDOWS
 - 4.3 ALUMINUM CLADDING WINDOWS & DOORS
 - 4.4 ALUMINUM CLADDING WINDOWS & DOORS
- 5 METAL ROOFING & FLASHING:
 - 5.1 METAL ROOFING & FLASHING
 - 5.2 METAL ROOFING & FLASHING
 - 5.3 METAL ROOFING & FLASHING
 - 5.4 METAL ROOFING & FLASHING
- 6 WOOD & METAL YELLER:
 - 6.1 WOOD & METAL YELLER
 - 6.2 WOOD & METAL YELLER
 - 6.3 WOOD & METAL YELLER
 - 6.4 WOOD & METAL YELLER
- 7 METAL CLADDING:
 - 7.1 METAL CLADDING
 - 7.2 METAL CLADDING
 - 7.3 METAL CLADDING
 - 7.4 METAL CLADDING

THE ANDREWS ARCHITECTS INC.
ARCHITECTS
1000 10TH AVENUE, SUITE 100
SEATTLE, WA 98101
PHONE: 206.461.1000
FAX: 206.461.1001
WWW.ANDREWSARCHITECTS.COM

**12 UNIT MIXED
USE DEVELOPMENT**
8901, 8111 DYKE ROAD
RICHMOND, BC

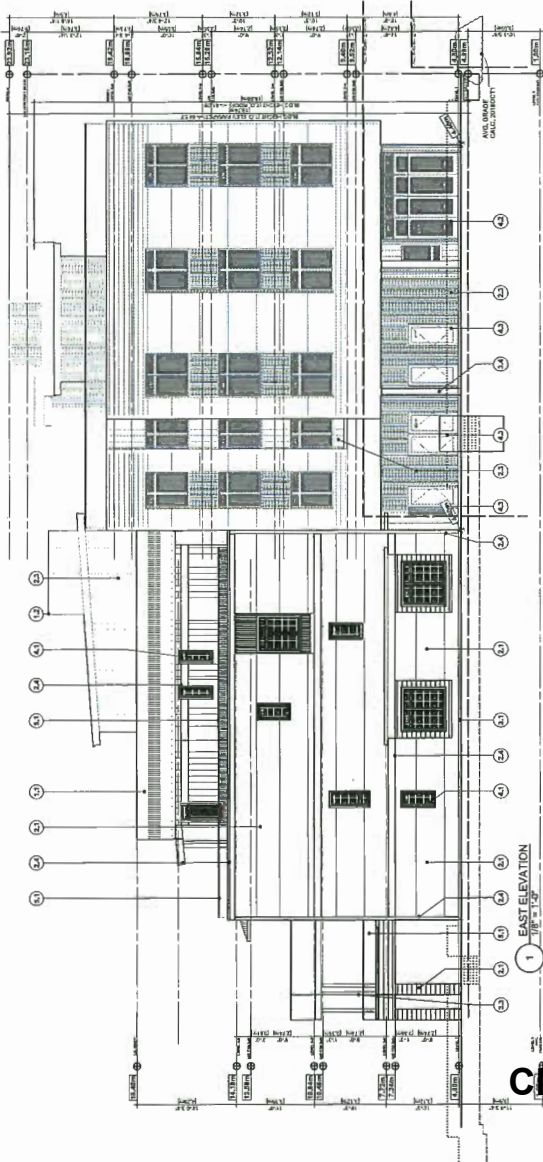
**ELEVATIONS
WEST & SOUTH**

AS NOTED
APRIL 18, 2017
WA
1707 / 1708

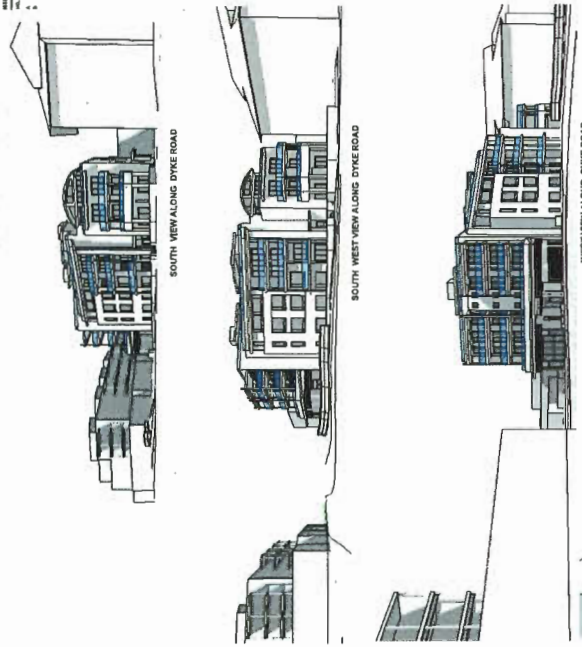
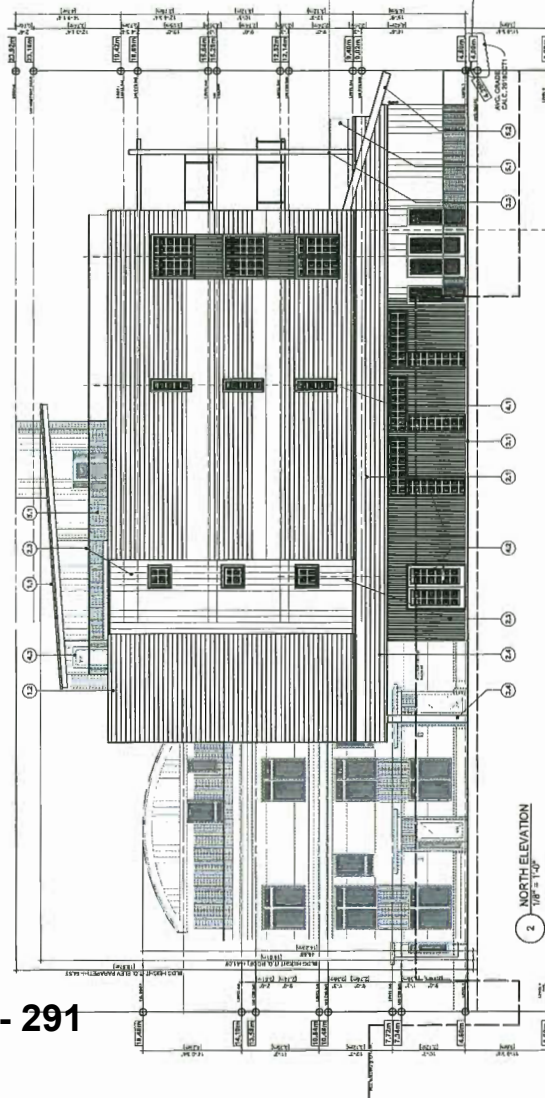


A-3.01
ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

BUILDING MASSING CONCEPT VIEWS



CNCL - 291



RZ 15 702486

THE ANDREWS ARCHITECTS INC.
1000 WEST 10TH AVENUE, SUITE 100
VANCOUVER, BC V6H 1A5
TEL: 604.681.1111
WWW.ANDREWSARCHITECTS.COM

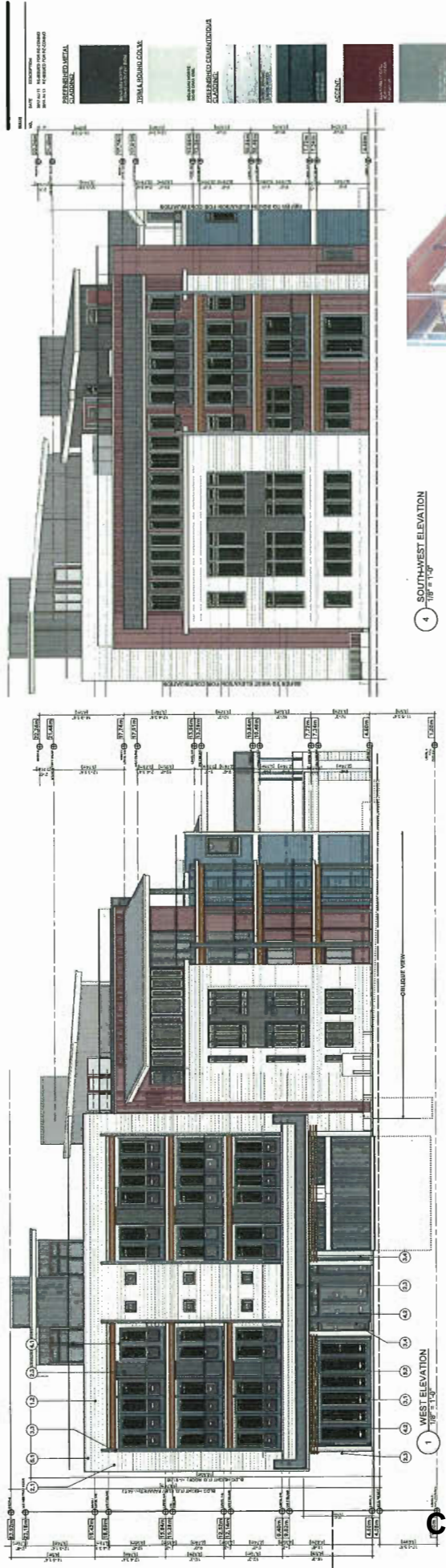
12 UNIT MIXED
USE DEVELOPMENT
6091, 6111 DYKE ROAD
RICHMOND, BC

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18

DATE: 10/18/2017
BY: J. ANDREWS
CHECKED BY: J. ANDREWS
SCALE: AS NOTED
PROJECT NO: 1707 / 1708

EXTERIOR MATERIALS LEGEND:

- 1 ROOFING & FLASHING:
 - 1.1 POLYURETHANE INSULATION ROOFING
 - 1.2 HYPERBOLIC METAL CLAP FLASHING
- 2 SIDING & TRIM:
 - 2.1 FIBRE-CEMENT LAP SIDING (HORIZONTAL)
 - 2.2 FIBRE-CEMENT LAP SIDING (VERTICAL)
 - 2.3 PREFABRICATED CORRUGATED METAL SIDING
 - 2.4 PREFABRICATED CORRUGATED METAL SIDING
- 3 STRUCTURAL ELEMENTS:
 - 3.1 CONCRETE
 - 3.2 CONCRETE CLADDING
 - 3.3 CONCRETE CLADDING
 - 3.4 CONCRETE CLADDING
- 4 DOORS & WINDOWS:
 - 4.1 ALUMINUM CLADDING WITH IMPROVED & DOORS
 - 4.2 ALUMINUM CLADDING WITH IMPROVED & DOORS
 - 4.3 ALUMINUM CLADDING WITH IMPROVED & DOORS
 - 4.4 ALUMINUM CLADDING WITH IMPROVED & DOORS
- 5 MATERIALS, SCREENS & FINISHES:
 - 5.1 STRUCTURAL CLADDING, CLADDING, METAL RAILS
 - 5.2 WOOD & METAL TRAILERS, SCREENS
 - 5.3 METAL TRAILERS, SCREENS



CNCL - 292



EXTERIOR MATERIALS & LEGEND:

- 1 ROOFING & FLASHING
- 1.1 LOW-SLOPE APPLICATION AND ROOFING
- 1.2 METAL ROOFING
- 2 BRICK & TILE
- 2.1 FIRE-RESISTANT LAP BRICK (HORIZONTAL)
- 2.2 FIRE-RESISTANT LAP BRICK (VERTICAL)
- 2.3 FIRE-RESISTANT LAP BRICK (RANDOM)
- 2.4 FIRE-RESISTANT LAP BRICK (RANDOM)
- 3 STRUCTURAL ELEMENTS
- 3.1 CONCRETE FOUNDATION
- 3.2 CONCRETE WALLS
- 3.3 STRUCTURAL STEEL JOISTS
- 3.4 STRUCTURAL STEEL BEAMS
- 3.5 STRUCTURAL STEEL PURLINS
- 3.6 STRUCTURAL STEEL BRACING
- 4 DOORS & WINDOWS
- 4.1 ALUMINUM CLAD VINYL WINDOWS & DOORS
- 4.2 ANODIZED ALUMINUM STATIONARY DOORS & WINDOWS
- 4.3 ANODIZED ALUMINUM STATIONARY DOORS & WINDOWS
- 5 FASCIAS, SKIRTS & FINISHES
- 5.1 STRUCTURAL CLADDING: BRICK, METAL, WOOD
- 5.2 METAL CLADDING: BRICK, METAL, WOOD
- 5.3 METAL CLADDING: BRICK, METAL, WOOD

THE ANDREWS ARCHITECTS INC.

