



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, February 23, 2015
7:00 p.m.

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on Tuesday, February 10, 2015* (distributed previously);
- CNCL-12 (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on Monday, February 16, 2015; and*
- CNCL-32 (3) *receive for information the Metro Vancouver **'Board in Brief'** dated Friday, February 13, 2015.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

- CNCL-35 Suzanne Bycraft, Manager, Fleet and Environmental Programs, to present on the **Silver Leaf Award** from the International Association of Business Communicators of Canada, nationally recognizing the successful communications program developed to support the launch of the City's new Green Cart recycling program.

COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

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

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- 2015-2016 RCMP Annual Performance Plan – Community Priorities
- Request for Proposal 4989P – Supply and Delivery of Self Contained Breathing Apparatus
- Business Licence Bylaw No. 7360, Amendment Bylaw No. 9212
- Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report and 2015 Work Program
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, March 16, 2015):

Council Agenda – Monday, February 23, 2015

Pg. # ITEM

- Lands Bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances – Agricultural Land Reserve Non-Farm Use (Continuation of Landfill Activities and Relocation of Soil Processing Operations) (Ecowaste Industries Ltd. – applicant)
- 10019 Granville Avenue – Zoning Text amendment to ZR8 (JM Architecture Inc. – applicant)
- ICBC-City of Richmond Road Improvement Program – Proposed Projects for 2015

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

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-36 (1) *the **Community Safety Committee** meeting held on Wednesday, February 11, 2015;*
- CNCL-43 (2) *the **General Purposes Committee** meeting held on Monday, February 16, 2015;*
- CNCL-51 (3) *the **Planning Committee** meeting held on Tuesday, February 17, 2015;*
- CNCL-62 (4) *the **Public Works and Transportation Committee** meeting held on Wednesday, February 18, 2015;*

be received for information.

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Consent
Agenda
Item

7. **2015-2016 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4485198)

CNCL-66

See Page CNCL-66 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That Council identifies the priorities as listed in the report titled 2015-2016 RCMP Annual Performance Plan – Community Priorities, dated January 19, 2015, from the Officer in Charge, Richmond RCMP, to be considered for inclusion in the Richmond Detachment 2015/2016 Annual Performance Plan.

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Consent
Agenda
Item

8. **REQUEST FOR PROPOSAL 4989P – SUPPLY AND DELIVERY OF SELF CONTAINED BREATHING APPARATUS**
(File Ref. No. 09-5140-01) (REDMS No. 4461007)

CNCL-70

See Page CNCL-70 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That Contract 4989P, for the supply and delivery of Self Contained Breathing Apparatus, be awarded to Guillevin International Co., at a total cost of \$590,986.01, including taxes; and*
- (2) *That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute the contract with Guillevin International Co. for the purchase and delivery of the Self Contained Breathing Apparatus identified within RFP 4989P.*



Consent
Agenda
Item

9. **BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW NO. 9212**
(File Ref. No. 12-8275-02) (REDMS No. 4493257)

CNCL-74

See Page CNCL-74 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9212, that increases the maximum number of Class A Taxicabs to 107 and Class N Taxicabs to 41, be introduced and given first, second and third readings.



Consent
Agenda
Item

10. **RICHMOND INTERCULTURAL ADVISORY COMMITTEE (RIAC) 2014 ANNUAL REPORT AND 2015 WORK PROGRAM**
(File Ref. No. 08-4055-01) (REDMS No. 4461009)

CNCL-92

See Page CNCL-92 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report and 2015 Work Program be approved.



Consent
Agenda
Item

11. **APPLICATION BY ECOWASTE INDUSTRIES LTD. FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE (CONTINUATION OF LANDFILL ACTIVITIES AND RELOCATION OF SOIL PROCESSING OPERATIONS) FOR THE LANDS BOUNDED BY THE GRANVILLE AVENUE, NO. 7 ROAD, BLUNDELL ROAD AND SAVAGE ROAD ALLOWANCES**
(File Ref. No. NF 14-654364; AG 14-654361) (REDMS No. 4496539)

CNCL-106

See Page CNCL-106 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the Agricultural Land Reserve non-farm use application (NF 14-654364) by Ecowaste Industries Ltd. for a non-farm use to allow the continued operation of the existing landfill activities for a period of 20 years to achieve a finished elevation as outlined in the current Design Operation and Closure Plan approved by the Ministry of Environment on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances be endorsed and forwarded to the Agricultural Land Commission;*
- (2) *That the endorsed Agricultural Land Reserve non-farm use application (NF 14-654364) be forwarded with the staff recommendation that the Agricultural Land Commission incorporate all prior conditions specified in its original approval granted on April 23, 1993 under ALC resolution #173/93; and*
- (3) *That the Agricultural Land Reserve application (AG 14-654361) by Ecowaste Industries Ltd. for a non-farm use to allow the location of four (4) soil processing operations on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances for a period of 20 years be endorsed and forwarded to the Agricultural Land Commission.*



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12. **APPLICATION BY JM ARCHITECTURE INC. FOR A ZONING TEXT AMENDMENT TO CONGREGATE HOUSING AND CHILD CARE – MCLENNAN (ZR8) ZONING DISTRICT AT 10019 GRANVILLE AVENUE**

(File Ref. No. 12-8060-20-009209; RZ 14-671974) (REDMS No. 4488521)

CNCL-194

See Page CNCL-194 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9209, to amend the “Congregate Housing and Child Care - McLennan (ZR8)” zoning district to remove “congregate housing” from the permitted uses, reduce the maximum Floor Area Ratio (FAR) and increase the maximum number of children permitted in a licensed child care facility from 37 to 88, be introduced and given first reading.



Consent
Agenda
Item

13. **ICBC-CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2015**

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 4465999)

CNCL-218

See Page CNCL-218 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the list of proposed road safety improvement projects, as described in the staff report titled ICBC-City of Richmond Road Improvement Program – Proposed Projects for 2015, dated January 23, 2015, be endorsed for submission to the ICBC 2015 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development, be authorized to negotiate and execute the cost-share agreements, and the 2015 Capital Plan and 5-Year (2015-2019) Financial Plan be amended accordingly.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

14. **MINORU COMPLEX PUBLIC REALM CONCEPT DESIGN**
(File Ref. No. 06-2052-55-01) (REDMS No. 4475830 v. 12)

CNCL-222

See Page CNCL-222 for full report

(Special General Purposes Committee – February 10, 2015)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. McNulty

- (1) *That the Minoru Complex Public Realm Concept Design as outlined in the staff report titled Minoru Complex Public Realm Concept Design dated January 9, 2015, from the Senior Manager, Project Development and Senior Manager, Parks, be endorsed; and*
- (2) *That staff provide more information on (i) the trees on the east side of the Minoru Complex, (ii) the placement of the multipurpose room and how to optimize it, (iii) the seating plans in the vicinity of the Minoru Complex, and (iv) the plans and configurations for the parking and bike path along Granville Avenue and report back.*



15. **SPORTS WALL OF HONOUR NOMINATION COMMITTEE REQUESTS**
(File Ref. No. 01-0107-04-01) (REDMS No. 4494203)

CNCL-277

See Page CNCL-277 for full report

(General Purposes Committee – February 16, 2015)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Mayor Brodie, Cllrs. Au, Johnston, and McPhail

That the “Sports Wall of Honour” be renamed the “Sports Wall of Fame.”



16. **LIQUOR LICENCE AMENDMENT APPLICATION PIONEER'S PUB LTD. – 10111 NO. 3 ROAD UNIT 200**

(File Ref. No. 12-8275-30-001) (REDMS No. 4475029)

CNCL-278

See Page CNCL-278 for full report

(General Purposes Committee – February 16, 2015)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. Day

That the application from Pioneer's Pub Ltd., for an amendment under Liquor Primary Licence No. 030591, to increase the hours of liquor service from Sunday through Thursday, 10:00 a.m. to 12:00 a.m., and Friday and Saturday, 11:00 a.m. to 1:00 a.m., to Monday through Sunday, 9:00 a.m. to 1:00 a.m., be supported only for earlier service at 9:00 a.m., Monday through Sunday, and that a letter be sent to the Liquor Control and Licensing Branch advising that:

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

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- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
- (a) *that based on the letters sent and having received only one response from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-285

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8805**
(7331 Bridge Street And 9571 General Currie Road, RZ 11-562929)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.



Council Agenda – Monday, February 23, 2015

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CNCL-287	Richmond Official Community Plan Bylaw No. 9000, Amendment No. 9052	
CNCL-289	Richmond Official Community Plan Bylaw No. 7100, Amendment No. 9053	
CNCL-291	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9054 (5580 and 5600 Parkwood Way, RZ 12-626430) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-294	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9069 (3800/3820 Blundell Road, RZ 13-641189) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-296	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9133 (11440/11460 Seabrook Crescent, RZ 13-650094) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-298	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9176 (9620, 9660 and 9700 Cambie Road, RZ 14-667788) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

- CNCL-300 (1) *That the **minutes** of the Development Permit Panel meeting held on Wednesday, February 11, 2015, and the **Chair's report** for the*
- CNCL-348 *Development Permit Panel meeting held on Wednesday, November 12, 2014, be received for information; and*

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- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 14-663402) for the property at 3200 Sweden Way; and*
 - (b) *a Development Permit (DP 14-666057) for the property at 3200 Sweden Way;*
- be endorsed, and the Permits so issued.*

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ADJOURNMENT

☐



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

Place: Council Chambers
Richmond City Hall

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

Michelle Jansson, Acting Corporate Officer

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

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9044
(RZ 02-208277)**
(Location: 18691 Westminster Highway; Applicant: Nanaksar Gurdwara
Gursikh Temple)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/2-1 It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9044 be given
second and third readings.***

CARRIED



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

**2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9179
(RZ 14-658085)**

(Location: 9800, 9820, 9840 and 9860 Granville Avenue; Applicant: Zhao XD Architect Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

- (a) Jimmy Tham, 7060 Bridge Street (Schedule 1)
- (b) Shih Lu and Reng Fang Chang, 9880 Granville Avenue and 7031 No. 4 Road (Schedule 2)
- (c) Shih Lu and Reng Fang Chang, 9880 Granville Avenue and 7031 No. 4 Road (Schedule 3)

Submissions from the floor:

None.

In reply to queries from Council, Zuedong Zhao, Zhao XD Architect Ltd., advised that, as the City's Zoning Bylaw required 1.4 parking spaces per unit, single-car garages were not considered for the proposed development. He further advised that the use of tandem parking allows for efficient development of the site and minimizes off-street parking.

PH15/2-2

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9179 be given second and third readings.

CARRIED

Opposed: Cllr. Day

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9185
(RZ 14-668270)**

(Location: 8151/8171 Lundy Road; Applicant: Peter Yee)

Applicant's Comments:

The applicant was not available to respond to queries.

Written Submissions:

None.



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

Submissions from the floor:

None.

PH15/2-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9185 be given second and third readings.

CARRIED

**4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9187
(RZ 14-669571)**

(Location: 9751 Steveston Highway / 10831 Southridge Road; Applicant: EverNu Developments Inc.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

- (a) Patricia Fleming, 10811 Southridge Road (Schedule 4)
- (b) Scott Stewart, dated Jan. 20, 2015 (Schedule 5)
- (c) Scott Stewart, dated Feb. 16, 2015 (Schedule 6)

Submissions from the floor:

None.

In response to queries from Council, Reuben Zilberberg, EverNu Developments Inc., advised that (i) due to the cost associated with infrastructure upgrades, it would not be economically feasible to reduce the number of proposed lots from five to four, and (ii) he had met with Ms. Fleming and addressed her concerns with regard to the infrastructure upgrades and the installation of privacy fencing.

PH15/2-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9187 be given second and third readings.

CARRIED

Opposed: Cllr. Day



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

**5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9195
(RZ 13-647380)**

(Location: 9329 Kingsley Crescent; Applicant: Murad Baluch)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/2-5

It was moved and seconded

CARRIED

**6. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9198
(RZ 13-650522)**

(Location: 8511 Blundell Road; Applicant: Merry Gao)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Li Chang, 8491 Blundell Road (Schedule 7)

Submissions from the floor:

Mr. Morales, 8491 Blundell Road, requested information on the proposed development with regard to access, tree retention, and building setbacks.

Wayne Craig, Director of Development, advised that a previous application for a three-unit townhouse complex considered a shared access with the adjacent property, however, the revised application is for a duplex development with direct access from Blundell Road.



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

Barry Konkin, Program Coordinator-Development, commented that a single tree at the northwest corner of the proposed development will be retained and the developer will work with the adjacent property owners to maintain the hedge along the property line during the construction period. He further commented on the details of the landscaping plan as shown on Attachment 7 of the staff report and advised that tree protection fencing would be installed as per the City's Tree Protection Bylaw. It was noted that the proposed development would comply with the minimum 6-metre rear yard setback zoning requirement.

Mr. Craig noted that a west side yard setback of 1.4-metres is proposed for the development.

In reply to a query from Council, Mr. Morales was of the view that staff adequately addressed his concerns.

In reply to a query from Council, Mr. Craig advised that the trees on the adjacent properties will be retained and the shared hedge along the common property line will be maintained throughout the construction phase.

PH15/2-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9198 be given second and third readings.

CARRIED

**7. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9208
(RZ 10-545413)**

(Location: 7100 No. 2 Road; Applicant: Hi-Aim Builders Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Ka Kit Ho and Chui Ying Wong, 7108 No. 2 Road (Schedule 8)

Submissions from the floor:

None.

PH15/2-7

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9208 be given second and third readings.

CARRIED

Opposed: Cllr. Day



**Regular Council meeting for Public Hearings
Monday, February 16, 2015**

ADJOURNMENT

PH15/2-8

It was moved and seconded

That the meeting adjourn (7:26 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, February 16, 2015.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Michelle Jansson)

Schedule 1 to the Minutes of the
Council Meeting for Public
Hearings held on Monday,
February 16, 2015.

Mayor and Councillors

From: Webgraphics
Sent: Wednesday, 04 February 2015 21:49
To: Mayor and Councillors
Subject: Send a Submission Online (response #817)

Categories: 12-8060-20-009179 - 9800 9820 9840 & 9860 Granville Ave - RZ 14-658085

To Public Hearing
Date: Feb. 16 2015
Item # 2
Re: RZ 14-658085
BYLAW 9179

Send a Submission Online (response #817)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/4/2015 9:48:10 PM

Survey Response

Your Name	Tham Jimmy
Your Address	12-7060 Bridge Street
Subject Property Address OR Bylaw Number	RZ14-658085
Comments	<p>My house is directly behind the subject property that is developed. I would suggest the developer conducts a documented inspection of neighbouring property as I believe this developer is not so responsible to its neighbours. For so long this owner did not maintain nor cut bushes that are over grown to our fences.. The property line fencing may be damaged by the said development and I want to ensure that they are responsible for any settlements to any neighbour or my properties and they have to ensure proper protection to ensure no damages to our properties. This also involves any potential damages to the strata at 7060 Bridge Street. A discussion with my Strata Chair or potentially affected owners should be done before any physical commencement of their works . Noise levels must be kept to the by law requirements including working hours as set.</p>

To Public Hearing	
Date:	Feb 16/15
Item #	2
Re:	9800, 9820, 9840, 9860 Granville Ave R214-65805

Public Hearing Feedback

1.

We did not have any information from the applicant's written offer to our property (both 9880 Granville Avenue and 7031 No.4 Road) to purchase both properties.

2.

We are interested in redeveloping our properties (The adjacent property both 9880 Granville Avenue and 7031 No.4 Road) .

3.

We support the statement as Rezoning Documentary information as follow:
A PROP SRW on the subject site will be secured to provide vehicle access to future developments at 9880 Granville Avenue and 7031 No.4 Road; a development concept plan for 9880 Granville Avenue and 7031 No.4 Road has been prepared and is on file; The future development at 9880 Granville Avenue and 7031 No.4 Road can be considered as an extension of the subject townhouse development; and the developer agreed to provide garbage/recycling collection facilities on site and allow shared use of those facilities with future development at 9880 Granville Avenue and 7031 No.4 Road. Lastly, a cross-access easement/agreement will be secured as a condition of rezoning to facilitate this, and must be registered onto British Columbia Land Title Office.

4.

The future development at our property can be considered as an extension of the subject townhouse development, The Development Application Zoning as equally as applicant's PLN-56/57 information sheet ;Rezoning from Single Detached (RS1/E) change to Medium Density Townhouses (RTM2),.

Shih, Lu

Reng Fang, Chang

(The owner of 9880 Granville Avenue and 7031 No.4 Road)

February 09. 2015



Schedule 3 to the Minutes of the
Council Meeting for Public
Hearings held on Monday,
February 16, 2015.

To Public Hearing
Date: Feb 16 / 15
Item # 2
Re: 9800, 9820, 9840, 9860
Granville Ave
R214-65805

Public hearing statement

Received Feb 16 05:56

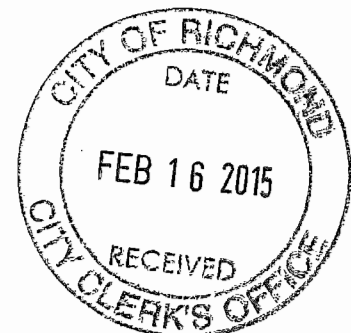
1. We will submit our property rezoning application in the near future.
2. As long as it does not affect our property development interests, we support the current applicants' content of application. (Including the concept plan to show how our site could be developed in the future: the 7 unit scheme)
3. Longing for construction could be considered at the same time, if possible.
 - Can reduce the impact on the local community
 - Can reduce public work costs
 - Can reduce impact on the environment
 - Can reduce the impact on public transport

Shih, Lu

Reng Fang, Chang

(The owner of 9880 Granville Avenue and 7031 No.4 Road)

February 16, 2015



To Public Hearing
Date: Feb 16 / 15
Item # 4
Re: 9751 Steveston Hwy / 10831 Southridge Rd R2 14-669571

Schedule 4 to the Minutes of the
Council Meeting for Public
Hearings held on Monday,
February 16, 2015.

My name is Patricia Fleming and I have lived
at 10811 Southridge Road since 1954

Mr. Andrew Yu has done an outstanding
job in answering most of my concerns
as I am the one who will be most
impacted should this rezoning proceed

Thank you to councillor Carol Day
for making sure we were notified
(by a flyer) of this meeting.

Staff Report - page 3

Flood Management

What does the registration of a Flood
Indemnity Covenant on the proposed property
mean? Is it meant to protect my
property in the future should this
development proceed?

Page 4 Point 1

Will cars be allowed to park in front
of my house under Bylaw 5870?

My concern is the road is domed - cars
get stuck in the grassy boulevard (which
we have always cut & maintained). We also
have an open ditch. Several houses on the
west side of Southridge Rd maintain flowering

trees on the Boulevard.

No visitor parking shown in new development plan - "No Parking" signs would be installed in the lane ??

Page 4 Paint 2 - Landscaping who is responsible to maintain (sod on lawn) adjacent to sidewalk and fence on Stereator Highway?

Question - 5 houses - 4 with suites
Suite rent is regulated under affordable housing - maximum 1 bedroom \$950.00
Will house price also be regulated as affordable or will it be market value? Will houses be sold individually or as a packet deal?

If at market value - do you have an estimated price?

Opinion - 5 houses - 4 with suites
14 parking spots - 14 cars exiting on Stereator or Southdale Rds.!

This is too much densification!

I have been advised to ask the developer (if this should proceed) to:

1. install control points along the property line to monitor damage
2. survey property prior to construction re: existing drainage plan
3. photograph my house, garage bridge etc in case cracks should appear during and after construction
4. Erect "No Parking" signs in lane

Houses - also affordable? or Market Value? Approx what is market Value?

Suites - one bedroom \$950.00 max (which I'm sure will all be max!)

Quoting from the Richmond News - Jan. 9, 2015
 "Councillor Bill McNulty has consistently pledged to maintain single family home neighbourhoods outside City Centre" I like this quote !!

Is anyone accountable for my well being? livability, noise level increase, quality of life, serenity - which I now exist. Loss of so many matters to go which

produce much needed Oxygen. (I know 15 small trees will be added in the plans) Approximately 14 more cars exiting the lane which abuts my property (or even 7 cars if half exit via Southdale Road)

My recently built 'Bridge' is to be replaced to accommodate filling in of the ditch up to my property line.

Conclusion: If this is going to be all affordable housing (including houses) I would not complain. But to lose so much of my livability just in the name of greed! is not acceptable. This is too much deenification hiding under the label of 'Affordability'.

Please take the time to at least visit this site and do not just automatically endorse the rezoning. After living, and paying taxes since 1956 I think you owe me this courtesy.

Sincerely
Patricia D. Fleming

I will be out of town as of Feb. 9, 2015
returning on American Airlines Feb. 25, 2015
(already booked)

* In relation to Item #4
on the Jan. 20 2015
Planning Cmt. Agenda.

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

Mayor and Councillors

From:
Subject:

Mayor and Councillors
RE: Proposed development at Steveston Hwy and Southdale Road

re Wayne Craig
Joe Erceg

From: Day, Carol
Sent: Tuesday, 20 January 2015 1:36 PM
To: Mayor and Councillors
Subject: Fwd: Proposed development at Steveston Hwy and Southdale Road

FYI

Sent from my iPad

Begin forwarded message:

From: Scott Stewart <[REDACTED]>
Date: January 20, 2015 at 12:21:19 PM PST
To: "wcraig@richmond.ca" <wcraig@richmond.ca>
Cc: "cday@richmond.ca" <cday@richmond.ca>
Subject: Proposed development at Steveston Hwy and Southdale Road

Sir

I learned just recently of the meeting tonight, unfortunately I need to be in meetings in Victoria and cannot make the planning meeting tonight. The proposed development will have a profound impact on my neighbourhood.

I see that you are planning residences for 9 families, while I support affordable housing I see some issues arising. The neighbouring schools, Whiteside and McRoberts are over capacity and using portable classrooms. The use of portable classrooms tends to compromise school security in that some doors must be kept unlocked when class is in session to allow access to restrooms. Portable classrooms are useful but are far from ideal. When planning densification one ought to examine supporting infrastructure such as schools and look to areas that will support growth.

I did not see reasonable parking in the plans with that number of units I expect about 15 cars plus guest parking. Those vehicles will be parking on my street. Since we do not have curbs on the side streets many of those vehicles will be parking on the edge of our lawns and in our climate that means mud. I understand that the property belongs to the city but maintaining the grass is the responsibility of the home owner. This will also increase traffic flow in an area that was not intended for increased flow.

I understand that you are dealing with 5 units with 4 suites, this time but it is my understanding that the same developer is intending to build a similar complex east of Southridge that would mean another 15 resident cars plus guests seeking parking on my street. Yes, each of these developments would have impact adversely on my neighbourhood together, the impact will change the character of the neighbourhood adversely.

To Public Hearing
Date: Feb 16 / 15
Item # 4
Re: 9751 Steveston Hwy
10831 Southridge Rd
R2 14-669571

Schedule 5 to the Minutes of the
Council Meeting for Public
Hearings held on Monday,
February 16, 2015.

While I hope my thoughts are discussed in the meeting please do not distribute my contact information to the developer or his agents.

Thank you for taking the time to consider my position.

Scott Stewart


This communication is directed in confidence to the addressee(s) listed above, and may not otherwise be copied or used. The third party rule may apply. All rights and privileges are claimed not waived. If you received this email in error, please notify the sender and delete the email. Thank you.

Le présent courriel et, s'il y a lieu, ses pièces jointes constituent des renseignements confidentiels et destinés au seul usage de leurs destinataires, qu'il s'agisse de particuliers ou d'organismes. Les opinions qui y sont exprimées sont celles de l'auteur et ne correspondent pas nécessairement à celles de l'entreprise ou de ses affiliées. Il est interdit d'utiliser ou de divulguer ces renseignements sans autorisation. Si vous avez reçu ce courriel par erreur, veuillez communiquer avec son expéditeur. Nous vous remercions de votre collaboration. Merci.

Feb 16th , 2014

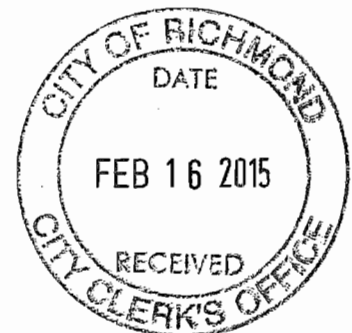
To Mayor and Council

To Public Hearing
Date: <u>Feb 16 /15</u>
Item # <u>4</u>
Re: <u>9751 Steveston Hwy</u>
<u>10831 Southridge Rd</u>
<u>R2 14-1669571</u>

I own a home on one of the streets that will be impacted by the proposed development on Steveston Hwy between Southridge Road and Southgate Road. The proposed densification will create parking issues forcing residents and guests to park on neighbouring streets. In that area the side streets do not have curbs this will allow parking on the grass boulevards. The climate in Richmond is such that those grass areas that are now maintained by the homeowners will fail and become mud. While it is fair to ask the homeowners to cut the grass I do not believe that it is fair to ask the homeowners to remediate the damage that will be done by frequent parking on the grass. Of course I do not believe that it is fair to create a situation where folks have such damage in front of their homes. In addition I would like to remind you that the schools in the area are over capacity. The high school and elementary school are using portable classrooms. I understand schools come under the School Board but proper planning is a council responsibility. In short I see no benefit to the community from the tall view obstructing buildings being planned I only see how they will make the area less enjoyable for the present residents.

Scott Stewart

[REDACTED]



Mayor and Councillors

From: Webgraphics
Sent: Monday, 16 February 2015 11:35 AM
To: Mayor and Councillors
Subject: Send a Submission Online (response #818)

Categories: 12-8060-20-009198 - RZ 13-650522 - 8511 Blundell

To Public Hearing	
Date:	<u>Feb 16/15</u>
Item #	<u>6</u>
Re:	<u>8511 Blundell Rd</u> <u>RZ 13-650522</u>

Send a Submission Online (response #818)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/16/2015 11:34:53 AM

Survey Response

Your Name	Li Chang
Your Address	2-8491 Blundell Road
Subject Property Address OR Bylaw Number	9198 RZ 13-650522
Comments	<p>Hi, I am not sure if I can attend the meeting so i would like to write in my concerns with the re-zoning of this property. 1- we request none of his bushes and tress be removed at the back side of the proposed property. The bushes and trees create privacy from the big apartment complexes surrounding our backyards and our fences as well as create a green view from our kitchen windows. It serves as a separation from the proposed property as well 2- we would also like to ensure that the fence they may rebuild will stay within their property line. They had approached us previously asked us to sign their proposed plan to approve their fence to be built a certain way which we found was very odd. We want to ensure they follow the rules. 3- we request that they build within the required space needed from the property fence to ensure space between the fence and their wall. (we especially request this as the developers approached us previously to threaten us they were</p>

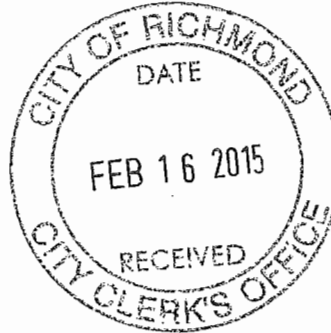
	<p>not required to do so) 4- can we request to see their development plans? We were never provided with us an updated one. Just to add we are being very careful as they tried to approach us many times previously offering us incentives to allow them to do their previous intended plans which we rejected as they were not met by the city by laws. We at 8491 Blundell would like to ensure that they will build according to the by laws and request updates throughout the building process. Thank you kindly.</p>
--	--

7108 No.2 Rd,
Rmd, BC, V7C 3L6

To Public Hearing	
Date:	Feb 16/15
Item #	7
Re:	7100 No.2 Road
	RZ 10-545413

2-16-2015

Mr. David Weber
Director, City Clerk's Office
City of Richmond



Dear Mr. Weber,

RE: Richmond Zoning Bylaw 8500, Amendment Bylaw 9208 (RZ 10-545413)

As one of the residents and home owners who will be affected by this rezone, I strongly oppose this rezone project.

The reasons are as following:

1. Safety Issue -

- a. Narrow lane - At present, the narrow lane shared by the three houses is not wide enough to let two cars to travel at the same time in opposite directions. More residents share the lane, it will be more dangerous and accidents would be happened.
- b. Obstructed view - The car drivers of the three houses cannot see clearly of the road condition when they are backing out of their driveway. The view is obstructed. Accidents will most likely happen if there are more cars coming out from the new rezone area. We do worry about the children and the residents' safety.

2. Parking Issue - At present, there are already always cars parking at two sizes of the opening of the lane (on Comstock Road). More cars are parked in the evenings and overnights. When we are driving from the lane to meet Comstock Road, we have to be very careful to look through those parked cars to avoid accidents. Again, safety of the public is affected.

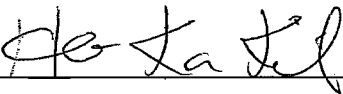
3. Privacy Issue – When we bought this house, we appreciated that the house is quite private but after the rezone, it would affect our privacy as there would be more passerby than before rezoning.
4. House value Issue – After rezoning, the values of the three houses would be down because of the privacy and the safety issue. It is no fair for the existing home owners.

In the meantime, one of the three houses who will be affected by this rezone is sold and another one is selling their houses because they are afraid of the house values will be down dramatically.

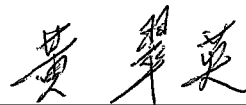
We hope the City of Richmond will consider our concerns as mentioned above and would not ignore our strong will.

If you have any questions, please don't hesitate to email us at debbieho@hotmail.com or phone my daughter Debbie at 778-861-8138 or send us a letter.

Sincerely,



Ka Kit Ho



Chui Ying Wong

The home owners of 7108 No.2 Road, Richmond, BC



For Metro Vancouver meetings on Friday, February 13, 2014

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

For more information, please contact Greg Valou, 604-451-6016, Greg.Valou@metrovancover.org or Jean Kavanagh, 604-451-6697, Jean.Kavanagh@metrovancover.org

Greater Vancouver Regional District

Consideration of the District of West Vancouver's Regional Context Statement

APPROVED

The District of West Vancouver has provided a Regional Context Statement that is generally consistent with Metro 2040.

The Board accepted the District of West Vancouver's Regional Context Statement as submitted to Metro Vancouver on December 23, 2014.

Consideration of the City of North Vancouver's Amended Regional Context Statement

APPROVED

The City of North Vancouver submitted an amended Regional Context Statement on January 14, 2015 for the GVRD Board's consideration. The amended version includes changes to the previous version accepted by the GVRD Board on September 19, 2014.

The Board accepted the City of North Vancouver's amended Regional Context Statement as submitted to Metro Vancouver on January 14, 2015.

Metro Vancouver Comments on Port Metro Vancouver's New Land Use Plan

APPROVED

On December 3, 2014, Port Metro Vancouver released its final Land Use Plan, which was adopted by the Port Metro Vancouver Board on October 28, 2014.

Some elements of the Port Land Use Plan are consistent with Metro 2040, the regional growth strategy, but others do not align with regional goals. Some of the comments provided by Metro Vancouver were not incorporated into the Port Land Use Plan, particularly comments related to the protection of key agricultural lands.

There is an opportunity for Metro Vancouver to work with Port Metro Vancouver to advance issues of mutual interest such as protecting industrial lands, encouraging industrial and port land intensification, and supporting an efficient goods movement network through appropriate actions and investments that are supportive of the goals and objectives of Metro 2040.

The Board reiterated its objection to using lands designated as Agricultural in Metro 2040 for Port purposes and directed Metro Vancouver staff to continue to work with Port Metro Vancouver to advance issues of mutual interest.

Extension of Regional Sewerage Services 24330 Fraser Highway Township of Langley**APPROVED**

The Township of Langley has requested that the Metro Vancouver Board approve an extension of GVS&DD regional sewerage services to Langley Grove Estates Mobile Home Park, located at 24330 Fraser Highway in the Township of Langley. Metro Vancouver's Regional Growth Strategy specifies that all works and services must be consistent with Metro 2040.

The Board:

- a) determined that the extension of sewerage services to 24330 Fraser Highway in the Township of Langley is inconsistent with Metro 2040 Urban Containment provisions, but qualifies under Metro 2040 Section 1.1.1 for exception to address a public health hazard and to protect the region's natural assets;
- b) provided notification to the GVS&DD Board confirming that the proposed GVS&DD sewerage extension is accepted under Metro 2040, and recommended that the Township of Langley sewerage extension application proceed for GVS&DD Board consideration; and,
- c) directed Metro Vancouver staff to collaborate with Township of Langley staff regarding any change in land use status that may affect this agreement.

Amendments to the Metro Vancouver 2015 Appointment to MFA**APPROVED**

At its January 23, 2015 meeting, the Board considered the 2015 appointments to external agencies, including appointments to the Municipal Finance Authority (MFA).

Subsequent to the Board meeting, amendments to the appointments to the MFA were identified as necessary.

The Board amended its previously decided resolution of January 23, 2015 regarding the Metro Vancouver 2015 Appointments to External Agencies by appointing Sav Dhaliwal as alternate representative to the Municipal Finance Authority in place of Jack Froese; and by appointing Ralph Drew as alternate representative to the Municipal Finance Authority in place of Richard Stewart.

District of North Vancouver – "Greater Vancouver Regional District Security Issuing Bylaw No. 1216, 2015"**APPROVED**

The District of North Vancouver wants to borrow \$28,000,000 for the construction of the William Griffin Community Recreation Centre.

As set out in the Community Charter, the Metro Vancouver Board must adopt a security issuing bylaw in order to enable the District of North Vancouver to proceed with their deemed borrowing.

The Board consented to the request and approved a bylaw that will enable the District of North Vancouver to borrow the funds, and forwarded the bylaw for the consideration of the Inspector of Municipalities.



Township of Langley – “Greater Vancouver Regional District Security Issuing Bylaw No. 1217, 2015”

APPROVED

The Township of Langley wants to borrow \$8,700,000 for construction of the 64th Avenue Rail Overpass at Highway 10.

As set out in the Community Charter, the Metro Vancouver Board must adopt a security issuing bylaw in order to enable the Township of Langley to proceed with their deemed borrowing.