12 UNIT MIXED
USE DEVELOPMENT
8091, 8111 DYKE ROAD
RICHMOND, BC

**ELEVATIONS
WEST & SOUTH**

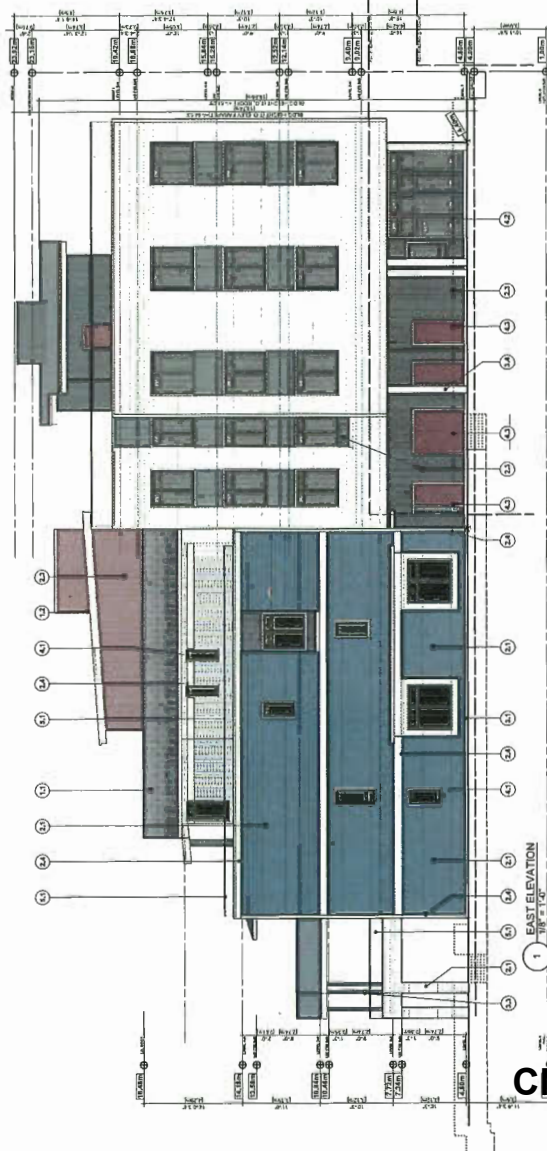
| | |
|------|----------------|
| DATE | AS NOTED |
| DATE | APRIL 10, 2017 |
| DATE | WA |
| DATE | 1107 / 1708 |

A-3.03

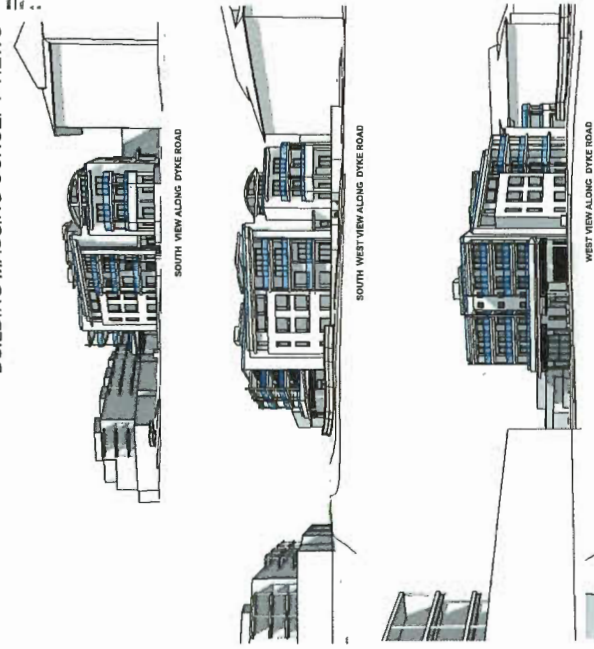
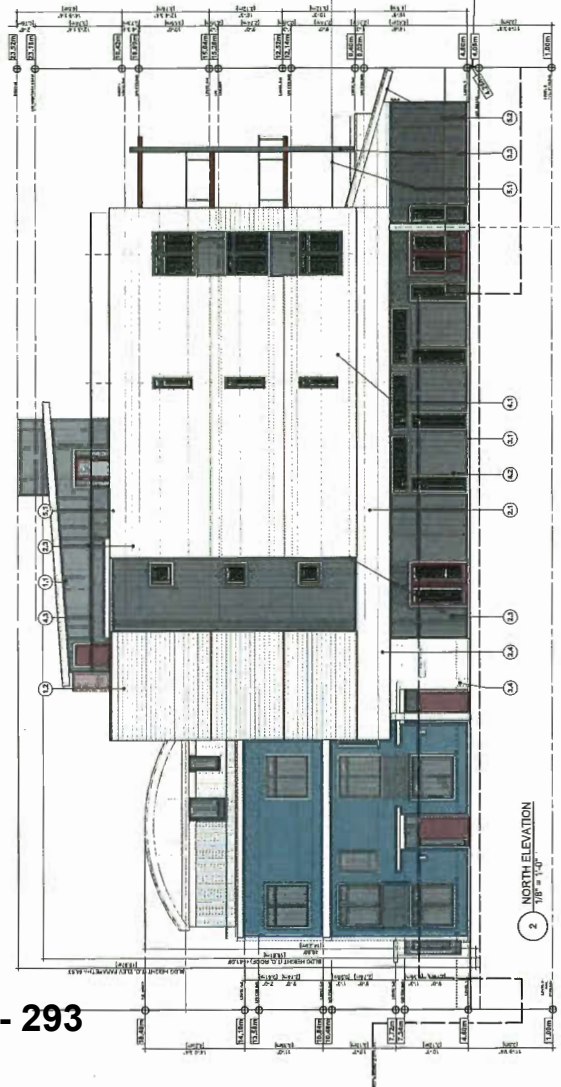
ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18



BUILDING MASSING CONCEPT VIEWS



CNCL - 293



RZ 15 702486



THE ANDREWS ARCHITECTS INC.
1000 WEST 10TH AVENUE
SUITE 100
VANCOUVER, BC V6H 2G6
TEL: 604-681-1111
WWW.ANDREWSARCHITECTS.COM

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12 UNIT MIXED
USE DEVELOPMENT
6081, 8111 DYKE ROAD
RICHMOND, BC

WEST VIEW FROM PARK
EXTERIOR MATERIALS LEGEND:

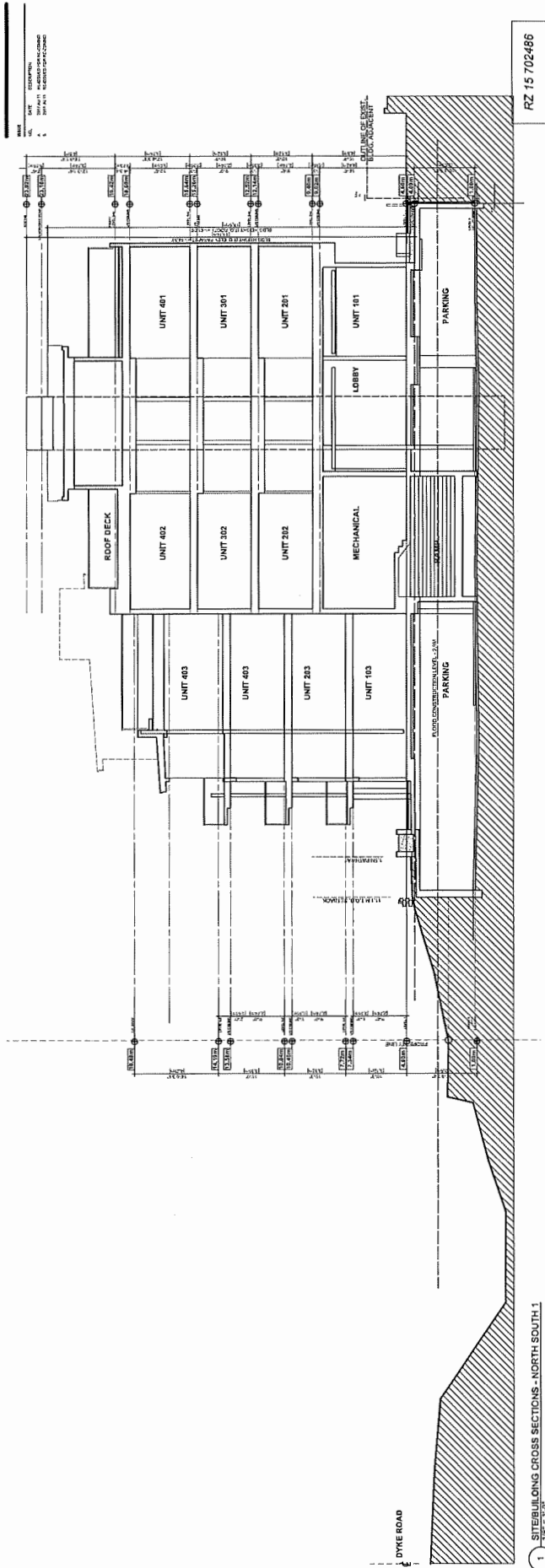
- 1 ROOFING & FLASHINGS:
 - 1.1 ROOFING: METAL CLAP FLASHING
 - 1.2 ROOFING: METAL CLAP FLASHING
- 2 SIDING & TRIM:
 - 2.1 FINE-CORNER LAP SIDING (HORIZONTAL)
 - 2.2 FINE-CORNER LAP SIDING (VERTICAL)
 - 2.3 FINE-CORNER LAP SIDING (VERTICAL)
 - 2.4 FINE-CORNER LAP SIDING (VERTICAL)
- 3 STRUCTURAL ELEMENTS:
 - 3.1 CONCRETE (PAINTED)
 - 3.2 CONCRETE (PAINTED)
 - 3.3 CONCRETE (PAINTED)
 - 3.4 CONCRETE (PAINTED)
- 4 DOORS & WINDOWS:
 - 4.1 ALUMINUM CLAD WALL, WINDOWS & DOORS
 - 4.2 ANODIZED ALUMINUM WALLS, WINDOWS & DOORS
 - 4.3 ANODIZED ALUMINUM WALLS, WINDOWS & DOORS
 - 4.4 ANODIZED ALUMINUM WALLS, WINDOWS & DOORS
- 5 BALCONIES, TERRACES & PORCHES:
 - 5.1 STRUCTURAL CLADDING, GLASS, METAL WALLS
 - 5.2 WOOD & METAL TRAILER, SCREENS
 - 5.3 WOOD & METAL TRAILER, SCREENS

ELEVATIONS
EAST & NORTH

AS NOTED
APRIL 18, 2017
WA
1707 / 1708

A-3.04

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18



SHEET NO. 12
 DATE: 12/12/2018
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT
 6081, 6111 DYKE ROAD
 RICHMOND, BC

RZ 15 702486



THE ANDREWS ARCHITECTS INC.

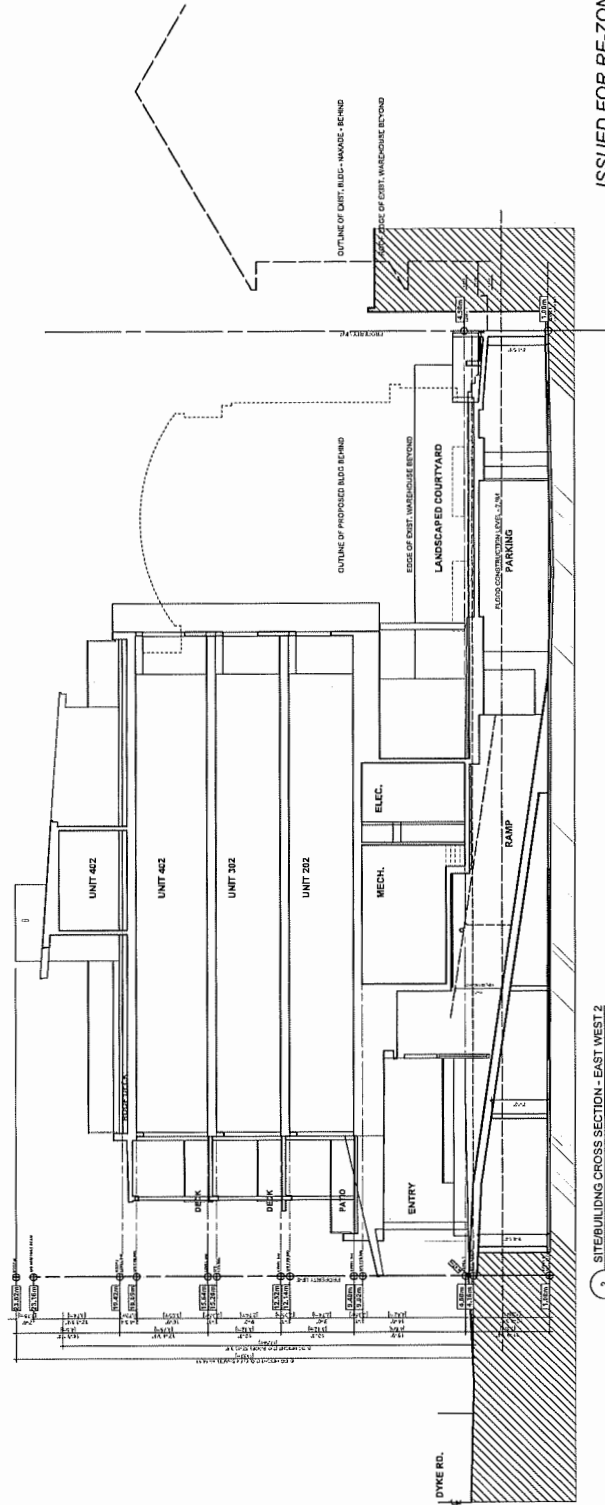
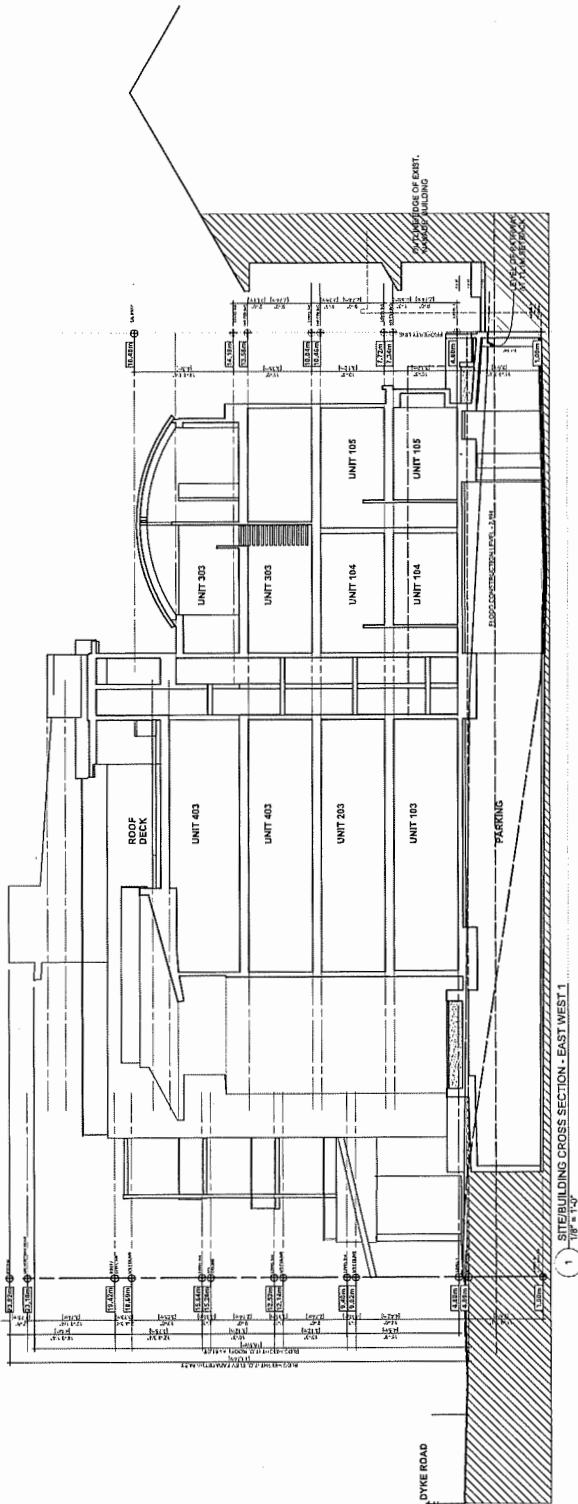
PROJECT: 12 UNIT MIXED USE DEVELOPMENT
 6081, 6111 DYKE ROAD
 RICHMOND, BC

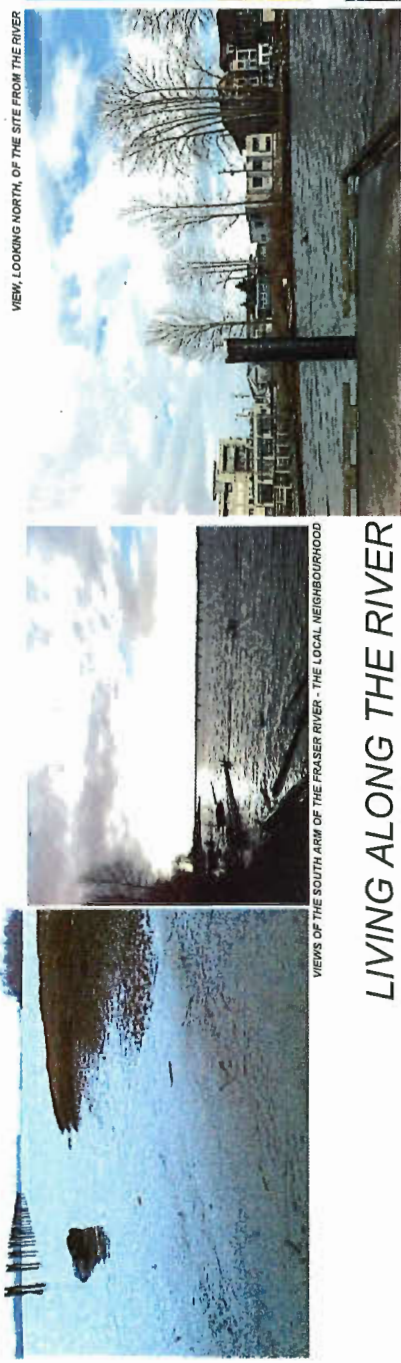
CONCEPTUAL SECTIONS
EAST WEST

SHEET: AS NOTED
 DATE: DEC 2017
 DRAWN: WA
 PROJECT: 1207 / 1708

A-4.02

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



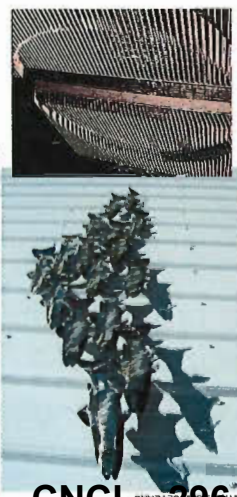


VIEW, LOOKING NORTH, OF THE SITE FROM THE RIVER

VIEWS OF THE SOUTH ARM OF THE FRASER RIVER - THE LOCAL NEIGHBOURHOOD

LIVING ALONG THE RIVER

EXPLORE OPPORTUNITIES TO INTEGRATE POTENTIAL OF MARITIME THEMED PUBLIC WALL ART AS WELL AS DECORATIVE CORTEN SCREENS



REFERENCING THE USE OF MARITIME MATERIALS LIKE WOOD, METAL AND GLASS. EXPRESSING BALCONIES AS BOAT DECKS AND METAL CLADDING AND ACROSS AS APPROPRIATE RIVERFRONT ROBUST VOCABULARY



NEARING THE SITE ALONG DYKE ROAD, HEADING WEST



VINYL WRAPPED PANT

RECOGNIZE AND RESPECT THE HERITAGE OF THE AREA. REFERENCE HONEST MATERIAL AND COLOURS. MATERIALS SHOULD REFLECT THE RIVER BODY CLADDING TREATMENTS



LONDON FARM

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 6091, 8111 DYKE ROAD
 RICHMOND, BC

PROJECT: [REDACTED]
 DATE: [REDACTED]
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 APPROVED BY: [REDACTED]

12 UNIT MIXED
 USE DEVELOPMENT
 6091, 8111 DYKE ROAD
 RICHMOND, BC

CONTEXT + PRECEDENT
 IMAGES

NAME: [REDACTED]
 DATE: [REDACTED]
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 APPROVED BY: [REDACTED]

A-4.03
 ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

CONTEXTUAL IMAGES



DARKER VERTICAL BOARD SIDING THROUGH STAINING. NATURAL WEATHERING PREVALENT IN THE HERITAGE OF THE AREA



ROBUSTNESS AND CIVIL MATERIALS AND LANDSCAPE ALONG A WORKING RIVER



RZ 15-702486

Attachment 3

Address: 6111 and 6091 Dyke Road

Applicant: Oris (Dyke Road) Development Corp.

Planning Area(s): London/Princess Sub Area – Steveston Area Plan

| | Existing | Proposed |
|---|--|---|
| Owner: | 6091 Dyke Road – Oris (Dyke Road) Development Corp. 6111 Dyke Road - | Proposed to be consolidated into a stratified mixed use development |
| Site Size (m²): | Approximately 1,781 m ² (consolidated) | No change |
| Land Uses: | Light industrial | Mixed use development containing at grade commercial and 12 residential units. |
| OCP London/Princess Sub Area Plan Designation: | Mixed Use | No change - complies |
| Zoning: | Light Industrial | Commercial Mixed Use – London Landing (Steveston)(ZMU40) |
| Number of Units: | N/A | 1 commercial unit 12 residential units |
| Other Designations: | Provincially designated Riparian Management Area along the south (Dyke Road) frontage. | Subject site and project must comply with the Provincial Riparian Area Regulations. |

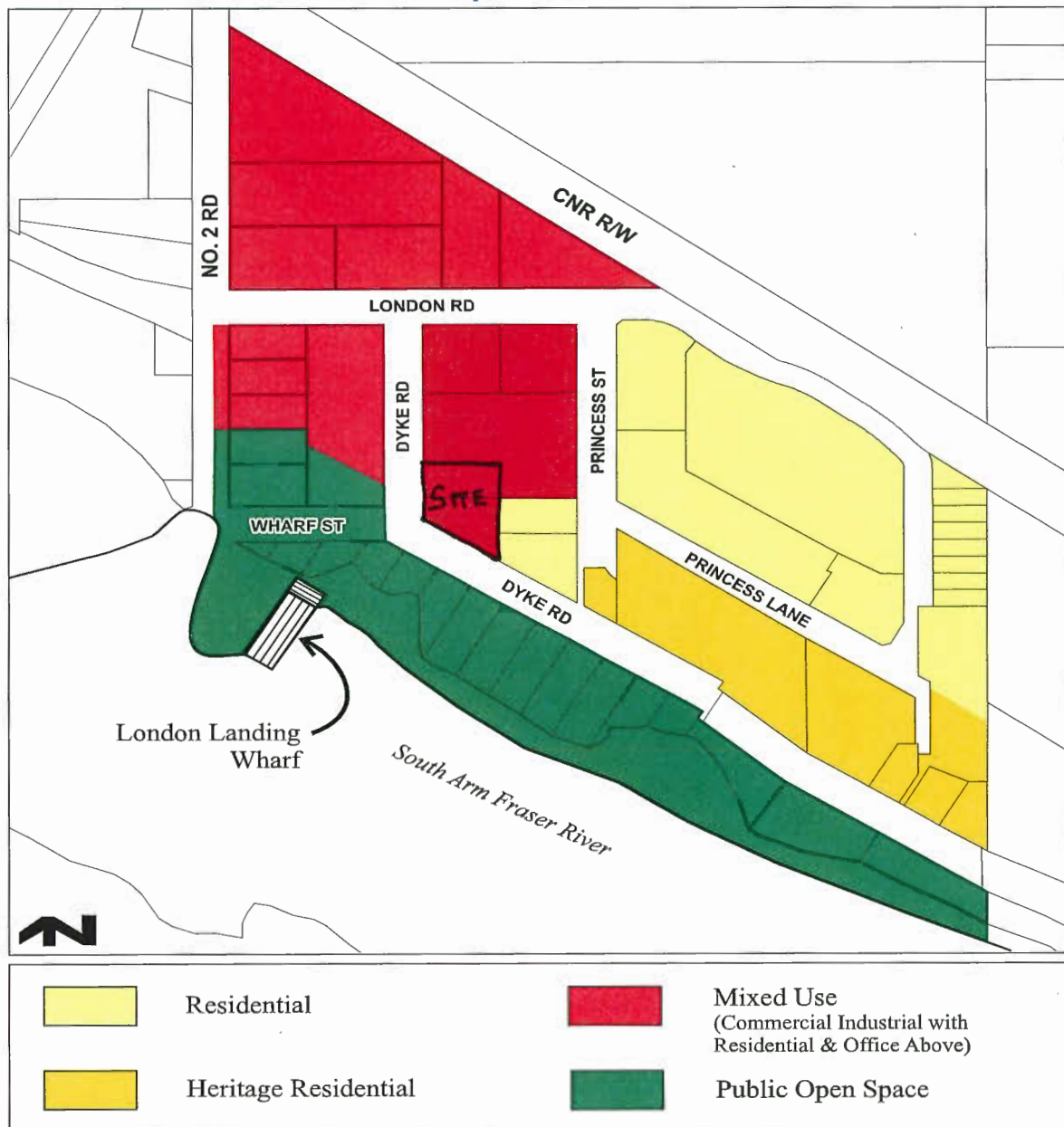
| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|---|--|----------------|
| Floor Area Ratio: | Max. 1.45 | 1.45 | none permitted |
| Buildable Floor Area (m ²):* | 2,581 m ² (27,782 ft ²) | 2,574 m ² (27,706 ft ²) | none permitted |
| Lot Coverage (% of lot area): | 55% | 52% | none |
| Lot Size: | 1,700 m ² | 1780 m ² | none |
| Setbacks (m): Parking structure | South property line 3.5 m Min. setback No minimum setbacks to the west, north and east property lines | South property line 3.6 m Min. setback | none |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|---|--|--|--------------------|
| Setbacks (m): | West property line: No setback requirement except that all portions of the building above the first storey: Min 6 m setback South property line: Min. 10 m North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m | West property line: Min. 1.5 m first storey and 6 m for remaining portions of building above the first storey. South property line: Min. 10 m. North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m | none |
| Height (m): | 20 m | 19.74 m | none |
| Off-street Parking Spaces – Residential Non-Residential/Visitor (shared) | Residential – 20 stalls Non-Residential/Visitor (shared) – 4 stalls | Residential – 24 stalls Non-Residential/Visitor (shared) – 4 stalls | none |
| Off-street Loading Spaces | 1 medium size loading space | Loading lay-by area incorporated into Dyke Road frontage works | Variance requested |
| Amenity Space – Outdoor: | 6 m ² per unit (12 units @ 72 m ²) | Approximately 80 m ² | none |

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

City of Richmond

London/Princess Land Use Map

 Bylaw 8817
 2012/09/24


NAKADE
13251 Princess Street
Richmond, British Columbia
V7E 3S1

April 24, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Attention: Mr. Kevin Eng, Planner 2

Re: Development of 6111 and 6091 Dyke Road

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development.