The Board consented to the request and approved a bylaw that will enable the Township of Langley to borrow the funds, and forwarded the bylaw for the consideration of the Inspector of Municipalities.

Greater Vancouver Regional Sewerage and Drainage District

2015 Tipping Fee Bylaw

APPROVED

The Board amended Tipping Fees at all Metro Vancouver waste disposal facilities as follows:

- a. Loads up to 1 tonne: \$130 per tonne to a maximum fee of \$109
- b. Loads from 1 tonne to 9 tonnes: \$109 per tonne to a maximum fee of \$720
- c. Loads above 9 tonnes: \$80 per tonne
- d. Maple Ridge Loads: \$4 per tonne in addition to above rates
- e. Matsqui Transfer Station: \$150 per tonne
- f. Transaction Fee: \$5 per load

Staff will report back to the Board in six months with an update on implementation progress.

February 23, 2015 Council Meeting
Silver Leaf Award Background

IABC Canada Silver Leaf Award

The International Association of Business Communicators has presented the City of Richmond with an IABC Silver Leaf Award of Excellence in Government Communication for the City's Green Cart program.

Silver Leaf is Canada's premiere professional awards program celebrating excellence in business communication. Winning a Silver Leaf places the City of Richmond in a league with some of the best communicators in the field from across the country. This national award of distinction recognizes organizations that are setting the standard for communications excellence. The stringent judging standards for these awards involves evaluating entries based on a clear understanding of the organization's needs, recognition of target audiences and their interests, and the strategic use of communication tactics to inform and influence audiences. The award judging also requires reporting on performance indicators to measure how communication has supported achieving goals and objectives.

The City of Richmond was now been honoured with an IABC Bronze Quill Award of Excellence (provincial level), and an IABC Silver Leaf Award of Excellence (national level) in recognition of the exceptional success of its Green Cart communication campaign to support the launch of the new program for residents in single-family homes and some townhomes. The City's Green Cart program is now being considered for an IABC Gold Quill award, which is an internationally recognized awards program. The Gold Quill Award is a monumental achievement in the communication profession. The judging of the awards is underway, and it is expected that winners will be announced in March.



Community Safety Committee

Date: Wednesday, February 11, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Derek Dang
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Linda McPhail
Mayor Malcolm Brodie

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 Tuesday, January 13, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – DECEMBER 2014**
(File Ref. No.) (REDMS No. 4477661)
Discussion ensued with regard to the increased Community Bylaws activities.

Community Safety Committee

Wednesday, February 11, 2015

In reply to queries from Committee, Edward Warzel, Manager, Community Bylaws, noted that residents do report abandoned properties, however most cases are reported by the Richmond RCMP and other City departments.

Mr. Warzel spoke of the reduction in the number of abandoned homes in the city, noting that staff have been collaborating with Richmond Fire-Rescue (RFR) and the Richmond RCMP on the matter. He added that the categories of abandoned properties include homes that are occupied but are scheduled to be demolished and properties that have had utility services discontinued. The City has communicated with owners to secure abandoned properties or proceed with demolition.

It was moved and seconded

That the staff report titled Community Bylaws Monthly Activity Report – December 2015, dated January 21, 2015, from the General Manager, Law & Community Safety, be received for information.

CARRIED

2. **RCMP'S MONTHLY REPORT - DECEMBER ACTIVITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4473814)

Superintendent Renny Nessel, Officer in Charge (OIC), Richmond RCMP, spoke on the methodology of gathering crime data and the reporting of statistics. Supt. Nessel noted that there is a delay between the time when offenders are charged and when statistics reflect a change in the figures. He added that the number of break and enter incidents are significantly lower compared to incidents reported in 2013 and that the Richmond RCMP is collaborating with other police departments in the Lower Mainland to apprehend offenders.

Supt. Nessel briefed Committee on significant incidents in the city including break and enter and carjacking incidents, noting that suspected offenders have been apprehended and thus future statistics will reflect said apprehensions.

Discussion ensued with regard to community awareness of property crime and future forums on the matter. In reply to queries, Supt. Nessel noted that the Richmond RCMP is examining options to broaden the effect of the Block Watch program.

Discussion took place regarding the most current crime statistics available. As a result of the discussion, Richmond RCMP was directed to distribute a memorandum of crime statistics from January 2015.

Discussions then ensued regarding an increase in break and enter incidents and sexual offenses in 2014. In reply to queries, Supt. Nessel noted that the increase in break and enter incidents were attributed to a group in the Lower Mainland and, that one suspect has been linked to several sexual offenses.

Community Safety Committee
Wednesday, February 11, 2015

Discussion then ensued with regard to using CompStat when compiling statistics.

It was moved and seconded

That the report titled RCMP's Monthly Report – December Activities, dated January 6, 2015, from the Officer in Charge, Richmond RCMP be received for information.

CARRIED

3. 2015-2016 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES

(File Ref. No. 09-5000-01) (REDMS No. 4485198)

Supt. Nasset highlighted aspects of the Richmond RCMP Annual Performance Plan, noting that issues related to pedestrian safety, property crime, and policing and mental health are identified as key community priorities for the Richmond RCMP.

In reply to queries from Committee, Supt. Nasset noted that the Richmond RCMP is working with staff to enhance pedestrian safety through street improvements to increase pedestrian visibility.

Discussion ensued with regard to (i) the relationship between mental health matters and crime in the city, (ii) the severity of mental health matters in the city, (iii) statistics available related to mental health, and (iv) downloading of mental health services from higher levels of government to the municipal level.

Phyllis Carlyle, General Manager, Law and Community Safety, advised that during a recent Lower Mainland Mayor's RCMP Workshop, a letter regarding the collection of information related to crime and mental health was issued to all local municipalities. She anticipates that the data from the municipalities can be compiled and presented to Council by March 2015.

Ms. Carlyle commented on the Assertive Community Treatment (ACT) program from Vancouver Coastal Health, which supports patients with severe addiction and mental illness, noting that approximately 15 program spaces are available.

Discussion ensued with regard to public concern surrounding property crime and creative options to address the issue.

In reply to queries from Committee, Supt. Nasset noted that the Richmond RCMP is responding to property crime by (i) identifying offenders, (ii) catching offenders at the time of the incident, (iii) collaborating with different jurisdictions in the surveillance of suspected offenders outside the city, and (iv) utilizing youth outreach programs.

Community Safety Committee
Wednesday, February 11, 2015

In reply to queries from Committee regarding the Block Watch program, Supt. Nessel noted that there are translators available through Community Policing.

Discussion ensued regarding the Block Watch program with respect to (i) current statistics on active participants, (ii) using a coordinator, and (iii) evaluating the program.

In reply to queries, Supt. Nessel noted that the Richmond RCMP is reviewing the Block Watch program and will present the results of the review to Council.

Discussion ensued regarding (i) public education and awareness of pedestrian safety, (ii) reduction of pedestrian fatalities in 2014, and (iii) pedestrians outside of crosswalks yielding to traffic.

It was moved and seconded

That Council identifies the priorities as listed in the report titled 2015-2016 RCMP Annual Performance Plan – Community Priorities, dated January 19, 2015, from the Officer in Charge, Richmond RCMP, to be considered for inclusion in the Richmond Detachment 2015/2016 Annual Performance Plan.

CARRIED

4. RICHMOND FIRE-RESCUE – DECEMBER 2014 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 4482109)

Tim Wilkinson, Deputy Fire Chief, commented on RFR's activities in December 2014, noting that (i) Power and Privilege training courses were delivered to all crew members, (ii) all recruits successfully passed their 12-month exams, (iii) an increase of Response Cancelled incidents was observed compared to the number of incidents in December 2013, and (iv) a decrease in Response Cancelled incidents to Vancouver International Airport is anticipated as RFR responds to landside emergencies.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – December 2014 Activity Report, dated January 23, 2015, from the Fire Chief, Richmond Fire-Rescue be received for information.

CARRIED

Community Safety Committee
Wednesday, February 11, 2015

5. REQUEST FOR PROPOSAL 4989P – SUPPLY AND DELIVERY OF SELF CONTAINED BREATHING APPARATUS

(File Ref. No. 09-5140-01) (REDMS No. 4461007)

Deputy Fire Chief Wilkinson briefed Committee on the proposed Self Contained Breathing Apparatus, noting that (i) existing equipment is 15 years old and can no longer be upgraded, (ii) the new cylinders are smaller and ergonomically designed, (iii) the new system contains more emergency air, and (iv) the new system has a telemetry feature that can be used to track the user.

Discussion ensued with regard to the request for proposal process and consideration of other apparatus systems. In reply to queries, Deputy Fire Chief Wilkinson noted that other systems were examined however, the alternative systems would require additional training. Also, he advised that 62 air packs will ordered initially and more will be added in the future.

It was moved and seconded

- (1) That Contract 4989P, for the supply and delivery of Self Contained Breathing Apparatus, be awarded to Guillevin International Co., at a total cost of \$590,986.01, including taxes; and*
- (2) That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute the contract with Guillevin International Co. for the purchase and delivery of the Self Contained Breathing Apparatus identified within RFP 4989P.*

CARRIED

6. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

(i) Burn Awareness Week

Deputy Fire Chief Wilkinson advised that Burn Awareness Week occurred on February 1 to 7, 2015 and was a successful event.

(ii) CN Rail

Deputy Fire Chief Wilkinson spoke of the on-going concerns with the wood pile storage at the CN Rail works yard. He noted that the size of the wood pile violates fire code regulations and that CN Rail has not filed a fire safety plan. He added that if CN Rail does not address concerns, RFR would further pursue the matter.

Community Safety Committee
Wednesday, February 11, 2015

(iii) Fire Safety Review of Resident Care Facilities

In January 2015, the Ministry of Health released a Fire Safety Review of Resident Care Facilities. Deputy Chief Wilkinson noted that RFR is taking steps to increase safety at resident care facilities; although there are recommendations that cannot be enforced by RFR, RFR will continue collaborative efforts with the Ministry of Health.

7. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

None.

8. MANAGER'S REPORT

(i) Shut Down Canada Demonstrations

Ms. Carlyle spoke of upcoming Shut Down Canada demonstrations, noting that the Richmond RCMP is monitoring the situation.

(ii) Ebola Preparedness

Ms. Carlyle spoke of the Ebola Preparedness Plan, noting that the City is coordinating with the Vancouver International Airport on the matter.

(iii) Mayor's Workshop Overview

Ms. Carlyle briefed Committee on the topics discussed at the Lower Mainland Mayor's RCMP Workshop, noting that (i) the RCMP has partially deployed the use of personal body cameras and is examining full deployment, (ii) the RCMP is deploying the non-lethal bean bag system, and (iii) the Lower Mainland mayors have sent letters to senior ministers in support of the Auxiliary RCMP program.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:53 p.m.).

CARRIED

Community Safety Committee
Wednesday, February 11, 2015

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, February 11, 2015.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk



General Purposes Committee

Date: Monday, February 16, 2015

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the special meeting of the General Purposes Committee held on Tuesday, February 10, 2015, be adopted as circulated.

CARRIED

COUNCILLOR ALEXA LOO

1. SPORTS WALL OF HONOUR NOMINATION COMMITTEE REQUESTS

(File Ref. No. 01-0107-04-01) (REDMS No. 4494203)

The Chair referenced the Sports Wall of Honour's Terms of Reference (copy on file, City Clerk's Office), noting that a copy was distributed to all members of Council.

General Purposes Committee

Monday, February 16, 2015

Councillor Loo spoke of the Sports Wall of Honour Nominating Committee's requests, noting that the Committee is of the opinion that a Sports of Wall of Fame is a more fitting title for its nominees, and a Selection Committee better reflects the tasks of selecting individuals and teams for Council's approval.

Discussion ensued and the following Committee comments were noted:

- the word fame connotes that an individual (or team) is a celebrity;
- the intent of the Sports Wall of Honour is to showcase Richmond's sporting history by recognizing residents or those with a strong community connection; and
- sports walls of fame worldwide do not necessarily only recognize famous athletes.

Discussion took place regarding the suitability of renaming the Sports Wall of Honour Nominating Committee to the Sports Wall of Honour Selection Committee. It was noted that the Committee screens individuals and then makes recommendation to Council for their ultimate approval; if the Sports Wall of Honour Nominating Committee were renamed the Sports Wall of Honour Selection Committee it implies that the Committee selects the inductees.

In reply to a query from Committee, Serena Lusk, Senior Manager, Recreation and Sport, advised that staff do not anticipate a financial impact should the Sports Wall of Honour be renamed.

It was moved and seconded

- (1) *That the "Sports Wall of Honour" be renamed the "Sports Wall of Fame;" and*
- (2) *That the "Sports Wall of Honour Nomination Committee" be renamed the "Sports Wall of Fame Selection Committee."*

The question on the motion was not called as there was agreement to separate the motion for voting purposes.

The question on Part (1) was then called and it was **CARRIED** with Mayor Brodie, Cllrs. Au, Johnston, and McPhail opposed.

The question on Part (2) was then called and it was **DEFEATED** with Mayor Brodie, Cllrs. Au, Day, Dang, Johnston, McPhail, and Steves opposed.

General Purposes Committee
Monday, February 16, 2015

COMMUNITY SERVICES DIVISION

2. FUNDING FOR MAJOR EVENTS AND FESTIVALS 2015

(File Ref. No. 11-7000-01) (REDMS No. 4486986 v. 3)

In reply to queries from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services, accompanied by Bryan Tasaka, Manager, Major Events and Film, provided the following information:

- the Richmond Days of Summer is an umbrella marketing program designed to promote the broad range of community events occurring throughout the summer months;
- the Summer PlayDays, which took place in August 2014, was to activate the Oval Waterfront plazas;
- the Richmond World Block Party differs from the Summer PlayDays in that it will be the City's first major multicultural festival; and
- staff can review the proposed event dates to ensure that they do not coincide.

In reply to queries from Committee, Mr. Tasaka advised that the proposed Richmond World Block Party is in essence a large festival, similar to that of Vancouver's Khatsahlano Street Party.

Discussion took place and Committee raised concern with regard to funding for local block parties and the location and benefit to the community of the proposed Richmond World Block Party.

In reply to a query from the Chair, Mr. Tasaka advised that staff can report back to Committee on the concept and scope of the proposed Richmond World Block Party.

It was noted that the concept and scope of the proposed Richmond World Block Party be presented to Council prior to the consideration of the staff report titled Funding for Major Events and Festivals 2015.

In reply to queries from Committee, Mr. Tasaka advised that additional festival infrastructure and City branded assets are required as the City builds its inventory of such resources.

In reply to comments regarding the Children's Arts Festival, Ms. Fernyhough advised that the event was well attended; in an effort to ensure that the line ups for various activities are manageable for small children, staff are proposing that the event be expanded. It was noted that an event of this scale is beyond the scope of a community association. Also, Ms. Fernyhough commented on the City's partnership with Tourism Richmond on such events.

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Discussion took place and Committee raised concern regarding the proposed Richmond World Block Party, noting that this proposal should have been presented to the Parks, Recreation and Cultural Services Committee. Also, Committee queried the allocation of funds to the proposed events, and the anticipated sponsorship and grant funding projected for said events.

Ms. Tasaka spoke of the proposed Richmond World Block Party, highlighting that it will be a new free community festival located in the City Centre; the Block Party is anticipated to include a main stage, which in turn creates excellent opportunities for corporate sponsorship.

Discussion further took place among Committee members and concerns regarding the proposed Richmond World Block Party were echoed.

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

It was moved and seconded

*That the staff report titled **Funding for Major Events and Festivals 2015**, dated January 21, 2015 from the Director, Arts, Culture and Heritage Services be referred back to staff for (i) more information on sponsorship, (ii) more information on the Richmond World Block Party and on its plan, and (iii) the allocation of resources.*

The question on the referral was not called as discussion took place and Committee commented on the need to examine lasting community benefits such as infrastructure upgrades as a result of the proposed Richmond World Block Party. Also, it was suggested that a main stage be examined for the Ships to Shore event.

Committee noted that it would be suitable for staff to report back to the General Purposes Committee on the aforementioned referral.

Discussion took place and it was noted that the proposed Richmond World Block Party's concept needs to be refined to highlight its uniqueness.

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

ENGINEERING & PUBLIC WORKS DIVISION

3. MINORU COMPLEX ENERGY SAVING AND SUSTAINABLE INITIATIVES UPDATE

(File Ref. No. 10-6125-07-01) (REDMS No. 4486485 v. 15)

In reply to queries from Committee, Martin Younis, Senior Project Manager, and Levi Higgs, Corporate Energy Manager provided the following information:

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- the proposed design and mechanical system for the new Minoru Complex is anticipated to reduce associated greenhouse gas emissions (GHG) by 70%;
- the pursuit of Leadership in Energy and Environmental Design (LEED®) Gold rating would be the equivalent to 24% better than current building code requirements for energy performance;
- approximately one to two per cent of construction costs can be attributed to LEED® Gold certification;
- panels that convert solar energy to electrical energy will displace some of the purchased electrical energy of the new Minoru Complex; and
- the new Minoru Complex reduces the City's corporate carbon footprint and minimizes conventional energy costs increases, while increasing recreational capacity.

In reply to a query from the Chair, Mr. Younis advised that the implementation of energy efficient systems can be without the pursuit of LEED® Gold certification is at Council's discretion.

It was moved and seconded

That the staff report titled Minoru Complex Energy Saving and Sustainable Initiatives Update, dated January 28, 2015, from the Senior Manager, Project Development, be received for information.

CARRIED

4. TRANS MOUNTAIN PIPELINE PROJECT NATIONAL ENERGY BOARD – UPDATE

(File Ref. No. 10-6125-30-001) (REDMS No. 4494512)

Amarjeet Rattan, Director, Intergovernmental Relations and Protocol Unit, provided background information and noted that the City's next major milestone opportunity in the National Energy Board review process is to submit written evidence to the Panel. Mr. Rattan stated that, should Council choose to proceed in participating in submitting written evidence to the Panel, costs related to research, the retention of technical experts and travel will be significant.

In reply to queries from Committee, Lesley Douglas, Manager, Environmental Sustainability, advised that written evidence submissions are due on May 26, 2015.

Discussion ensued regarding Council's objective for seeking Intervenor status, and it was noted that the importance of being at the meetings was to protect Richmond's interests. Also, discussion took place on the potential to coordinate the submission of written evidence with other local governments with Intervenor status.

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John Irving, Director, Engineering, remarked that although the project footprint is outside of Richmond, Council has identified concerns in regards to the projects and potential risks to the city's foreshore areas. He stated that, should an alternate footprint with higher potential for impact on the City be considered in the future, the City's further involvement in the process would be advisable.

Discussion took place and it was noted that, with over 400 bodies granted Intervenor status, it is unlikely that the City's efforts in potential partnership with other local governments with Intervenor status would provide new information to the Panel.

The Chair directed staff to liaise with other bodies involved in the process and provide Council recommendations on further action to be or not to be taken.

Also, it was noted that other bodies involved in the process do not necessarily share the City's concerns.

It was moved and seconded

That the staff report titled Trans Mountain Pipeline National Energy Board (NEB) Update, dated February 2, 2015, from the Director, Engineering, and Director, Intergovernmental Relations & Protocol Unit, be received for information.

CARRIED

FINANCE & CORPORATE SERVICES DIVISION

5. BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW NO. 9212

(File Ref. No. 12-8275-02) (REDMS No. 4493257)

In reply to queries from the Chair, Glenn McLaughlin, Chief Licence Inspector and Risk Manager, spoke of the process surrounding applications submitted to the Passenger Transportation Board (PTB) for additional taxis. Mr. McLaughlin stated that typically the City does not provide comments to the PTB with regard to applications in an effort to remain unbiased. Also, he stated that should the proposed bylaw amendment not be approved, the applicant would not be able to obtain business licences for the additional vehicles.

In reply to a query from Committee, Victor Wei, Director, Transportation, advised that Council would be updated on the results of a meeting with taxi companies with regard to outstanding tickets.

The Chair requested that all future applications to the PTB be forwarded to Council for its comments when received by the City.

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General Purposes Committee
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It was moved and seconded

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9212, that increases the maximum number of Class A Taxicabs to 107 and Class N Taxicabs to 41, be introduced and given first, second and third readings.

CARRIED

6. LIQUOR LICENCE AMENDMENT APPLICATION PIONEER'S PUB LTD. – 10111 NO. 3 ROAD UNIT 200

(File Ref. No. 12-8275-30-001) (REDMS No. 4475029)

It was moved and seconded

That the application from Pioneer's Pub Ltd., for an amendment under Liquor Primary Licence No. 030591, to increase the hours of liquor service from Sunday through Thursday, 10:00 a.m. to 12:00 a.m., and Friday and Saturday, 11:00 a.m. to 1:00 a.m., to Monday through Sunday, 9:00 a.m. to 1:00 a.m., be supported only for earlier service at 9:00 a.m., Monday through Sunday, and that a letter be sent to the Liquor Control and Licensing Branch advising that:

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

7.

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- (a) *that based on the letters sent and having received only one response from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*

The question on the motion was not called as discussion ensued and Committee commented on (i) the potential for extended hours to encourage residents to stay in Richmond as opposed to attending a pub in another municipality, (ii) the applicant's intent for extended hours, noting that the opportunity to remain open later could be utilized for special events, and (iii) the potential for a one-year probationary period for the proposed extended hours.

In reply to queries from Committee, Mr. McLaughlin commented on residences in proximity to the Pioneer's Pub Ltd., and spoke of Council's decisions on neighbourhood pub operating hours as it relates to Policy 9305: Liquor Primary Licence and Food Primary Liquor Licence – Hours of Operation.

Discussion took place and a comment was made regarding the suitability of reviewing Policy 9305.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:37 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, February 16, 2015.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Committee Clerk



Planning Committee

Date: Tuesday, February 17, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Carol Day (entered at 4:26 p.m.)
Councillor Harold Steves
Mayor Malcolm Brodie

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, February 3, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

Discussion ensued with regard to the massing of new two and a half storey homes. Photographs were presented giving an example of the type of two storey single family homes being constructed in the city (attached to and forming part of these minutes as Schedule 1).

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

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It was moved and seconded

That staff:

- (1) *review potential amendments to the zoning bylaw to address concerns related to overall building height and massing of new two and two and a half storey homes;*
- (2) *review existing half storey regulations to strengthen requirements that the upper half storey be fully enclosed within a pitched roof line; and*
- (3) *examine potential restrictions for flat roofs on two and two and a half storey homes;*

and report back.

CARRIED

COMMUNITY SERVICES DIVISION

**1. RICHMOND INTERCULTURAL ADVISORY COMMITTEE (RIAC)
2014 ANNUAL REPORT AND 2015 WORK PROGRAM**

(File Ref. No. 08-4055-01) (REDMS No. 4461009)

Discussion ensued with regard to luncheon events organized in the past to welcome new immigrants to the city. As a result of the discussion, staff were directed to, through RIAC, examine options to organize luncheons for new immigrants in the city.

The Committee acknowledged RIAC's effort in promoting awareness of Remembrance Day within the immigrant community.

In reply to queries from Committee regarding the City's Diversity Symposium Project, Alan Hill, Cultural Diversity Coordinator, advised that the symposium received positive feedback and the feedback received would be used to plan next year's project.

In reply to queries from Committee regarding the Hi Neighbour initiative, Diane Tijman, Chair, RIAC, noted that the Hi Neighbour initiative aims to integrate new immigrants into the community through community activities and events.

Discussion ensued with respect to the Youth Integration subcommittee and incorporating youth input in the RIAC strategic plan.

It was moved and seconded

That the Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report and 2015 Work Program be approved.

CARRIED

PLANNING & DEVELOPMENT DIVISION

2. **APPLICATION BY STEVESTON NO. 6 LP FOR REZONING AT 13751 AND 13851 STEVESTON HIGHWAY, 10651 NO. 6 ROAD, A PORTION OF 13760 STEVESTON HIGHWAY AND A PORTION OF THE ROAD ALLOWANCE ADJACENT TO AND NORTH OF 13760 STEVESTON HIGHWAY FROM ENTERTAINMENT & ATHLETICS (CEA), LIGHT INDUSTRIAL (IL) AND AGRICULTURE (AG1) ZONING TO LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)**
(File Ref. No. 12-8060-20-009210; 12-8060-20-009211; RZ 13-630280) (REDMS No. 4490338)

Wayne Craig, Director, Development briefed Committee on the proposed application and noted the following:

- the rezoning application would require an Official Community Plan (OCP) amendment;
- the rezoning would facilitate light industrial and limited accessory retail development;
- the proposed commercial portion would be limited to an approximate maximum of 25,000 square feet of floor area over the entire site;
- the maximum size of an accessory commercial unit area would be 10 percent of the industrial unit to a maximum of 2,000 square feet;
- the proposed application would require a servicing agreement which would facilitate frontage improvements along No. 6 Road and Steveston Highway; and
- the applicant proposes the acquisition of surplus City lands in association with the rezoning.

Discussion ensued with regard to (i) the site's current zoning, (ii) the site's historical status as a farm (iii) possible use of the site by Port Metro Vancouver and meeting requirements for port industrial zoning, and (iv) the proposed commercial use restrictions for the site.

In reply to queries from Committee, Kevin Eng, Planner 2, noted that (i) the applicant has not examined the installation of a solar roof, (ii) the storm sewer connection would be along Steveston Highway and No. 6 Road, and (iii) the agricultural land buffer would be approximately 50 feet wide and include fencing, two rows of planting, and on-site storm water retention.

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Discussion ensued with regard to concerns related to site access and increased traffic and in reply to queries from Committee, Victor Wei, Director, Transportation, noted that staff have conducted a traffic impact study and anticipates that the current configuration can accommodate anticipated traffic. He added that the upcoming Massey Tunnel improvement project is anticipated to include improvements to the Steveston Highway interchange.

Discussion ensued regarding the commercial restrictions of the proposed development, and Mr. Craig advised that the proposed development will primarily be light industrial. He added that restaurants may be permitted and tenants may have a retail outlet, but commercial space will be limited to 10 percent of the industrial area to a maximum of 2,000 square feet.

Paul Woodward, Peter Joyce, Keiran Walsh and Rod Gonzalez, applicant representatives, commented on the proposed development and noted the following:

- main focus of the proposed development will be light industrial with a supplementary commercial component;
- a solar roof would have to be considered based on tenant requirements;
- a traffic assessment was prepared for proposed application;
- the future upgrades to the Massey Tunnel will improve traffic congestion in the area; and
- commuters that bypass the arterial roads contribute to the congestion in the area.

Councillor Day entered the meeting (4:26 p.m.).

In reply to queries from Committee, Mr. Woodward noted that Port Metro Vancouver has not expressed interest in utilizing the site. He added that the proposed development will be a strata bay type and could complement port activities.

In reply to queries from Committee, Mr. Craig noted that the previous rezoning application for the site was for 100 percent commercial zoning and that rezoning application was withdrawn.

Discussion ensued with regard to road improvements in the area and in reply to queries from Committee, Mr. Woodward noted that the applicant worked with staff on the proposed road improvements however, no improvements are proposed for the Steveston Highway overpass at this time.

Discussion then ensued with regard to including a solar roof in the proposed development. Mr. Craig noted that should the proposed application proceed, there would be an opportunity to examine options for a solar roof during the Development Permit process.

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Joe Erceg, General Manager, Planning and Development, noted that the proposed application can proceed to the Public Hearing stage with direction for the applicant to investigate the provision of a solar roof prior to Public Hearing or the proposed application can be referred back to staff, as staff would have limited authority to require a solar roof through the Development Permit process.

In reply to queries from Committee, Mr. Craig advised that retail requirements of tenants can be verified through the business licensing process and that tenants that require additional commercial space would have to apply for rezoning.

In reply to queries from Committee regarding the proposed road improvements in the area, Mr. Eng noted the following:

- Steveston Highway will be widened between No. 6 Road and Palmberg Road to have two eastbound and two westbound lanes with dedicated cycling lanes;
- a three metre wide pedestrian walkway will be installed along Steveston Highway through to the intersection of Steveston Highway and Palmberg Road and will be separated by a grass and tree boulevard;
- left hand turn bays will be installed along Steveston Highway and No. 6 Road;
- a three metre wide pedestrian walkway and at-grade pedestrian crosswalk will be installed along No. 6 Road; and
- there will be upgrades to bus stops along Steveston Highway;

Victor Wei, Director, Transportation, commented on the proposed road improvements in the area, noting that improvements will include upgrades to bus stops and the addition of an amber-flashing pedestrian crosswalk on No. 6 Road. He added that the applicant has agreed to extend the pedestrian walkway along No. 6 Road to provide access to an existing house.

In reply to queries from Committee, Mr. Craig advised that should the rezoning proceed to a Public Hearing, the standard notification area would be a radius of 50 metres from the site. Mr. Erceg noted that the notification area can be increased at Council's discretion.

Discussion ensued with respect to increasing the notification area to include Riverport area residents.

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

It was moved and seconded

That the staff report titled Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12), dated February 5, 2015, from the Director, Development, be referred back to staff to examine:

- (1) potential port-related uses for the site through discussion with Port Metro Vancouver;*
 - (2) the impact of the proposed development on traffic congestion in the area;*
 - (3) the feasibility of adding a solar roof; and*
 - (4) the expansion of the notification area;*
- and report back.*

The question on the referral was not called as discussion ensued regarding (i) traffic congestion in the area, (ii) different traffic patterns at different times of the day, (iii) expansion of the notification area, and (iv) utilizing the Rice Mill Road overpass to relieve traffic congestion.

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

3. APPLICATION BY ECOWASTE INDUSTRIES LTD. FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE (CONTINUATION OF LANDFILL ACTIVITIES AND RELOCATION OF SOIL PROCESSING OPERATIONS) FOR THE LANDS BOUNDED BY THE GRANVILLE AVENUE, NO. 7 ROAD, BLUNDELL ROAD AND SAVAGE ROAD ALLOWANCES
(File Ref. No. NF 14-654364; AG 14-654361) (REDMS No. 4496539)

Mr. Craig briefed Committee on the proposed application noting that the two proposed applications would extend the landfill activities on the subject site for 20 years and would relocate soil processing activities on-site.

In reply to queries from Committee, Mr. Craig advised that the Agricultural Land Commission (ALC) non-farm use approval would require that the site be reinstated to agricultural use after 20 years. He added that zoning on the site would remain agricultural.

Discussion ensued with regard to the soil remediation activities on-site and using remediated soils in developments in the city.

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In reply to queries from Committee with regard to site access and traffic, Mr. Wei advised that access to the site would be through existing roads via Triangle Road. In future phases of development, Blundell Road would be extended which will provide access from the east side. Mr. Eng noted that construction for the extension of Blundell Road would start in approximately three years.

Discussion ensued with regard to having a direct route to the site and Mr. Wei advised that direct access to the site is possible through the extension of Blundell Road.

Tom Land, Ecowaste Industries Ltd., briefed Committee on the landfill and remediation activities on-site, noting that soil remediation is a service heavily utilized by the construction and demolition industries.

Discussion ensued with respect to the volume of soil processing done on-site and Mr. Land noted that demand for soil remediation is high however, not all soil by-product require remediation.

In reply to queries from Committee with regard to site access and traffic in the area, Mr. Land noted that access to the site would be focused from the east. He added that No. 8 Road could be used as an alternative route and improvements to Blundell Road and No. 7 Road are planned in the future.

Discussion ensued with respect to the proposed 20 year extension of operations on the site. Mr. Land advised that filling the industrial portion of the site and development of the industrial park will take approximately ten years and that filling the agricultural portion would take approximately eight years.

In reply to queries from Committee, Mr. Land noted that an adjacent parcel to the south of the subject site along Triangle Road and Williams Road is City-owned property.

It was moved and seconded

- (1) *That the Agricultural Land Reserve non-farm use application (NF 14-654364) by Ecowaste Industries Ltd. for a non-farm use to allow the continued operation of the existing landfill activities for a period of 20 years to achieve a finished elevation as outlined in the current Design Operation and Closure Plan approved by the Ministry of Environment on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances be endorsed and forwarded to the Agricultural Land Commission;*
- (2) *That the endorsed Agricultural Land Reserve non-farm use application (NF 14-654364) be forwarded with the staff recommendation that the Agricultural Land Commission incorporate all prior conditions specified in its original approval granted on April 23, 1993 under ALC resolution #173/93; and*

- (3) *That the Agricultural Land Reserve application (AG 14-654361) by Ecowaste Industries Ltd. for a non-farm use to allow the location of four (4) soil processing operations on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances for a period of 20 years be endorsed and forwarded to the Agricultural Land Commission.*

The question on the motion was not called as discussion ensued with respect to (i) availability of soil remediation services, (ii) potential extension of Blundell Road, and (iii) informing the public of the soil processing operations on-site.

As a result of the discussion, staff were directed to inform residents of the landfill operations and soil processing activities on-site.

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

4. **APPLICATION BY JM ARCHITECTURE INC. FOR A ZONING TEXT AMENDMENT TO CONGREGATE HOUSING AND CHILD CARE - MCLENNAN (ZR8) ZONING DISTRICT AT 10019 GRANVILLE AVENUE**

(File Ref. No. 12-8060-20-009209; RZ 14-671974) (REDMS No. 4488521)

Mr. Craig commented on the proposed application, noting that the site is proposed for a child care facility with 88 spaces. He added that the proposed application would be subject to the Development Permit process should the proposed application proceed.

In reply to queries from Committee, Mr. Craig noted that the site is within the Agricultural Land Reserve (ALR) but is exempt from ALC regulations due its size and being on a separate certificate of title prior to the establishment of the ALR. He added that other similar lots along No. 4 Road that meet the necessary criteria would be exempt from ALC regulation, although the zoning is agricultural. Also, he noted that other lots along No. 4 Road would remain designated agricultural under the Official Community Plan (OCP).

Discussion ensued with regard to the historical zoning of the site and Mr. Craig noted that the site was previously zoned commercial.

Discussion took place with regard to the sustainability of the proposed 88 daycare spaces. Mr. Craig advised that staff have consulted with Vancouver Coastal Health to verify that the site could meet licensing requirements for childcare spaces. It was noted that the City only examines the zoning aspects of the proposed development and that business matters would be dealt by the applicant.

Planning Committee
Tuesday, February 17, 2015

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9209, to amend the “Congregate Housing and Child Care - McLennan (ZR8)” zoning district to remove “congregate housing” from the permitted uses, reduce the maximum Floor Area Ratio (FAR) and increase the maximum number of children permitted in a licensed child care facility from 37 to 88, be introduced and given first reading.

CARRIED

Discussion ensued with regard to correspondence received from Christopher Wareing and Madeleine Kersey (copy on file, City Clerk’s Office) related to a lane adjacent to their property.

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

It was moved and seconded

That staff examine options to respond to correspondence from Christopher Wareing and Madeleine Kersey, dated February 16, 2015, related to the use of a lane adjacent to their property.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:08 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, February 17, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Auxiliary Committee Clerk





CNCL - 61



Public Works and Transportation Committee

Date: Wednesday, February 18, 2015

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Carol Day (entered at 4:01 p.m.)

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 Wednesday, January 21, 2015, be adopted as circulated.

CARRIED

ENGINEERING & PUBLIC WORKS DIVISION

1. **BRIGHOUSE FIRE HALL NO. 1 – COUNCIL PROJECT UPDATE**
(File Ref. No. 06-2052-25-FHG11) (REDMS No. 4472927 v. 7)

It was moved and seconded

That the Brighthouse Fire Hall No. 1 – Council Project Update, from the Director, Engineering and Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

Public Works & Transportation Committee
Wednesday, February 18, 2015

2. REVIEW OF HIRED TRUCKING/HIRED EQUIPMENT ENGAGEMENT PROCESS

(File Ref. No. 02-0780-01) (REDMS No. 4485446)

In reply to queries from Committee, Suzanne Bycraft, Manager, Fleet and Environmental Programs, commented on the purpose of the review and revision to the existing City processes for hired trucking and equipment services. She noted that the new process will ensure that updated requirements are met, and will provide the City greater flexibility to effectively address contractor non-compliance and performance concerns. Also, Ms. Bycraft stated that staff in the Purchasing department manage the contractor engagement process; currently, the onus to obtain and verify contractor documentation rests with the City.

Ms. Bycraft spoke on the lists of hired trucks and hired contractors, and Committee requested that these lists be forwarded to Council for their information. Also, she advised that the requirement for drivers to be bonded can be examined as part of the review. Ms. Bycraft stated that the hire list is currently based on seniority, with the longest-standing service providers having top positions on the list; trucks are hired by call out starting at the top of the list each day until daily requirements are met. She advised that additional interested service providers are added to the list based on the date of their applications; however, these service providers are retained much less frequently than those with higher seniority on the list. Also, Ms. Bycraft commented on areas of focus as part of the review, noting that a points scale will be created to rank specific factors in order of importance.

It was moved and seconded

That the staff report titled Hired Trucking/Hired Equipment Engagement Process, dated January 26, 2015, from the Director, Public Works Operations, be received for information.

CARRIED

PLANNING & DEVELOPMENT DIVISION

3. ICBC-CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2015

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 4465999)

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that a number of proposed road safety improvement projects implemented in 2014 will receive approximately \$58,000 in funding from ICBC's Road Improvement Program. Also, Mr. Wei commented on the impact of road improvements on road safety, noting that ICBC has an established process to evaluate projects in order to ensure a high rate of return for their contributions. Also, he noted that staff can examine how to highlight enhanced road safety as a result of said improvement projects.

2.

Public Works & Transportation Committee
Wednesday, February 18, 2015

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in the staff report titled ICBC-City of Richmond Road Improvement Program – Proposed Projects for 2015, dated January 23, 2015, be endorsed for submission to the ICBC 2015 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development, be authorized to negotiate and execute the cost-share agreements, and the 2015 Capital Plan and 5-Year (2015-2019) Financial Plan be amended accordingly.*

CARRIED

**4. REGIONAL TRANSPORTATION MANAGEMENT CENTRE –
TRAFFIC DATA SHARING WITH RICHMOND**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4474516 v. 2)

It was moved and seconded

That the staff report titled Regional Transportation Management Centre – Traffic Data Sharing with Richmond, dated January 23, 2015, from the Director, Transportation, regarding the exchange of image, video and traffic data with the Ministry of Transportation & Infrastructure in support of a regional transportation management system to effectively manage traffic operations on key roadways in Richmond as part of the Metro Vancouver area be received for information.

CARRIED

5. MANAGER'S REPORT

(i) Building Canada Fund

Mr. Wei noted that a memorandum on additional capital project submissions to the Building Canada Fund is forthcoming.

(ii) 2015 Capital Projects Open House

Discussion took place regarding the 2015 Capital Projects Open House, and John Irving, Director, Engineering, advised that it would take place on April 16, 2015.

(iii) Silver Leaf Award from the International Association of Business Communicators of Canada

Ms. Bycraft highlighted that the City has received the Silver Leaf Award, a national award recognizing the successful communications program developed to support the launch of the new Green Cart recycling program.

The Chair requested that the award be presented at the next Council meeting.

3.

Public Works & Transportation Committee
Wednesday, February 18, 2015

(iv) Soil Recycling

Tom Stewart, Director, Public Works, provided an update on staff efforts regarding soil recycling.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:21 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, February 18, 2015.

Councillor Chak Au
Chair

Hanieh Berg
Committee Clerk



City of Richmond

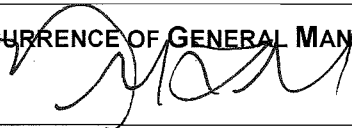

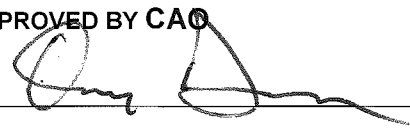
Report to Committee

To: Community Safety Committee **Date:** January 19, 2015
From: Rendall Nasset, Superintendent **File:** 09-5000-01/2015-Vol
Officer In Charge, Richmond RCMP Detachment 01
Re: **2015-2016 RCMP Annual Performance Plan – Community Priorities**

Staff Recommendation

That Council identifies the priorities as listed in the staff report titled “2015-2016 RCMP Annual Performance Plan – Community Priorities”, dated January 19, 2015, from the Officer in Charge, Richmond RCMP, to be considered for inclusion in the Richmond Detachment 2015/2016 Annual Performance Plan.

Rendall Nasset, Superintendent
Officer in Charge, Richmond RCMP Detachment
(604-278-1212)

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

Staff Report

Origin

The Officer in Charge (OIC) of the Richmond Detachment is committed to aligning the RCMP's strategic goals with Council Term Goals. As such, he requests the City's input into the development of the Richmond Detachment's Annual Performance Plan (APP) for fiscal year 2015/2016 (April 1, 2015 to March 31, 2016).

This report supports Council's Term Goal #1 Community Safety:

To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.

Analysis

Background

The APP delivers planning and performance management to the Richmond Detachment and ensures policing initiatives are aligned with City and RCMP strategic priorities. The APP allows the OIC to systematically plan, evaluate, and manage police resources and operations. It also affords him a valuable consultation and reporting mechanism vis-à-vis the City of Richmond, the Commanding Officer of "E" Division RCMP, and Detachment staff.

Planning

The Richmond Detachment Leadership Team consults with Council and City staff to identify opportunities for improved services for the local community. A well thought-out plan has policing objectives aligned to the unique needs of the City, as well as the RCMP's national, provincial, and district strategic priorities. Once the objectives have been identified and selected, the OIC develops policing initiatives that are implemented for the fiscal year. Measurements, targets, and integrated risk assessments for the policing initiatives are also created to monitor performance and risk management.

Quarterly Performance Review

Every 90 days, members of Council are updated on the status of the APP. The quarterly reports highlight the progression of the objectives and policing initiatives, as well as communicate whether planned activities are on-track. For activities that are not on-track, an assessment is conducted to determine whether alternative responses are required.

APP Features

The APP is designed to facilitate best management practices for Detachment administration. The APP provides the foundation to the following strategic planning activities:

- Community, Contract, and Aboriginal Policing Services Community Plans
- Risk Management

- Unit Level Quality Assurance
- Performance Management
- Public Security
- Unit Performance Improvement Program

City of Richmond Community Priorities

Community engagement is a salient component of the Detachment's strategic and annual planning processes. The recently completed Richmond Detachment 2015-2017 Strategic Plan is the culmination of our on-going dialogue with citizens, as well as focused consultation with Richmond's elected officials and community safety stakeholders. It also considers current and future policing challenges and opportunities present in a Richmond context. The Strategic Plan identifies five local priorities:

1. Property Crime
2. Road Safety
3. Community Engagement
4. Youth
5. Organized Crime

The Detachment's focus on these five strategic priorities will best advance its commitment to the City of Richmond's vision "to be the most appealing, livable and well-managed community in Canada" as well as the RCMP's mission to realize "Safe Homes, Safe Communities."

Using the strategic priorities as a conceptual framework, Richmond Detachment seeks City Council's input in the development of the APP priorities. For the previous year's APP (fiscal year 2014/15 – April 1, 2014 to March 31, 2015), Council identified the following three priorities:

1. Pedestrian Safety
2. Break and Enters
3. Policing and Mental Health

For the 2015/2016 APP, Richmond Detachment is recommending City Council select the following three Community Objectives:

1. **Pedestrian Safety** – Despite notable success in driving down fatal and injurious collisions in previous years, Richmond has experienced a recent increase in such incidents. The bulk of recent traffic fatalities in Richmond have been pedestrian related. Consequently, a continued focus on reducing pedestrian fatalities and injuries is warranted. The Detachment will enhance pedestrian safety through a multipronged approach comprising education, enforcement, and improvements to the built environment.
2. **Break and Enters & Thefts from Automobiles** – Recent analysis shows an increase in break and enters and thefts from automobiles. A rise in these offences is affecting

policing jurisdictions across the Lower Mainland. To drive down break and enters and thefts from automobiles, Richmond Detachment will pursue crime reduction initiatives

3. **Mental Health** – Richmond Detachment is experiencing an escalation in mental health related calls for service. These calls consume considerable Detachment resources in terms of the number of calls, as well as the length of time officers must devote to finding both short and long-term solutions for those who as a result of a mental health challenge generate calls for service. To better serve those with mental health challenges and free police resources for criminal investigations and public safety concerns, the Detachment will take a lead role in enhancing the integration of mental health support services and stakeholders, improve data collection to develop understanding of this issue's magnitude, and enrich the effectiveness of frontline police officers to deescalate mental health crisis incidents.

Financial Impact

There is no financial impact associated with this report.

Conclusion

Richmond Detachment requests Council select any or all of the following as Community Priorities for inclusion in the 2015/2016 Annual Performance Plan (April 1, 2015 to March 31, 2016):

1. Pedestrian Safety
2. Break and Enters & Theft from Automobiles
3. Mental Health



Rendall Nasset, Superintendent
Officer in Charge, Richmond RCMP Detachment
(604-278-1212)

RN:jl



City of Richmond

Report to Committee

To: Community Safety Committee

Date: January 26, 2015

From: John McGowan
Fire Chief, Richmond Fire-Rescue

File: 09-5140-01/2014-Vol
01

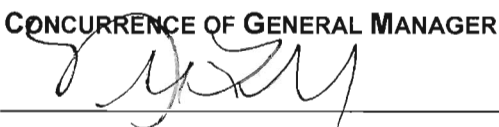

Re: Request for Proposal 4989P - Supply and Delivery of Self Contained Breathing Apparatus

Staff Recommendation

1. That Contract 4989P, for the supply and delivery of Self Contained Breathing Apparatus, be awarded to Guillevin International Co., at a total cost of \$590,986.01, including taxes.
2. That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute the contract with Guillevin International Co. for the purchase and delivery of the Self Contained Breathing Apparatus identified within Request for Purchase (RFP) 4989P.

John McGowan
Fire Chief
(604-303-2734)

Att. 1

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

Staff Report

Origin

Council approved a budget of \$605,000 for new Self Contained Breathing Apparatus (SCBA). A request for proposal was completed and Council's approval is sought to award the contract to Guillevin International Co., for delivery of SCBAs in 2015.

This report supports Council's Term Goal #1 Community Safety:

To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.

Background

Firefighters rely upon their personal protective equipment to operate effectively and reduce the risk of injury or death, as is the case with SCBA. The SCBA unit includes the following components: a cylinder, air pack, face mask, and voice amplifier (Attachment 1).

Currently, RFR's inventory of 110 air packs is at the end of its life cycle, and it is prudent to make the change to a new system prior to equipment failure. Richmond Fire-Rescue's current inventory of SCBAs has been retrofitted three times over the past 10 years and as such does not have the capacity to be upgraded further.

In studying the available systems, RFR considered the industry standard for SCBA products, National Fire Protection Association standard 1852 "Standard on Selection, Care and Maintenance of open circuit self-contained breathing apparatus" (SCBA). NFPA standards are reviewed regularly and amended as required; the last amendment cycle was completed in 2013. Within the amendments was a requirement for SCBA emergency air supply breathing time to be increased from 25% to 33% of the total volume within a SCBA cylinder. RFR's current air cylinders are able to accomplish this, however the ergonomic design of the current air pack and cylinder configuration is not ideal and contributes to overexertion injuries while staff is involved in emergency operations.

The life cycle replacement of SCBA components is included in the Fire Equipment Reserve. The replacement of this equipment includes items such as air packs, cylinders, face masks, voice amplifiers, a buddy breathing system and associated parts and supplies. RFR conducted a study of available systems that, are lighter, more compact and fit the overall operational needs of RFR and forwarded the specifications out to the market through Request for Proposal (RFP) 4989P.

Request for Proposal

To facilitate the replacement of RFR's SCBA inventory, RFP 4989P was issued to the marketplace on October 21, 2014.

RFP 4989P closed on November 10, 2014 and resulted in submissions from Acklands-Grainger and Guillevin International Co.

Both companies provided quotes on the following items:

62 - Air Pak X3 5500 psig

200 - 5500 psig air cylinders

62 - AV 3000 HT face pieces
62 - EPIC 3 voice amplifiers, blue tooth ready
3 - Rapid Intervention Team (RIT) packs for 5500 psig platform
6 - 75 minute air cylinders for the RIT packs
1 - Computerized personnel accountability system
An adequate start up inventory of maintenance parts

Financial Analysis

There were two proposals that fully complied with the RFP:

- Acklands-Granger: total cost of \$651,864 (including taxes)
- Guillevin International Co.: total cost of \$633,785 (including taxes)

Both companies offer the Scott Safety warranty as follows:

- Five years on electronics
- Ten years on all other parts
- Fifteen years on the pressure reducer

The RFP also requested bids on equipment to be disposed of that no longer had operational use (100 of air cylinders and 50 air packs). Guillevin International Co. responded they were prepared to purchase it for \$42,800. Acklands-Granger did not submit a bid to purchase the old equipment.

The recommendation is to award the contract to the lowest bidder, Guillevin International Co. at a total cost of \$633,785 including taxes.

It is also recommended for Council to approve the disposal of out of service equipment following the Disposal of City Assets policy.

Financial Impact

The total cost of \$633,785 exceeds the approved project of \$605,000 before consideration of the existing equipment to be disposed.

Staff recommend the disposal proceeds of \$42,800 from Guillevin International Co. be deposited as additional funding to the existing capital project approved for \$605,000, and the 2015 Capital Plan and 5-Year (2015-2019) Financial Plan be amended accordingly.

Conclusion

The process followed to procure the SCBA system is in compliance with the City of Richmond's Procurement Policy and Disposal of City Assets Policy. Guillevin International Co. is the lowest bidder and is therefore recommended.



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

Att. 1: Self Contained Breathing Apparatus (SCBA)



CNCL - 73



City of Richmond

Report to Committee

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: **Business Licence Bylaw No. 7360**
Amendment Bylaw 9212

Date: January 29, 2015
File: 12-8275-02/2015-Vol
01

Staff Recommendation

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9212, that increases the maximum number of Class A Taxicabs to 107 and Class N Taxicabs to 41, be introduced and given first, second and third readings.

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

Att.

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

The City of Richmond establishes the maximum number of taxicab vehicles licensed in the City through Business Licence Bylaw No. 7360 and locally regulates them under the Vehicle for Hire Regulation Bylaw No. 6900.

This report deals with an application submitted to the Passenger Transportation Board (PTB) by Richmond Taxi to approve 15 new additional vehicles to their fleet operations comprised of 10 conventional taxis and 5 wheelchair accessible vans. In January of 2015 the PTB made the following decision on the application;

“15 additional vehicles (10 conventional taxis and 5 accessible taxis) are approved”

In light of the decision made by the PTB and at the request of the Richmond Taxi Company, staff are bringing forward a proposed Amendment Bylaw No. 9212 (Bylaw 9212) to increase the number of taxicabs permitted under Business Licence Bylaw No. 7360, which will allow the additional vehicles to be licenced by the City of Richmond.

Findings of Fact

Taxicabs are also licenced by the PTB and provincially regulated under the Passenger Transportation Act. The City looks to the review and diligence carried out by the PTB in the determination of the demand for additional PTB taxicab licences.

In October of 2014 Richmond Taxi submitted an application to the PTB for an additional 15 taxicab vehicles - 10 conventional taxis and 5 wheelchair accessible vans. In their review of the application the PTB takes into consideration, among other criteria, the background of the applicant, the reasoning and statistics provided regarding the increase, and submissions from other parties who wish to speak to the application.

In their decision, the PTB notes that based on all of the information submitted and reviewed that if approved, the increase “would promote sound economic conditions in the passenger transportation business in British Columbia.” The full decision is attached to this report (Attachment 1).

Pursuant to Council Policy 9311, prior to the adoption of Bylaw 9212, the proposed amendment will be published in a local newspaper for two consecutive publications to give persons and businesses who may consider themselves affected by the amendment an opportunity to submit any comments to the City.

Financial Impact

None

Conclusion

Staff are recommending an amendment to Business Licence Bylaw No. 7360 to increase the number of Class A taxicabs by 10 vehicles and Class N taxicabs by 5 vehicles, consistent with the PTB decision.



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

JMH:jmh

Att. 1: PTB Licence Application Decision



Business Licence Bylaw No. 7360, Amendment Bylaw 9212

The Council of the City of Richmond enacts as follows:

1. Business Licence bylaw No. 7360, as amended, is further amended by deleting subsections 2.1.27.3(a) and (b) and substituting the following:
 - (a) for use as Class A taxicabs is 107; and
 - (b) for use as Class N taxicabs is 41.
2. This Bylaw is cited as “**Business Licence Bylaw No. 7360, Amendment Bylaw No. 9212**”.

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

Licence Application Decision

Taxi – Additional Vehicles

Application #	AV260-14	Applicant	Richmond Cabs Ltd.
Trade Name (s)	Richmond Taxi		
Principals	BASRA, Opinder Pal Singh MANN, Charanjit Singh SANDHU, Yadwinder Singh SINGH, Gurdeep MANGAT, Manjinder S. SANDHU, Harpal Singh SOHI, Indermohan Singh		
Address	2440 Shell Road, Richmond BC V6X 2P1		
Applicant's Representative	William McLachlan, McLachlan, Brown Anderson		
Current Licence	70391 (copy attached)		
Application Summary	Additional Vehicles - Taxi Add 15 vehicles (10 conventional and 5 accessible). This will increase the maximum fleet size to 77 vehicles (66 conventional and 11 accessible).		
Date Published in Weekly Bulletin	October 22, 2014		
Submitters (and representatives)	<ul style="list-style-type: none"> Kimber Cabs Ltd. Garden City Cabs of Richmond Ltd. (GCCR) (Marshall Pawar, Counsel) Grewal Bimalpreet Singh (late submission – not considered) 		
Board Decision	15 additional vehicles (10 conventional taxis and 5 accessible taxis) are approved		
Decision Date	January 19, 2015		
Panel Chair	Spencer Mikituk		

I. Introduction

This is an application from Richmond Cabs Ltd. (RCL) dba Richmond Taxi. The applicant is applying for 15 additional vehicles, 10 conventional taxis and 5 wheelchair accessible vans (WATs). RCL currently holds a passenger transportation licence, #70391, with a Special Authorization: Passenger Directed Vehicles. RCL is permitted to operate a fleet of 62 vehicles, of which 56 are conventional taxis and 6 are WATs. RCL is also authorized to operate an additional 2 conventional taxis, provided the Vancouver International Airport Authority (VIAA) has approved airport licences for 71 or more vehicles in RCL's fleet or its

corporately related company, Coral Cabs Ltd. (Coral). Coral, under passenger transportation licence #70363, is authorized to operate a maximum fleet size of 19 vehicles, all of which are conventional taxis. RCL and Coral are located in Richmond, British Columbia.

II. Background

The applicant states that although this application is in the name of RCL, the RCL licence is operated in conjunction with Coral, as if it was one operating entity. With the 64 taxis in RCL's fleet and the additional 19 taxis in Coral's fleet there is an overall fleet of 83 taxis. This fleet runs as if it was one unit. As a result, the statistics, the projections, and the business model enclosed with this application are based on operating a fleet of 83 taxis, not just the 64 taxis of RCL. RCL and Coral have common corporate control and operate through a common dispatch; common business offices and administration supplied by the management company Richmond Taxi Co. Holdings Ltd.

The past applications and decisions included the following:

- AV1622-05, addition of 15 taxis, approved in part (2 conventional and 2 WATs), published July 26, 2006
- AV2633-07, additional 15 taxis refused, published July 9, 2008.
- AV83-09, additional 20 taxis, approved in part (2 conventional and 2 WATs), published September 9, 2009;
- 384-09, addition of Express Authorization for flip seats in 6 WATs, approved, published April 7, 2010;
- AV271-12, addition of 10 taxis, refused, published December 14, 2012.

Information received with this application:

- | | |
|--|--|
| • Letter from applicant's counsel | • PDV vehicle proposal |
| • Municipal notice | • Accessible service plan |
| • Business plan | • Financial information |
| • Public need indicators | • Disclosure of passenger transportation ownership |
| • Disclosure of unlawful activity and bankruptcy | |

-
- Grewal Bimalpreet Singh (late submission). I have reviewed this submission and have determined that it would not be of assistance in the decision making process. Therefore, I am not considering it in my review of this application.

The submission from Kimber Cabs Ltd. (Kimber) noted these areas of concern:

- Richmond is one of the fastest growing cities in the province. The PT Board should also consider that Kimber has a pending application.
- Adding more taxis to RCL as well as Kimber will improve taxi waiting times and promote business locally as well as British Columbia.
- Trip volumes have shrunk at the Vancouver International Airport (YVR) and drivers are becoming more dependent on local (Richmond) taxi business.

The submission from Garden City Cabs of Richmond Ltd. (GCCR) noted these areas of concern:

- There is no need for licensing more wheelchair accessible taxis in Richmond. GCCR notes that in 2013, counsel for RCL stated in a submission to a GCCR application that: from October 2012 to June 2013, wheelchair dispatch trips vary from 0.72% to 0.91% of the total number of RCL trips. *"RCL is the significant taxi provider in Richmond and there is simply no accessible business in Richmond that is not being properly serviced."*
- Before the PT Board approves the addition of any more conventional vehicles to the RCL/Coral fleet of vehicles, RCL/Coral needs to conclusively establish that the 2 companies are unable to make more effective use of their existing fleets by adjusting the scheduling of their vehicles at YVR.

The applicant responded to the submissions as follows:

- The Kimber Cabs submission urges the Board to grant all the requested licences to RCL, because Kimber Cabs acknowledges a strong demand for additional taxis in the City of Richmond. Although RCL submits that its application is well supported for the addition of 15 taxis, RCL does not acknowledge the Kimber Cabs' contention that trip volumes have shrunk at

YVR, nor does RCL acknowledge that it supports the pending application by Kimber Cabs.

- In response to GCCR submissions, the YVR monthly report on the Taxi Service Group will confirm that RCL is already reducing its intended operations at YVR to cover shortages in the City of Richmond. Part of the rationale for requesting additional taxis is to allow RCL to resume reasonable operations at YVR with its fleet.

The Board gives more weight to submissions that back up general claims with facts or details. I have considered the submissions and the responses in my review of this application.

V. Reasons

- (a) *Is there a public need for the service that the applicant proposes to provide under special authorization?*

Taxi companies who want more vehicles are expected to show that there is a public need for more taxis. Companies are expected to show why their current fleet is not large enough to handle more trips and why they need a specific number and type of vehicles for which they have applied. The Board wants to be satisfied that there is a reasonable connection between the number and type of vehicles requested and public need. Applicants should explain why other taxis in the area are not meeting the public need.

The applicant has provided the following evidence to support public need for additional vehicles:

- *Census Profile (2006) and Population Increase Statistics (1996-2014) for the City of Richmond.* The applicant states that in comparing the City of Richmond population growth over the past 10 years with the additional licences granted to RCL, the population growth has totaled 14% while the additional licences for RCL total in the 3% range.
- *RCL's HandyDart Customer Quick Report, dated June 30, 2009 through June 30, 2014, and an agreement dated August 8, 2014 between RCL and HandyDart.* The applicant states that there has been a significant increase in the volume of HandyDart business commencing in the summer of 2013. The statistics confirm that the business since summer 2013 has more than doubled the range of business from

2009 to summer 2013. The agreement with Handy Dart is anticipated to again significantly increase the taxi business that RCL will be receiving from HandyDart, given that HandyDart has adopted a business model of shifting some HandyDart van business to private taxis. In the case of the City of Richmond, that business is through RCL. RCL is the only taxi operator in the City of Richmond with a written contract with HandyDart for provision of taxi services.

- *Canada Post Quick Report, for provision of services to Canada Post June 2009 through June 2014.* This data shows a significant upturn in the Canada Post contract business occurring in 2011 towards the end of that year. Monday through Friday, Canada Post requires 148 trips each day to transport letter carriers to and from their routes.
- *Customer Quick Report with RCL and Translink.* A review of RCL's TransLink business from 2009 to present shows an increase of approximately 50%.
- *Customer Quick Report between RCL and the Workers Compensation Board.* This report shows a steady number of taxi trips between 2013 and 2014.
- *List of the new regular accounts that have been added to the RCL charge account customer list over the past 18 months as at August 6, 2014.* The applicant states that these new regular accounts are adding significant additional business that requires additional taxis.
- *Information on the RCL fleet at YVR which included a summary of trips monitored by transponder.* All statistics are provided by YVR. These statistics show a very significant increase in YVR business occurring in May 2014. An increase of approximately 15% has occurred from the earlier months of 2014 and the statistics from 2011-2013. The applicant states that the YVR business is increasing and there is no indication that it is temporary.
- *Summary of taxi charges on RCL account, Visa, MasterCard, Amex, and Debit (years 2009-2014).* The applicant claims that this summary of charge card activity is representative of the overall increase in business for RCL. The volume of charge card business has increased 2.5 times in the time period 2009-mid 2014.
- *Email correspondence between the YVR Ground Transportation Manager, Commercial Services and the General Manager of RCL.* The topic of the emails is the taxi shortages at the YVR South Terminal. The South Terminal is only served by RCL and Kimber Cabs. RCL has stated that they are not able to maintain its presence at the South terminal given the increase in business at YVR Main Terminal and the City of Richmond.

-
- *User Support statements.* Thirty seven user support statements were received, of which 25 were from frequent users of the service and refer to wait times/availability as an issue. Four of these user support statements referred to WATs. The remainder of user support statements (14) were either general in nature or state that they were satisfied with the service.
 - *A spreadsheet summary of data extracted from RCL's Pathfinder computer dispatch system into an Oracle database from February 2013 to July 2014.* This information relates to 77 conventional taxis and 6 WATs operated in the RCL/Coral fleet. The spreadsheet included the following information:
 - An analysis of monthly conventional taxi trips broken down by trip types, i.e., dispatched, flagged and YVR Airport.
 - An analysis of the monthly WATs trips broken down by trip types, i.e., conventional dispatched trips for the wheelchair accessible vehicles, flags for conventional transportation, and actual wheelchair trips.
 - The daily average number of vehicles on shift each month: The average number of trips that each vehicle has completed on a daily basis and the average number of trips per hour.
 - Waiting times: The dispatched trips are grouped into 3 categories, peak, medium, and low, based on the amount of time waited. Wait times are derived from computer records for dispatched time and meter on. Peak period is from 07:01 to 10:00 and 15:01 to 18:00. Medium period is from 10:01 to 15:00 and 18:01 to 01:00. Low period is from 01:01 to 07:00.
 - The number of dispatched trips that were cancelled by the customer or no show upon arrival at the pickup address.
 - The business performance target for RCL is to provide customer service on all trips within 10 minutes.
 - The applicant's wait time data shows that approximately 80% of conventional taxi trips are being provided within the intended 10 minute window. Most of the remaining 20% of trips are being provided within a range of 10 to 30 minutes.
 - For wheelchair accessible taxis (WATs), approximately 70% of the trips are being provided within the intended 10 minute window. Most of the remaining 30% of WATs trips are being provided within the 10 to 30 minute timeframe.
 - Monthly trip volume data was provided for the 19-month period of February 2013 to July 2014. The Board did a year-over-year comparison of same-month data. For the overlapping 6 months of 2013 and 2014, trip volumes with conventional taxis increased 14%.

-
- For wheelchair accessible taxis, monthly trip volume for the overlapping 6 months (February to July) increased 9% from 2013 to 2014.
 - The applicant provided vehicle usage statistics that include average trips per vehicle by shift and by hour, and hours per shift. On average, *vehicles on shift* is at or near 100%, and other vehicle usage statistics appear consistent with a taxi operation that is well used.
 - RCL states that the addition of 10 conventional taxis and 5 WATs calculated into the number of individual trips that can be accomplished by one taxi is the number of vehicles required by RCL to bring both conventional and WATs accessible taxis under the 10 minute range.

RCL has submitted a considerable amount of public need indicators. In particular, the applicant has, in this case, provided substantive evidence that trip volumes have increased for the taxi fleet as a whole. RCL has shown that on average, the amount of vehicles on shift is at or near 100% for both conventional and WATs vehicles. It also shown that wait times appear high for the Richmond area, particularly for people who rely on wheelchair accessible taxi services. I have assigned strong weighting to the following evidence which substantiates my findings:

- the spreadsheet summary of data extracted from RCL's Pathfinder computer dispatch system from February 2013 to July 2014;
- RCL's HandyDart Customer Quick Report, dated June 30, 2009 through June 30, 2014, and an agreement dated August 8, 2014 between RCL and HandyDart;
- Canada Post Quick Report, for provision of services to Canada Post June 2009 through June 2014;
- customer Quick Report with RCL and Translink;
- customer Quick Report between RCL and the Workers Compensation Board;
- a list of the new regular accounts that have been added to the RCL charge account customer list over the past 18 months as at August 6, 2014.;
- information on the RCL fleet at YVR which included a summary of trips monitored by transponder and email correspondence between the YVR Ground Transportation Manager, Commercial Services and the General Manager of RCL;
- User Support statements.

The other public need support material and information supplied by RCL, while not as persuasive, provides corroboration that the applicant is not able to manage the trip volume increases with its existing fleet and that there is a public need for additional capacity.

The applicant has provided significant factual information and verifiable evidence to indicate that market demand is not currently being met and that a public need exists for the proposed number and type of vehicles.

The applicant has satisfied me that there is a public need for its proposed fifteen additional vehicles.

(b) Is the applicant a fit and proper person to provide that service and is the applicant capable of providing that service?

The Board looks at fitness in two parts:

- (i) is the applicant a “fit and proper person” to provide the proposed service; and
- (ii) is the applicant capable of providing that service?

Richmond Taxi Co. Holding Ltd., was founded over 80 years ago. It is referred to throughout the application as the Richmond Taxi Group and is the parent company for Richmond Cabs Ltd. and Coral Cabs Ltd. They share a common group of shareholders, operate under one dispatch system and both use the trade name Richmond Taxi. The applicant is one of the subsidiaries, Richmond Cabs Ltd., incorporated on April 22, 1965. The company is owned primarily by its owner-operators.

The disclosure forms of Unlawful Activity and Bankruptcy and Passenger Transportation Ownership were completed to the satisfaction of the Board. There has not been any information brought to my attention to prove that the applicants are not fit and proper.

RCL and Coral National Safety Code certificates are in good standing.

RCL has submitted their Accessible Service Plan and the supporting training program, which were reviewed and found to be acceptable to the Board.

I note that the file from the Passenger Transportation Branch contained information regarding various complaints regarding operating outside the service area. During 2012/2013 five administrative penalties were imposed. In 2013/2014, two administrative penalties were imposed. RCL reports that it has a process in place for progressive discipline, enforcement activity and consequences for the drivers who do not comply. The

Board carefully considered the issue of applicant fitness. The Board expects licensees to comply with their obligations as set out in the Passenger Transportation Act, regulations and their terms and conditions of licence. Given these circumstances, and the reduction in administrative penalties, I find that the administrative penalty record would not, in and of itself, be a barrier to the application approval.

Financial information included the following consolidated financial statements: balance sheet, statement of deficit, statement of income, and statement of cash flows for the years 2011, 2012, and 2013. They indicate that RCL has been viable and stable over this period of time. RCL has also supplied 3 year financial projections showing the additional 15 vehicles and detail the income and the assumptions that pertain to this fleet addition. RCL has stated that management estimates revenues to increase by 3% a year (from normal operations), which provides the RCL a strong financial base to absorb the initial startup cost for the 15 additional vehicles if approved. RCL has stated that it believes that the company has adequate cash and other sources (shareholders loans) on hand to effectively manage the additional vehicles without having to make significant changes in their current structure of assets and liabilities.

The applicant has previously been deemed fit, proper and capable in order to obtain and maintain its licence. If this application were approved, the applicant states that there will be no change as to who is in care and control of the operation or vehicles. RCL has its infrastructure in place and is an established taxi operator with a history of running a viable taxi service. RCL appears to have the resources and skills to manage the proposed expansion of its fleet.

I find the applicant to be a fit and proper person with the skills and resources to be capable of managing and providing the service.

(c) *Would the application, if granted, promote sound economic conditions in the passenger transportation business in British Columbia?*

The Board looks at the "economic conditions" issue from a wide-ranging view. The economic conditions of the "transportation business in British Columbia" are considered ahead of the economic and financial interests of an individual applicant or operator. The Board supports healthy competition. The Board discourages competition that could unduly harm existing service providers.