Our strata council and some owners met with Mr. Dana Westermarck, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns.

The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and

2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and
2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line,

and make such information readily available to us.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist.

We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens.

The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems.

We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire.

When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light.

We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground.

We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line.

The developer said it will grade the East boundary of their property to match the existing grade of our property.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development.

The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

Design

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East.

The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

If you have any questions or require any further information, please contact Bill Hartley

Yours truly,

Strata Corporation BCS3256

A handwritten signature in black ink, consisting of several overlapping loops and a final horizontal stroke.

William Hartley
Council Member

cc. Mr. Dana Westermarck
Owners of Nakade

Kevin Eng
 Policy Planning Department
 City of Richmond
 6911 No. 3 Road
 Richmond BC V6Y 2C1

April 12, 2018 via email

Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road)

Kevin,

Thanks very much for spending time with me to review the drawings for the above-noted proposed development. Following our conversations and some further research, I would like to formally submit the following comments. I feel the development as proposed has challenges in context, massing, and vehicle access.

Context:

Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east.

Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

- to create a 'Heritage Precinct' to provide a signature landmark development that is highly visible along Dyke Rd.
- to mimic the form of the larger heritage homes to the East.
- the built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess St. east of the site.
- facade and design features to have frontage character of heritage homes.
- the fourth storey of the building is designed to be wholly within the sloping roof to minimize its impact on the Abercrombie House.
- design to lighten up the core of the building; stepping back the fourth storey circulation core.

The design and massing of the proposed development should be more aligned to the existing buildings to the east, and the Heritage Precinct that has been so carefully cultivated over time, as a logical continuation and conclusion of the corridor along Dyke Road towards London Farm. As the last developed property along Dyke Rd. facing the river, the proposed development should reflect principles firmly established along that corridor. The current plans do not.

1/3

Massing:

In view of what I see as a more appropriate context, to compliment Nakade, Abercrombie House and the overall Heritage Precinct to the east, the proposed development is simply too large:

- the fourth storey should have a sloped roof to complement the roof forms of all the existing developments along Dyke Road to the East, with a reduction in massing of the fourth storey accordingly. This should include the eastern portion of the proposed building, which currently is designed with a curved roof. The photo reference to the Paramount building has nothing to with these lands historically and the current design does not fit the existing heritage-inspired designs to the east.
- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
- the west face of the proposed development reflects the design of The Pier at London Landing across the street, but indicates a setback of only 4.5m above the first storey, versus The Pier's setbacks of 6.24m on the second storey and 7m on storeys above (reference 4, 5). The greater setbacks should be mirrored on the west face of the proposed development for consistency and to maintain an equal southern view corridor to the river on both sides of Dyke Rd.
- the drawings do not clearly indicate how the proposed development adheres to the required 15.15m setback to the south dyke/high water mark. A measurement of 11.10m from HWM to the public path is noted boldly on the plan. The proposal appears to seek a variance to allow 8.62m to the building and 7.56m to the parkade. What is the required setback?
- the elevator structure on the roof is un-necessarily higher than the additional structures on that level, and provides visual distraction and a blocking of views for neighbouring properties. Modern elevating technology should not require a substantially higher shaft for such a building (I note a similar design at The Pier requires no additional height).
- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd. is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a life-threatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,



Roy Oostergo
503-6168 London Rd. Richmond, BC
V7E 0C1
604-275-0276

References:

1. Richmond Official Community Plan, Steveston Area Plan, Bylaw 7100 Schedule 2.4, London/Princess Land Use Map, Page 9-65
2. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006
3. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006, page 6 "Urban Design and Site Planning"
4. City of Richmond, Planning and Development, Report to Development Permit Panel, DP 11-575759, April 23 2013, page 7 "Zoning/Compliance Variances", point 2)
5. Commercial Mixed Use (ZMU20) - London Landing (Steveston), (Bylaw 8818, Sep 24/12), section 20.20.6 Yards & Setbacks, item 3. a)



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1
Attention: Mr. Kevin Eng, Planner 2

RE: Re: Development of 6111 and 6091 Dyke Road (Nakade Letter April 24 2018)

We have included the full letter along with our responses and notes to the queries made by the Strata at Nakade.

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development. Our strata council and some owners met with Mr. Dana Westermarck, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns. The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

- **Noted. We confirm meeting with the Strata at this time and discussing the development in detail as to how we can help alleviate any concerns that they have.**

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and
2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and

2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line, and make such information readily available to us.
3. We confirm that we will complete items 1 and 2 noted above and make this information available for both parties. This will be used to help ensure that we are both aware of any issues as soon as possible so that we can work to rectify these.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

- We can confirm that our site/buildings currently sit at approx 2.3m geodetic. Our parkade slab height is set at approx. 1.25m along this edge with the Nakade site at 3.2-3.45m along East Property Line "PL". This establishes an excavation depth of approx 1.1-1.2m on our site and an edge condition for the Nakade site of approx 2m. We will ensure that all work along this edge conforms to BC Building Code requirements.
- We have built all of the developments within the local vicinity and have discussed the design preliminarily with our geotechnical engineer. We are confident that we will not be required to preload or pile the site to achieve bearing capacity.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

- We will comply with all the City of Richmond requirements to construct our building. Secondly, we are proposing to go above and beyond these requirements to survey their building and regularly monitor these points to watch for any movement and take photograph records of the building before, during and after construction. We will ensure to maintain an open and honest dialogue with the Nakade owners on any potential issues. To note, we will carry the required Builders Risk and Wrap-up insurance, including third party liability.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist. We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens. The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems. We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

- To confirm our site coverage is proposed at 52%, with the current buildings at 41%. The balance of the current sites are covered in asphalt. Our proposal will actually increase open space and porous site areas for water to naturally percolate. With this in mind, through the mechanical design and City Building Permit review process, the site drainage will be sloped accordingly to ensure that any non-porous portions of the site will be drained into the storm system connecting to the City offsite Storm pipes and not on to our neighbours site. We will also install pressure relief drainage under our slab to alleviate potential issues from a rising water table from affecting our site, similar to what Nakade has.
- We will continue to work with the Nakade Strata to see how we may help them with their drainage issues along the Property Line.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire. When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light. We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground. We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

- Oris has made every effort to reduce these potential affects on our neighbour, while working within the OCP, environmental setbacks and surrounding zoning requirements. The following are a highlight of these:
 - We have brought the building North as far as we can into the site, helping to improve light to the Southern half of the Nakade building.
 - The current building face is 6.7m off of the South PL.
 - The proposed building face is at 10.12m (33') off of the South PL with the decks extending into this area a further 2.5m (8').
 - The proposed building has been pulled back 3m west off of the East PL as compared to where it currently sits on the PL, helping to improve sunlight into the pathway along the edge of Nakade and into the rear courtyard.
 - We have minimized the windows along the Eastern edge of the building where it's closest to the Nakade Building, helping to reduce overlook issues.
 - The barrelled vault roof over this section of the roof will help to increase light into courtyard area during the day.

- During the Development Permit process we will create a shading model to demonstrate how our proposal will effect shading to this area.
- We have provided a functional road plan and Traffic report to the City that reviews the access and ramp to our site. Taking into account City Staff and our consultants comments has created minor modifications to the plans and most notably to the transition slope that has increased our grade slab slightly from our second submission by approx 3-4".

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line. The developer said it will grade the East boundary of their property to match the existing grade of our property.

- Our site edge will blend into the Nakade development along the South east edge of our site, to ensure the proposed public pathway is connected and meets City requirements.
- As we move north our site edge will increase from 3.2m to 3.9m. The Nakade pathway is set at at 3.4-3.5m along this length. We will make every effort to ensure there's no difference here. However, if required the reataining wall will be very low with a fence on top of this. We can look to limit the impact of this with a lower fence height or bringing the fence panels down to ensure this looks co-ordinated. We will work with the Nakade owners on this as we get into more detailed designs.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

- The Pier was a very complicated project and is not a good comparison for build timelines. It's in our utmost interest to build this project in the fastest timeline we can, while meeting all requirements. This is a projected timeline provided to us from a builder experienced in this type of construction.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
 - A site sign will be posted onsite noting the construction hours and contact info that will adhere to the City Noise bylaws.

2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
 - An erosion and sediment control program will be developed for the site that will address this issue.
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
 - Given the site constraints, we will work with our neighbours to arrange how best to deal with this, including parking for our trades.
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.
 - Given the site constraints, we will work to ensure disruption is kept to a minimum.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development. The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

- We have included a Traffic Report with our Third Submission to the City of Richmond.
- The Traffic addressed the ability to share the commercial stalls with Visitor stalls. The report concluded that these two uses complemented each other and that the sharing of these 4 stalls will be sufficient to meet both needs. We will limit the uses for the commercial area to not include a restaurant or similar use that requires high parking counts. This will ensure that the parking stalls provided meets City bylaws, while reduce potential impacts on parking in the area.
- The small size of the development will have a limited affect on the surrounding traffic patterns.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

- City of Richmond to respond to this question.



www.orisconsulting.ca

Design:

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East. The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

- We have made minor modifications to the plans to reflect the comments received from City Staff and Nakade Strata to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood.
- The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South), as discussed with the Strata. Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd.
- We have kept the South frontage the same, that is designed to resemble but also build upon the Nakade design. We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the West. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm.
- We will ensure that the colour palette proposed will tie into to the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

- Noted. We will continue to keep the Nakade Strata informed of further changes that may affect them.

Please let me know if you require more information.

Kind Regards,
Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp.



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

City of Richmond
6911 No. 3 Road
Richmond, BC
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Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road) April 12, 2018 letter from Roy Oostergo

We have included the full letter along with our responses and notes to the queries made by Roy Oostergo.

Kevin,

Thanks very much for spending time with me to review the drawings for the above-noted proposed development. Following our conversations and some further research, I would like to formally submit the following comments. I feel the development as proposed has challenges in context, massing, and vehicle access.

Context:

Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east. Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

- to create a 'Heritage Precinct' to provide a signature landmark development that is highly visible along Dyke Rd.
- to mimic the form of the larger heritage homes to the East.
- the built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess St. east of the site.
- facade and design features to have frontage character of heritage homes.
- the fourth storey of the building is designed to be wholly within the sloping roof to minimize its impact on the Abercrombie House.
- design to lighten up the core of the building; stepping back the fourth storey circulation core.

The design and massing of the proposed development should be more aligned to the existing buildings to the east, and the Heritage Precinct that has been so carefully cultivated over time, as a logical continuation and conclusion of the corridor along Dyke Road towards London Farm. As the last developed property along Dyke Rd. facing the river, the proposed development should reflect principles firmly established along that corridor. The current plans do not.

Massing:

In view of what I see as a more appropriate context, to compliment Nakade, Abercrombie House and the overall Heritage Precinct to the east, the proposed development is simply too large:

- the fourth storey should have a sloped roof to complement the roof forms of all the existing developments along Dyke Road to the East, with a reduction in massing of the fourth storey accordingly. This should include the eastern portion of the proposed building, which currently is designed with a curved roof. The photo reference to the Paramount building has nothing to with these lands historically and the current design does not fit the existing heritage-inspired designs to the east.
- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
- the west face of the proposed development reflects the design of The Pier at London Landing across the street, but indicates a setback of only 4.5m above the first storey, versus The Pier's setbacks of 6.24m on the second storey and 7m on storeys above (reference 4, 5). The greater setbacks should be mirrored on the west face of the proposed development for consistency and to maintain an equal southern view corridor to the river on both sides of Dyke Rd.
- the drawings do not clearly indicate how the proposed development adheres to the required 15.15m setback to the south dyke/high water mark. A measurement of 11.10m from HWM to the public path is noted boldly on the plan. The proposal appears to seek a variance to allow 8.62m to the building and 7.56m to the parkade. What is the required setback?
- the elevator structure on the roof is un-necessarily higher than the additional structures on that level, and provides visual distraction and a blocking of views for neighbouring properties. Modern elevating technology should not require a substantially higher shaft for such a building (I note a similar design at The Pier requires no additional height).
- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

We will address all of these comments and reference them rather than directly due to the need to look at the whole in the context of its parts.