III. Relevant Legislation

Division 3 of the *Passenger Transportation Act* (the “Act”) applies to this application. The Act requires the Registrar of Passenger Transportation to forward applications for Special Authorization licences to the Passenger Transportation Board (Board). Section 28(1) of the Act says that the Board may approve the application, if the Board considers that:

- (a) there is a public need for the service the applicant proposed to provide under any special authorization.
- (b) the applicant is a fit and proper person to provide that service and is capable of providing that service, and
- (c) the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

I will consider each of these points in making my decision.

IV. Rationale and Submissions

(a) Applicant's Rationale

RCL states that due to the increase in dispatch calls, the reduced quality of service and loss of business over the period of February 2013 to July 2014 has made it imperative to add additional 15 taxis to better serve their community. Additional vehicles, including wheelchair accessible vehicles, are required to reduce wait times for individual and corporate customers. The additional vehicles will also reduce the number of cancelled calls. With more vehicles in the RCL fleet, RCL can also better serve the remote areas of Richmond.

(b) Submissions & Applicant's Response

Submissions were received from:

- Kimber Cabs Ltd.
- Garden City Cabs of Richmond Ltd. (GCCR) (Marshall Pawar, Counsel)

Reviewing this particular application, the applicant has demonstrated to my satisfaction that RCL is not meeting customer expectations regarding waiting times and reliable taxi service. It would also appear that the growing Richmond/YVR marketplace can absorb these additional vehicles.

At the time of writing this decision, the Board has not published any recent applications from Kimber Cabs to add vehicles to its fleet. Therefore, Kimber's reference to a "pending application" is not relevant to my decision. With regard to the submission from GCCR, I find that the applicant addressed the issue of airport service and RCL's exclusive HandyDart contract dated August 8, 2014 has resulted in a significant increase in WATs business commencing in the summer of 2013.

As a result, I find that the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

VI. Conclusion

For the reasons above, this application is approved.

I establish the activation requirements and the terms and conditions of licence that are attached to this decision as Appendix I. These form an integral part of the decision.

Licence Required to Operate Vehicles	The Registrar of Passenger Transportation must issue the applicant a licence before the applicant can operate any vehicles approved in this decision.
Approval of application may expire	<ol style="list-style-type: none"> 1. The applicant must activate at least 50% of the vehicles within 6 months of the date of this decision. 2. If the applicant does not meet the requirements set out in 1 above, this Special Authorization expires. 3. The Passenger Transportation Board may vary the requirements set out in 1 above, if circumstances warrant it. 4. If an applicant needs more time to activate its vehicles, then the applicant must make a request to the Board before the end of the 6 month activation period. <p>(Note: "activate" means that the applicant has submitted the documents required to obtain a Special Authorization Vehicle Identifier to the Registrar of Passenger Transportation.)</p>
Notice to Registrar	<p>The Registrar must not, without direction from the Board, issue the applicant a licence or any Special Authorization Vehicle Identifiers if the applicant has not activated at least 50% of the vehicles within 6 months of the date of this decision.</p> <p>(Note: activated means that the applicant has submitted to the Registrar of Passenger Transportation the documents required to obtain a Special Authorization Vehicle Identifier.)</p>

Special Authorization: Passenger Directed Vehicle (PDV)	
Terms & Conditions:	
Maximum Fleet Size:	<p>At any time - a fleet size of 77 vehicles may be operated; of which 66 may be conventional vehicles.</p> <p>YVR Contract - The licensee may operate an additional 2 conventional taxis if the Vancouver International Airport Authority (VIAA) has approved airport licenses for 71 or more vehicles in fleet of the licensee and its corporately related company, Coral Cabs Ltd.</p> <ol style="list-style-type: none"> a. When making application for renewal of its licence, Richmond Cabs Ltd. must submit a letter to the Registrar of Passenger Transportation from Ground Transportation, Vancouver International Airport Authority, stating that its contract with Richmond Cabs Ltd. remains in good standing. b. The letter referred to in (a) must confirm the number of airport licenses approved for Richmond Cabs Ltd. c. If the number of airport licenses is 71 or less, the licensee must return 2 identifiers for conventional taxis to the Registrar.

Specialty Vehicles:	The accessible taxis must be operated in accordance with the <i>Motor Vehicle Act Regulations</i> including Division 10 (<i>motor carriers</i>) and Division 44 (<i>mobility aid accessible taxi standards</i>), as amended from time to time, and in accordance with any other applicable equipment regulations and standards.
Vehicle Capacity:	Vehicles can accommodate a driver and not less than 2 and not more than 7 passengers.
Express authorizations:	(i) Vehicles must be equipped with a meter that calculates fares on a time and distance basis. (ii) Vehicles may be equipped with a top light. (iii) The operator of the vehicle may, from within the originating areas only, pick up passengers who hail or flag the motor vehicle from the street.
Flip Seat Authorization:	Passengers may be seated in moveable "flip seats" or "let down seats" that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Service Priority Limitation:	Persons with mobility aids who require the accessible taxi for transportation purposes are priority clients for the dispatch of accessible taxis. The applicant must at all times use a dispatch and reservation system that dispatches accessible taxis on a priority basis to clients who have a need for accessible vehicles.
Service 1:	<i>The following terms and conditions apply to Service 1:</i>
Originating Area:	Transportation of passengers may only originate from any point in the City of Richmond, including the Vancouver International Airport.
Destination Area:	Transportation of passengers may terminate at any point in British Columbia.
Return Trips:	The same passengers may only be returned from where their trip terminates in the <i>destination area</i> to the City of Richmond, excluding the Vancouver International Airport, if the return trip is arranged by the time the originating trip terminates.
Reverse Trips:	Transportation of passengers may only originate in the <i>destination area</i> if the transportation terminates in the City of Richmond, excluding the Vancouver International Airport, and the cost of the trip is billed to an active account held by the licence holder that was established before the trip was arranged.
Service Limitation:	A minimum of 2 accessible taxis must be operated and available for hire 24 hours each day every day of the week.
Service 2:	<i>The following terms and conditions apply to Service 2:</i>
Originating Area:	Transportation of passengers may only originate from any point in the City of Richmond including the Vancouver International Airport.
Destination Area:	Transportation of passengers may terminate at any point beyond the British Columbia/United States border when engaged in an extra-provincial undertaking.
Taxi Cameras:	Taxi camera equipment may only be installed and operated in vehicles when the licensee is in compliance with applicable taxi camera rules, standards and

	orders of the Passenger Transportation Board.
Taxi Bill of Rights:	<p>a) A Taxi Bill of Rights issued by the Ministry of Transportation ("Taxi Bill of Rights") must be affixed to an interior rear-seat, side window of each taxicab operated under the licence.</p> <p>b) The Taxi Bill of Rights must at all times be displayed in an upright position with the complete text intact and visible to passengers.</p> <p>c) Licensees may only display a current Taxi Bill of Rights.</p>
Eco-friendly taxis:	Any additional non-accessible vehicles approved for this licence on or after June 11, 2007 and for which a passenger transportation identifier is issued, must be operated as 'eco-friendly taxis' as defined by Board Policy Guidelines in effect at the time the vehicle is issued a passenger transportation identifier.
Taxi Identification Code:	On or before June 16, 2014, each vehicle operated by the licensee must have a unique taxi identification code (TIC) affixed to the inside and outside of the vehicles in a manner that complies with applicable rules, specifications and orders of the Passenger Transportation Board.
Transfer of a licence:	This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the Passenger Transportation Act.



City of Richmond

Report to Committee

To: Planning Committee
From: Cathryn Volkering Carlile
General Manager, Community Services
Date: January 30, 2015
File: 08-4055-01/2015-Vol
01
Re: **Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report and
2015 Work Program**

Staff Recommendation

That the Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report and 2015 Work Program be approved.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 1

REPORT CONCURRENCE		
ROUTED TO: Communications Administration & Compliance Human Resources	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report presents the Richmond Intercultural Advisory Committee (RIAC) 2014 Annual Report to Council, describing RIAC activities and accomplishments for the year 2014, and the proposed RIAC 2015 Work Program (Attachment 1).

This report supports Council's 2011 – 2014 Term Goal #2 Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

2.1. Completion of the development and implementation of a clear City social services strategy that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to our advisory committees, community partners, and the public in order to appropriately target resources and help manage expectations.

Analysis

2014 Annual Report

Highlights of RIAC's activities for 2014, as summarized in the Annual Report, include:

- The development and launch of the first edition of a Russian language version of the Richmond Newcomers Guide.
- The development of a Newcomers Guide Planning Protocol, which will be used as template to frame all aspects of future Guide development.
- Providing input into the development of diversity training modules for City staff. Assisting with planning the first City of Richmond Diversity Symposium- being held January 30, 2015.
- Working, in partnership with Richmond Community Social-Services Advisory Committee (RCSAC), to respond to a Council referral to research and advise on funding changes within the immigrant settlement and English language provision sectors.

Proposed 2015 Work Program

RIAC has identified four strategic directions from the “2012 – 2015 Richmond Intercultural Strategic Plan and Work Program”, and specific initiatives pertaining to each to implement in 2015. Planned initiatives include:

- The revising and updating of all four language versions of the Richmond Newcomers Guide and identification of future funding sources for new editions.
- Continuing to work with City staff to assist with the planning and implementation of the City of Richmond Diversity Symposium project.
- Through the continued development of the ‘Hi Neighbour’ project, promote civic engagement education with new immigrant groups and build links and understanding between neighbours.
- Continuing to assist with implementation and feedback on the City of Richmond Social Development Strategy, as and when required.

In addition, RIAC will continue with its primary function: serving as a resource to Council on intercultural matters, providing information and advice as required.

Staff will support the RIAC 2015 Work Program as City policies, work programs, time and resources permit.

Financial Impact

The RIAC budget for 2015 is \$2,500.

Conclusion

RIAC’s 2015 Work Program presents steps to further achieve the Council approved vision for intercultural life in the City: “for Richmond to be the most welcoming, inclusive and harmonious community in Canada”.

Staff recommend that the Richmond Intercultural Advisory Committee 2014 Annual Report and 2015 Work Program (Attachment 1) be approved.



Alan Hill
Cultural Diversity Coordinator
(604-276-4391)

AH:ah

Att. 1: RIAC 2014 Annual Report and 2015 Work Program

Richmond Intercultural Advisory Committee

2014 Annual Report and 2015 Work Program

1. INTRODUCTION

Richmond City Council established the Richmond Intercultural Advisory Committee (RIAC) in February 2002 to assist the City in working towards its Corporate Vision of making Richmond the “most appealing, liveable, and well-managed city in Canada”. The mandate of RIAC, as outlined in its Terms of Reference, is to “enhance intercultural harmony and strengthen intercultural co-operation in Richmond”. In 2014 the RIAC continued to work to achieve its goals as laid out in the 2012 - 2015 Richmond Intercultural Strategic Plan and Work Program.

Throughout 2014, the Committee invited guest speakers to present on current intercultural issues in our city as well as organized events and activities with the aim of assisting diverse cultures in integrating and assisting communication between communities and City of Richmond staff and elected officials.

Newly appointed members, who replaced the outgoing members, were welcomed and the collaboration between the new and the continuing members made 2014 a successful year.

In keeping with the committee's rotational system, Chairs and Vice-Chairs were elected in January 2014 for six-month terms.

2. RIAC's 2014 ACTIVITIES

2.1 Guest Speakers

2.1.1 February Guest Speaker

Andrea Davidson, District Administrator SD38

A speaker from the Richmond School District gave an overview of social and community issues for First Nations/ Aboriginal people and the history of First Nations in British Columbia. Andrea Davidson and her colleagues at the School District are endeavouring to increase the profile of Aboriginal/First Nations students in the district. Out of about 22,000 students in the district, about 225 students are given aboriginal support. First Nations/Aboriginal people believe each child has a gift that must be nurtured for the benefit of everyone and that community and a sense of community are incredibly important to identity. Most First Nations students in Richmond are 'Urban Aboriginals'. Andrea Davidson spoke of the fact that many Aboriginal people feel they do not see themselves represented in the community and can feel quite invisible in Richmond.

2.1.2 March Guest Speaker

Colin Dring, Executive Director, Richmond Food Security Society (RFSS)

Colin spoke about one of RFSS's main objectives, which is to undertake an Intercultural Food Security Study, looking at how we can move towards supporting local food contributors and bringing them into the conversation about food security (whereas current conversations revolve around things such as Farmer's Markets, where farmers/contributors of color are largely absent). Second, he spoke about another major undertaking, which is the creation of a Richmond Food Charter. He asked that RIAC members consider inviting RFSS to run workshops with their respective organizations in order to provide maximum intercultural stakeholder input into the Food Charter – what are our food values (i.e. health) and issues (i.e. accessibility) in Richmond? He also invited RIAC to invite RFSS back to do a workshop that would take our input and incorporate it into the Charter.

2.1.3 April Guest Speaker

Guest Speaker: Carole Sauro – Manager of Special Projects, VCH.

Carole spoke of the project at VCH to overhaul 'way-finding' (signage) at the Richmond Hospital in public areas. Richmond Hospital hopes to improve people's ability to find their way around the site while addressing multi-lingual and cultural needs. Some ideas for improving 'way-finding' at the hospital put forward by RIAC members included colour coding, the improved use of volunteers, multilingual signage and the use of on-line directories and maps. The use of "universal symbols" was also suggested and RIAC members also debated the merits of translating into Simplified versus Traditional Chinese characters.

2.1.4 May Guest Speakers

Councillor Bill McNulty and Irena Vodchen

Councillor McNulty and Irena Vodchen have been working together to develop a version of the Newcomers Guide in Russian. This version of the guide is now neatly complete and RIAC were asked by Councillor McNulty to endorse the project.

Lee Anne- Smith – Richmond Public Library- Coordinator, Learning Place Services

Lee- Anne Smith introduced the innovative programming planned for 'Multiculturalism Week' which is to be the third week of November. She asked for RIAC ideas for activities for the week and discussed how RIAC could potentially be involved in some of the dialogue events planned. It is hoped that the week will feature events and dialogue that explore cross cultural ideas for community building and involvement in civic life.

2.1.5 June Guest Speakers

Michael Yu and Olga Scherbina – Diversity Clues

Diversity Clues have been contracted by the City of Richmond to carry out diversity training with City staff that work directly with the public. They have carried out two sessions for a 'pilot' which will now be evaluated by City staff. Diversity Clues fed back on these sessions and shared course material- which they asked for input on. This course material will be shared with RIAC members by email. Diversity training for front line City staff is an action in

both the Richmond Intercultural Strategic Plan- 2012-15 and in the Council endorsed Social Development Strategy. Diversity Clues will continue to keep RIAC informed of their work and seek input as the training package continues to be fine tuned.

2.1.6 September Guest Speaker

Sabrina Cordeiro- Bank of Canada-Senior Analyst

Ms. Cordeiro introduced the work of the Bank of Canada. The Bank of Canada has 1,400 employees nation-wide and is a regulatory authority for the financial industry. The Bank works in this role by partnering with other governments, police authorities, and central banks to ensure legitimate and legal banking and financial practice.

One of the roles of the Bank of Canada is to educate the community on counterfeit money detection. Newcomers to Canada can be the target of counterfeiters and often are not aware of how to spot fraud and counterfeit bank notes. Ms. Cordeiro showed a visual presentation on currency fraud and asked committee members to distribute information on the topic to their contacts.

2.1.7 October Guest Speaker

Sheila Yamamoto RCMP Crime Prevention Section

Sheila introduced their recently released "Crime Prevention Guide". This document is designed to replace Block Watch Manual which was 25 years old and Provincial in scope. The RCMP wanted something with local content and were inspired by the RIAC City of Richmond Newcomers Guide. The Crime Prevention Guide supports local RCMP and City priorities

It's an entirely new type of Guide for the City. There has been a Richmond News article supporting the Guide and its content and the Guide is now available throughout Richmond City facilities. Top date the Guide is available in English and Chinese. The Nelson BC Police Department (Chief Falcone) have asked to use the Guide as a template for a similar Guide for their community.

RIAC were asked to provide feedback on the Guide and help publicize it in different cultural communities across Richmond.

2.1.8 November Guest Speaker

Mei Lan Fang, MPH- Gerontology Research Centre, Simon Frazer University

Mei Lang Fang introduced the SFU research study into 'placemaking' at the currently being developed affordable housing development in the Kiwanis towers complex. RIAC members were introduced to the study and were asked for questions and feedback. Community consultation has identified the need for housing interventions that build 'sense of place', ascribed through access to supports to keep tenants mentally and physically active, opportunities to build social capital and also by facilitating an enhanced role for seniors in the design process. To address these needs this research will: (i) understand how sense of place is experienced by older adults transitioning into affordable housing (ii) translate lived experiences into formal and informal supports that foster meaningful aspects of place, and (iii) create a role for older people as active 'placemakers' in community planning and development.

2.2 Major Projects for 2014

2.2.1 Newcomers' Guide

A Russian language version of the Newcomers Guide was produced and launched in October 2014. The launch event was a great success with participation from Russian speaking newcomers and the more established Russian speaking community in Richmond.

A 'Newcomers Guide' protocol/planning document was developed to assist with all aspects of the planning of City of Richmond Newcomers Guides.

The existing English Language version of the Guide was extensively redesigned and edited and corporate sponsorship secured. This will allow the re-launch of both the English and Chinese versions of the Guide in 2015.

3. RIAC SUB-COMMITTEES

The following sub-committees are actively working on issues pertaining to their areas (please see sub-committee reports below):

- Newcomers Guide
- Civic Engagement
- Intercultural Vision and Outreach
- Youth Integration

4. RIAC 2015 WORK PROGRAM

The 2015 work program is based on an extensive evaluation and review of the 2012-2015 RIAC Intercultural Plan, adopted by Council in February 2012. The main focus areas of this new plan are civic engagement and fulfilment of the RIAC intercultural vision and these priorities are reflected in the 2015 Work program.

5. RIAC 2015 PROPOSED BUDGET

RIAC is requesting an operating budget of \$2,500 for 2015. This will cover costs incurred by meetings, forums, interpretation/translation of materials and consultant fees (should these be required) associated with the implementation of the 2015 Work Program.

6. ACKNOWLEDGEMENTS

I would like to take this opportunity to thank all RIAC members who have worked so diligently with great enthusiasm throughout the year, Mayor and Council for their ongoing support and Councillor Derek Dang (RIAC Council Liaison) for attending the meetings and supporting us. I would also like to extend our greatest appreciation to Alan Hill, Staff Liaison, for undertaking extensive work to ensure that committee needs are met and its goals reached.

Prepared by: Diane Tijman
Chair, Richmond Intercultural Advisory Committee
December 2014

RIAC 2014 Membership

Citizen Appointees

Joe Greenholtz
Shawkat Hasan
Diane Jubinville
Lawrence Lim
Philip He
Jamie Hudson
Mohinder Grewal
Joan Verwoord

Organizational Representatives

Diane Bissenden, Vancouver Coastal Health- Richmond
Shashi Assanand, Ministry of Children & Family Development
David Purgart, RCMP Richmond Detachment
Richard Lee, Richmond Community Services Advisory Committee
Nick Chopra, Richmond Community Services Advisory Committee
Parm Grewal, Richmond Community Services Advisory Committee
Aileen Cormack, Richmond Seniors Advisory Committee
Connie Clark, Richmond Community Services Advisory Committee
Viet Vu, Richmond Centre for Disability
Diane Tijman, School District #38

RIAC 2014 SUBCOMMITTEE REPORTS

RIAC - Newcomer's Guide Sub-Committee

The First Edition of the Newcomers' Guide in Russian was launched in October, 2014. This Guide largely came about through the hard work of a number of dedicated volunteers from the Russian community itself.

During the course of 2014 the existing English language version of the Newcomers Guide was completely updated and redesigned. It is hoped to re-launch the English Language version and also the Chinese language version of the Guide in early 2015. Corporate sponsorship has been secured for this purpose.

During 2014 a protocol document was developed and endorsed by RIAC. This document will guide RIAC in the future development of the Guide by providing a rationale and critical pathway for decision making and development.

Lawrence Lim
Chair, Newcomer's Guide Subcommittee

Youth Integration

After a very busy 2013, 2014 was a very quiet year. The Youth Integration Committee will be regrouping in 2014 and preparing for the update of the RIAC Intercultural Strategic Plan.

Diane Tijman
Chair, Youth Integration Subcommittee

Civic Engagement

For the Civic Engagement Committee, 2014 was a very successful year.

The committee spent the year building on the positive community participation in the Intercultural Dialogues of 2013 and continued to facilitate positive contacts among and between Richmond residents. With this in mind, the Civic Engagement committee initiated a campaign called "Hi Neighbor". Research, with assistance by community volunteers, is to be undertaken to identify common barriers' to community involvement. It is planned that the "Hi Neighbor" campaign will be implemented in early 2015.

Shawkat Hasan
Chair, Civic Engagement

Intercultural Vision and Outreach

This was the first full year of this sub group. The group held a planning meeting in the summer and are getting ready to have input in the update process for the RIAC Intercultural Strategic Plan.

Joan Verwoord-
Chair, Intercultural Vision and Outreach

RIAC 2014 SUBCOMMITTEES

Committee/RIAC Actions	Members
<p>Civic Engagement <i>Participation in governance:</i></p> <ul style="list-style-type: none"> - Advise RIAC re: research and information - Advise RIAC re: research initiatives - Advise Council as appropriate <p><i>Information re: rights and responsibilities:</i></p> <ul style="list-style-type: none"> - Advise RIAC and community partners re: existing awareness materials and information campaigns - Advise Council as appropriate 	<ul style="list-style-type: none"> - Shawkat Hasan* - Lawrence Lim - Shashi Assanand - Jamie Hudson - Aileen Cormack - Nick Chopra - David Purghart - Connie Clark
<p>Intercultural Vision and Outreach</p> <ul style="list-style-type: none"> - Expand on civic engagement exercise in partnership with community civic groups - Annual meeting with Richmond newcomers - Annual meeting with help providers for newcomers in need in Richmond. Better statistical and evaluation processes will be encouraged. - Promote a more "open door" policy among community religious and ethnic groups - Direct community feedback to Council, recommendations as appropriate 	<ul style="list-style-type: none"> - Joan Verwoord * - Joe Greenholtz - Shashi Assanand - Richard Lee
<p>Newcomer's Guide</p> <ul style="list-style-type: none"> - Continue updating the Newcomers' Guide - Seek corporate sponsorship and governmental support for translation (e.g., Punjabi, Tagalog) - Oversee the development of 2nd editions of English and Chinese versions and seek corporate sponsorship for updates to Punjabi, Russian and Tagalog editions. - Explore possible role for Volunteer Richmond Information Services (VRIS) and advise Council 	<ul style="list-style-type: none"> - Lawrence Lim* - Nick Chopra - Mohinder Grewal - Diane Bissenden
<p>Youth Integration</p> <ul style="list-style-type: none"> - Continue to explore opportunities for youth to participate in open and respectful dialogue in a variety of venues - Support and promote access to information that addresses the understanding of intercultural issues in the community - Encourage access to cultural events for youth and their families - Advise Council as appropriate 	<ul style="list-style-type: none"> - Diane Tijman * - Philip Tse - Jamie Hudson

***Sub Committee Chairs**

Council Term Goals 2011-2014

This Work Program supports the following Council Term Goals (2011-2014). RIAC will give priority to providing Council with advice regarding the following Council Community Services Goals in 2015. Topics monitored by RIAC are outlined in the table below.

2.1 - Completion of the development and implementation of a clear social service strategy for the City that articulates the City's role, priorities and policies, as well as ensures these are effectively communicated to the public in order to appropriately target resources and help manage expectations.

2.9 - Encourage the development of community volunteer programs and strategies that build a broad, knowledgeable and keen volunteer base and that provide positive and meaningful opportunities for volunteers to utilize their talents while helping to provide important services to the community.

Draft RIAC 2015 Work Program					
Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	RIAC Lead/ Sub-cte	Partners
1. Address language and information and cultural barriers.					
1. Encourage civic involvement by actively exploring community understanding of Remembrance Day and shared cultural heritage around war remembrance.	Meet with immigrant groups to discuss strategies and educational opportunities to create shared understanding of Canadian war remembrance and 'Remembrance Day'	Greater community connection and awareness around shared Canadian values	Increased turn out at Remembrance Day events – shared protocols observed.	Intercultural Vision	Royal Canadian Legion/ Immigrant Serving Agencies
2. Civic education program to encourage greater participation in civic and community life	Meet with civic education groups to identify strategies for the encouragement of newcomers in community and civic life	More new Canadians and underrepresented groups involved in civic and community life	Civic education project identified and implemented	Civic Engagement	Immigrant serving agencies/ Civic education groups
3. The continuing development and updating of the Richmond Newcomers Guides.	Identify future languages for the Guide and funding sources. Re-launch and rebrand the Guide and continue to seek corporate sponsorship	Public empowered and able to make more informed choices concerning their settlement in Richmond	Newcomers Guides updated and new versions identified and funded if and as required.	Newcomers	Corporate partners/ Immigrant serving agencies.

Draft RIAC 2015 Work Program

Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	RIAC Lead/ Sub-cte	Partners
4. Breakdown language barriers by supporting the City and its partners in their plans to develop clear translation guidelines	Work with City staff to offer ongoing advice and review on translation guidelines for the City	Clear lines of communication between the City and all section of the Richmond community.	City Translation and Interpretation Guidelines developed.	Civic Engagement	City of Richmond Corporate Communications
5. Support the City initiative regarding language and signage	Attend workshops and offer other assistance as required	Additional City tools to enhance intercultural understanding	Community workshop and staff report to Council	Civic Engagement	City of Richmond Administration and Compliance
2. Address racism and misconceptions.					
1. Investigate options for encouraging workplaces to consider allowing newcomers to gain Canadian experience through volunteering and job shadowing.	Research and develop 'best practice' examples of volunteering and job shadowing for new immigrants.	New Canadians empowered and gaining work and volunteering experience.	Job shadowing and volunteer work opportunities identified	Civic Engagement	Immigrant Serving Agencies / statutory partners
2. Develop, promote and assist with implementation of the "Hi Neighbour" project- a project to connect and build shared community between neighbours.	Develop a project proposal for the 'Hi Neighbour' project. Meet with City and partner programming staff to investigate opportunities for the development of a pilot project.	Neighbours connected- newcomers and more established Richmond residents connected around common goals	Project plan developed/ partnership sought.	Civic Engagement	Immigrant serving agencies RCSAC/ City of Richmond Community Services.
3. Encourage intercultural activities with an emphasis on aboriginal groups and cultures.	Partner with non-profit and statutory agencies to develop a National Aboriginal Day celebration for 2015.	Aboriginal culture celebrated and links made between aboriginal and non-aboriginal communities	Aboriginal day planned and successfully implemented.	Youth	SD38/ Richmond Youth Service Agency.

Draft RIAC 2015 Work Program

Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	RIAC Lead/ Sub-cte	Partners
4. Share information about RIAC mandate and plans amongst City departments	Intercultural Strategic Plan and 2015 Work Plan distributed to all City departments	Intercultural vision and mandate understand and incorporated across all City Departments	Intercultural Work plans distributed to all City departments.	Civic Engagement	City of Richmond- various departments
3. Ensure that City & other governmental and stakeholder systems, policies and planning processes are aligned with the Intercultural Vision					
1. Work with City of Richmond Community Social Development and Community partners assist with the implementing of the City of Richmond Social Development Strategy.	Assist and advise on implementation as required.	Actions identified and advise given to assist City of Richmond staff and community partners implement the Social Development Strategy	Practical actions identified and implemented and advise given as and when requested.	Civic Engagement	City of Richmond – Community Social Development and others
2. Respond in a timely and thorough manner to referrals and requests from City Council , as and when required	Assist and advise City Council as and when requested	Referrals and requests responded to in a manner that meet Council needs	Number of Council referrals and requests responded to.	Intercultural Vision	City of Richmond- various departments.
3. Working to actively encourage intercultural education and understanding.	Assist with planning and development of the City of Richmond Diversity Symposium 2015 and ensure the City of Richmond Intercultural Vision is incorporated into the event.	Attendees actively more aware, understanding and supportive of the City of Richmond Intercultural Vision.	Practical actions identified and implemented to encourage intercultural education, planning and programming.	Intercultural Vision	City of Richmond Community Social Development

Draft RIAC 2015 Work Program

Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	RIAC Lead/ Sub-cte	Partners
4. Informed outreach to immigrant communities and visible minorities	Work with community partners to develop outreach strategies to immigrant communities	Immigrants connected – lines of communication secured with underrepresented communities.	Outreach strategies planned and partnerships identified and developed.	Intercultural Vision	City of Richmond Community Services/ Immigrant Serving Agencies
5. Intercultural education and the encouragement/ and endorsement of cultural programs to celebrate diversity.	Meet with Community Service programmers to discuss City of Richmond Intercultural Vision.	City programmers designing and delivering programs that incorporate the City of Richmond Intercultural Vision.	Meeting held with City of Richmond programming staff.	Civic Engagement	City of Richmond Community Services
4. To support the development and integration of Richmond's immigrants while doing this in a way that respects family and cultural traditions.					
1. Intercultural media/education campaign to put Richmond on the map as the first intercultural City.	Investigate sponsorship opportunities, plan out media education campaign and present draft campaign to City Council for input and approval.	Interculturalism and the City of Richmond's role in promoting it promoted and understood by Metro Vancouver wide audience.	Media campaign planned.	Civic Engagement	City of Richmond Corporate Communications
2. Encourage cross cultural bridging and understanding through celebrations and events.	Establish RIAC presence at various Richmond cultural events (e.g. Salmon Festival). Investigate feasibility of initiating a 'Richmond Day' for possible presentation to Council for consideration.	Broaden community awareness of, and support for, interculturalism.	RIAC presence at events. Proposal re: Richmond Day developed.	Civic Engagement	City of Richmond Community Services



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: February 6, 2015
File: NF 14-654364
AG 14-654361

Re: **Application by Ecowaste Industries Ltd. for an Agricultural Land Reserve Non-Farm Use (Continuation of Landfill Activities and Relocation of Soil Processing Operations) for the lands bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances**

Staff Recommendations:

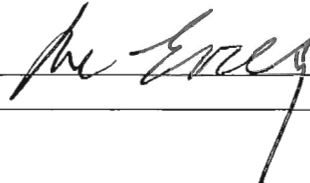
1. That the Agricultural Land Reserve non-farm use application (NF 14-654364) by Ecowaste Industries Ltd. for a non-farm use to allow the continued operation of the existing landfill activities for a period of 20 years to achieve a finished elevation as outlined in the current Design Operation and Closure Plan approved by the Ministry of Environment on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances be endorsed and forwarded to the Agricultural Land Commission;
2. That the endorsed Agricultural Land Reserve non-farm use application (NF 14-654364) be forwarded with the staff recommendation that the Agricultural Land Commission incorporate all prior conditions specified in its original approval granted on April 23, 1993 under ALC resolution #173/93; and
3. That the Agricultural Land Reserve application (AG 14-654361) by Ecowaste Industries Ltd. for a non-farm use to allow the location of four (4) soil processing operations on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances for a period of 20 years be endorsed and forwarded to the Agricultural Land Commission.


Wayne Craig
Director of Development

WC:ke
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Ecowaste Industries Ltd. has submitted two (2) Agricultural Land Reserve (ALR) non-farm use applications on the following lots (the subject site):

- Lot 1 Section 15 Block 4 North Range 5 West Plan LMP40687 – 132.5 acres (53.6 ha); and
- Lot 2 Section 15 Block 4 North Range 5 West Plan LMP40687 – 17.5 acres (7 ha).

The subject site is located in the Agricultural Land Reserve (ALR) bounded by the unbuilt road allowances of Granville Avenue, No. 7 Road, Blundell Road and Savage Road (Attachment 1). A context map is contained in Attachment 2. These properties do not have a civic address. No road openings or subdivision to create additional lots is proposed in this application.

The ALR non-farm use applications are to:

1. NF 14-654364 – Allow the continued operation of the existing landfill activities for a period of 20 years on the subject site in order to comply with the current design, operations and closure plan approved by the Ministry of Environment (Recent updated approval – November 2013); and
2. AG 14-654361 – Locate four (4) soil processing operations related to the landfill for a period of 20 years on the subject site.

These applications involve processing and review by Community Bylaws staff (for the continuation of the soil fill/landfill operations) and Planning staff (for the location of soil processing operations). As these ALR applications are for 2 related aspects of the landfill operation both applications are brought forward for consideration in one report. Both applications require consideration and endorsement by Council, if endorsed, the applications will be forwarded to the ALC for consideration.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 6.

Surrounding Development

To the North: Across the Granville Avenue unopened road allowance, land designated “Agriculture” in the 2041 Official Community Plan and zoned “Agricultural (AG1)”.

To the East: Across the No. 7 unopened road allowance, land designated “Industrial” in the 2041 Official Community Plan and zoned “Agriculture (AG1)”. This area is under federal jurisdiction (Port Metro Vancouver).

To the South: Across the Blundell unopened road allowance, land designated “Industrial” in the 2041 Official Community Plan and zoned “Industrial (I)”. This site is owned by Ecowaste Industries Ltd. who operate a related landfill on the site.

To the West: Across the Savage unopened road allowance, land designated “Agriculture” in the 2041 Official Community Plan and zoned “Golf Course (GC)” and “Agriculture (AG1)”.

Related Policies & Studies

2041 Official Community Plan

The subject site is designated for “Agriculture” in the 2041 Official Community Plan (OCP) (Attachment 3). The soil processing operations are temporary land uses and will be removed when no longer required and the long term objective is for the site to be remediated back so that it can support agricultural uses. No amendments are required to the 2041 OCP.

Environmentally Sensitive Area Designation

There is an Environmentally Sensitive Area (ESA) designation that runs along the west edge bordering the subject site within the Savage Road allowance. The proposed landfill activities and soil processing operations are not located within the designated ESA and will not be impacted by the proposal and a Development Permit is not required.

Riparian Management Area Designation

A 15 m wide Riparian Management Area (RMA) exists along the subject site’s north and east edges associated with a drainage canal along the Granville Avenue and No. 7 Road allowances. Environmental Sustainability staff have reviewed the proposal and confirm there is no encroachment into the RMA, and no additional approvals are required.

Zoning – Agricultural (AG1)

The subject site is zoned “Agriculture (AG1)”. The proposed soil processing activities also will be involved in providing a portion of the necessary soils and fill materials to remediate the closed landfill so that it can support agricultural uses. The landfill and supporting soil processing activities are temporary interim uses, that once closed and removed, will result in the site being capable of supporting land uses and activities that are consistent with the existing “Agricultural (AG1)” zoning.

The landfill site operated by Ecowaste and the 4 sub-contracted soil processing activities are all individual commercial businesses. As a result, each will be required to apply for and obtain the necessary business license(s) from the City if the ALR applications are supported by Council and approved by the ALC.

Related Regulatory Bylaws

If the ALC approves the fill application for the subject site, the applicant will be required to comply with the following bylaws and provide the following securities to the City:

- Boulevard and Roadway Protection Regulation Bylaw 6366, including providing security to the City in the amount of \$5,000 pursuant to section 8 (d) of the Boulevard and Roadway Protection Regulation Bylaw 6366 to ensure that roadways and drainage

systems are kept clear of materials, debris, dirt or mud during or resulting from the fill activity.

- Watercourse Protection and Crossing Bylaw 8441, prohibiting the introduction of pollution (such as sediment laden water) to the City's watercourse.
- Soil Removal and Fill Deposit Regulation Bylaw 8094, including depositing a security bond in the amount of \$10,000 to the City pursuant to section 4.2 of the Soil Removal and Fill Deposit Regulation Bylaw 8094 to ensure the full and proper compliance with the provisions of this bylaw and all terms and conditions of the soil deposit permit.

Richmond Agricultural Advisory Committee (AAC)

Both ALR non-farm use applications were reviewed by the City's Agricultural Advisory Committee (AAC) a total of three times and AAC comments are summarized as follows (Attachment 11 – Excerpt of all AAC minutes):

- March 13, 2014 – AAC requested additional information from the applicant.
- April 24, 2014 – AAC supported both ALR applications proceeding to Council for consideration.
- November 20, 2014 – Both ALR applications were brought back to the AAC, as new information arose and it was determined that the AAC should be made aware of this additional information. Based on this additional review by the AAC, the following motions were supported by the AAC (note: this decision is different from the approval granted by the AAC on April 24, 2014):
 1. *The relocation of the four soil processing operations that are directly related to the Ecowaste landfill operations be supported on a temporary basis subject to no net increase in fill on the subject site.*
 2. *That a restrictive covenant be recommended to be registered on the other ALR properties in Richmond owned by Ecowaste Industries Ltd. to limit the uses of the properties to agriculture.*

The applicant has submitted the following in response to the latest AAC recommendation on November 20, 2014:

- Both ALR applications (continuation of the landfill and related soil processing operations) are directly related to each other as the soil processing activities will support soil fill and removal activities for the Ecowaste's entire landfill operation (both within and outside of the ALR).
- The applicant notes that the ALR applications are consistent with the current Ministry of Environment approved design, operations and closure plan for the landfill operation.
- Although landfill activities will focus on the Ecowaste's industrial zoned land outside of the ALR (south of Blundell Road) for the next 8-10 years, the landfill site in the ALR will still be used as a temporary landfill site to support the overall operation in addition to the proposed soil processing operations.
- In response to the requested legal agreement by the AAC identifying that other land owned by Ecowaste in the ALR can only be used for agriculture purposes, the applicant submits that existing land use controls (Zoning and ALR regulations) are sufficient and have responded that the any legal agreement would not be necessary and have concerns about the AAC recommending such a covenant over the balance of the applicant's lands in the ALR.

Access Provisions

The subject site, bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances, does not have frontage on an open, constructed public road. Ecowaste owns the properties south of the subject site extending south to Williams Road, which is the main vehicle access.

A constructed public road in the Blundell Road allowance generally between No. 7 Road and Savage Road is proposed as part of Ecowaste's industrial development. Design, City approval and construction of these road works will be completed through a City Servicing Agreement. Once completed, both Ecowaste landfill sites would then have road frontage for access/servicing purposes. Until this occurs, access will continue through private roads on Ecowaste owned properties from Williams Road. To ensure that this access arrangement remains available through all of Ecowaste properties north of Williams Road, a legal agreement will be registered on the title of the appropriate lots that will:

- Cover all Ecowaste owned properties bounded by Williams Road to the south, Savage Road allowance to the west, Granville Road allowance to the north, No. 7 Road allowance to the east and the rail allowance running along the south east edge.
- Identify that all properties within this area cannot be transferred/sold independent of one another.
- Registration of this legal agreement would be required prior to issuance of any Building Permits on the ALR lands north of Blundell Road (Attachment 13).

Background

Project Description – Ecowaste Landfill Operation

Ecowaste Industries Ltd. currently operates an active landfill operation on the subject site. This operation also extends on the lot to the south, across the Blundell Road allowance. This second landfill property is not located in the ALR and is not part of this application. This second landfill operation is designated "Industrial" in the 2041 Official Community Plan and zoned "Industrial (I)" (Attachment 3).

Based on the approved Ministry of Environment design, operations and closure plan for the site, Ecowaste's ultimate finished elevation will be 17 m geodetic at the highest elevation (Attachment 4 – Proposed Landfill Contour Map). The ALR application request to allow the continued operation of the existing landfill activities for a period of 20 years includes the following components:

- Filling of the site with processed soils and inert construction, demolition and excavation waste
- Removal of processed soils from the ALR portion of the landfill for placement on other portions of Ecowaste landfill outside of the ALR on their proposed industrial site.
- Remediate the closed ALR landfill site to an agricultural standard as determined by the ALC.

Project Description – Ecowaste Soil Processing Operations

This ALR non-farm use application proposes to locate three new soil processing activities on the portion of the landfill north of the Blundell Road allowance within the ALR, including an existing soil processing operation (Yardworks/Arrow). There was no Council or ALC approving this operation, and this application includes a request to formally permit this operation on-site.

The four (4) soil processing operations support the activities of the landfill by processing materials before being placed within the landfill (both in and outside of the ALR). The applicant subcontracts soil processing activities to four (4) separate commercial businesses, generally involved in composting, soil processing and production, soil bioremediation and wood waste/organic material recycling (a site plan of the soil processing operations is contained in Attachment 5). These soil processing activities will also support the required remediation of the closed landfill by providing some of the necessary agricultural top soils and underlying suitable agricultural fill required to remediate the site.

Any structures and buildings required to support the soil processing operations are temporary in nature and can be removed easily without any impact to the land.

These soil processing operations would be long-term, but ultimately temporary land uses up to 20 years. The activities must be removed once the ALR portion of the landfill operation is closed in accordance with Ministry of Environment requirements and remediation of the site to a suitable agricultural standard is completed in accordance with ALC requirements.

Previous ALC Approvals

In 1993, the ALC approved the Ecowaste application for a landfill at the site and a City of Richmond soil conservation permit S-271 was issued for five (5) years. In 1998, Ecowaste applied to the City of Richmond and the ALC to extend the permit for a period of ten (10) years. This was approved and the renewed permit expired on June 30th, 2009. A copy of the ALC letter approval is contained in Attachment 7.

The existing Soil Conservation Permit (S-271) expired in 2009. Ecowaste has confirmed that once they became aware of the expiration, they:

- Notified the ALC of the lapsed permit, who advised them to submit an appropriate application and ensure that the terms and conditions of the previous issued permit were being complied with;
- Began exploration of long-term industrial development options for Ecowaste's industrial zoned and designated land, which would ultimately impact the requested time extension for the landfill operating in the ALR.

Ecowaste has applied to further extend the landfill activities for 20 years and has made revisions to the proposed scope of works, including exceeding the maximum elevation requirements (8 m above sea level) contained in the original ALC approval. As a result, this ALR application covering the landfill proposes to align any ALC approvals to be consistent with the current approved Ministry of Environment design, operations and closure plan.

A timeline related to the Ecowaste landfill activities is contained in Attachment 8.

Provincial Permits and Licenses

All of Ecowaste's landfill activities are permitted and regulated through an operational certificate issued by the BC Ministry of Environment (Operational Certificate MR-04922). The current operational certificate regulates the current design, operations and closure plan approved by the Ministry (Attachment 9 – BC Ministry of Environment approval letter). The operational certificate does not specify an expiry date; however, it does require compliance with a specific closure plan for the landfill. Ecowaste is permitted to accept up to 230,000 tonnes of construction, demolition and excavation waste per year at the landfill. The landfill also holds licenses and permits from Metro Vancouver in relation to the landfill operation and composting activities.

Proposed Ecowaste Industrial Development

Ecowaste is currently developing plans for a phased light industrial development located south of the Blundell Road allowance outside of the ALR (Attachment 10 – preliminary site plan). This development proposal is relevant to the ALR applications considered in this report as the continued landfill activity on the industrial development site south of the Blundell Road allowance results in the following:

- Longer time period to complete, close and remediate the landfill on the ALR site.
- Relocation of the soil processing operations (currently located on the landfill south of the Blundell Road allowance) onto the ALR site due to ongoing landfill activities on the industrial site.

Community Bylaws Analysis of ALR Non-Farm Use Application (NF 14-654364) – Landfill Operation

City records confirm that there has been no adverse impact to the community or city infrastructure due to this landfill business being operated by Ecowaste.

The ALC staff have advised that there have been no complaints on this property with regard to the landfill operation and that the property is in compliance with the original authorization from the ALC under the *Soil Conservation Act* and in compliance with the ALC Act.

Staff note that drainage and ground heave do not appear to have been an issue at this site, however the City expects that Ecowaste will continue to manage drainage and leachate as required under the ALC resolution #173/93 and the Ministry of Environment's issued operational certificate.

Ecowaste reports that it has filled approximately 75% of the ALR site (in accordance with the approved BC Ministry of Environment design, operations and closure plan) and the project, as required by the ALC Resolution #173/93, is being overseen by a land reclamation specialist. The ALC Resolution required the submission of semi-annual reports on the landfill operation. The most recent report was submitted by Ecowaste's consultant (Pottinger Gaherty Environmental Consultants Limited) at the end of 2013. This report and subsequent addendum reviewed the overall project and confirmed compliance with previous ALC approvals and conditions (Attachment 12).

If the ALR portion of the landfill site was not permitted to continue filling the remaining 25% of the site, the ability to properly remediate the site to support agricultural activities would be challenging as the site has varied elevations, which would make future implementation and management of supporting agricultural drainage irrigation systems difficult and reduce the overall area of land that could be remediated for farming. The 20 year extension enables the landfill activities and closure plan to be implemented, in order for the site to be remediated back so that it can support agricultural uses.

Planning and Development Analysis of ALR non-farm use application (AG 14-654361) – Soil Processing Activities

Planning and Land Use

The applicant is requesting to relocate soil processing operations from the landfill south of the Blundell Road allowance to the north portion of the landfill in the ALR due to site constraints as they continue fill activities and work towards closure of the landfill on the “Industrial (I)” zoned site.

For efficiency in the ongoing landfill operation, the time-limited (20 year period) temporary relocation of soil processing activities to the north ALR property facilitates effective operation of the landfill, including closure and remediation back to agricultural use.

In response to potential adjacency impacts to surrounding properties, the proponent has confirmed that the soil processing activities will not generate any odours. Dust from access roads will be controlled with water trucks. The proponent has also confirmed that noise will be minimal and all soil processing operations will cease by 4 pm daily.

Financial Impact

None anticipated.

Conclusion

The proposed two ALR non-farm use applications are to:

1. NF 14-654364 – Allow the continued operation of the existing landfill activities for a period of 20 years on the subject site in order to comply with the current design, operations and closure plan approved by the Ministry of Environment (Recent updated approval – November 2013); and
2. AG 14-654361 – Locate four (4) soil processing operations related to the landfill for a period of 20 years on the subject site.

All technical issues related to both ALR non-farm use applications have been addressed. The proponent has identified in the application that plans to develop an industrial park south of Blundell Road has resulted in Ecowaste requiring a further 20 year time period to complete, close and remediate the landfill site in the ALR. The soil processing operations directly support and are ancillary to the landfill activities and will be removed from the ALR portion of the landfill site to enable remediation back to agricultural capability as required by the ALC. Both ALR applications are consistent with the existing Ministry of Environment approval for the landfill site.

Staff recommends that both ALR non-farm use applications be endorsed and forwarded to the ALC to:

1. Allow for the continued existing landfill operation activities for a period of 20 years to achieve a finished elevation as outlined in the current Design Operation and Closure Plan approved by the Ministry of Environment and that this application be forwarded with the recommendation that the Agricultural Land Commission incorporate all of the conditions as specified and contained in its original approval granted under ALC resolution #173/93;
2. Locate four (4) soil processing operations related to the landfill for a period of 20 years on the subject site.



Kevin Eng
Planner 2



Ed Warzel
Manager, Community Bylaws

KE:rg

Attachment 1: Location Map

Attachment 2: Ecowaste Context Map

Attachment 3: Development Data Sheet

Attachment 4: 2041 Official Community Plan Reference Map

Attachment 5: Excerpt of AAC Meeting Minutes (March 13, 2014; April 24, 2014; November 20, 2014)

Attachment 6: Ecowaste ALR Landfill Site – Contour/Elevation Map of Closed/Remediated Landfill Site

Attachment 7: Site Plan – Soil Processing Operations

Attachment 8: ALC Approval Letter (1993)

Attachment 9: Timeline – Ecowaste Landfill Activities in the ALR

Attachment 10: Ministry of Environment Approval Letter – Design, Operations and Closure Plan

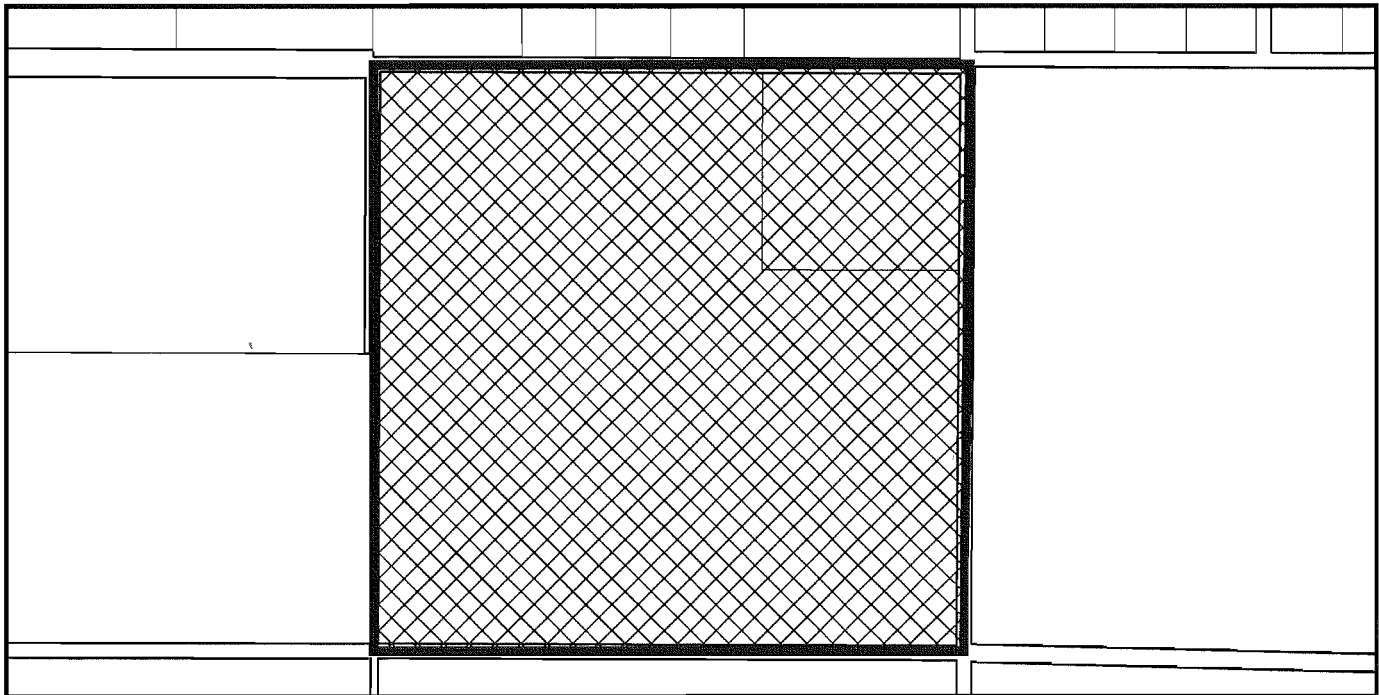
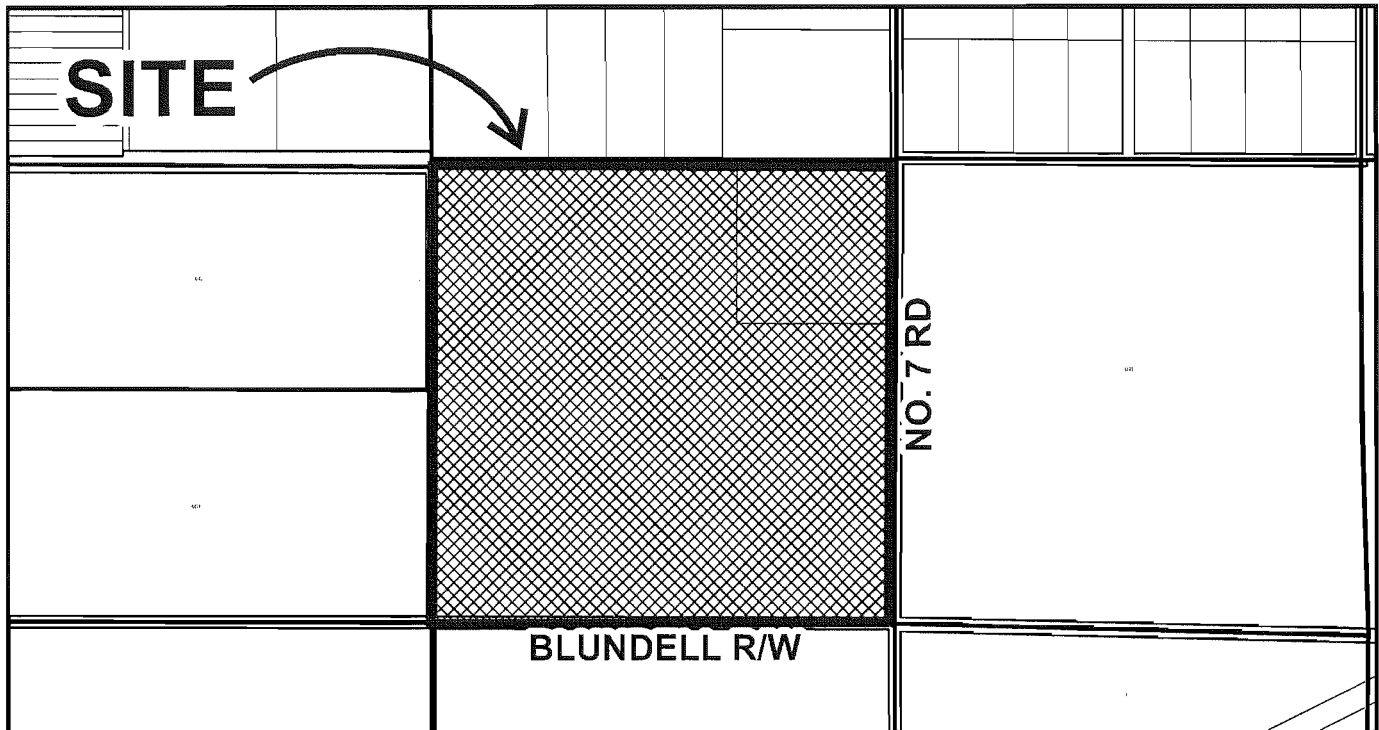
Attachment 11: Ecowaste Phased Light Industrial Development Plan (South of Blundell Road).

Attachment 12: Agrologist/Environmental Consultant's Report – Agricultural Remediation

Attachment 13: Building Permit – Legal Agreement Requirement



City of
Richmond



AG 14-654361;
NF 14-654364

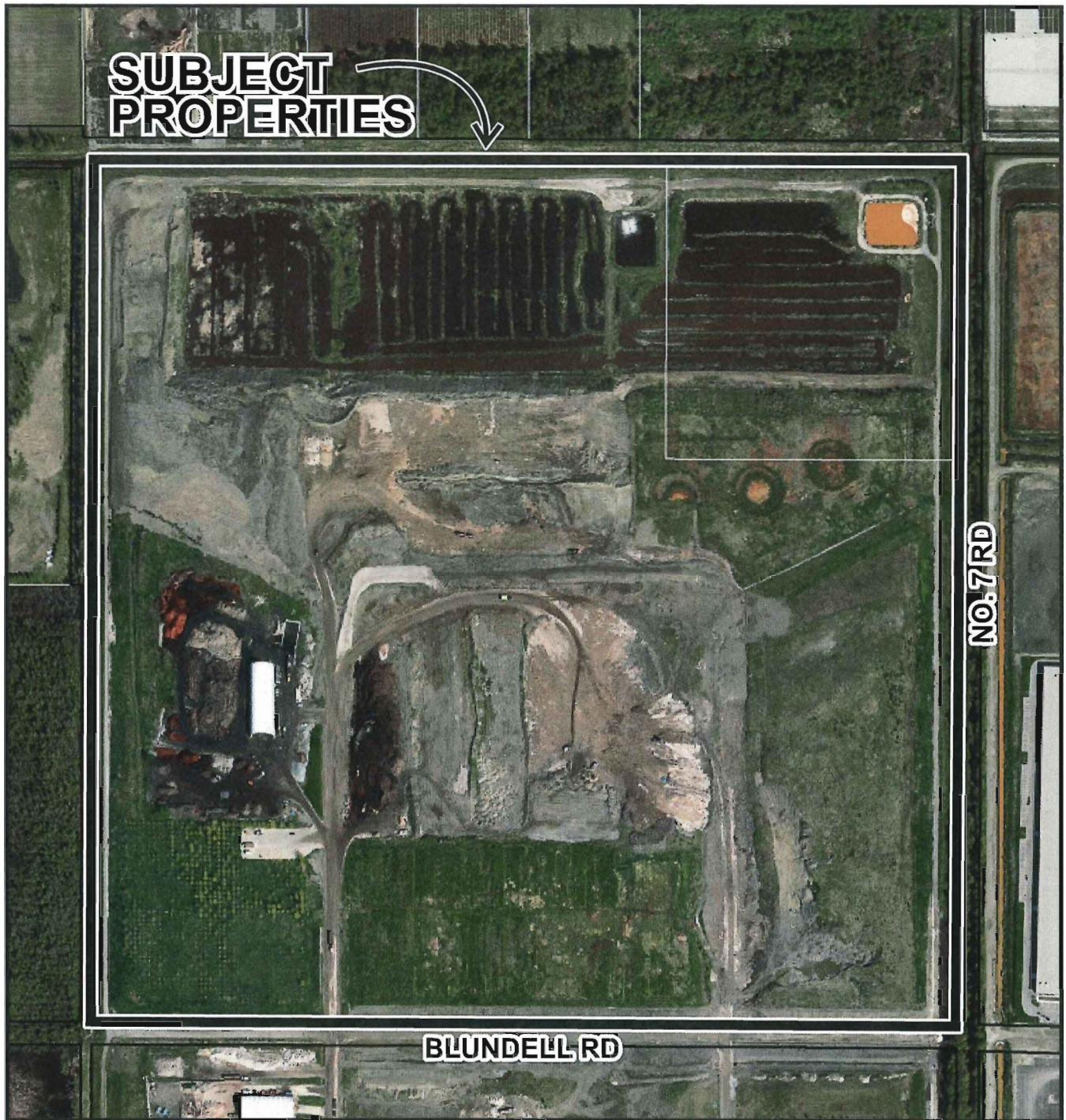
Original Date: 07/07/14

Revision Date: 02/03/15

Note: Dimensions are in METRES



City of
Richmond



AG 14-654361;
NF 14-654364

Original Date: 02/12/14

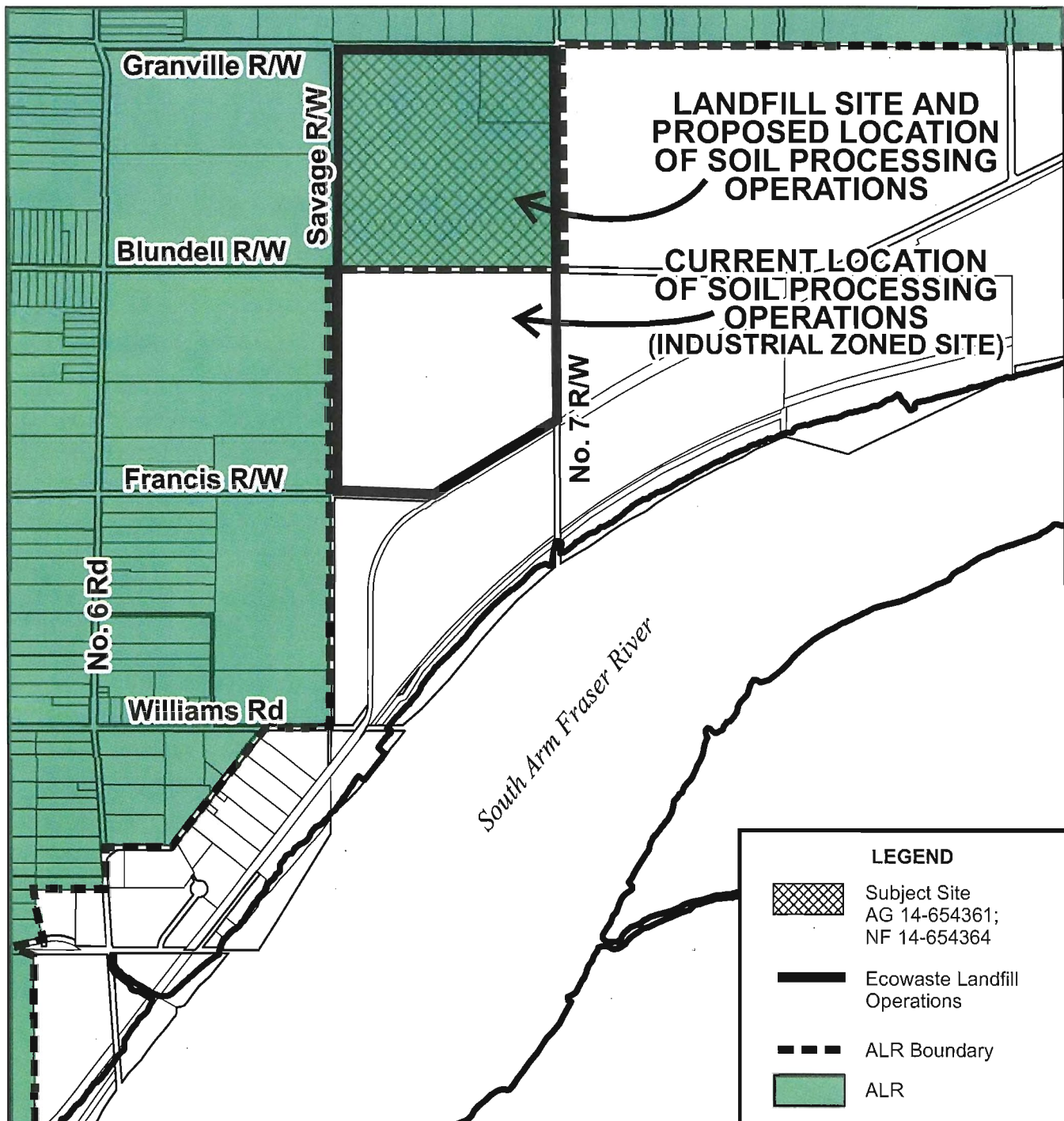
Revision Date: 02/03/15

Note: Dimensions are in METRES

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City of
Richmond



Ecowaste Reference Map: Land Use Context

Original Date: 07/08/14

Revision Date: 02/06/15

Note: Dimensions are in METRES



AG 14-654361; NF 14-654364

Attachment 3

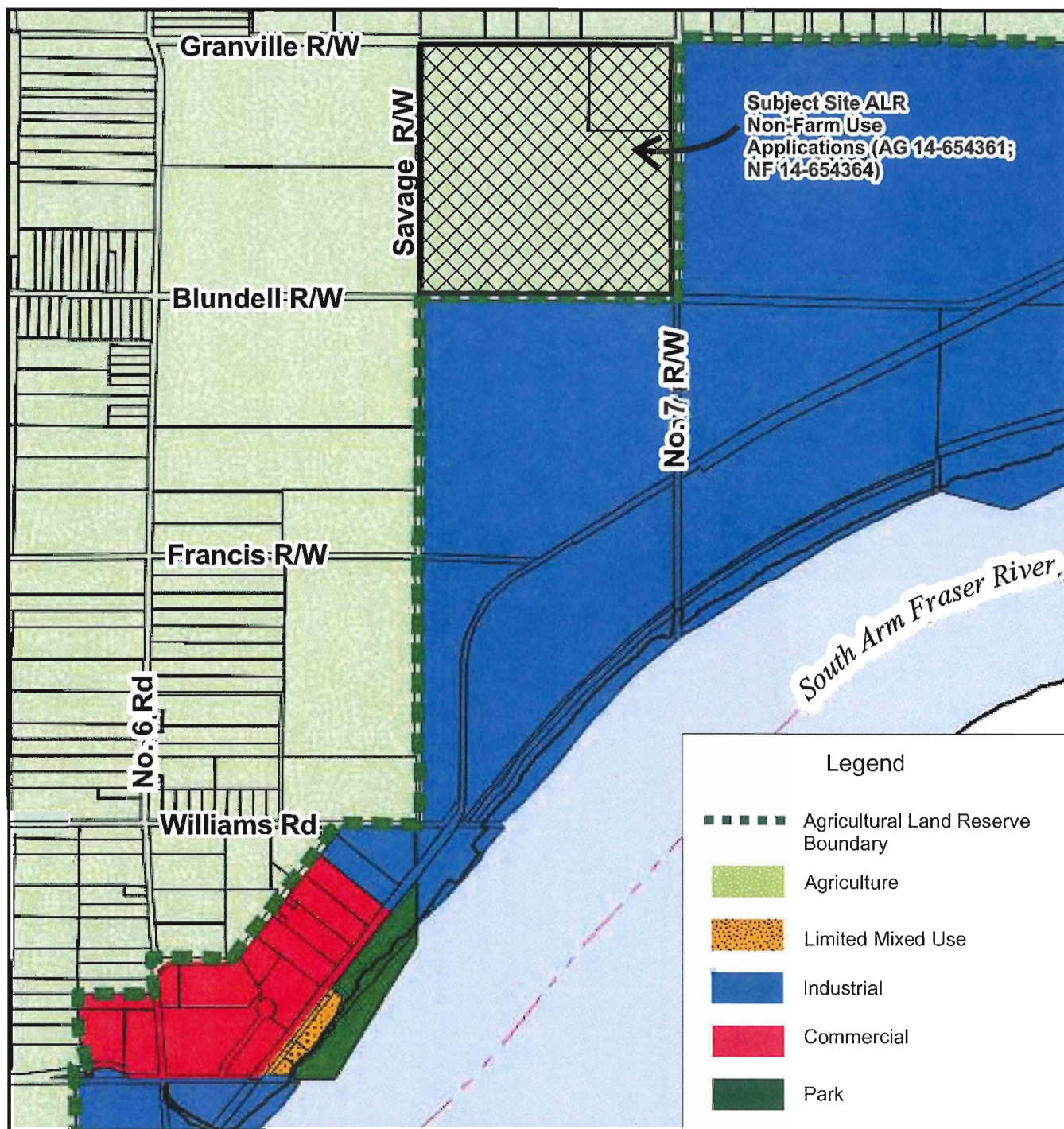
Location: Lands bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances

Applicant: Ecowaste Industries Ltd.

	Existing	Proposed
Owner:	Ecowaste Industries Ltd.	No change
Site Size (m²):	150 acres or 60.6 ha	No change
Land Uses:	Landfill activities and related uses in conjunction with partially remediated areas used for woodlot production	<ul style="list-style-type: none"> Landfill activities and related uses to remain status quo. Extend landfill activities for 20 years Addition of four soil processing operations that directly support the landfill activities.
Agricultural Land Reserve:	The site is contained in the ALR	No change
OCP Designation:	Agriculture	No change
Zoning:	Agriculture (AG1)	Zoning amendment proposed to be brought forward after a decision on the ALR non-farm use application.
Other Designations:	<ul style="list-style-type: none"> ESA outside of and along the west edge of the site. 15 m RMA along the north and east edges of the site 	Existing ESA and 15 m RMA designated portions of the site will not be impacted.



City of
Richmond



Richmond Official Community Plan Land Use Map

Original Date: 07/08/14

Revision Date: 02/03/15

Note: Dimensions are in METRES

Excerpt of Meeting Minutes – March 13, 2014
Agricultural Advisory Committee

7011 No. 7 Road ALR Non-Farm Use Applications

Staff provided an overview of the two separate ALR non-farm use applications submitted by Ecowaste Industries Ltd. 1) ALR non-farm use application to undertake soil fill/removal requesting to extend the time period for the existing landfill operation operated by the proponent; and 2) ALR non-farm use application to locate soil processing activities related to the landfill on ALR land.

The first ALR application related to the requested extension for the landfill operation on ALR land is related to the redevelopment of the proponent's industrial zoned site outside of the ALR, resulting in an extended time period to complete the filling on the ALR portion of the landfill operation. The applicant is requesting an extension of approximately 20 years to complete soil fill activities and that all activities (total volume, closure of landfill and land remediation to an acceptable agricultural standard) will be in accordance with the original ALC approval granted in 1992.