- Given the RMA setback we have kept our building design as compact as possible while looking to respect view corridors down Dyke Rd and potential shading issues on neighbouring properties.
- In light of comments received from the City and noted within this letter, we have pulled back our building to 6m from the West Property line. The original setback had been 4.5m which had been modelled off of approved setbacks for Hi Line and Harbour Walk along No.2 Rd. However, given that the Nakade zoning bylaw provides for a 6m setback along the South Property Line, which is consistent with all developments to the East of this site, we will respect this. The 7m setback on the Pier site was achieved due to the larger site size and ability to move the building around more. This has no reference to other building setbacks approved for the second floor and above on surrounding developments. (Point 3 Massing)
- To help improve sight lines down this corridor our decks are proposed to be built similarly to The Pier project with slim deck profiles, glass railing and no divider panels. We have pulled back the decks on each floor from 2m (Level 2), 3m (Level 3), 3.5m (Level 4) and 6m (Level 5).
- A modelled massing for the sites to the North was provided at the request of the City to see how this site might fit into the context of the entire area being developed. We are not looking to set a precedent for the potential development of the site, but rather help City staff with the review of this site throughout the Rezoning and Development Permit process. (Context notes)
- We have pulled the buildings back on the North elevation to be 3m at grade and 2m on levels 2/3/4. Given the site constraints on our site with the RMA setback, we cannot pull the building any further south along this edge. Limited windows are placed along this edge to prevent overlook issues and to respect a potential development on the site to the North. (Point 2 Massing)
- The shape of the building had been completed this way to help create a central courtyard area that will eventually connect between this development proposal and that to the site's to the north as per the OCP desires.
- The RMA setback of 11.1m from the High Water Mark "HWM" is to the edge of our Parkade. As the HWM is not a parallel line this caused the setback from the Property line to the parkade to shift around slightly. This parkade is proposed at a minimum of approx 12' (3.6 meters) off the PL. The building face is set back much further than this with a minimum of 25' (7.6 meters) to the proposed decks and minimum of 33' (10 meters) to the building face. (Point 3 & 4 Massing).
- We have made minor modifications to the plans to reflect the comments received from City Staff to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood. The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South). Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd. (Context notes & Point 1 Massing)
- We have kept the South frontage the same: it has been designed to resemble but also build upon the Nakade design. The Paramount building is a prominent building within the Steveston Harbour area and brings a fresh design to the roof shape for the area that reflects the industrial

heritage uses of the London Landing Area. The building facade and deck design look to build upon and draw inspiration from the heritage designs to the East. (Context Notes & Point 1 Massing)

- We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the East. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm. (Context Notes & Point 1 Massing)
- We have adjusted the Roof access areas to meet minimum height requirements for elevator and stairwell access. We have placed the rooftop access for both units as far away from the PL as we can along both frontages to reduce the height of the building from the street for these access points. We have also added a shallow sloping roof nesting against the shafts of both rooftop penthouses that mirrors the southern rooftop form of the adjacent Pier Development. (Point 5 Massing)
- Our renderings are not provided with the intent to mislead anyone, but rather to provide context of the proposed building within the neighbourhood.
 - The Eastern section of the building next to Nakade is the same height as Nakade as shown within the elevations.
 - The building increases in height as it moves West to be consistent with the Pier development across the road.
 - We have added massing images from street level to better show this within the architectural drawings.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd, is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the



curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a lifethreatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Mr. Oostergo has raised concerns that we are also looking to address to ensure our development doesn't endanger pedestrians, cyclists and drivers along the section of Dyke Rd. We have completed a Traffic Report that is attached to our third submission addressing all of these issues.

Highlights of this report that address these concerns are:

- The driveway location is sound and provides adequate safety and clear sight lines for (Stopping Sight Distance and Intersection Sight Distance) for cars entering and exiting the driveway.
- The building is pulled back enough to allow clear sight lines for drivers to see pedestrians on both sides.
- Mitigation measures proposed by Bunt include ensuring that any planting to the south of the driveway, within the required sight lines is kept to 1.2m and below. We will comply with this direction.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

The original development RZ sign was posted here for the development of 6111 Dyke Rd back in November 2015. A new RZ application and sign was installed in the same location in September 2017. Upon the request of the City we moved the sign to a more prominent location. The original location was clearly visible for all users of the street heading along Dyke Rd in the north/west direction.

We believe the public has had ample opportunity to see the sign in it's previous location and to provide comments, if necessary. Given that we've been in the system for over 30 months we feel this is a sufficient time for the public to respond. That being said the public will also have an opportunity to respond from now until the public hearing for the site.

Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,
Roy Oostergo.

Please let me know if you require more information.

Kind Regards,

Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp



Address: 6111 and 6091 Dyke Road

File No.: RZ 15-702486

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9953, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
2. As part of the consolidation referenced in rezoning consideration Item 1, dissolution of any existing strata on the subject development site.
3. Granting of a Statutory Right-of-Way (SRW) (volumetric and/or in combination with a standard SRW legal plan prepared by a BCLS) along the subject site's north property line in accordance with the following provisions:
 - a) Be situated at the finished grade of the subject site above the parking structure.
 - b) Minimum of 3 m wide at the finished grade for the height of the first storey and a minimum of 2 m wide above the first storey (height dimensions to be confirmed through BCLS legal plan).
 - c) For areas on the subject site where the SRW width does not need to be adjusted due to cantilevered portions of the building, a minimum 3 m wide SRW is to be secured at the finished grade of the subject site above the parking structure.
 - d) The type of SRW would be to allow for full public right of passage (including utilities).
 - e) All works in the SRW would be developer constructed (at their sole cost) with the owner/future strata responsible for maintenance and liability.
 - f) Design and construction of all works within the SRW would be through a Servicing Agreement (see rezoning consideration Item 15 b) for a description of the works.
4. Registration of a covenant on title that identifies the building as a mixed use building indicating that the design is required 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.
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
6. Registration of a legal agreement on title ensuring the shared use of non-residential parking spaces and residential visitor parking spaces and prohibiting the assignment of any of these parking spaces to a particular unit or user.
7. Registration of a legal agreement on title ensuring that all floor area located in the parkade level, not used as a garage, is required to be compliant with the City's Flood Plain Designation and Protection Bylaw 8204 (i.e., habitable space, business and/or storage of goods/equipment susceptible to damage by flood water is not permitted).
8. Registration of a legal agreement on title ensuring that the parkade gate to the parkade structure is to remain open during the hours of operation of the non-residential use on the property.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$23,550) to the City's public art fund.
11. City acceptance of the developer's offer to voluntarily contribute \$10 per buildable square foot (e.g. \$210,797) to the City's affordable housing fund.
12. Submission and approval (by the Director of Engineering) of a Streamside Protection and Enhancement Area (SPEA) restoration and enhancement plan from the applicant's Environment Consultant, in compliance with Provincial RAR, for on-site restoration and enhancement works generally on the south portion of the property, which is required to include the following:
 - a) A Construction Environmental Management Plan (CEMP), to be approved by the Director of Engineering, for the applicable area that will include an accompanying operational/maintenance plan.

- b) All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - c) Note – The approved SPEA restoration and enhancement plan will need to be integrated into the landscape plan submission for on-site landscaping as part of the required Development Permit application required for the project.
 - d) Appropriate security (cash security and/or landscape letter of credit) for the SPEA enhancement and restoration works will be required as a Development Permit consideration. Specific conditions associated with the duration of the monitoring period once the enhancement and restoration works for the SPEA have been completed would be based on the recommendation of the applicant's Environmental Consultant.
13. Registration of a legal agreement registered on title that requires the submission of an appropriate BCLS legal plan to identify the on-site SPEA restoration and enhancement area that will require the implementation of the works by the developer and that the works cannot be removed or modified without the City's prior consent. This legal agreement will also identify that SPEA works are to be maintained solely by the owners/strata of the development (including during the monitoring/maintenance period in accordance with the operational/maintenance plan included in the Environmental Consultant's plan). Additional provisions will allow City staff to gain access to the area to undertake maintenance and related works at the owners/strata's sole cost in the event that the owners/strata fail to undertake these works.
14. Enter into a Servicing Agreement* for the design and construction of sanitary relocation works along the subject site's Dyke Road (north-south) frontage. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost).
- a) Note: All sanitary relocation works must be completed before:
 - Commencement of any site preparation activities works (i.e., preload; soil densification; other related site preparation activities); or
 - Prior to issuance of a Building Permit (if no site preparation works are required).
 - b) Construct a new sanitary main within the travel lane of Dyke Road to replace the existing sanitary main along the west property line of the proposed site. The new sanitary main shall connect to the existing sanitary main from the park at the west side of Dyke Road via a new manhole and tie back via new manholes also to the existing sanitary main that is located inside 13191 Princess Street along its west property line. The required tie-in to the existing sanitary main inside 13191 Princess Street may require the removal and replacement of the existing retaining walls that support the Dyke Road frontage of 13191 Princess Street. The details of the required sanitary sewer works shall be finalized through the Servicing Agreement design review.
 - c) The existing sanitary sewer service to the properties that are located at the west and south sides of Dyke Road (e.g., 6080 Dyke Road, City Park etc.) shall be maintained during and after the required modification to the sanitary sewer system.
 - d) Remove the sanitary system (e.g., pipes, manholes, inspection chambers etc.) along the west property line of the subject site and discharge the corresponding utility statutory right of way(s) after the new sanitary sewer main in the roadway is operational and accepted by the City.
 - e) As the require sanitary works involve works on private property (e.g., 13191 Princess Street), the developer is required to notify the owner of 13191 Princess Street via notification letter that is reviewed and approved by the City Engineering staff. Sign-off by the owner of 13191 Princess Street on the notification letter will be required prior to the developer entering into a Servicing Agreement with the City.
 - f) A Service Agreement is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw.
15. Enter into a Servicing Agreement* for the design and construction of frontage works, on-site public pathway (north property line), SPEA restoration/enhancement (within the Dyke Road allowance) and site servicing connections. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost):
- a) Frontage improvements – Dyke Road (north-south portion)

- Prior to submission of the Servicing Agreement, submission and approval of a road functional design (based on the ultimate design for Dyke Road and the submitted and approved Traffic Impact Assessment in relation to site/driveway access location, sightlines and visibility) that is required to include, but not limited to works/upgrades related to the road, driveway crossing (including any necessary distinct surface treatment and curb treatment), boulevard (including any necessary bollards), sidewalk, street lighting (including relocation of existing street lights impacted by works), on-street loading bay layby, traffic signage and any modifications to existing retaining walls.
 - Remove the non-conforming parking stalls fronting 6111 Dyke Road and 6091 Dyke Road.
 - If required, provide for any necessary road dedications or statutory right-of-ways as identified in the approved road functional design.
 - The Servicing Agreement design submission is required to include all aspects of works as approved through the road functional design submission.
- b) On-site public pathway (north property line within the 3 m wide SRW at grade – Refer to rezoning consideration Item 3)
- Prior to the submission of a Servicing Agreement, submission of a public pathway functional design that includes a minimum 2 m wide concrete surface pathway on the north portion of the SRW and appropriate transition/surface treatment to the edge of the building (i.e., pavers and/or stamped concrete). The functional plan and design will also need to incorporate provisions for pathway lighting along the entire length of the SRW. The functional plan will also need to show the design where this pathway transitions to the frontage works being secured along Dyke Road.
 - The Servicing Agreement design drawings for the above referenced works are to be based on the approved functional plan.
- c) SPEA restoration/enhancement works (within the Dyke Road allowance) in accordance with the approved plan from the applicant's Environmental Consultant that is compliant with Provincial Riparian Areas Regulation:
- Removal and restoration of the existing lock block/culvert structure within the watercourse.
 - Remove and relocate any third party utilities and related works that are currently located in the existing watercourse.
 - The functionality of the watercourse will need to be demonstrated to the satisfaction of Environmental Sustainability and Engineering staff, based on the proposed scope of works in the SPEA/RMA.
 - All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - Incorporation of the required riparian compensation works secured through SA 12-613832 (with compensation works to be revised to the approval of Environmental Sustainability staff) into the SPEA/RMA restoration and enhancement works being secured through the Servicing Agreement required for 6111 and 6091 Dyke Road (via RZ 15-702486). Note: The bonding for the compensation works under SA 12-613832 will not be released until the Owner has entered into the SA for RZ 15-702486 and provided security for all the works, including the compensation works under SA 12-613832.
 - The monitoring and maintenance period for the enhancement and restoration works in the Dyke Road allowance is to be based on the recommendations of the environmental consultant and approved by the City.
- d) Site servicing connections:
- Waterworks
 - (a) Using the OCP Model, there is 262 L/s of water available at a 20 psi residual at the hydrant at Dyke Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - (b) The Developer is required to:
 - (i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection.

Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.

- (c) At the Developer's cost, the City will:
 - (i) Cut and cap at main the existing water service connections at Dyke Road frontage.
 - (ii) Install a new water service connection at the frontage of 6091 Dyke Road. Tie-in shall be to the existing 200mm diameter watermain at Dyke Road.
 - (iii) Relocate to the ultimate location the existing fire hydrant at the frontage of 13191 Princess Street, if required, to match the frontage improvement requirements at Dyke Road frontage.
 - (iv) The above referenced works will be designed through the Servicing Agreement.
 - (v) The applicant will be responsible for all design and construction costs.
- Storm works – At the Developer's cost, the City will:
 - (a) install new storm sewer connection to service the proposed site. Details of the new storm service shall be finalized via the servicing agreement design review.
 - (b) The above referenced works will be designed through the Servicing Agreement.
 - (c) The applicant will be responsible for all design and construction costs.
- General– The developer is required to:
 - (a) Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructures shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways 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 SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - (i) BC Hydro PMT – 4mW X 5m (deep)
 - (ii) BC Hydro LPT – 3.5mW X 3.5m (deep)
 - (iii) Street light kiosk – 1.5mW X 1.5m (deep)
 - (iv) Traffic signal kiosk – 1mW X 1m (deep)
 - (v) Traffic signal UPS – 2mW X 1.5m (deep)
 - (vi) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - (vii) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - (b) Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the existing buildings along the north and east side of 6111 Dyke Road, the existing retaining wall along the ditch at Dyke Road frontage, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission or if necessary to be implemented prior to pre-load. The existing sanitary main along the site's frontage may need to be remove first and its replacement in the roadway needs to be operational prior to start of pre-load.
 - (c) 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.