Committee members had the following questions and comments on the proposal:

- Committee members asked the applicant about options available should the ALR application to extend the fill operations for the landfill site in the ALR not be approved. The applicant advised that due to different site elevations currently on the ALR landfill site, it would be difficult to achieve the level grade needed to undertake farm activities as required in the ALC's original approval. Furthermore, the proponent noted that remediation of the ALR landfill site to a suitable agricultural capability would be challenging if fill activities were no longer permitted.
- In response to questions from Committee members about the current farm activities being undertaken on remediated portions of the ALR landfill site and what would be done as landfill activities shifted to the industrial lands, the proponent identified that agricultural activities consisted of woodlot production and that temporary closure of the ALR landfill site would occur.
- In response to questions about timing, the proponent identified that the reason for the requested extension for filling on the ALR portion of the site was primarily due to fluctuating rates of receipt of waste materials received by the landfill since operation and that the reopening of the landfill on industrial designated lands extended the time period approximately 10 years. The applicant noted that the ALR landfill site is approximately two-thirds completed.
- The proponent and Committee members discussed Ecowaste land holdings in Richmond, including land both within and outside of the ALR. Committee members noted concerns about what would happen to Ecowaste land holdings in the ALR and

if the time extension of the landfill proposal would set an undesirable precedent. In response, the applicant confirmed that there are no plans to undertake additional filling by Ecowaste on ALR lands and that a previous proposal for an 80 acre parcel in the ALR was withdrawn.

- Committee members asked questions about the agricultural capability of Ecowaste's land holdings in the ALR. In response, the proponent noted that the agricultural capability's on each site varied, but some site's had been historically mined for peat while others had low elevations which posed challenges to farming. Committee members questioned whether extensive filling was necessary to undertake farming on site's with lower elevations.
- The proponent confirmed that the current authorization to fill land in the ALR expired in 2010 and that they had been in discussion with the ALC and Ministry of Environment to develop an appropriate request for extension and closure plan based on required ALR land use approvals and Ministry of Environment operational certificate applicable to the landfill activities.
- The proponent noted that the elevation of the landfill site in the ALR will be approximately 15 m. Committee members noted potential concerns about the impacts on drainage to other surrounding farm operations given the significant difference in elevation of the landfill site.
- General discussion ensued about the price of placing materials in the landfill compared to tipping fees associated with illegal dumping activities on farmland.
- One committee member suggested that a covenant be placed on the remaining Ecowaste ALR land holdings that restricted further filling on these parcels. The proponent identified that any proposal to place fill on farm land requires approval through the normal ALR non-farm use application process required to be approved by Council and the ALC.
- General concerns were identified by Committee members about the type of agricultural activities being undertaken on remediated portions of the landfill site (i.e., woodlots) as not being the most suitable or productive of farm activities. In response, the applicant noted that the woodlots provided for additional composting materials, and also assists in leachate management for the landfill activities. It was further noted that the current leachate management provisions operating on the landfill site were not suited to growing food crops currently. However, undertaking food production and other suitable crops on the landfill site once leachate management is completed and/or diverted to an appropriate waste system over the long term may be possible.
- In response to questions about the ownership of Ecowaste Industries, the proponent noted that Ecowaste is owned by Graymont Industries which is a privately owned company based in B.C.

As a result of the discussion, the AAC moved and seconded the following motion:

That the ALR non-farm use application by Ecowaste Industries to extend the permit to place fill and continue operations of the existing landfill on the subject site be referred back to the proponent with direction to provide responses to the following Committee requests:

- *Provide appropriate historical background information and approvals granted by the ALC under the previous Soil Conservation Permit.*
- *Provide elevations of the subject site before filling/landfill activities commenced on the subject site and proposed finished elevations once remediation activities is completed.*
- *Provide information on the elevation of surrounding agricultural properties and an assessment of the impacts of the increased elevation of the landfill site to drainage on surrounding agricultural properties.*
- *For Ecowaste's remaining properties they own in the ALR, request a response from the proponent about the feasibility of registration of a legal agreement on these remaining properties restricting any future filling and/or landfill activities in exchange for allowing the request to extend filling activities on the existing landfill operation in the ALR for an additional 20 plus years.*
- *Provide information from the proponent about contingencies for the landfill site should the ALR non-farm use application to extend the fill activities not be approved.*

Carried Unanimously

Staff provided a brief summary of the second related ALR non-farm use application to locate 4 soil processing operations (contracted out by Ecowaste) on the ALR portion of the landfill site. It was noted that the soil processing activities were critical to the overall operation of the landfill both in and outside of the ALR and that the existing Operational Certificate issued by the Ministry of Environment permitted the soil processing activities. 4 of the soil processing activities are currently located on the industrial zoned land with 1 operation currently located on ALR portion of the landfill. The proposed reopening of the landfill on the industrial zoned site south of Blundell Road and ultimate plans to redevelop this site to a warehouse/light industrial complex are the reasons for the relocation of these activities to the ALR portion of the landfill site.

In response to questions, the proponent clarified that the existing location of the soil processing activities is based on the site's operation as a landfill and not because of the industrial zoning/land use designation for land south of Blundell. The proponent also provided information on the type of activities that the soil processing operations undertake to ensure that materials placed in the landfill are processed and remediated to an acceptable standard before being placed in the landfill. The proponent also clarified that the soil processing activities proposed for the ALR portion of the landfill are temporary land uses,

which would be removed once the landfill activities are complete and the land remediated back to a suitable agricultural standard as specified in the original ALC's approval.

Based on the discussion and the previous referral of the first ALR non-farm use application (soil fill associated with the landfill), the AAC moved and seconded the following motion:

That the ALR non-farm use application proposing to locate 4 soil processing operations on the ALR portion of the landfill be tabled until such a time when the previously referred ALR non-farm use application (soil fill associated with the landfill) is ready to be brought forward to the AAC for consideration.

Carried Unanimously

Excerpt of Meeting Minutes – April 24, 2014
Agricultural Advisory Committee

7011 No. 7 Road ALR Non-Farm Use Applications

Kevin Eng (Policy Planning) provided an overview of the two separate ALR non-farm use applications submitted by EcoWaste Industries Ltd. The first application is for an ALR non-farm use to undertake soil fill/removal requesting to extend the time period for the existing landfill operation operated by the proponent. The second application is for an ALR non-farm use application to locate soil processing activities related to the landfill on ALR land.

Mr. Ned Pottinger, representing the proponent, made a presentation that addressed questions brought up by Committee members from the March 13, 2014 AAC meeting. The presentation included a summary about EcoWaste, and a historical background about their landfill operation. The presentation noted current farm activities on the site and summarized their two non-farm use applications.

Committee members were asked to consider a separate motion for each non-farm use application.

Committee members had the following questions and comments on the first non-farm use application proposal:

- Committee members asked how this soil deposit permit application compares to other applications made to the City. Staff explained that this application is unique in that it received authorization from the Province to deposit soil more than 20 years ago. A similar application made today would likely be processed differently, and may not necessarily be approved.
- Committee members asked if this type of application would be approved today. Staff indicated that this application is essentially a continuation of a non-farm use application that was approved in 1993 under the previously repealed Soil Conservation Act. The applicant would have a number of conditions to fulfill when the landfill is complete to ensure that the land can be farmed.

The following motion was moved and seconded by Committee members:

That the Agricultural Land Reserve non-farm use application by EcoWaste Industries to extend the permit to place fill and continue operations of the existing landfill on the subject site proceed to Council.

Carried (5 members in favour; 1 member opposed)

Committee members had the following questions and comments on the second non-farm use application proposal:

- Committee members asked if it is feasible to move the soil remediation operations that are part of the second non-farm use application to another site that is not in the ALR. The applicant indicated that they need the soil remediation operations on site to continue with the operations of the landfill. It would prevent contaminated soil being buried and it reduces the number of truck traffic by having the operations on site.
- Committee members asked if the agricultural land will be compromised due to the non-farm uses. The applicant indicated that it would not as the uses have linings and, in some cases, they are double lined to ensure the soil is not contaminated. The applicant also noted that once the landfill is closed an additional layer of soil will be added.

The following motion was moved and seconded by Committee members:

That the Agricultural Land Reserve non-farm use application by EcoWaste Industries to locate 4 soil processing operations on the ALR portion of the landfill site proceed to Council.

Carried (4 members in favour; 2 members opposed)

Excerpt of Meeting Minutes – November 20, 2014
Agricultural Advisory Committee

Development Proposal – ALR Non-Farm Use land bounded by Blundell, Savage, Granville and No.7 (Ecowaste Industries)

Tom Land from Ecowaste Industries Ltd. provided a PowerPoint presentation that included background information about the company, information on three other ALR properties owned by the company and a brief overview of the two non-farm use applications before the AAC. The applications are: 1) to extend the time period (20 years) for the existing landfill operation and increase the elevation of the fill to 18 m and 2) to locate soil processing activities related to the land fill operation on the site. Mr. Land noted that the AAC previously reviewed both applications and recommended that they proceed to Council. However, after further review by staff and the proponent, it was identified that the proposal also involved a request to increase the ultimate elevation of the landfill site from 8m (previously approved by the Agricultural Land Commission) to 18m and the proposal with updated information was being forwarded to the AAC for review and comment.

Ecowaste has been operating under an operational certificate issued by the Ministry of Environment (MOE), which identifies in the approved design, operations and closure plan an 18 m elevation. The proponent worked on the assumption that the 18m elevation was also approved by the ALC, but it was never ratified by the ALC. The originally approved elevation by the ALC in 1993 was 8 m. The proponent noted that the current elevation of the site varies but the highest point was already approximately 16m and the discrepancy was due to administrative oversight. The 18 m elevation is what is required based on the current design, operation and closure plan. The proponent indicated that the increased elevation would not have any impact on the ALC requirement to remediate the site and agricultural capabilities.

AAC members had the following questions and comments:

- Committee members requested clarification on how the discrepancy was not identified for such a long time and why the ALC approval specified 8m instead of 18m.
- The proponent's consultant clarified that the approval letter from the ALC did not specify the 8 m elevation but noted "as submitted" and the plans submitted to the ALC showed 8 m. The proponent noted that the existing elevation was already above the approved line (i.e., 8m).
- Committee members asked why filling was required. The proponent explained the filling was required because due to the proponents overall plans to fill the landfill in the ALR in accordance with the approved design, operations and closure plan and industrial related development plans for the landfill site located south of the Blundell Road allowance outside of the ALR..

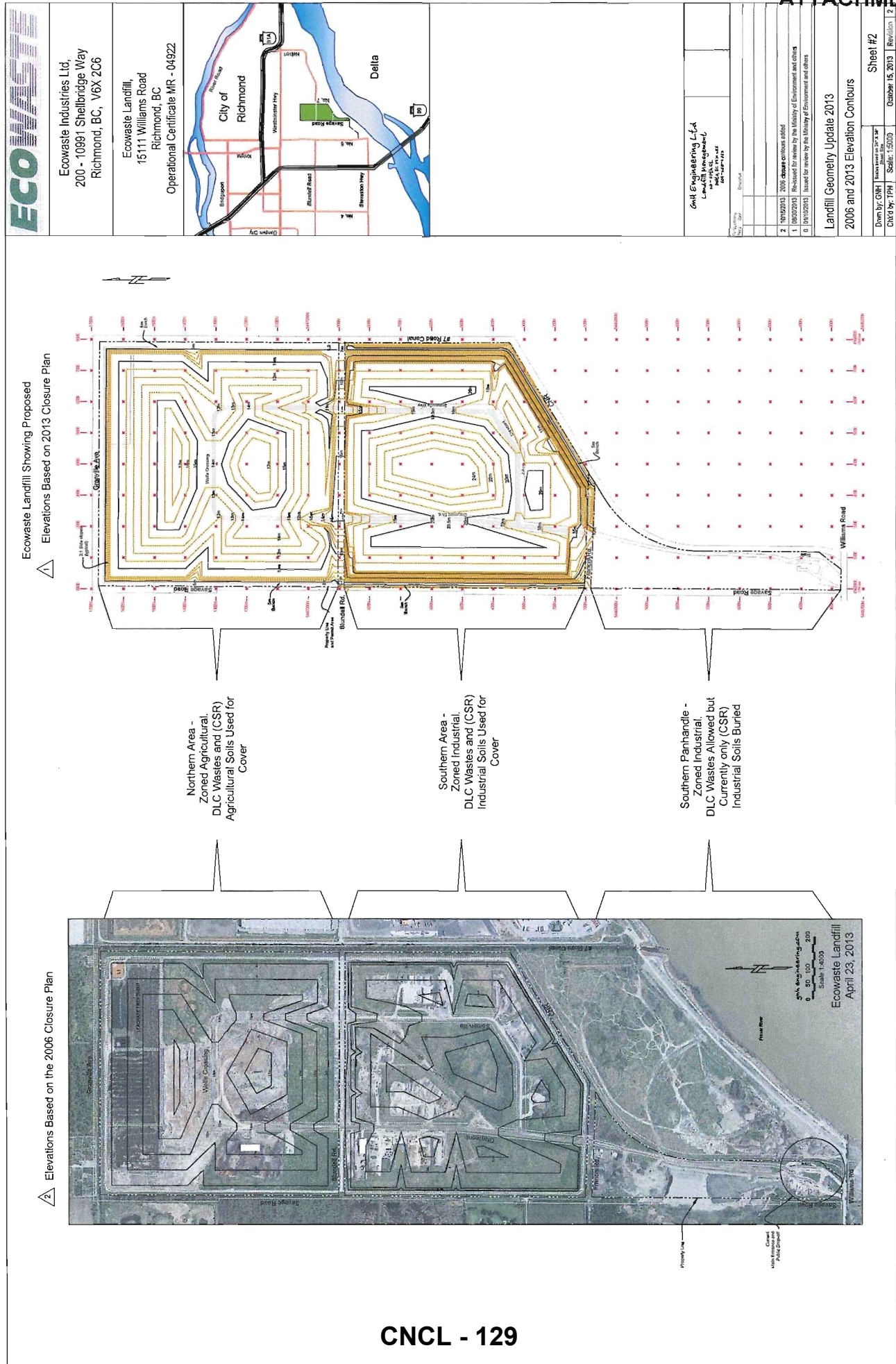
- In response to the Committee's question, the proponent confirmed that soil processing activities would be temporary accessory uses until the landfill operations in the ALR cease and the site is remediated.
- Committee members asked if there are any future plans for the other ALR properties owned by Ecowaste. The proponent noted that no specific plans had been identified but the radio tower from one of the sites had been removed. One of the sites has been historically mined for peat but can potentially be used for agriculture.
- Committee members noted that no permanent buildings should be allowed other than temporary buildings.
- Committee members asked what happens after the landfill activities cease and how the activities would be monitored. The proponent clarified that they were obligated to report to the MOE and specialists were on board to monitor the activities.
- Councillor Steves provided the background/history of the ALR designation and use of the subject site, which at the time was low lying land due to previous peat extraction activities that posed significant challenges to farm the property. These on-site conditions were noted as contributing factors in the ALC's decision to allow a landfill operation on the ALR site.
- Committee members expressed significant concerns regarding the future of the other ALR properties, rather than the current use of the subject site as the land was not productive.
- Clarification was requested regarding the access route to the site. Committee members asked whether the Blundell road allowance between the ALR and industrial land would be used for this operation. The proponent clarified that most traffic would be from the east and the City is also keen on not having truck traffic on Steveston Highway.
- Committee members also expressed concerns about the administrative gap and the lack of proper monitoring. It was also questioned why the activities continued until 2013 when previous approvals expired in 2010. The proponent clarified there was an issue related to management and transition. Committee members noted that the approval should be subject to proper monitoring.
- One member suggested that the Committee support the application with no net increase of fill. Ecowaste noted that the no net increase would be problematic and challenging based on the current operation model and plan.
- Committee members said they were reluctant to support the proposal for the whole 20 years and wanted the proponent to come back for further review and approval for the time extension and fill related components of the proposal.

- Committee members also suggested that a covenant be placed on the other ALR properties owned by Ecowaste as a condition of the approval of the two non-farm use applications to ensure that the other properties would be secured for agriculture uses.
- Discussion ensued regarding the covenant requirement and the temporary approval. The proponent noted that the uses of the other ALR properties would be restricted by existing ALC regulations and zoning and any non-farm use proposals would be subject to the normal ALC review process.

The following motion was tabled:

1. *The relocation of four soil processing operations that are directly related to the Ecowaste landfill operations be supported on a temporary basis subject to no net increase of fill on the ALR site.*
2. *That a restrictive covenant be recommended to be registered on the other ALR properties in Richmond owned by Ecowaste Industries Ltd. to limit the uses of the properties to agriculture.*

Carried - Six in favour; two(Doug Wright and Bill Zylmans) abstained

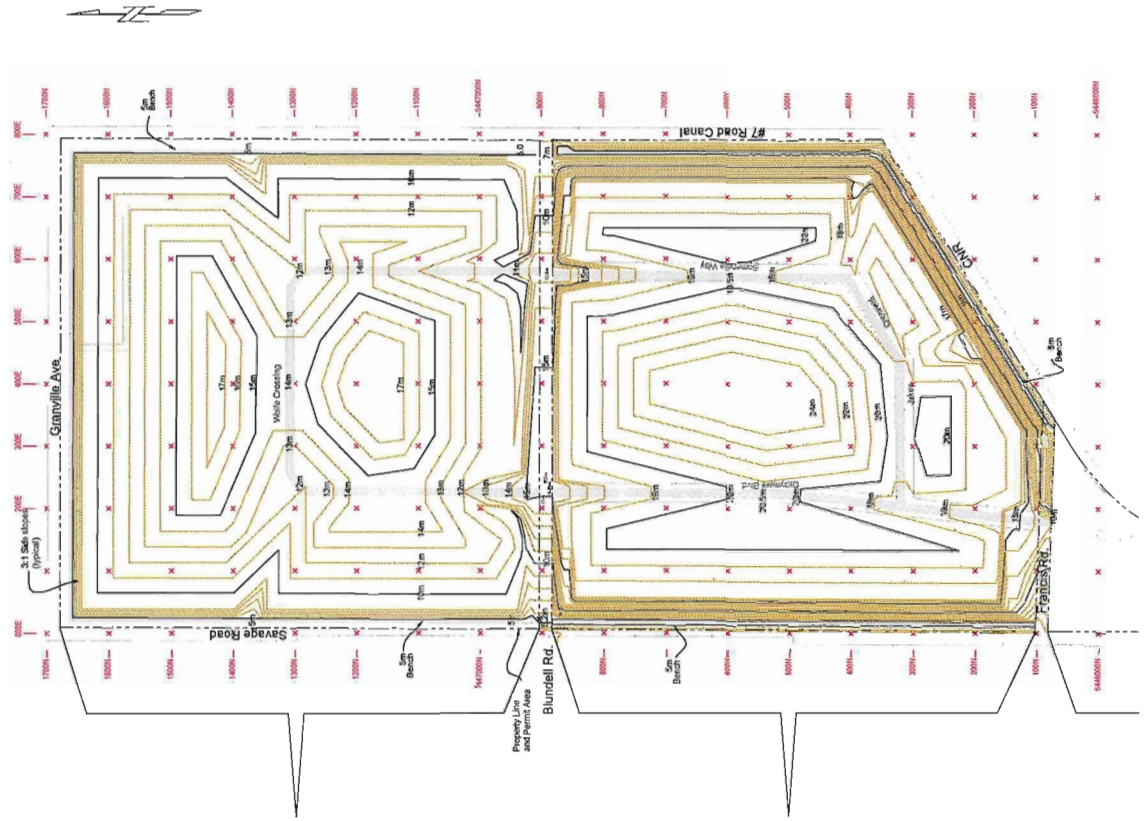


1 Elevations Based on 2013 Closure Plan



Northern Area -
Zoned Agricultural.
DLC Wastes and (CSR)
Agricultural Soils Used for
Cover

Southern Area -
Zoned Industrial.
DLC Wastes and (CSR)
Industrial Soils Used for
Cover

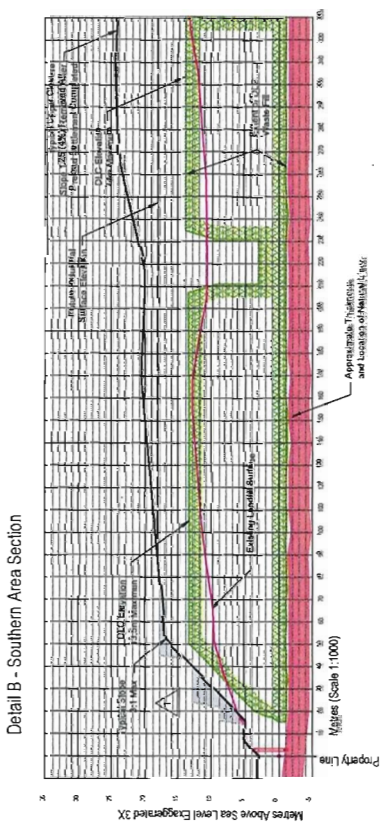
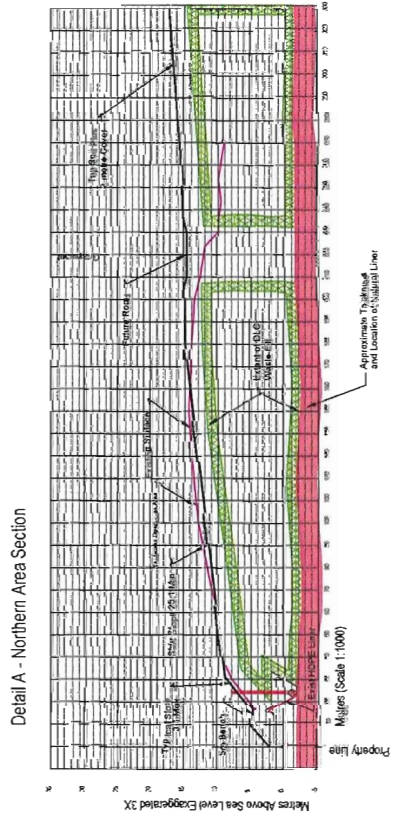
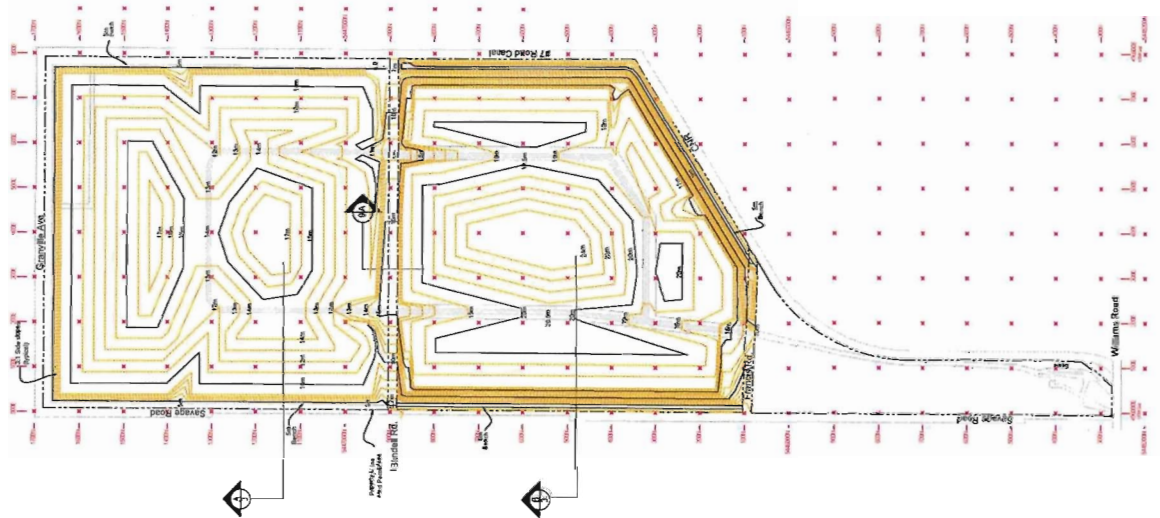


Ecowaste Landfill Showing Proposed Closure Elevations and Features



Ecowaste Industries Ltd,
200 - 10991 Shelbridge Way
Richmond, BC, V6X 2C6

Ecowaste Landfill,
15111 Williams Road
Richmond, BC
Operational Certificate MR-04922



Shore walls to be constructed
on the outside of Closure walls and
DLC to retain a grassed slope.

PRELIMINARY
NOT FOR CONSTRUCTION

dm Engineering Ltd
15111 Williams Road
Richmond, BC V6X 2C6
Tel: 604-271-1111
Fax: 604-271-1112

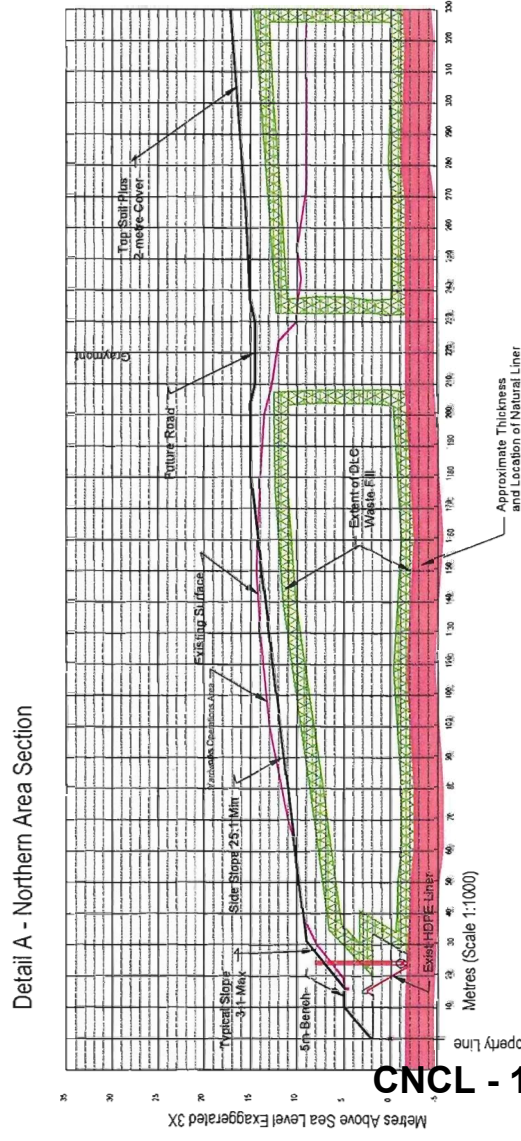
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2	dm	2013-08-30
3	dm	2013-08-30
4	dm	2013-08-30
5	dm	2013-08-30
6	dm	2013-08-30
7	dm	2013-08-30
8	dm	2013-08-30
9	dm	2013-08-30
10	dm	2013-08-30

1	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
2	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
3	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
4	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
5	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
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9	dm	2013-08-30	Revised for meeting the Ministry of Environment and others
10	dm	2013-08-30	Revised for meeting the Ministry of Environment and others

Landfill Geometry Update 2013
2013 Closure Plan, NW & SW Sections

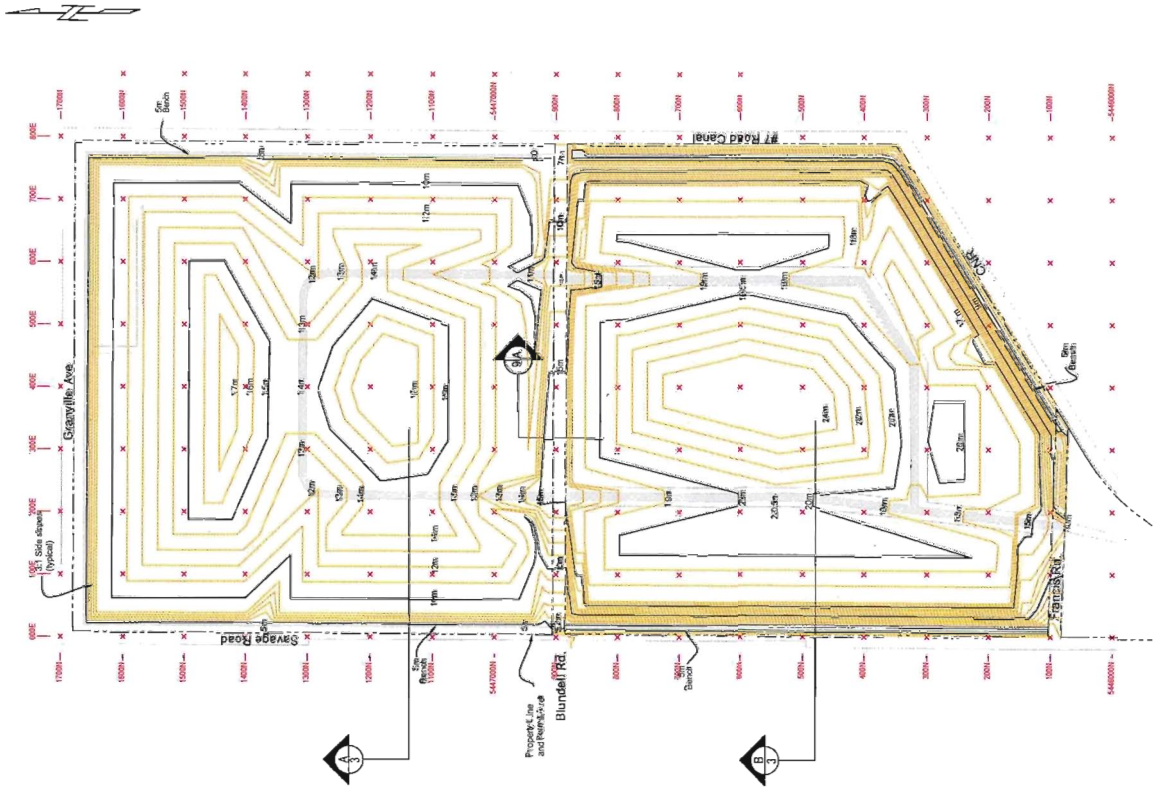
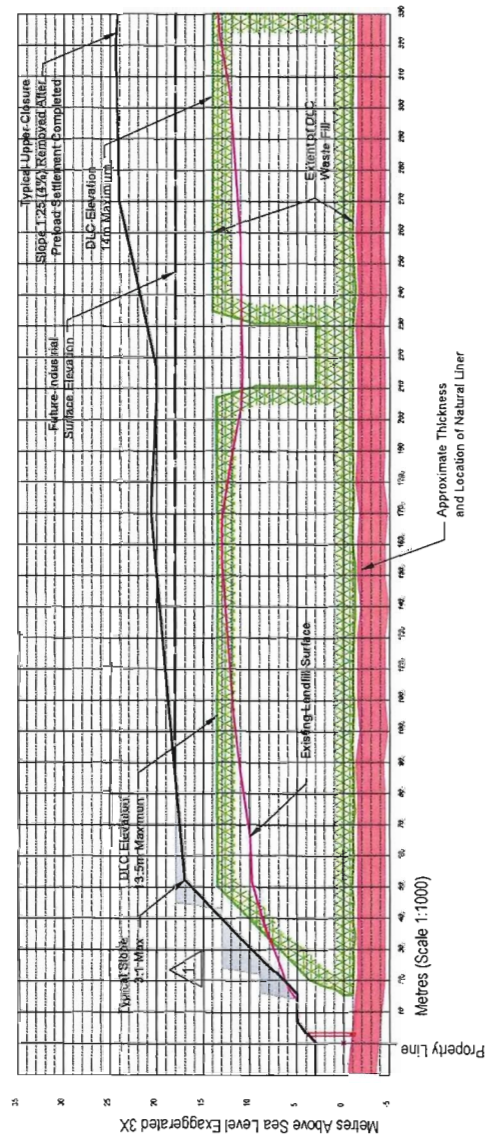
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City/Day: TPH	Scale: 1:500	August 30, 2013	Revision 1

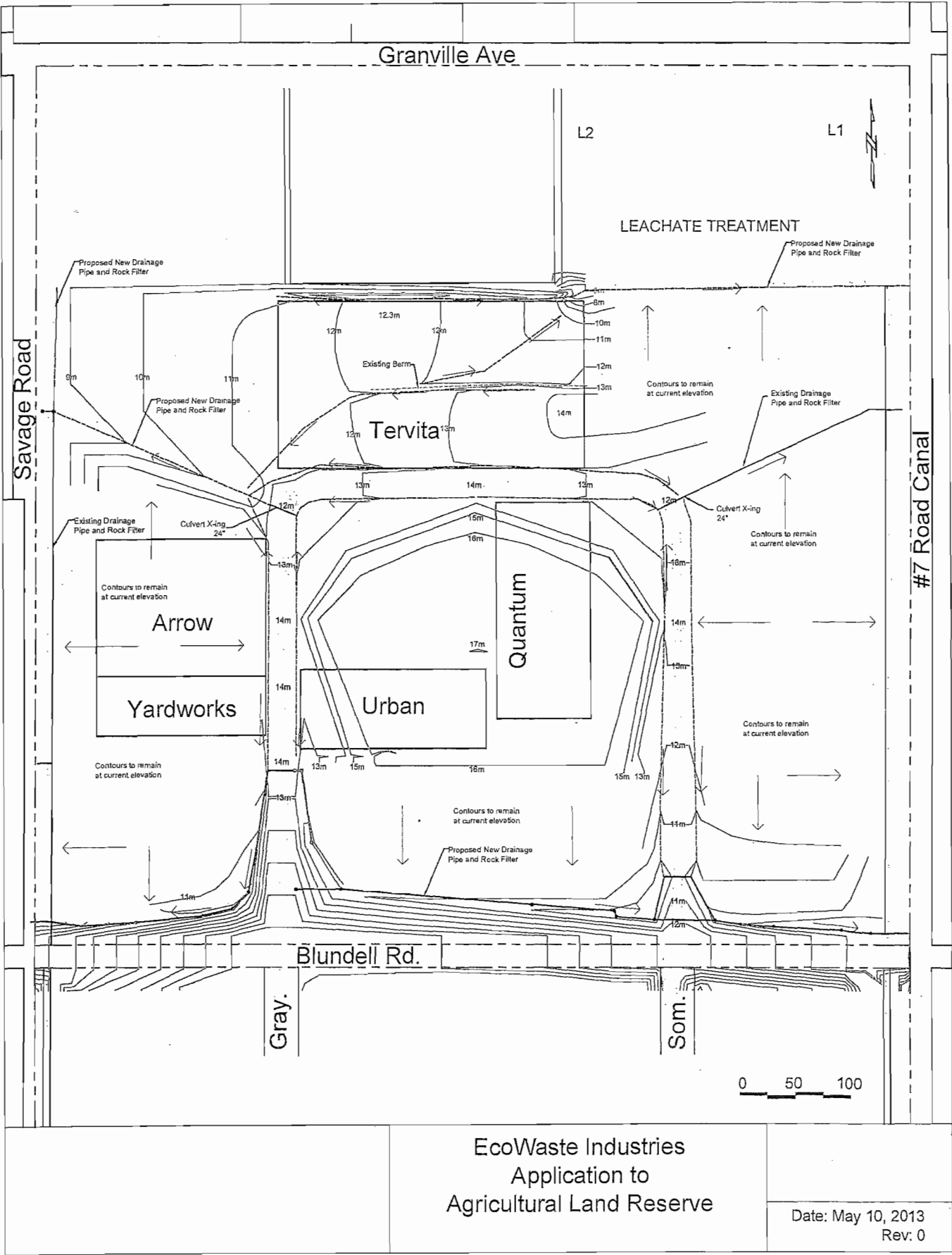
Ecowaste Landfill Showing Proposed Closure Elevations and Features



Detail A - Northern Area Section

Detail B - Southern Area Section





EcoWaste Industries
Application to
Agricultural Land Reserve

Date: May 10, 2013
Rev: 0

27166

April 23, 1993

Reply to the attention of
Colin Fry

City of Richmond
6911 No. 3 Road,
Richmond, B.C.
V6Y 2C1

Attention: Mr. R.J. Lang

Dear Mr. Lang:

Re: Soil Conservation Act Application #30-O-RICH-92-27166

Applicant: Ecowaste Industries Ltd.

Your File: S-271

This is to advise that the Provincial Agricultural Commission has considered the above application submitted by Ecowaste Industries Ltd. for land described as:

Firstly: Lot "B", Section 15, Block 4 North, Range 5 West,
New Westminster District, Plan 19680, and;

Secondly: Lot "A" (RD 93193-E), Section 15, Block 4 North,
Range 5 West, New Westminster District, Plan 2799.

Pursuant to Section 2(a) of the Soil Conservation Act, the Commission, by Resolution #173/93 has allowed peat extraction and the deposition of fill to be undertaken on the above described parcels.

This approval is subject to the following conditions:

1.0. LOCATION

All filling and associated activities are to be restricted to the area designated on Map No. 1.

2.0. TERM

This approval shall be valid for five (5) years from the date of issuance of the permit by the City of Richmond.

3.0. BONDING

A performance bond in the form of a Letter of Credit or Certified Cheque or Canada Savings Bonds in the amount of \$125,000.00 is to be posted with the Commission. A permit may not be issued by your office until the Commission has confirmed receipt of the bond.

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4.0. GENERAL OPERATING CONDITIONS

- 1) All aspects of the peat removal, filling and reclamation are to be overseen by a Land Reclamation Specialist. The Reclamation Specialist should be a member in good standing with the B. C. Institute of Agrologists and must have specialized in Soil Science, or a similar earth science, with academic credits in the areas of geomorphology, soil genesis, soil classification, soil physics, drainage and irrigation. The Reclamation Specialist shall act as liaison with the Commission Staff Agrologist on technical matters, clarification of the conditions of this approval and be responsible for maintaining up to date reports on all aspects of the operation.
- 2) Prior to the commencement of any works, the Commission must be notified of the name of the Land Reclamation Specialist. Confirmation from the Land Reclamation Specialist must also be provided to the Commission.
- 3) There is to be no movement or manipulation of soil, which is to be used for reclamation, during conditions of adverse soil moisture content. The movement or manipulation of the soil is to be conducted only when the soil is below field capacity.
- 4) Surface drainage from the working, filling and rehabilitated areas shall be controlled at all times to prevent erosion, flooding, siltation or other degradation of the subject property, adjacent lands, ditches or waterways.
- 5) All run-off shall be diverted into catchment ponds or silt traps prior to discharge from the property into adjacent ditch systems.
- 6) Weed control is to be practiced at all times. Weeds must be controlled before seed set and Canada Thistle before flowering. Mechanical and/or approved chemical control is acceptable.
- 7) Under no circumstances is any cedar hog fuel or any other form of cedar woodwaste to be brought onto the property.
- 8) The fill permit is to be posted at a prominent location and be clearly visible.
- 9) The property is to be secured in such a manner as to prevent unauthorized deposition of fill. Also, an unobstructed sign is to be posted on the property at a prominent location prohibiting unauthorized deposition of material.

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5.0. SITE PREPARATION AND FILLING

- 1) Filling is not to occur within .75 meters of any legal property boundary.
- 2) The fill material shall consist of inert industrial wastes such as construction demolition and natural land clearing materials which have been crushed or partially processed, concrete, brick, wood, plastic and similar material. No domestic wastes, putrescibles or other polluting wastes are to be deposited on the property.
- 3) Each load of fill material is to be inspected on site prior to being deposited on the property.
- 4) The fill is to be placed in lifts not exceeding 1.0 meter, and compressed.
- 5) All filling, including the manufactured topsoil required for reclamation, is not to exceed a maximum depth of 6.0 meters above the original ground level, or 8.0 meters above sea level.
- 6) Prior to any filling, all remaining peat within each phase is to be removed.
- 7) Any peat remaining on the property is to be stockpiled in storage berms.
- 8) The sideslope of each storage berm is not to exceed a uniform and stable slope of 2:1.
- 9) As a method of erosion and weed control, each storage berm shall be seeded with an appropriate cereal or forage mix and fertilized.
- 10) The soil surface of a storage berm shall not remain bare for more than 30 days without providing either a vegetative or mulch cover of straw or shavings.
- 11) The excavated peat may be used as part of the composting operation and sold provided 20% of the excavated peat remains on the property for reclamation. This peat material is to be composted to the humic state (no sign of coarse fiber remaining) and incorporated into the final upper 30 cm of topsoil mixture.
- 12) The entire property is to be perimeter diked to the height of the final elevation of the fill.
- 13) The top of the dike is to be a minimum of 2.5 meters in width but not to exceed a maximum width of 5 meters. The dike may be used as a perimeter road.

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- 14) Outer sidewall slopes of the dike shall not exceed a maximum slope of 2:1, while inner sideslopes of the dike are not to exceed a maximum slope of 1:1.
- 15) Peat extraction, filling and reclamation is to be carried out on a progressive basis in six (6) equally sized phases.
- 16) The project shall begin with phase 1, located in the northeast corner of the property and proceed in an orderly manner to the next phase.
- 17) Each new phase must be located adjacent the previous phase. The project shall proceed to completion in this manner.
- 18) Excavation and filling of a new phase shall not proceed beyond 20% of completion until:
 - i) The previous phase is completely reclaimed to either the specified agricultural use, or a forage cover has been established.
 - ii) The location of the next adjacent phase is identified.
 - iii) The final agricultural use of the next phase has been determined.

6.0. REHABILITATION OF THE FILLED AREA

- 1) Upon completion of filling each phase with the approved materials, the fill is to be capped with a minimum of 1.0 meter of medium textured glacial till material.
- 2) The glacial till capping shall be placed over the fill in 0.5 meter lifts and compacted.
- 3) Upon completion of spreading and compacting the capping, a minimum of 0.8 meters of medium textured sands are to be placed over the capping.
- 4) As a method of increasing the available water storage capacity (A.W.S.C.) of the sand, the final upper 30 cm is to have a texture of loamysand. This will involve the incorporation of between 15% to 30% of silt into the sand. No soil with a texture of silty clay loam or finer is to be used as a soil amendum to increase the A.W.S.C. of the sand.

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- 5) The Commission encourages the backhauling of good quality agricultural soil for rehabilitation purposes provided;
 - i) the soil material is of mineral origin only,
 - ii) the soil material is not to contain any coarse fragments, including particle sizes greater than coarse sand to 2.5 cm dia.
 - iii) the texture of the soil is no coarser than loamysand or finer than siltloam.
- 6) A suitable organic matter shall be applied to the upper 30 cm of reclaimed soil at a rate of 10 tonnes/hectare dry weight. This organic matter may be added in the form of animal manures or a cereal or forage cover crop turned into the soil. Incorporation of the compost material produced on the property may be used as the organic supplement, provided the composted organic material has decomposed to the humic state and no sign of fiber remains. Sawdust and other woodwaste materials are not considered suitable organic matter supplements.
- 7) If no immediate agricultural use is to be made of each phase, upon completion of all aspects of rehabilitation, a seedbed is to be prepared and the rehabilitated areas are to be seeded to an appropriate cereal or forage mix and fertilized. The application rate and type of cereal or forage seed mix and fertilizer mix is to be determined by the Reclamation Specialist.
- 8) The improved agricultural capability rating, with irrigation, of the rehabilitated soil is to be Class 2A when all works have been completed.

7.0 DRAINAGE CONTROL AND DRAINAGE SYSTEM INSTALLATION

- 1) Upon completion of all aspects of reclamation of each phase and prior to establishing any multi-year crop other than forage and prior to 20% completion of the next phase, a subsurface drainage system is to be installed.
- 2) The drainage system shall be installed in accordance with the plans shown on Figure No. 1. and as described in the Drainage Notes attached as Schedule No. 1.
- 3) All aspects of installation of the subsurface drainage system are to be overseen and supervised by either a Drainage Specialist or the Land Reclamation Specialist.

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- 4) Installation shall be by way of a trenchless plow or chain type trencher equipped with automatic depth and grade control using laser alignment technology.
- 5) The central collector shall be installed in phases, east to west down the centre of the the property and installed with depths and grades allowing it to be extended through each successive phase.
- 6) Laterals shall be installed with 100 mm diameter perforated corrugated polyethylene pipe (Big "O") at maximum 15 meter interval spacings, with the minimum invert elevation at 1.0 meter below the soil surface.
- 7) Lateral pipes shall be connected to the buried east-west mainline collector and backfilled with gravel.
- 8) The outlet of the collector shall be located to ensure the water . outfall is carried away into either the No. 7 Road ditch to the east and/or the Savage Road ditch to the west.
- 9) Appropriate erosion control and siltation control measures shall be undertaken at all collector outlets prior to discharge into the local ditching system.

8.0. IRRIGATION INSTALLATION

- 1) Upon completion of all aspects of extraction, filling and reclamation of each phase, an irrigation system shall be installed in a manner as shown on Figure No. 2 and described in the Irrigation Notes attached as Schedule No. 2.
- 2) All aspects of installation of the irrigation system shall be overseen by either the Reclamation Specialist or an Irrigation Specialist.
- 3) The irrigation system shall consist of a mainline running east to west through the centre of the property and installed in conjunction with a service road.
- 4) The mainline shall be installed in a manner allowing it to be lengthened through each successive rehabilitated phase.
- 5) Hydrants shall be located every 60 meters, located in pairs on either side of a service road to allow for six (6) wheel move units, one for each phase.

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- 6) Each wheel move unit is to be designed to have sprinkler head overlap of 50%.
- 7) An irrigation pumphouse is to be located on the eastern side of the property to use the No. 7. Road ditch as an irrigation source and is to have sufficient capacity to operate all six (6) wheel move units.

9.0. REPORTING AND MONITORING

- 1) The project will be subject to on-going and regular monitoring by the Commission and the City of Richmond.
- 2) The Reclamation Specialist shall monitor the operation on a regular basis and shall submit semiannual reports (every six (6) months from the date of issuance of the Soil Placement Permit by the City of Richmond) to the Commission Staff Agrologist, identifying dates of field inspections and describing the progress of the extraction operation. These reports are required to ensure compliance with all the conditions of the Commission's approval.
- 3) Any changes to the operation not addressed in the approval are to be made through the Commission Staff Agrologist, by the Reclamation Specialist, provided the changes do not alter the intent of the Commission approval.

Furthermore, if the applicant has not completed the project within the specified time period, then an appropriate extension of time may be granted. More specifically, an extension may be granted for this application if there are no changes to the original approval and the operation is in compliance with the local bylaws and Agricultural Land Commission conditions.

The land is still subject to the provisions of the Agricultural Land Commission Act and Soil Conservation Act, as well as the regulations thereto except as provided by this approval.

This approval in no way relieves the owner or occupier of the responsibility of adhering to all other legislation, including zoning, subdivision and other landuse by-laws of the City of Richmond and decisions of responsible authorities which may apply to the land.

Please obtain the confirmation of the Commission, if, in the process of subsequent approvals, and substantial changes are required to the proposal as approved by this office.

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It should be pointed out that the approval from the Commission does not constitute unconditional approval for a permit under the Soil Conservation Act. You, the local authority, must fulfill the responsibilities imparted to it in the Act and regulations. If you are satisfied that a permit under the Soil Conservation Act should be issued, please send a copy of the permit to the Commission and all other relevant documents in your custody not presently filed with the Commission relating to this application.

Please quote application #30-O-RICH-27166 in any future correspondence.

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per:

K. B. Miller, General Manager

CF/lv

cc: Ecowaste Industries Ltd.
14431 River Road, Richmond, B.C. V6V 1L3
Khevin Development Services Ltd.
#270 - 601 West Cordova Street, Vancouver, B.C. V6B 1G1
Ministry of Environment, Lands and Parks,
Waste Management Branch - Surrey
15326 - 103A Avenue, Surrey, B.C. V3R 7A2
B.C. Assessment Authority - Delta

Map No. 1.

Application #30-O-RICH-92-27716
Applicant: Ecowaste Industries Ltd

LOCATION MAP

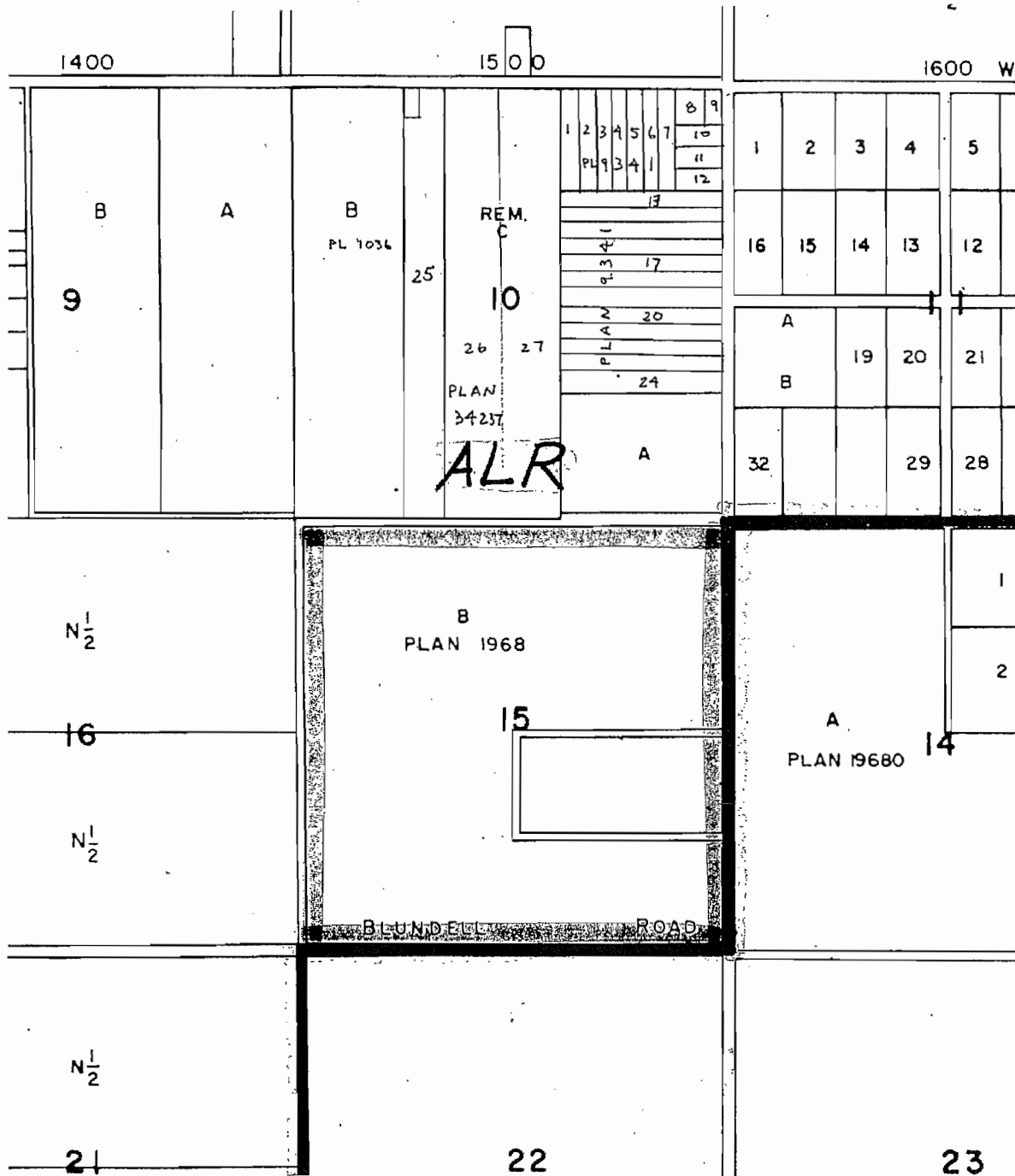
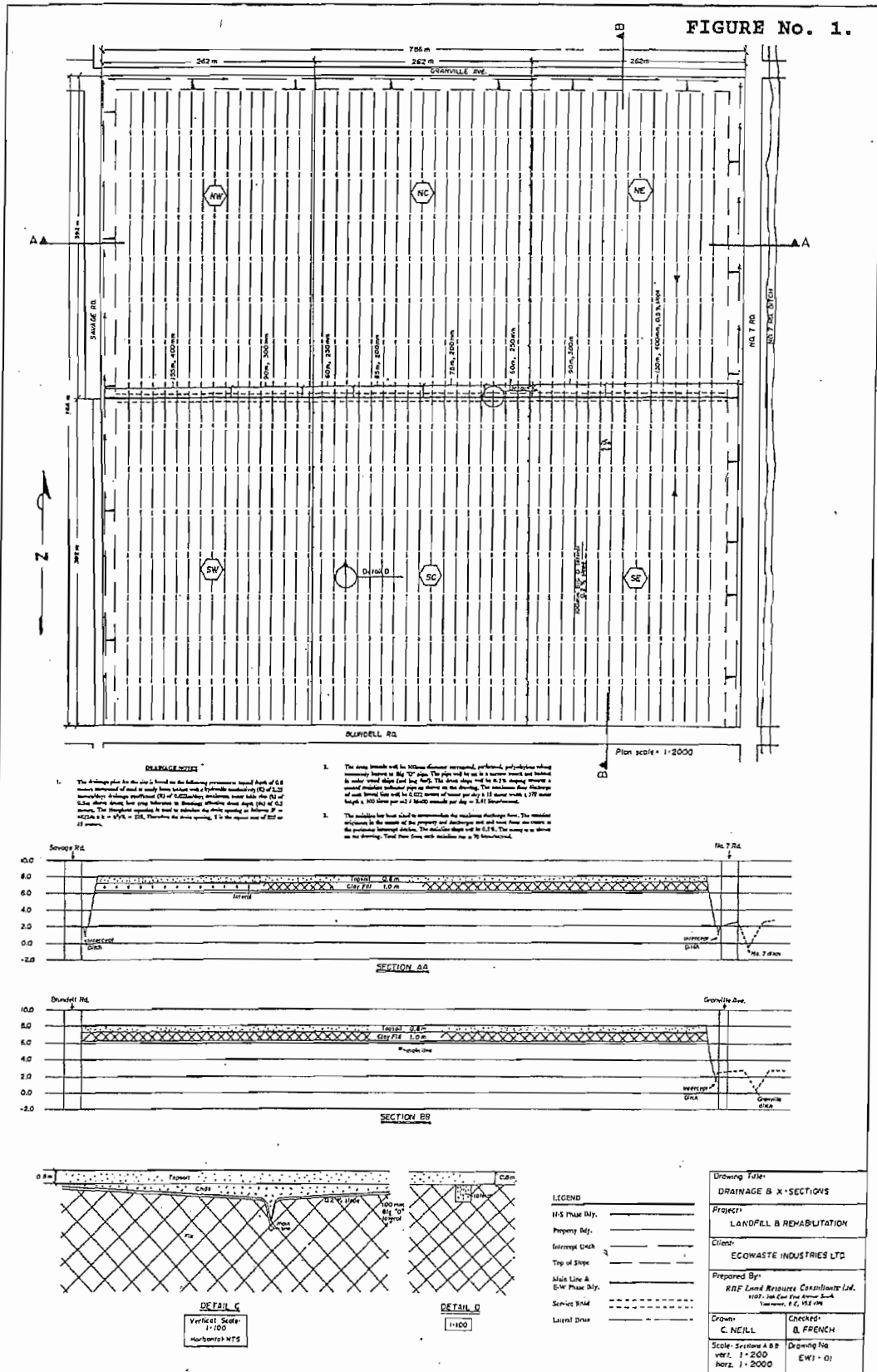


FIGURE No. 1.



SCHEDULE No. 1.

DRAINAGE NOTES

1. The drainage plan for the site is based on the following parameters: topsoil depth of 0.8 meters composed of sand to sandy loam texture with a hydraulic conductivity (K) of 2.25 meters/day; drainage coefficient (R) of 0.022m/day; maximum water table rise (h) of 0.5m above drain; low crop tolerance to flooding; effective drain depth (de) of 0.3 meters. The Hooghout equation is used to calculate the drain spacing as follows: $S^2 = 4K(2de \times h + h^2)/R = 225$. Therefore the drain spacing, S is the square root of 225 or 15 meters.
2. The drain laterals will be 100mm diameter corrugated, perforated, polyethylene tubing commonly known as Big "O" pipe. The pipe will be set in a narrow trench and bedded in cedar wood chips (not hog fuel). The drain slope will be 0.2% sloping towards a central mainline collector pipe as shown on the drawing. The maximum flow discharge of each lateral line will be 0.022 meters of water per day x 15 meter width x 370 meter length x 100 litres per m³ / 86400 seconds per day = 1.41 litres/second.
3. The mainline has been sized to accommodate the maximum discharge flow. The mainline originates in the centre of the property and discharges east and west from the centre to the perimeter intercept ditches. The mainline slope will be 0.5%. The sizing is as shown on the drawing. Total flow from each mainline run is 70 litres/second.

IRRIGATION NOTES

- Water supply will be from the No. 7 Road ditch on the west side of the property. Three phase power will be provided and a pump house constructed at the site as shown on the drawing. A 60 H.P. electric motor will be required to provide the 900 GSCPM at 175 feet of total head.
- The proposed irrigation system for the site employs six wheel line units, one for each phase of the project. A service road is proposed to run down the center of the property from east to west. A buried irrigation mainline with hydrants spaced at 60' intervals (300 ft intervals on both sides of the service road) will be installed as shown on the drawing.
- The irrigation system is designed to meet the peak evapotranspiration (E.T.) demand for the site. The calculation is based on a typical layer of sand to sandy loam having 0.8 inches depth over an impermeable clay sealing layer. The estimated available water storage capacity (AWSC) for soil is 0.06 meters of water per meter of soil or a total of 0.06 meters for the 0.8 meter soil depth. The peak E.T. is 0.06 meters. Correcting for leached moisture for the irrigation calculations, the AWSC is 0.05, peak E.T. is 0.06 meters, availability coefficient is assumed to be 0.8 or 0.8 x 0.05 = 0.04 meters. Soil water deficit is 0.06 - 0.04 = 0.02 meters. Therefore the peak irrigation demand would be 0.02 / 0.02 = 1.0 days. At 40' by 40' sprinkler spacing was chosen using 50% emitter efficiency 0.25 gph. Therefore the required run time to meet the MWDW of 1.25' is 1.25 / 0.25 = 5 hours. This allows four sets per day including move time. Each move covers 40 feet or 312 meters so it cover the 4+140 meter width of each phase will take 2400/12.5 m/s = 8 runs per day = 3 days.
- Each wheel line will have 30 hydraulics delivering approximately 3 GPM each for a total of 300 GPM per line. Assuming all lines will be operating simultaneously, the total water demand will be 6 x 300 GPM = 900 GPM. The pump and mainlines have been sized to meet this demand. Portable elevations, mainline pipe with hydrants will be used to service the wheel line between the main hydrants.
- The total water usage for the year is estimated to be 15 inches or 0.64 meters. This amounts to some 300,000 cubic meters of water per year for the whole area to be irrigated.

LEGEND

- Property Line & H-S Phasing
- Main Line & E-W Phasing
- Hydrant
- Service Road
- Wheel Diameter
- Top of Slope

Drawing Title IRRIGATION	
Project: LANDFILL B REHABILITATION	
Client: ECOWASTE INDUSTRIES LTD	
Prepared By: RRT Land Resource Consultants Ltd. 6121-2nd Street West, Suite 200 Edmonton, T6C 1K5 CAN	
Drawn: C. McELL	Checked: B. FRENCH
Scale: 1"=2000'	Drawing No. EWI-02

IRRIGATION NOTES

2. The proposed irrigation frequency for this site anticipates at least twice a week, one for each phase of the project. A service road is proposed to run along the eastern side of the property. This road will be a dirt road and will be required to provide for the 1000 USGPM to 1500 USGPM of water supply.
3. The irrigation system is designed to meet the peak evapotranspiration (ET) demand for the crop. The calculation is based on a typical range in soil to sandy loam based on the soil texture, as well as the temperature and humidity. The peak ET demand is 0.25 inches per day. The average evapotranspiration (AET) for the crop is 0.06 inches of water per acre per day or a total of 0.06 inches of water for 100 acres. The peak ET demand is 0.25 inches per day. The average evapotranspiration (AET) for the crop is 0.06 inches of water per acre per day or a total of 0.06 inches of water for 100 acres. The peak ET demand is 0.25 inches per day. The average evapotranspiration (AET) for the crop is 0.06 inches of water per acre per day or a total of 0.06 inches of water for 100 acres.
4. Each 1/2 acre of water supply is required to provide for the 1000 USGPM to 1500 USGPM of water supply. The total water supply for the site is estimated to be 15 inches or 0.6 million gallons. This amount will cover 1000 cubic yards of water per year for the whole site and the site will be able to provide for the 1000 USGPM to 1500 USGPM of water supply.

LEGÈNDE

Property Line & N-S Phasing

Main Line & E.M. Machine

Hydrant

Service Road

Wetland Dams

Trop of Slope

Ordering Time:

IRRIGATION

Project:	LANDFILL B REHABILITATION
----------	---------------------------

Client: **ECOWASTE INDUSTRIES LTD**

Prepared By
HAF Land Resources Consultants Ltd.
2123 - 2nd Ave. S.W. Corner South
Kamloops, B.C. V2S 6M6

Drawn: C. NEILL	Checked: B. FRENCH
--------------------	-----------------------

Scale: 1:2000	Drawing No. EWI-02
------------------	-----------------------

IRRIGATION NOTES

1. Water supply will be from the No. 7 Road ditch on the east side of the property. Three phase power will be provided and a pumphouse constructed at the site as shown on the drawing. A 60 H.P. electric motor will be required to provide the 900 USGPM at 175 feet of total head.
2. The proposed irrigation system for the site employs six wheel move units, one for each phase of the project. A service road is proposed to run down the centre of the property from west to east. A buried irrigation mainline with hydrants spaced at 60 meter (200 ft) intervals on both sides of the service road will be installed as shown on the drawing.
3. The irrigation system is designed to meet the peak evapotranspiration (E.T.) demand for the site. The calculation is based on a topsoil layer of sand to sandy loam texture, 0.8 meters depth over an impermeable clay sealing layer. The estimated available water storage capacity (AWSC) for sand is 0.08 meters of water per meter of soil or a total of 0.064 meters for the 0.8 meter soil depth. The peak E.T. is 6mm/day. Converting to Imperial measure for the irrigation calculations, the AWSC is 2.5", peak E.T. is 0.24in/day, availability coefficient is assumed to be 50% or 1.25" (this is the maximum soil water deficit or MSWD). Therefore the peak irrigation interval would be $1.25"/0.24" = 5.2$ days. A 40' by 40' sprinkler spacing was chosen using 5/32" nozzles delivering 0.3in/hr. Therefore the required set time to meet the MSWD of 1.25" is $1.25in/0.72$ efficiency $\times 0.3$ in/hr = 5.8 hours. This allows four sets per day including move time. Each move covers 40 feet or 12.2 meters so to cover the +/-240 meter width of each phase will take $240m/12.2m \times 4$ sets per day = 5 days.
4. Each wheel line will have 30 sprinklers delivering approximately 5 GPM each for a total of 150 GPM per line. Assuming all lines will be operating simultaneously, the total water demand will be 6×150 GPM = 900 GPM. The pump and mainlines have been sized to meet this demand. Portable aluminum mainline pipe with hydrants will be used to service the wheel lines between the main hydrants.
5. The total water usage for the year is estimated to be 25 inches or 0.64 meters. This amounts to some 360,000 cubic meters of water per year for the whole area to be irrigated.

Resolution #173/93
Application #30-O-RICH-27166

MINUTES OF THE PROVINCIAL AGRICULTURAL LAND COMMISSION

Meeting held at the B.C. Agricultural Land Commission Office, 4940 Canada Way, Burnaby, British Columbia on the 4th day of February 1993.

Present: K. B. Miller	Chairperson
P. Gambell	Commissioner
J. Glover	Commissioner

An application from Ecowaste Industries Ltd. under Section 2 of the Soil Conservation Act was considered for the property described as:

Firstly: Lot "B", Section 15, Block 4 North, Range 5 West, New Westminster District, Plan 19680, and;

Secondly: Lot "A" (RD 93193-E), Section 15, Block 4 North, Range 5 West, New Westminster District, Plan 2799.

(more particularly shown on plans submitted to the Commission) requesting permission to conduct a comprehensive reclamation of the 60.8 ha total area of the two (2) subject properties. The proposal involves the extraction of the remaining peat material and to then fill the site with inert industrial wastes such as construction demolition, natural land clearing materials, concrete, brick, wood, plastic and other similar materials.

The fill would then be capped to an acceptable agricultural standard with a final agricultural capability, with irrigation, of Class 2A. The Commission was then presented with a report from Khevin Development Services which explained the proposal in detail.

IT WAS

MOVED BY: Commissioner J. Glover
SECONDED BY: P. Commissioner Gambell

That the application be allowed subject to compliance with all other legislation and to the following conditions:

1.0. LOCATION

All filling and associated activities are to be restricted to the two (2) subject properties.

...2.

2.0. TERM

This approval shall be valid for five (5) years from the date of issuance of the permit by the City of Richmond.

3.0. BONDING

A performance bond in the form of a Letter of Credit or Certified Cheque or Canada Savings Bonds in the amount of \$125,000.00 is to be posted with the Commission.

4.0. GENERAL OPERATING CONDITIONS

- 1) All aspects of the peat removal, filling and reclamation are to be overseen by a Land Reclamation Specialist. The Reclamation Specialist should be a member in good standing with the B. C. Institute of Agrologists and must have specialized in Soil Science, or a similar earth science, with academic credits in the areas of geomorphology, soil genesis, soil classification, soil physics, drainage and irrigation. The Reclamation Specialist shall act as liaison with the Commission Staff Agrologist on technical matters, clarification of the conditions of this approval and be responsible for maintaining up to date reports on all aspects of the operation.
- 2) Prior to the commencement of any works, the Commission must be notified of the name of the Land Reclamation Specialist. Confirmation from the Land Reclamation Specialist must also be provided to the Commission.
- 3) There is to be no movement or manipulation of soil, which is to be used for reclamation, during conditions of adverse soil moisture content. The movement or manipulation of the soil is to be conducted only when the soil is below field capacity.
- 4) Surface drainage from the working, filling and rehabilitated areas shall be controlled at all times to prevent erosion, flooding, siltation or other degradation of the subject property, adjacent lands, ditches or waterways.
- 5) All run-off shall be diverted into catchment ponds or silt traps prior to discharge from the property into adjacent ditch systems.
- 6) Weed control is to be practiced at all times. Weeds must be controlled before seed set and Canada Thistle before flowering. Mechanical and/or approved chemical control is acceptable.
- 7) Under no circumstances is any cedar hog fuel or any other form of cedar woodwaste to be brought onto the property.

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- 8) The fill permit is to be posted at a prominent location and be clearly visible.
- 9) The property is to be secured in such a manner as to prevent unauthorized deposition of fill. Also, an unobstructed sign is to be posted on the property at a prominent location prohibiting unauthorized deposition of material.

5.0. SITE PREPARATION AND FILLING

- 1) Filling is not to occur within .75 meters of any legal property boundary.
- 2) The fill material shall consist of inert industrial wastes such as construction demolition and natural land clearing materials which have been crushed or partially processed, concrete, brick, wood, plastic and similar material. No domestic wastes, putrescibles or other polluting wastes are to be deposited on the property.
- 3) Each load of fill material is to be inspected on site prior to being deposited on the property.
- 4) The fill is to be placed in lifts not exceeding 1.0 meter, and compressed.
- 5) All filling, including the manufactured topsoil required for reclamation, is not to exceed a maximum depth of 6.0 meters above the original ground level, or 8.0 meters above sea level.
- 6) Prior to any filling, all remaining peat within each phase is to be removed.
- 7) Any peat remaining on the property is to be stockpiled in storage berms.
- 8) The sideslope of each storage berm is not to exceed a uniform and stable slope of 2:1.
- 9) As a method of erosion and weed control, each storage berm shall be seeded with an appropriate cereal or forage mix and fertilized.
- 10) The soil surface of a storage berm shall not remain bare for more than 30 days without providing either a vegetative or mulch cover of straw or shavings.