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

1. Confirmation of the amount of the landscape letter of credit/bond for all on-site landscaping proposed for the project (Note: Landscape letter of credit/bond is required to be submitted prior to the issuance of the Development Permit by Council). The submitted security for on-site landscaping will also need to address the proposed works associated with the on-site SPEA enhancement and restoration works, including parameters to address the duration of the monitoring/maintenance period based on the recommendations from the applicant's Environmental Consultant.
2. Submission of a letter from the applicant's design team/consultant confirming that the Development Permit drawing submission is consistent with the project response/approach to achieving compliance with BC Energy Step Code requirements applicable to this project.
3. Other items as determined through the processing of the Development Permit application.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

SIGNED COPY ON FILE

Signed

Date

CNCL - 324



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9953 (RZ 15-702486)
6091 and 6111 Dyke Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Inserting the following at the end of existing table contained in Section 5.15.1 c):

| | |
|-------|--|
| ZMU40 | \$10.00 for wood frame construction \$14.00 for concrete construction |
|-------|--|

- b. Insert the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

“20.40 **Commercial Mixed Use – London Landing (Steveston)(ZMU40)**

20.40.1 **Purpose**

The **zone** provides for **commercial**, residential and industrial **uses** in the London/Princess Sub Area in the Steveston Area Plan.

20.40.2 **Permitted Uses**

- child care
- health service, minor
- housing, apartment
- housing, town
- industrial, general
- office
- recreation, indoor
- retail, convenience
- retail, general
- service, financial
- service, household repair

20.40.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.40.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.40.4.1, the reference to “1.0” **floor area ratio** is increased to a higher **density** of “1.45” **floor area ratio** if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 c) of this bylaw, at the time **Council** adopts a zoning bylaw to include the **site** in the **ZMU40 zone**.

20.40.5 Permitted Lot Coverage

1. The maximum permitted **lot coverage** is 55% for **buildings**.

20.40.6 Yards & Setbacks

1. There is no minimum **setback** to the west, north and east **property lines** for a below **grade** parking **structure** except that the minimum **setback** to the south **property line** (Dyke Road) for a below **grade** parking **structure** is 3.5 m.
2. The minimum **setback** to the north **property line** for a **building** is 3.0 m at the **first storey** located above a parking **structure** and 2 m for all remaining parts of the **building** above the **first storey**.
3. The minimum **setback** to the east **property line** for a **building** is 3.0 m except that **bay windows** located on the **first storey** located above a parking **structure** may project into the **setback** not more than 0.2 m.
4. There is no minimum **setback** to the west **property line** except that:
 - a) The minimum **setback** to the west **property line** for a **building** is 6.0 m for all portions of the **building** above the **first storey**.
 - b) Unenclosed decks located above the **first storey** supported by columns may project into this **setback** not more than 3.2 m.

5. The minimum **setback** to the south **property line** for a **building** located above a parking **structure** is 10.0 m except that unenclosed decks supported by columns may project into the **setback** not more than 2.5 m.

20.40.7 **Permitted Heights**

1. The maximum **building height** is 20 m.

20.40.8 **Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot** area is 1,700 sq. m.

20.40.9 **Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provision of Section 6.0.

20.40.10 **On-site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared.
 - b) A maximum of 11 small car **parking spaces** is permitted for the residential units

20.40.11 **Other Regulations**

1. The following **uses** permitted in this **zone** shall only be located on the ground floor of a **building** located directly above a parking **structure** with a maximum **setback** of 1.5 m to the west **property line** and with a maximum combined **gross leasable floor area** of 130 m²:
 - **child care**
 - **health service, minor**
 - **industrial, general**
 - **office**
 - **recreation, indoor**
 - **retail, convenience**
 - **retail, general**
 - **service, financial**
 - **service, household repair**

2. **Apartment housing** is a permitted **principal use** in this **zone** provided it is restricted to the second **storey** and above of the **building** in which the **use** is located.
 3. **Town housing** is a permitted **principal use** in this **zone** provided the units are not situated within 7.5 m of a **lot line** abutting a **road**.
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)"**.

P.I.D. 018-697-844

Parcel A Section 18 Block 3 North Range 6 West New Westminster District Plan Reference Plan LMP15048

P.I.D 024-383-732

P.I.D 024-383-741

P.I.D 024-383-759

P.I.D 024-383-767

P.I.D 024-383-775

P.I.D 024-383-783

Strata Lot 1 to 6 Section 18 Block 3 North Range 6 West New Westminster District Strata Plan LMS3804

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9953"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|---|
| CITY OF RICHMOND |
| APPROVED by <i>KE</i> |
| APPROVED by Director or Solicitor <i>[Signature]</i> |



BACKGROUNDER: “ORANGE CAMPAIGN 2018”

From 25 November, International Day for the Elimination of Violence against Women, to December 10, Human Rights Day, the United Nations **UNiTE Campaign: 16 Day of Activism to End Gender-based Violence** is a time to galvanize action to end violence against women and girls everywhere. As a bright and optimistic colour, **Orange** has been chosen by the United Nations as the colour to represent the Campaign's goal of a future free from violence.

The theme and activities of the UNiTE Campaign in 2018 under the global banner *Orange the World*, will mobilise all UNiTE networks, including the UN system, government partners, civil society, schools and universities, private sector, sports associations and individuals to stand in solidarity with women's human rights organizations and defenders who are working to end violence against women and girls. To find out more about the UNiTE campaign, [CLICK HERE](#)

Sexual and gender-based violence is one of the most pervasive and egregious human rights violations. Although older women in Africa are strong and resilient, they are also among the most victimized groups. They have been disproportionately impacted by the AIDS pandemic which is both a cause and consequence of violence against women. The violence they experience remains largely invisible, and “uncounted”. It often begins in childhood and is exacerbated by early marriage and exclusion from health services, education and economic opportunities. Transitions to motherhood, widowhood and aging increase their vulnerability.

Canada has made gender equality and the empowerment of women and girls the cornerstone its Feminist Foreign Policy. This includes initiatives to enable the fight against sexual and gender-based violence, that support women's organizations promoting women's rights, that enhance institutional capacity and that build the evidence-base for gender equality action.

This year during the **16 Days of Activism** **GRAN** will spotlight the multiple challenges that older women in sub-Saharan Africa face: access to life saving medicines, access to life-long learning and freedom from violence. Our goal is to raise awareness in our own communities and beyond. Our call to action is to challenge the Canadian government to fully fund and implement its Feminist International Assistance Policy that will improve the **human rights** of grandmothers in sub-Saharan Africa. We are calling on our Parliamentarians to stand in solidarity with women around the world by wearing **Orange** in the House of Commons during the 16 Days of Activism.

#orangetheworld #olderwomencount





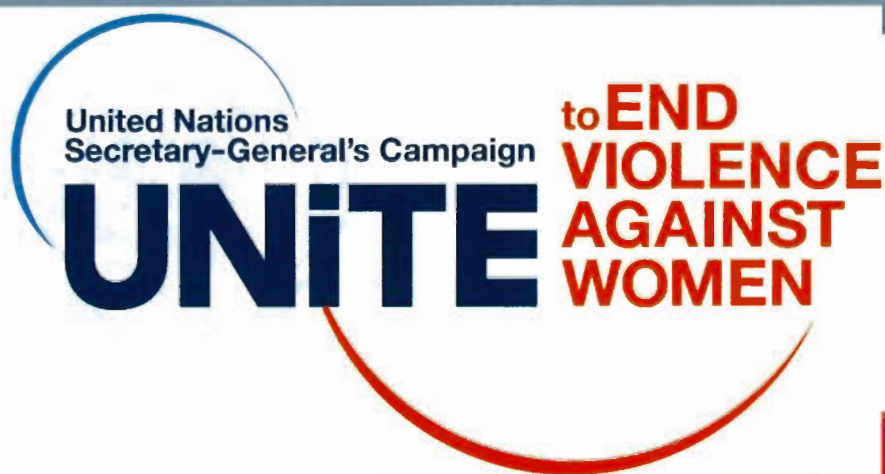
grandmothers

Advocacy Network

Mouvement de soutien des
grands-mères

Vancouver will
Glow Orange on
November 25
International Day
for the Elimination
of Violence Against
Women

United Nations' **UNiTE to End Violence Against Women** and **GRAN** invite you to **ORANGE THE WORLD** during **16 Days of Activism November 25 to December 10**. Wear **ORANGE**, raise awareness and mobilize action. Theme this year is **Leave No One Behind: End Violence against Women and Girls**



The **UNiTE** Campaign uses the colour **ORANGE** as a uniting theme symbolizing a brighter future free from violence.

Part of the **UNiTE** Campaign is a global initiative to light up buildings in symbolic support for the goals of the campaign. On November 25, Vancouver City Hall, Burrard Street Bridge, Science World, the Sails at Canada Place and the Olympic Cauldron will all light **ORANGE**. BC Place will light **ORANGE** on November 29.

Mayor Gregor Robertson has proclaimed the 16 Days as **UNiTE to End Violence Against Women and Girls Orange Days** in the City of Vancouver.

CNCL - 330

In the lower mainland contact GRAN at greatervangran@gmail.com



grandmothers

Advocacy Network

Mouvement de soutien des
grands-mères

United Nations' **UNiTE to End Violence Against Women** and **GRAN** invite you to **ORANGE THE WORLD** during **16 Days of Activism November 25 to December 10**. Wear **ORANGE**, raise awareness and mobilize action to end violence against women and girls. **#LeaveNoOneBehind**

Join UNiTE and GRAN during ORANGE CAMPAIGN November 25 – December 10

The United Nations' **UNiTE campaign** invites governments, civil society organizations, and individuals around the world mark the **16 Days of Activism** with events and actions that increase awareness of violence against women and girls and mobilize action. The **UNiTE Campaign** uses the colour **ORANGE** as a uniting theme symbolizing a brighter future free from violence.

Part of the **UNiTE Campaign** is a global initiative to light up buildings in symbolic support for the goals of the campaign. On **November 25**, Vancouver City Hall, Burrard Street Bridge, Science World & the Sails at Canada Place will all light **ORANGE**. BC Place will be **ORANGE** on **November 29**.

GRAN will spotlight the multiple challenges that older women in sub-Saharan Africa face: access to life saving medicines, access to life long learning and freedom from violence. **#LeaveNoOneBehind**
#OlderWomenCount!

In the lower mainland contact us at greatervangran@gmail.com

In other locations in Canada at grandmothersadvocacy@gmail.com



**Road Closure and Removal of Road Dedication Bylaw No. 9853
(Portion of Road Adjacent to 8820, 8840, 8860,
8880, 8900, 8911, & 8931 Spires Road)**

The Council of the City of Richmond enacts as follows:

1. The lands legally described as that part of Spires Road dedicated by Plan 21489 Sections 9 and 10, Block 4 North Range 6 West New Westminster District, shown outlined in bold on the Reference Plan EPP84198 prepared by Metro Vancouver Land Surveyors, with a control number of 153-031-2466, attached as Schedule A, shall be stopped up and closed to traffic, cease to be a public road and the road dedication shall be removed; and

This Bylaw is cited as **"Road Closure and Removal of Road Dedication Bylaw No. 9853
(Portion of Road Adjacent to 8820, 8840, 8860, 8880, 8900, 8911, & 8931 Spires Road)"**.

FIRST READING

SEP 10 2018

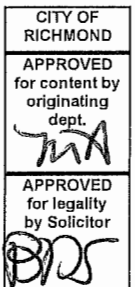
SECOND READING

SEP 10 2018

THIRD READING

SEP 10 2018

ADOPTED



MAYOR

CORPORATE OFFICER

SCHEDULE A

SURVEY PLAN CERTIFICATION PROVINCE OF BRITISH COLUMBIA

PAGE 1 OF 2 PAGES

By incorporating your electronic signature into this form you are also incorporating your electronic signature into the attached plan and you
 (a) represent that you are a subscriber and that you have incorporated your electronic signature to the attached electronic plan in accordance with section 168.73 (3) of the Land Title Act, RSBC 1996 c.250; and
 (b) certify the matters set out in section 168.73 (4) of the Land Title Act.
 Each term used in this representation and certification is to be given the meaning ascribed to it in part 10.1 of the Land Title Act.

Louis Ngan
AEWTW2

Digitally signed by Louis Ngan
 AEWTW2
 DN: c=CA, cn=Louis Ngan AEWTW2,
 o=BC Land Surveyor, ou=Verify ID at
 www.juricert.com/LKUP.cfm?
 id=AEWTW2
 Date: 2018.06.29 15:47:45 -07'00'

1. BC LAND SURVEYOR: (Name, address, phone number)

Louis Ngan, BCLS

LNLS - Metro Vancouver Land Surveyors

4932 Victoria Drive

Vancouver

BC V5P3T6

File: 14612_04REF

Tel: 604-327-1535

Email: louis@LNLS.ca

☐ Surveyor General Certification [For Surveyor General Use Only]

2. PLAN IDENTIFICATION:

Control Number: **153-031-2466**Plan Number: **EPP84198**This original plan number assignment was done under Commission #: **743**

3. CERTIFICATION:

☒ Form 9☐ Explanatory Plan☐ Form 9A

I am a British Columbia land surveyor and certify that I was present at and personally superintended this survey and that the survey and plan are correct.

The field survey was completed on: 2018 June 28

(YYYY/Month/DD)

The checklist was filed under ECR#:

The plan was completed and checked on: 2018 June 29

(YYYY/Month/DD)

213547☒ None ☐ Strata Form S☒ None☐ Strata Form U1☐ Strata Form U1/U2Arterial Highway ☐Remainder Parcel (Airspace) ☐4. ALTERATION: ☐

REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND
ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 9853
OF A PORTION OF ROAD DEDICATED ON PLAN 21489
SECTIONS 9 AND 10, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT

PLAN EPP84198

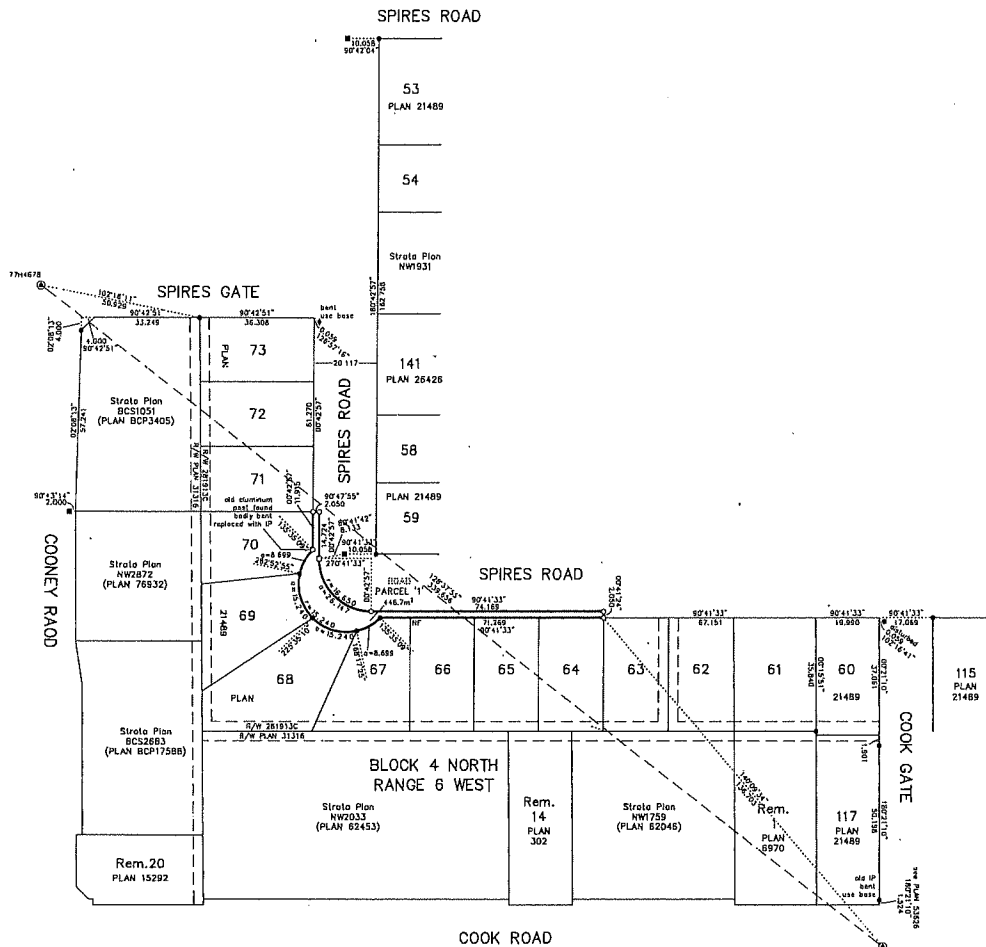
Pursuant to Section 120, Land Title Act and Section 40, Community Charter

BCGS 926.015

SCALE 1 : 750

15 0 15 30m

All distances are in metres.
The intended plot size of this plan is
85mm in width by 560mm in height (D size)
when plotted at a scale of 1 : 750.



| UTM Zone 10 Coordinates | |
|--|---------------------|
| System: NAD83(CRS)10.0.BC1.0.WD | |
| Point identifier | 771678 911922 |
| UTM Northing | 546173.88 546561.91 |
| UTM Easting | 490415.52 490481.15 |
| Point combined factor | 0.9990041 0.9990039 |
| Estimated horizontal positional accuracy | 0.01m 0.01m |

LEGEND:

Integrated survey area No. 18, Richmond, NAD83(CRS)10.0.BC1.0.WD
GIC bearings are derived from measurements between
geostatic control monuments 771678 and 911922.
The UTM coordinates and estimated horizontal positional accuracy
values are derived from the NAD83(CRS)10.0.BC1.0.WD
for geostatic control monuments 771678 and 911922.
The plan shows horizontal ground-level distances unless
otherwise specified. To compute grid distances, multiply
ground-level distances by the combined factor
of 0.9990041 which has been derived from geostatic
control monument 771678.

- denotes control monument found
- denotes standard iron post found
- denotes standard iron post found
- denotes standard iron post found
- denotes steel post found
- denotes steel post found

This plan lies within the jurisdiction of the
Approving Officer for City of Richmond.

The field survey represented by this plan was
completed on the 28th day of June 2018
LOOS NCL, B.C.S. 713

This plan lies within the
Metro Vancouver Regional District

LNLIS METRO VANCOUVER
LAND SURVEYORS

4932 VICTORIA DRIVE, VANCOUVER, BC, V5P 3T6
T 604.327.1535 WEB WWW.LNLIS.CA

CNCL - 334

FILE:14612_04REF



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9491 (RZ 11-578758)
6571/6573 No. 4 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT60) – NORTH MCLENNAN (CITY CENTRE)"**.

P.I.D. 004-074-271

Lot 65 Section 10 Block 4 North Range 6 West New Westminster District Plan 46723

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9491"**.

FIRST READING

NOV 09 2015

A PUBLIC HEARING WAS HELD ON

DEC 15 2015

SECOND READING

DEC 15 2015

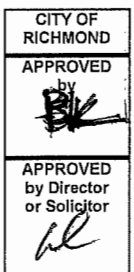
THIRD READING

DEC 15 2015

OTHER CONDITIONS SATISFIED

NOV 19 2018

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9566 (RZ 15-702268)
8300/8320 St. Albans Road**

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

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

P.I.D. 001-541-960

Strata Lot 1 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW850 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. 001-541-978

Strata Lot 2 Section 21 Block 4 North Range 6 West New Westminster District Strata Plan NW850 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 9566"**.

FIRST READING

SEP 12 2016

A PUBLIC HEARING WAS HELD ON

OCT 17 2016

SECOND READING

OCT 17 2016

THIRD READING

OCT 17 2016

OTHER REQUIREMENTS SATISFIED

NOV 19 2018

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9828 (RZ 16-721172)
5220/5240 Merganser Drive**

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

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

P.I.D. 001-813-439

Strata Lot 1 Section 1 Block 3 North Range 7 West New Westminster District Strata Plan NW1481 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. 001-813-463

Strata Lot 2 Section 1 Block 3 North Range 7 West New Westminster District Strata Plan NW1481 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 9828"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

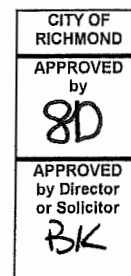
FEB 13 2018

MAR 19 2018

MAR 19 2018

MAR 19 2018

NOV 21 2018



MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, November 14, 2018**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Jane Fernyhough, Chair
Jim Young, Senior Manager, Capital Buildings Project Development
Laurie Bachynski, Director, Administration and Compliance

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on October 24, 2018 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 17-785944
(REDMS No. 5720223)

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 9880 Granville Avenue and 7031 No. 4 Road

INTENT OF PERMIT:

To permit the construction of seven three-storey townhouse units at 9880 Granville Avenue and 7031 No. 4 Road on a site zoned "Medium Density Townhouses (RTM2)".

Applicant's Comments

Xuedong Zhao, Zhao XD Architect Ltd., provided background information on the proposed development, noting that (i) the development consists of seven townhouse units, and (ii) vehicle access to the site from Granville Avenue is provided by the adjacent townhouse development to the west through a Statutory Right of Way (SRW) registered on Title of the adjacent property.

Development Permit Panel

Wednesday, November 14, 2018

In addition, Mr. Zhao reviewed the building's architectural design, proposed exterior building materials, and landscape buffer to the Agricultural Land Reserve (ALR) to the east of the site and noted that the subject development meets the City's Official Community Plan (OCP) guidelines.

Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscaping features of the project, noting that (i) each unit will be provided with a private yard with landscaping, shade tree, lawn area and patio, (ii) low aluminum fencing will be installed along the street frontages, (iii) a trellis feature is proposed at the entry to the pedestrian walkway on No. 4 Road, and (iv) a six-foot wood fence along the south property line will be installed to provide privacy.

In addition, Ms. Dimitrova reviewed (i) the proposed landscaping between townhouse units, (ii) the programming of the outdoor amenity area, (iii) the surface paving treatment for the internal drive aisle and visitor parking stalls, and (iv) the proposed planting for the ALR buffer along the site's No. 4 Road frontage.

Staff Comments

Wayne Craig, Director, Development, advised that (i) there is a Servicing Agreement associated with the project for frontage works along both street frontages as well as site service connections, (ii) the Servicing Agreement is a condition of building permit issuance, (iii) landscaping along No. 4 Road forms part of the buffer to the ALR on the east side of No. 4 Road, (iv) the ALR buffer planting plan was reviewed and endorsed by City's Agricultural Advisory Committee, (v) vehicle access to the subject site is through the adjacent townhouse development to the west currently under construction, (vi) shared garbage and recycling facility is located on the adjacent site to the west, (vii) the building has been designed to achieve the City's EnerGuide 82 standard for energy efficiency, and (viii) two convertible units are included in the project.

Panel Discussion

In reply to queries from the Panel, Mr. Zhao acknowledged that (i) proposed outdoor amenity area is not gated, (ii) the shared garbage and recycling facility at the adjacent development to the west which is currently under construction was designed to accommodate the needs of the subject development, (iii) electric vehicle charging is provided in townhouse units, and (iv) the two convertible units have been designed to meet the City's standard.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel

Wednesday, November 14, 2018

Panel Discussion

The Panel expressed support for the project, noting that it complements the existing townhouse development to the west and that the proposed landscaping provides year-round visual interest.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of seven three-storey townhouse units at 9880 Granville Avenue and 7031 No. 4 Road on a site zoned "Medium Density Townhouses (RTM2)".

CARRIED

2. DEVELOPMENT PERMIT 18-815966 (REDMS No. 5977699)

APPLICANT: I-Fly Vancouver

PROPERTY LOCATION: 9151 Van Horne Way

INTENT OF PERMIT:

To permit the construction of an indoor recreational skydiving facility at 9151 Van Horne Way with a maximum building height of 24.0 m (78.8 ft.) on a site zoned "Light Industrial (IL)".

Applicant's Comments

Bill Adams, Adams 1st Consultants, introduced the project with the aid of a video presentation showing how the proposed indoor recreational skydiving facility works.

David Fey, Jensen Fey Architects, with the aid of another video presentation (copy on file, City Clerk's Office) briefed the Panel on the architectural form and character of the proposed facility and highlighted the following:

- the proposed building can be viewed from multiple directions and the building design is intended to make the four sides of the building visually interesting;
- the project will improve the pedestrian experience along Van Horne Way;
- the proposed siting of the building and setbacks provide a potential to further develop the site;
- building materials include a combination of painted concrete, metal-like exterior insulation and finish system (EIFS) panels, and aluminum wood grain panel, among others;

Development Permit Panel

Wednesday, November 14, 2018

- the proposed colour palette consists of warmer tones of gray, wood colours, and red; and
- the existing badminton centre and the adjacent surface parking lot to the west of the proposed I-Fly building will be improved.
- Oren Mizhari, Connect Landscape Architecture, briefed the Panel on the main landscaping features of the project, noting that (i) proposed landscaping along the perimeter of the site will provide screening to the parking lots, (ii) open pedestrian connections into the site are proposed, (iii) landscaping materials include drought-tolerant native plants, and (iv) low landscaping is proposed in the interior of the site, including limited areas in the parking lot.

Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement for frontage improvements along Van Horne Way which includes the introduction of a four-meter wide multi-use pathway and City utility upgrades, (ii) the street tree selection will be determined through the Servicing Agreement process, (iii) the project was reviewed and endorsed by the City's Advisory Design Panel, and (iv) there will be two Level 2 electric vehicle charging stations incorporated into the parking lot.

In addition, Mr. Craig clarified that there is no variance required for the proposed building height as the Zoning Bylaw allows a 25-meter building height in the area subject to an approved development permit.

Panel Discussion

In reply to queries from the Panel, the design team acknowledged that (i) a canopy is proposed above the building entrance fronting Van Horne Way to define the entry, (ii) the proposed use of the building is not noise-sensitive and the proposed building height will not impact the flight path of aircrafts going to and coming from Vancouver International Airport, (iii) the mechanical yard is used for conditioning air in the flight chamber and the equipment is too large and head pressure too high to be accommodated inside the proposed building, (iv) the roof overhang is a large projected soffit which symbolizes the idea of flight and provides opportunities for downward lighting, and (iv) the proposed off-site multi-use pathway on Van Horne Way fronting the site will be a significant improvement in the area.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel

Wednesday, November 14, 2018

Panel Discussion

The Panel expressed support for the project, noting that the building is well-designed for its proposed use and the proposed landscaping for the parking lot is visually interesting.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of an indoor recreational skydiving facility at 9151 Van Horne Way with a maximum building height of 24.0 m (78.8 ft.) on a site zoned "Light Industrial (IL)".

CARRIED

3. DEVELOPMENT PERMIT 18-820582

(REDMS No. 5973337)

APPLICANT: Greater Vancouver Sewerage and Drainage District

PROPERTY LOCATION: 1000 Ferguson Road

INTENT OF PERMIT:

To permit the construction of temporary dewatering facilities on a site designated an Environmentally Sensitive Area.

Applicant's Comments

Trevor Jones, AECOM, accompanied by Keith Bell, AECOM, and Keith Ross, Urban Solutions, provided background information on the project and highlighted the following:

- Metro Vancouver is initiating an upgrade of the existing Iona Island Wastewater Treatment Plant (IIWWTP) from primary to secondary level treatment plant by 2030;
- the site's existing sludge lagoons and stockpiles will be decommissioned in preparation for the plant's upgrade and temporary mechanical dewatering facilities will be constructed adjacent to the existing plant;
- the applicant has applied for an Environmentally Sensitive Area (ESA) Development Permit to allow the construction of the temporary dewatering facilities as the subject site is designated by the City as an ESA;
- the applicant is proposing an ESA compensation and landscape restoration plan to offset the ESA impacted by the project, which would result in an overall net gain in ESA function;
- the project will be delivered through a design-build process where the selected building contractor finalizes the project design and receives the building and other necessary permits from the City; and

Development Permit Panel

Wednesday, November 14, 2018

- the subject site is currently fenced and not accessible to the public.

In response to a query from the Panel, Mr. Jones confirmed that the design-build contract will be awarded in early 2019 and the project is expected to be functional by 2020.

Mr. Bell briefed the Panel on the existing on-site ESA conditions, noting that (i) the project site is not a freshwater wetland and consists mostly of gravel roads and a paved area, and (ii) the small vegetated portion of the site is dominated by invasive and non-native plant species.

Mr. Ross reviewed the ESA compensation plan for the project, noting that (i) ESA compensation planting will be done off-site, on an area within Iona Island Park on Canfor Point which is owned by Metro Vancouver, (ii) invasive species will be removed and native plant species will be planted in the off-site ESA compensation area, (iii) on-site landscape restoration will be done in distinct areas, (iv) the proposed ESA enhancements will be monitored by a Qualified Environmental Professional (QEP) for a period of five years,

In closing, Mr. Jones noted that (i) the subject application is part of a bigger project by Metro Vancouver, (ii) the proposed mechanical dewatering facilities are intended to be temporary and will be decommissioned and salvaged when the new secondary treatment facility is completed, and (iii) the project's landscape design team had previously done a similar ESA enhancement and landscaping approach at the Iona Regional Park area.

Staff Comments

Mr. Craig noted that (i) staff are satisfied that the proposed ESA compensation and landscape restoration will result in a net gain of the ecological function of the area, and (ii) the approach will support the City's ecological network objective.

Panel Discussion

In reply to queries from the Panel, Mr. Jones acknowledged that (i) the project area has been previously disturbed and the vegetated portion consists mostly of invasive species, (ii) no new fencing will be installed as part of the project, and (iii) the applicant worked with City staff in developing the ESA compensation and landscape restoration plan for the project.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel

Wednesday, November 14, 2018

Panel Discussion

The Panel expressed support for the subject application, noting that (i) the proposed ESA compensation scheme will more than offset the extent of ESA that will be impacted by the project, (ii) the proposed landscaping will improve the site, and (iii) the applicant had previously done a successful on-site landscape restoration and the ESA rehabilitation plan will further benefit the area.

Panel Decision

It was moved and seconded

That a Development Permit be issued at 1000 Ferguson Road in order to allow construction of temporary dewatering facilities on a site designated an Environmentally Sensitive Area.

CARRIED

4. Date of Next Meeting: November 28, 2018

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:25 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, November 14, 2018.

Jane Fernyhough
Chair

Rustico Agawin
Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: November 20, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: Development Permit Panel Meetings Held on September 13, 2017,
June 13, 2018 and June 27, 2018

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-728670) for the property at 6571 No. 4 Road (formerly 6571/6573 No. 4 Road) be endorsed, and the Permit so issued.


Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meetings held on September 13, 2017, June 13, 2018 and June 27, 2018.

DP 16-728670 – ANWER KAMAL – 6571 NO. 4 ROAD (FORMERLY 6571/6573 NO. 4 ROAD)
(September 13, 2017, June 13, 2018 and June 27, 2018)

The Panel considered a Development Permit application to permit the construction of the second phase of six townhouse units on a site zoned “Town Housing (ZT60) – North McLennan (City Centre)”. No variances are included in the proposal.

The application was considered by the Panel at the three meetings held on September 13, 2017, June 13, 2018 and June 27, 2018.

At the September 13, 2017 meeting, Architect, Eric Law, of Eric Law Architect, and Landscape Architect, Jenny Liu, of JHL Design Group Inc., provided a brief presentation, noting that:

- The proposed building design is similar to the adjacent townhouse development to the north.
- Vehicle access will be provided through the internal drive aisle of the neighbouring development to the north through an existing easement registered on Title.
- A variety of hardy and drought tolerant plants are proposed to provide year round interest, maximizing views and eliminating potential hiding areas. Sustainability features also include, among others, installation of permeable pavers in some areas on-site.
- A children’s play area and seating are provided to encourage resident social interaction.
- Landscaping is layered along the No. 4 Road frontage to meet Agricultural Land Area (ALR) landscape buffer requirements.
- Proposed tree species comply with BC Hydro requirements near power lines.
- The existing tree at the southwest corner of the site will be retained and protected.
- Landscaping along the west and south property lines of the subject site will be coordinated with the A.R. MacNeill Secondary School to ensure safety, security and visual interest.

In response to a Panel query, Ms. Liu noted that: (i) the Zoning Bylaw restricts fencing along street frontages to not exceed 4 ft. in height; and (ii) 4 ft. high hedge planting is proposed behind the 3 ft. high metal picket fence along the No. 4 Road site frontage.

Staff noted that: (i) the City’s Agricultural Advisory Committee has reviewed the proposed ALR landscape buffer along No. 4 Road and its comments have been incorporated into the current landscape plan; (ii) the project has been designed to achieve an EnerGuide 82 rating; (iii) one convertible unit is proposed for the project; and (iv) there will be a Servicing Agreement for frontage improvements along No. 4 Road prior to issuance of a Building Permit.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Development Permit application was endorsed by the Panel.

At the June 13, 2018 Panel meeting, Mr. Law advised the Panel that the existing Western Red Cedar tree that was to be retained at the southwest corner of the site was accidentally damaged during the site preparation stage, which necessitated its removal. Mr. Law further noted that a significant change in the site lay-out includes the removal of one surface parking stall adjacent to the northeast corner of the internal drive aisle to allow for the relocation of the BC Hydro kiosk.

In reply to a Panel query, staff confirmed that the project was endorsed by the Panel to proceed to Council on September 13, 2017; however, it did not advance to Council for Development Permit issuance due to the landscaping issues that had occurred.

Ms. Liu, briefed the Panel on the main landscaping features of the project, noting that the large Western Red Cedar tree that was damaged would be replaced with an equally large tree of the same species at the northeast corner of the site. Ms. Liu further noted that the trees adjacent to the replacement tree, as well as on-site shrubs and perennials, were upsized.

In reply to Panel queries, Ms. Liu advised that: (i) City staff had advised the applicant that the size of the replacement tree should be similar to the damaged Western Red Cedar tree; (ii) the applicant had not consulted with the residents of the neighbouring townhouse development to the north of the subject site regarding the potential impact of locating the replacement tree close to the north property line; (iii) the large replacement tree would be located as far away as possible from the adjacent townhouse building; however, its canopy could encroach into the neighbouring property to the north; (iv) finding a suitable location for the large replacement tree is challenging due to the constraints of the site; (v) the applicant could install a smaller replacement tree and upsize the three adjacent on-site trees; and (vi) relocating the replacement tree from the northeast corner to the south side could be considered by the applicant.

In reply to Panel queries, staff advised that: (i) a landscape security would be required and withholding 20 percent of the security for a two-year period which is double the typical maintenance period; (ii) consultations are not normally required based on on-site landscaping; (iii) residents of the neighbouring townhouse development to the north would have received notification for the Panel's consideration of the subject Development Permit application; (iv) the landscaping plan submitted by the applicant is conceptual and there is some flexibility on the exact location of trees proposed to be installed on-site; and (v) the applicant could consider relocating the replacement tree to the south side of the site adjacent to the outdoor amenity space or visitor parking.

In reply to a Panel query, Mr. Law confirmed that the project will comply with current City requirements for the provision of electric vehicle charging in residential parking spaces.

It was suggested that the applicant consider either relocating the replacement trees farther away from the north property line to avoid blocking southern sun exposure or encroaching into the adjacent townhouse development to the north and disturbing the existing fence, or relocating the trees along the south property line adjacent to the school driveway directly to the south of the site.

No correspondence was submitted to the Panel regarding the Development Permit application.

The application was referred to the June 27, 2018 Panel meeting to allow staff and the applicant to consider options for relocating the proposed replacement trees along the north property line including locating the replacement trees along the south property line and identifying exactly how the root ball and drip line sizes of replacement trees would fit into the proposed landscaping design.

At the June 27, 2018 Panel meeting, realtor, Khalid Hasan, of Remax Westcoast Realty, spoke on behalf of the applicant and highlighted the following changes to the landscaping in response to the Panel's referral at the June 13, 2018 meeting:

- The proposed Western Red Cedar replacement tree was relocated from the northeast corner of the site to a new location in the outdoor amenity space in the southeast in order to avoid encroaching into the neighbouring townhouse development to the north.
- The new location of the replacement tree is adjacent to the landscaped area by the school driveway to the south of the subject site and will not conflict with any neighbouring property.
- The on-site pedestrian walkway was shifted northward and the outdoor amenity space moved southward to accommodate the replacement tree.
- Trees originally proposed along the north property line were shifted southward to provide greater separation between the trees and the adjacent townhouse development.

Staff supported the new location of the replacement tree and noted that the landscaping changes proposed by the applicant have addressed the Panel's referral.

A resident of 6551 No. 4 Road, a townhouse complex immediately to the north of the subject site, addressed the Panel querying the potential impact of the proposed changes to the site lay-out and landscaping in terms of the access to the existing driveway in the townhouse complex.

In response to a Panel query, staff advised that there is an existing cross-access easement registered on Title of 6551 No. 4 Road to provide vehicle access to the subject site.

The Chair advised that there will be no changes to the existing cross-access easement.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: November 21, 2018

From: Jane Fernyhough
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2018-Vol 01

Re: Development Permit Panel Meeting Held on November 14, 2018

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 18-815966) for the property at 9151 Van Horne Way be endorsed, and the Permit so issued.

A handwritten signature in cursive script, appearing to read "Jane Fernyhough".

Jane Fernyhough
Chair, Development Permit Panel
(604-276-4288)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on November 14, 2018.

DP 18-815966 – I-FLY VANCOUVER –9151 VAN HORNE WAY
(November 14, 2018)

The Panel considered a Development Permit application to permit the construction of an indoor recreational skydiving facility with a maximum building height of 24.0 m (78.8 ft.) on a site zoned “Light Industrial (IL)”. No variances are included in the proposal.

Bill Adams, of Adams 1st Consultants; Architect, David Fey, of Jensen Fey Architects; and Landscape Architect; Oren Mizhari, of Connect Landscape Architecture, provided a brief presentation, noting that:

- The proposed building can be viewed from multiple directions and the building design is intended to make the four sides of the building visually interesting and improve the pedestrian experience along Van Horne Way.
- The proposed siting of the building provides potential to further develop the site.
- Building materials include a combination of painted concrete, metal-like exterior insulation and finish system (EIFS) panels, and aluminum wood grain panel. The proposed colour palette consists of warmer tones of gray, wood colours, and red, which is part of the branding of I-Fly.
- Landscaping along the perimeter of the site will screen parking and low landscaping is proposed in the interior of the site, including limited areas in the parking lot. Landscaping materials include drought-tolerant native plants.

Staff noted that: (i) there is a Servicing Agreement for frontage improvements along Van Horne Way, which includes the introduction of a 4 m multi-use wide pathway and City utility upgrades; (ii) the street tree selection will be determined through the Servicing Agreement process; (iii) the project was reviewed and endorsed by the City’s Advisory Design Panel; (iv) there will be two Level 2 electric vehicle charging stations incorporated into the parking lot; and (v) there is no variance required for the proposed building height as the Zoning Bylaw allows a 25 m building height in the area subject to an approved Development Permit.

In reply to Panel queries, the design team advised that: (i) a canopy is proposed above the building entrance fronting Van Horne Way to define the entry; (ii) the proposed use of the building is not noise-sensitive and the proposed building height will not impact the flight path of aircrafts going to and coming from Vancouver International Airport; (iii) the mechanical yard is used for conditioning air in the flight chamber and the equipment is too large and heavy to be accommodated inside the proposed building; (iv) the roof overhang is a large projected soffit which symbolizes the idea of flight and provides opportunities for downward lighting; and (iv) the proposed off-site multi-use pathway on Van Horne Way fronting the site will be a significant improvement in the area.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel expressed support for the project, noting that the building is well-designed for its proposed use and the proposed landscaping for the parking lot is visually interesting.

The Panel recommends the Permit be issued.