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- 11) The excavated peat may be used as part of the composting operation and sold provided 20% of the excavated peat remains on the property for reclamation. This peat material is to be composted to the humic state (no sign of coarse fiber remaining) and incorporated into the final upper 30 cm of topsoil mixture.
- 12) The entire property is to be perimeter diked to the height of the final elevation of the fill.
- 13) The top of the dike is to be a minimum of 2.5 meters in width but not to exceed a maximum width of 5 meters. The dike may be used as a perimeter road.
- 14) Outer sidewall slopes of the dike shall not exceed a maximum slope of 2:1, while inner sideslopes of the dike are not to exceed a maximum slope of 1:1.
- 15) Peat extraction, filling and reclamation is to be carried out on a progressive basis in six (6) equally sized phases.
- 16) The project shall begin with phase 1, located in the northeast corner of the property and proceed in an orderly manner to the next phase.
- 17) Each new phase must be located adjacent the previous phase. The project shall proceed to completion in this manner.
- 18) Excavation and filling of a new phase shall not proceed beyond 20% of completion until:
 - i) The previous phase is completely reclaimed to either the specified agricultural use, or a forage cover has been established.
 - ii) The location of the next adjacent phase is identified.
 - iii) The final agricultural use of the next phase has been determined.

6.0. REHABILITATION OF THE FILLED AREA

- 1) Upon completion of filling each phase with the approved materials, the fill is to be capped with a minimum of 1.0 meter of medium textured glacial till material.
- 2) The glacial till capping shall be placed over the fill in 0.5 meter lifts and compacted.

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- 3) Upon completion of spreading and compacting the capping, a minimum of 0.8 meters of medium textured sands are to be placed over the capping.
- 4) As a method of increasing the available water storage capacity (A.W.S.C.) of the sand, the final upper 30 cm is to have a texture of loamysand. This will involve the incorporation of between 15% to 30% of silt into the sand. No soil with a texture of silty clay loam or finer is to be used as a soil amendum to increase the A.W.S.C. of the sand.
- 5) The Commission encourages the backhauling of good quality agricultural soil for rehabilitation purposes provided;
 - i) the soil material is of mineral origin only,
 - ii) the soil material is not to contain any coarse fragments, including particle sizes greater than coarse sand to 2.5 cm dia.
 - iii) the texture of the soil is no coarser than loamysand or finer than siltloam.
- 6) A suitable organic matter shall be applied to the upper 30 cm of reclaimed soil at a rate of 10 tonnes/hectare dry weight. This organic matter may be added in the form of animal manures or a cereal or forage cover crop turned into the soil. Incorporation of the compost material produced on the property may be used as the organic supplement, provided the composted organic material has decomposed to the humic state and no sign of fiber remains. Sawdust and other woodwaste materials are not considered suitable organic matter supplements.
- 7) If no immediate agricultural use is to be made of each phase, upon completion of all aspects of rehabilitation, a seedbed is to be prepared and the rehabilitated areas are to be seeded to an appropriate cereal or forage mix and fertilized. The application rate and type of cereal or forage seed mix and fertilizer mix is to be determined by the Reclamation Specialist.
- 8) The improved agricultural capability rating, with irrigation, of the rehabilitated soil is to be Class 2A when all works have been completed.

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7.0 DRAINAGE CONTROL AND DRAINAGE SYSTEM INSTALLATION

- 1) Upon completion of all aspects of reclamation of each phase and prior to establishing any multi-year crop other than forage and prior to 20% completion of the next phase, a subsurface drainage system is to be installed.
- 2) The drainage system shall be installed in accordance with the plans and drainage notes submitted with the application.
- 3) All aspects of installation of the subsurface drainage system are to be overseen and supervised by either a Drainage Specialist or the Land Reclamation Specialist.
- 4) Installation shall be by way of a trenchless plow or chain type trencher equipped with automatic depth and grade control using laser alignment technology.
- 5) The central collector shall be installed in phases, east to west down the centre of the the property and installed with depths and grades allowing it to be extended through each successive phase.
- 6) Laterals shall be installed with 100 mm diameter perforated corrugated polyethylene pipe (Big "O") at maximum 15 meter interval spacings, with the minimum invert elevation at 1.0 meter below the soil surface.
- 7) Lateral pipes shall be connected to the buried east-west mainline collector and backfilled with gravel.
- 8) The outlet of the collector shall be located to ensure the water outfall is carried away into either the No. 7 Road ditch to the east and/or the Savage Road ditch to the west.
- 9) Appropriate erosion control and siltation control measures shall be undertaken at all collector outlets prior to discharge into the local ditching system.

8.0. IRRIGATION INSTALLATION

- 1) Upon completion of all aspects of extraction, filling and reclamation of each phase, an irrigation system shall be installed in accordance with the plan and irrigation notes submitted with the application.

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- 2) All aspects of installation of the irrigation system shall be overseen by either the Reclamation Specialist or an Irrigation Specialist.
- 3) The irrigation system shall consist of a mainline running east to west through the centre of the property and installed in conjunction with a service road.
- 4) The mainline shall be installed in a manner allowing it to be lengthened through each successive rehabilitated phase.
- 5) Hydrants shall be located every 60 meters, located in pairs on either side of a service road to allow for six (6) wheel move units, one for each phase.
- 6) Each wheel move unit is to be designed to have sprinkler head overlap of 50%.
- 7) An irrigation pumphouse is to be located on the eastern side of the property to use the No. 7. Road ditch as an irrigation source and is to have sufficient capacity to operate all six (6) wheel move units.

9.0. REPORTING AND MONITORING

- 1) The project will be subject to on-going and regular monitoring by the Commission and the City of Richmond.
- 2) The Reclamation Specialist shall monitor the operation on a regular basis and shall submit semiannual reports (every six (6) months from the date of issuance of the Soil Placement Permit by the City of Richmond) to the Commission Staff Agrologist, identifying dates of field inspections and describing the progress of the extraction operation. These reports are required to ensure compliance with all the conditions of the Commission's approval.
- 3) Any changes to the operation not addressed in the approval are to be made through the Commission Staff Agrologist, by the Reclamation Specialist, provided the changes do not alter the intent of the Commission approval.

Furthermore, if the applicant has not completed the project within the specified time period, then an appropriate extension of time may be granted. More specifically, an extension may be granted for this application if there are no changes to the original approval and the operation is in compliance with the local bylaws and Agricultural Land Commission conditions.

Carried.

Timeline – Ecowaste Landfill Activities in the ALR

- 1993 – Approval to allow the applicant to operate a landfill in the ALR under the Soil Conservation Act (Permit S-271)
- 1999 – Approval for a 10 year renewal to Permit S-271 to allow the continued operation of the landfill in the ALR.
- 2002 – Repeal of the Soil Conservation Act resulting in soil removal and filling in the ALR being regulated and permitted through the ALC Act and related regulations. As a result of the repeal of the Soil Conservation Act in 2002, no further renewals or extensions can be granted under Permit S-271. ALC staff have confirmed that the only means to provide an extension is through the ALR non-farm use application process as the ALC Act and regulations is the appropriate legislation to address the proponents request to extend the landfill operations.
- December 19, 2011, Council granted authorization to open a number of un-built road allowances to allow construction of future public roads to facilitate Ecowaste's development of their industrial land. This application was also reviewed and approved by the ALC. Blundell Road (between No. 7 Road and Savage Road), Savage Road (between Williams Road and Francis Road) and portions of the Francis Road allowance were approved for the development of public roads in coordination with Ecowaste's proposed redevelopment plans for their industrial zoned and designated land.
- A Development Permit application (DP 11-566011) for the industrial land south of the Blundell Road allowance is to secure an ALR landscape buffer and address impacts to an Environmentally Sensitive Area (ESA). This application is currently being processed by staff.
- 2009 to Current – Exploration and development planning by Ecowaste for a large scale phased industrial development proposed for the portions of the landfill site south of the Blundell Road allowance (outside of the ALR; zoned and designated in the OCP for Industry), which resulted in the following:
 - Ecowaste obtained appropriate amendments to their operational certificate approved by the Ministry of Environment to facilitate a re-opening and vertical expansion to the landfill outside of the ALR and modify the closure plan to accommodate a suitable grade and structural base to support the proposed industrial development.
 - Focus on landfill and site modifications on Ecowaste industrial lands for the immediate future (approximately 8-10 years). When filling and closure of the landfill site for the future industrial site is completed, fill activities will resume on the ALR portion of the landfill site north of the Blundell Road allowance. Currently, active filling on the ALR portion of the landfill site is not being undertaken as Ecowaste has implemented an interim closure while activities shift to the industrial zoned portion of the landfill to the south.
 - The above two factors are the main reasons for the proponent's ALR non-farm use applications to extend the time period for the landfill operation for 20 years and locate the soil processing activities onto the ALR portion of the landfill.



November 4, 2013

File: MR-04922

REGISTERED MAIL

Ecowaste Industries Ltd
200 – 10991 Shellbridge Way
Richmond, BC V6X 3C6

Attention: Tom Land - General Manager

Dear Tom Land,

Re: Ecowaste Design, Operations and Closure Plan – Final Report (October 2013)

Ecowaste Industries Ltd submitted to the Ministry of Environment (MOE), the document titled "Ecowaste Landfill MR-04922 Design, Operations and Closure Plan (DOCP)" for final review and approval on October 15, 2013. The DOCP improves upon previously submitted plans and reflects requirements set forth in Operational Certificate MR-04922, last amended on October 27, 2005.

Ministry staff have completed a review of the above referenced document and are satisfied that the DOCP meets the requirements set forth in Section 2.15 and 2.17 of the Operational Certificate MR-04922 and the Ministry's *Landfill Criteria for Municipal Solid Waste* (Interim Second Edition – August 2013). It is noted that the DOCP was certified by the Qualified Professional, Greg Huculak, P.Eng. of GNH Engineering Ltd., in accordance with generally accepted engineering practices. It is on this basis that the Ecowaste Landfill MR-04922 Design, Operations and Closure Plan (October 2013) is hereby approved. The DOCP approval supersedes all previous Design & Operations Plans and/or Closure Plans for the Ecowaste Landfill. Should there be any inconsistency between the DOCP and the Operational Certificate MR-04922; Operational Certificate MR-04922 must take precedence unless otherwise agreed in writing by the Director.

Please be advised that additional conditions may apply, including requirements under the *Agricultural Land Commission Act*, Contaminated Sites Regulation, and the City of Richmond's municipal bylaw(s), that require written authorization prior to the commencement of works onsite.

This letter does not authorize entry upon, crossing over, or use for any purpose of private or crown lands or works, unless and except as authorized by the owner of such lands or works. The responsibility for obtaining such authority rests with you.

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November 4, 2013

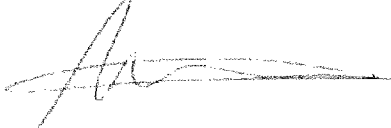
-2-

MR-04922

This letter shall not be construed as a waiver of any lawful requirement pertaining to any unauthorized discharge of waste to the environment, and is without prejudice to any further legal action that the Ministry may take under the *Environmental Management Act*.

If you have any questions, please contact Ashley Smith at (604) 582-5358.

Sincerely,



Avtar S. Sundher
For Director, *Environmental Management Act*
Environmental Protection Division

cc: Lesley Douglas, Manager, Environmental Sustainability, City of Richmond
Jonh Braman, Regional Director, South Coast Region, MOE



PROPOSED:
ECORIDGE INDUSTRIAL PARK
BLUNDELL ROAD & No. 7 ROAD, RICHMOND, B.C.

OMICRON
TOTAL BUILDING SOLUTIONS

505 Burrard Street
1610-1615 Vancouver, BC
V7Y 1C6 CANADA

Tel: 604.681.8776
Fax: 604.681.8776
E-mail: sales@omicron.com

Soil Survey and Rehabilitation Assessment

**Ecowaste Landfill
7011 No. 7 Road
Richmond, BC**



Prepared for:
Ecowaste Industries Ltd.
200 – 10991 Shellbridge Way
Richmond, BC
V6X 3C6

Prepared by:
Pottinger Gaherty Environmental Consultants Ltd.
#1200 – 1185 West Georgia Street
Vancouver, BC
V6E 4E6

PGL File: 079-04.01

September 2013



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FIGURES

- Figure 1 Site Location
Figure 2 Soil Investigation

APPENDICES

- Appendix 1 Agricultural Capability Classes
Appendix 2 Site Photos

1.0 INTRODUCTION

Pottinger Gaherty Environmental Consultants Ltd. (PGL) was retained by Ecowaste Industries Ltd. (Ecowaste) to confirm compliance with the conditions of the Agricultural Land Commission's (ALC) 1993 approval for 7011 No. 7 Road, Richmond, BC (the Site, Figure 1). PGL's assessment will form part of the Owners' applications to the ALC for non-farm use application of 60.7ha of land within the Agricultural Land Reserve (ALR).

Ecowaste's non-farm use application is required to update the previous application under the Soil Conservation Act and because Ecowaste has subcontracted four operators to support and enhance their landfill operation: Tervita Corporation, Quantum Murray, Urban Wood Waste Recyclers and Yardworks/Arrow. These operations are integral to the operation of Ecowaste's landfill to ensure that contaminated soils deposited on the site are reduced to a minimum (Tervita and Quantum) and to enhance the efficiency of their recycling efforts (Yardworks/Arrow and Urban Wood Waste Recyclers).

Our report includes a summary of the conditions of the 1993 ALC approval, description of the Site, an outline of our assessment methodology, a description of the historical and current Site soils, and an assessment of the Site's agricultural capability.

2.0 SITE DESCRIPTION

The Site is located in the City of Richmond (Figure 1) and is part of the Ecowaste landfill operated by Ecowaste Industries Ltd. (Ecowaste) at 15111 Williams Road in Richmond, BC. The Ecowaste landfill is comprised of 118ha located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road. Of the 118ha, a 61ha parcel consisting of two lots are located within the ALR (ALR Site). The remainder is located on a 57ha non-ALR parcel (Industrial Site). In 1993, Ecowaste received approval under the Soil Conservation Act from the ALC to remove any remaining peat from the ALR Site and then utilize properties as part of its landfill operation.

The Ecowaste landfill, including the non-ALR portion, accepts the disposal of inert waste primarily from construction and demolition activities. The landfill also accommodates several related industries as tenants, including yard waste composting facilities, wood processing facilities, and a soil remediation facility. Only yard waste composting activities occur on the ALR Site.

The Site is currently used for disposal of solid waste, including: demolition waste, excavation waste and land-clearing debris. Putrescible wastes, liquids, semi-solids, biomedical waste and hazardous waste (excluding asbestos managed as per the Hazardous Waste Regulation) are not permitted. Typical excavation, construction and demolition materials include:

- Wood;
- Roofing;
- Plastics;
- Concrete;
- Asphalt paving;
- Insulation (excluding asbestos), and
- Land-clearing debris.

Following placement of the solid waste, the completed landfill will be improved by placement of a soil cover suitable for agriculture. Soils placed on the ALR-zoned portions of the property are required to meet the BC Contaminated Sites Regulation's Agricultural Land Use Standards.

The surrounding area is characterized by:

- North: ALR agricultural land use;
- West: ALR agricultural with a mix of non-farm uses including a golf course/driving range and as well as farm uses;
- South: non-ALR Ecowaste landfill, which will be developed as a logistics-based industrial park once filling is complete; and
- East: non-ALR Industrial land use operated by Port Metro Vancouver and developed for port-related industrial purposes.

Table A: ALR Site Identification Information

Civic Address	7011 No. 7 Road, Richmond, B.C.
Land Use	Agriculture (AG1)
Legal Description	Lot B, Section 15, Block 4 North, Range 5 West, New Westminster District, Plan 19680 (53.7ha) Lots 1, 2, 3, 4 Section 15, Block 4 North, Range 5 West, New Westminster District, Plan 2799 (7ha)
Latitude*	49° 09' 31.5" North
Longitude*	123° 03' 07.5" West
Site Area	60.7ha

3.0 METHODOLOGY

PGL's soil survey involved reviewing existing historical reports, maps, and aerial photographs of the Site, reviewing pertinent documents at the ALC, developing a detailed soil sampling plan, and conducting a Site visit to describe soil pits.

The soil sampling plan consisted of excavating 12 test pits across the Site to confirm soil conditions (Figure 2). The 12 test pits were excavated to depths ranging between 1.0m and 1.2m.

4.0 SOILS AND AGRICULTURAL CAPABILITY

Typically, soils in the area are relatively young, having developed from organic deposits associated with wetlands adjacent to the Fraser River. Native soils on the site consisted of a mix of Lulu and Triggs soils. This section describes the soils at the Site and assesses their agricultural capability.

4.1 Soil Description

The soils on the subject property and the surrounding area consist of two main soil series. These soils were classified and mapped by Jungen (1985) prior to completion of peat harvesting activities. Site soils were part of the Lulu and Triggs series, however, following peat extraction and filling, soils would be classified as anthropogenic.

5.0 AGRICULTURAL CAPABILITY CLASSIFICATION

The land capability classification for agriculture (agricultural capability) identifies the potential for agriculture. The agricultural capability usually gives two ratings: unimproved and improved. Unimproved ratings describe the land in its native condition without any improvements to the soil. Improved ratings indicate the land's potential once appropriate management practices have been conducted. An explanation for agricultural capability classes is attached in Appendix 1.

5.1 Historical Soil Survey

The historical mapping for the ALR Site, however, is not applicable due to the past peat extraction and resulting soil disturbance. Historical surveys prior to peat extraction indicate the main agricultural limitation of the soils in the area was excess soil moisture, poorly decomposed peat, and low fertility. PGL used this as a guide to produce a more detailed survey. The Site is bisected by two very large polygons within a lowland adjacent to the Fraser River.:

An improved agricultural capability classification of 60% 3WN and 40% 2WD and an unimproved rating of 100% 4W (Agricultural Capability Map 92G.3h) was mapped throughout the western portion of the property. The eastern portion of the property was mapped as having an improved agricultural capability classification of 100% Ø3LW and an unimproved rating of 100% Ø5WP (Agricultural Capability Map 92G.3h).

C & F Land Resource Consultants Ltd. (C & F) previously prepared a land rehabilitation plan in 2008 for a 32ha property at 8060 No. 6 Road, Richmond BC, which is located within the ALR and Ecowaste's holdings. C & F found that the entire property had been disturbed from native conditions by peat extraction and were classified as one of four units which are summarized below.

Table B: Existing Agricultural Capability (from C & F)

Unit #	Unimproved Agricultural Capability	Improved Agricultural Capability	Area (ha)	% of Total
1	O7W	O5WF	17.7	55.3
2	O5WF ⁸ - 5WD ²	O4WF ⁸ - 4W ²	8.7	27.2
3	O7F	O7F	3.6	11.3
4	O5WF	O4WF	2.0	6.2
Total			32.0	100

Following rehabilitation, C & F predicted that areas which underwent rehabilitation would have an agricultural capability of Class 3A improvable to Class 1, while perimeter side slopes would have an agricultural capability of 7T and drainage ditches would be O5WF⁷ - 7TI³.

Ecowaste's 1992 Soil Conservation Act Application to the ALC indicated that the impacted soils would have an improved agricultural capability rating of 100% Ø4LW assuming significant improvements to drainage, fertility and levelling. Unimproved ratings were found to be Ø7W for flooded and inundated portions of the Site, 7E for roads and filled areas and Ø5WF for the remainder of the Site.

5.2 Baseline Soil Conditions

The entire property has been disturbed from original conditions due to peat extraction and subsequent waste-filling activities. PGL conducted a detailed soil survey of the Site to assess current soils to establish baseline conditions.

Soils vary across the Site depending on the state of filling and typically fall into three categories: road network, areas undergoing filling and filled/rehabilitated areas (Appendix 2 – Site Photographs). Our report is intended to establish baseline conditions for the portion of the Site still undergoing filling activities as proposed in the non-farm use application.

This area is proposed for four sub-contracted operators who will support and enhance Ecowaste's landfill operation. The operators include Tervita Corporation, Quantum Murray, Urban Wood Waste Recyclers and Yardworks/Arrow. Yardworks/Arrow is already located on the Site while the remaining three operations are currently located on Ecowaste's industrial property.

5.2.1 Current Mapping

Site soils have been significantly altered by peat extraction and subsequent filling activities. This has resulted in three soil environments and associated soils: areas undergoing filling, filled/rehabilitated areas and road networks. Soil characteristics are summarized below.

Areas Undergoing Filling

Areas undergoing filling are located in central portion of the Site. Filling extends from the northern portion of the Site south towards Blundell Road. Within the central portion of the Site, no mineral soil was observed within the top 1m as waste placement activities were being finalized. Fill consisted of road demolition waste, excavation waste and land-clearing debris. Waste disposal includes placement and compaction of waste to a suitable density to an established elevation prior to placement of a soil cap to meet agricultural capability objectives.

Within the northern portion of the property, cover fill is currently being placed over waste fill. Cover fill originates from treated soil which meets the BC Contaminated Sites Regulation's Agricultural Land Use Standards.

Soil utilized for cover fill originates from a variety of offsite locations and its composition is heterogeneous across the Site. Soil composition is dependent upon what type of soil is received at a given time. Generally, cover fill soils are medium-textured glacial till which extend to over 1m before grading into the underlying waste. Placement of cover fill in this area is not yet complete and a seedbank has not yet been prepared.

Filled/Rehabilitated Areas

Approximately 70% of the ALR land considered under the non-farm use application has been filled and 25% has been rehabilitated. These areas primarily include the perimeter of the Site. Filled and rehabilitated areas were investigated where access was permissible. Following closure of filled cells, irrigation lines were installed to improve the rehabilitated lands agricultural capability. PGL's investigation was focused on areas where the irrigation network would not be encountered.

Prior to filling, all remaining peat was removed, after which inert industrial wastes were placed in lifts not exceeding 1m and were compressed as stipulated in the ALC's resolution. Once the established final elevation for the fill was reached, waste material was capped with a minimum of 1m of medium-textured soil.

Soil utilized for cover fill originates from a variety of offsite locations, so its composition varies and is heterogeneous across the Site. Soil was typically characterized as being a medium-textured loam. Based on ALC requirements, soil was placed in 0.5m lifts and compacted.

Filled areas were contoured to promote adequate drainage and minimize the potential for surface ponding. Following rehabilitation, soils were seeded with either an appropriate cereal or forage crop and in the case of the southwestern portion of the property, were planted with a variety of deciduous trees for agroforestry purposes.

Rehabilitated soils are serviced by an in-ground irrigation network to maximize the soils agricultural capability.

Road Networks

An access road loops through the Site from Blundell Road which accesses the filling areas and will be used to serve the proposed sub-contractor operations. The road is comprised of road base and is not paved. The road is bounded by areas undergoing filling activities or filled/rehabilitated areas.

5.2.2 Current Agricultural Capability

Areas Undergoing Filling

Areas undergoing filling have been disturbed, including peat extraction activities and ongoing waste filling. Where filling is actively occurring the agricultural capability is 7F and is un-improvable in its current state. Following placement of a soil cap and suitable growing media, agricultural capability will increase to an unimproved rating of 100% 3A and an improved rating of 100% 2/1.

Filled/Rehabilitated Areas

Peat extraction and subsequent filling and contouring has greatly improved the agricultural capability of the Site soils primarily by removing the less fertile, poorly decomposed, organic soils and reducing the excess water which limited previous agricultural potential. Rehabilitation works have resulted in an improved agricultural capability classification of 90% 2/1 and 10% 6T and an unimproved rating of 90% 3A and 10% 6TA. Lower capability soils are located adjacent to Blundell Road where fill slopes steeply up to the north.

Road Networks

The road network filled area has an agricultural capability of Class 7F and is un-improvable since it will be developed for roads on completion of the rehabilitation.

6.0 1993 ALC APPROVAL CONDITIONS

The 1993 ALC Resolution #173/93 allowed peat extraction and the deposition of fill to be undertaken on the Ecowaste property, subject to the following conditions which are described further below:

- General operating conditions;
- Site preparation and filling;
- Rehabilitation of the filled area;
- Drainage control and drainage system installation;
- Irrigation installation; and
- Reporting and monitoring.

6.1 General Operating Conditions

General operating conditions of the Ecowaste Landfill is detailed in their January 2013 Design, Operations and Closure Plan Submission which is included in Ecowaste's Application for Non-Farm Use and Soil Permit Renewal.

6.2 Site Preparation and Filling Procedures

Currently 70% of the ALR land has been filled. A detailed filling plan is included in the document *Ecowaste Landfill - Design, Operations and Closure Plan January 2013*. Waste is spread out in thin lifts between 0.3-0.6m and compacted with heavy machinery as required under the ALC resolution. Each cell was filled to approximately 3m in height. Following placement of each lift, 0.6m of cover soil was placed to secure the lift. The lift will also be sloped to facilitate appropriate drainage.

The final 0.5m of the subgrade will consist of free draining, permeable soil, sand or gravel, while the overlying topsoil will be clean with a coarse fragment content less than 5% with no texture finer than silty clay loam and no coarser than sandy loam. The topsoil will also be placed evenly over the surface to the finish grade.

Prior to landfilling inert waste consistent with construction, demolition and land-clearing debris, the material was screened to ensure only acceptable materials were being deposited onsite. Fill will be free of contaminants as well as large woody debris, construction rubble, demolition material, metals, plastics and garbage. Minor amounts of plastic pipe, brick, concrete and asphalt are acceptable for base fill as long as it is placed more than 2m from the surface.

Once the final closure elevation has been achieved the Site is covered with 2m of soils which meet the BC Contaminated Sites Regulations Standards for Agricultural Land Use.

6.3 Rehabilitation of the Filled Area Procedures

The original approval for fill/rehabilitation as approved by the ALC by resolution #173/93 required that the final improved agricultural capability rating, with irrigation is to be Class 2A. To meet the improved classification, the resolution also required that rehabilitation of the filled area:

- Upon completion of filling , the fill is to be capped with a minimum of 1.0m of medium-textured glacial till material;
- Upon completion of spreading and compacting the capping, a minimum of 0.8m of medium-textured sands are to be placed over the capping;
- The final upper 0.3m is to be loamy sand;
- Encouraging backhauling of good quality agricultural soil for rehabilitation purposes;
- Application of suitable organic matter to the upper 0.3m of reclaimed soil; and
- Preparation of a seedbed if no immediate agricultural use is planned.

Following rehabilitation, the rehabilitated Site will be maintained in a high state of agricultural management for a period of no less than five years following completion. Already rehabilitated areas have been either seeded with a forage crop or used for agro-forestry.

6.4 Drainage Control and Drainage System Installation

Drainage control and drainage system installation is detailed in Ecowaste's January 2013 Design, Operations and Closure Plan Submission which is included in Ecowaste's Application for Non-Farm Use and Soil Permit Renewal.

Stormwater and runoff from the Site are managed through a stormwater drainage and collection system. The leachate that percolates through the cap is managed in a separate leachate collection system. It then undergoes additional treatment via an aeration pond and passage through a constructed wetland before ultimately being discharged to the No. 7 Canal via the Granville Avenue ditch.

6.5 Irrigation Installation

In 2006, Ecowaste retained SYLVIS to design and construct a soil-plant system for use as an irrigation-based leachate treatment option. In 2007, SYLVIS began fabricating topsoil using combinations of sand, biosolids, recycled paper fines and wood waste. These fabricated topsoils were used in the establishment of three treatment plots covering capped portions of the landfill and planted with fast-growing hybrid poplar trees (in 2007), coppicing willows (planted between 2008 and 2010) and forage grasses (seeded in 2010). The soil-plant treatment plots are irrigated with leachate which has undergone treatment in the aeration pond, providing additional leachate

treatment capacity, leachate quality improvement, and harvestable biomass. This system also satisfies the agricultural zoning requirement of the Site and provides Ecowaste with a biomass crop for harvest and use.

By the end of 2012, the soil plant system was irrigated with a total leachate volume of 4,225 mm (308,422 m³) in both woodlots combined and 10,359 mm (321,141 m³) in the grass lot. The poplars, willows and grasses are in their active phase of establishment, and should continue to increase in their capacity to assimilate leachate and leachate constituents over the near-term.

6.6 Reporting and Monitoring

The 1993 ALC Resolution #173/93 required that the ALR site be subject to ongoing and regular monitoring by the ALC and City of Richmond. Monitoring was to include preparation of semi-annual reports by a reclamation specialist to ensure compliance with the conditions of the Commission's approval.

Previous reporting and monitoring was completed by C & F.

7.0 CONCLUSION

The Site has undergone significant alteration to its soils resulting from peat extraction and subsequent filling with demolition waste, excavation waste and land-clearing debris under the Agricultural Land Commission's (ALC) 1993 approval. Currently 70% of the ALR land has been filled and approximately 25% has been rehabilitated under the existing permit. Upon completion of filling, the ALR Site will be covered with 2m of soils which will meet the BC Contaminated Sites Regulations Standards for Agricultural Land Use, as well as provide a Class 2A agricultural capability.

In addition to improving agricultural capability following peat extraction, Ecowaste has continued to meet the conditions of the 1993 ALC Resolution #173/93 as detailed in Section 6.0.

PGL's report established baseline conditions for the portion of the Site still undergoing filling activities as proposed in the non-farm use application. This area is proposed for four sub-contracted operators who will support and enhance Ecowaste's landfill operation. The Site is primarily composed of three land uses: areas undergoing filling, rehabilitated areas and road access.

The ongoing filling and rehabilitation works will benefit agriculture through improvements to the agricultural capability and suitability of the ALR Site. Filling and subsequent rehabilitation will increase the agricultural capability from 100% 4W in the western portion of the property and 100% Ø5WP in the eastern portion of the property to an agricultural capability of 2A.

The requested non-farm use application will also allow for the relocation of four related uses (Tervita, Qunatum Murray, Urban Wood Recyclers and Yardworks/Arrow) which are complimentary to the fill operation.

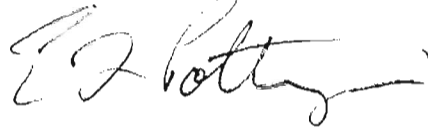
Respectfully submitted,

POTTINGER GAHERTY ENVIRONMENTAL CONSULTANTS LTD.

Per:



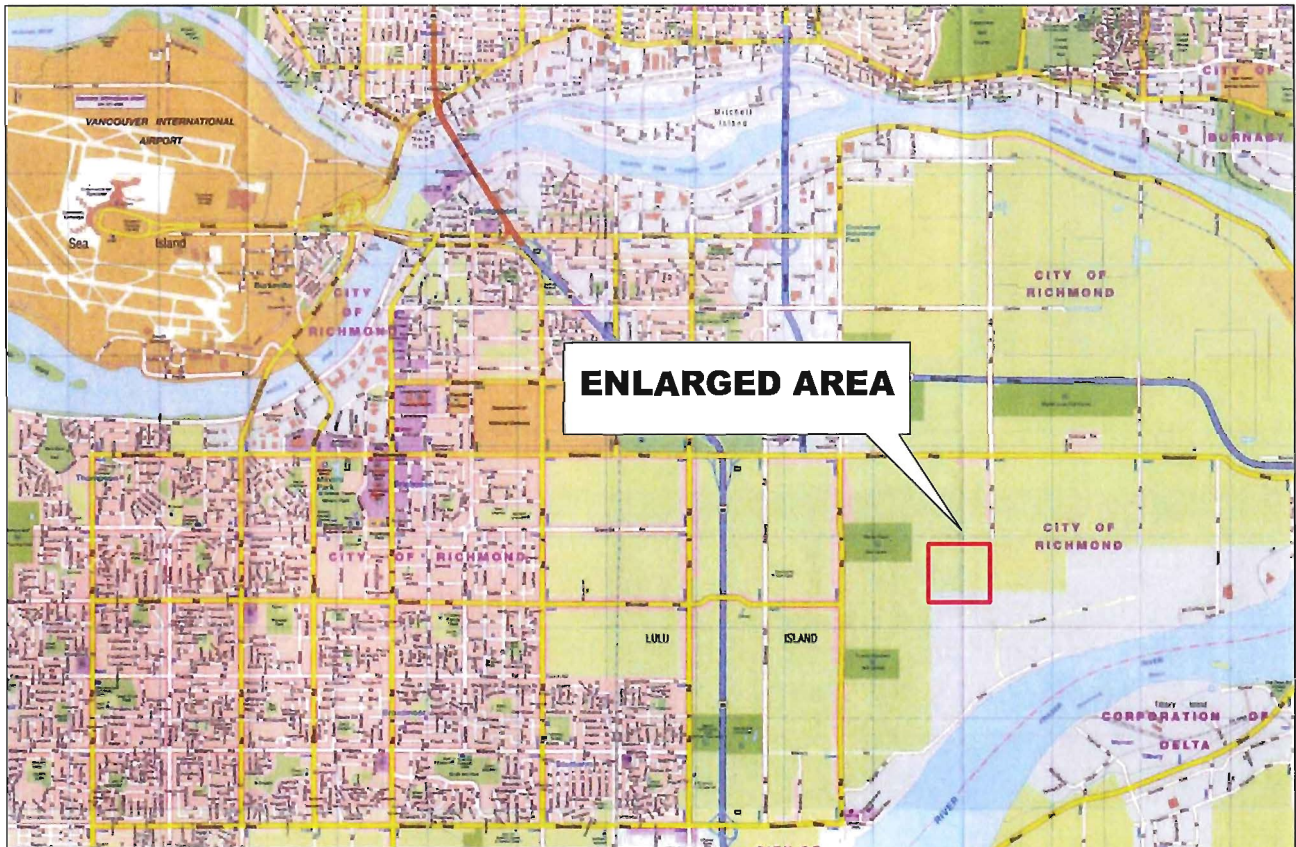
Stewart Brown, M.Sc., P.Ag., R.P.Bio.
Senior Environmental Scientist



E.L. (Ned) Pottinger, M.Sc., P.Geo., P.Ag.
Senior Consultant and Principal

CSB/ELP/slr
P:\001-199\079\04-01\0-079-04-01-Sep13-Final.doc

Figures



0 1000m

Scale 1:20 000
2013 orthophoto supplied by GNH Engineering.



0 4000m

Scale 1:80,000

Greater Vancouver & Fraser Valley, MapArt Publishing, 2006.

SITE LOCATION

7011 No. 7 Road, Richmond, BC

Ecowaste Industries Ltd.

PGL | Pottinger Gaherty
ENVIRONMENTAL CONSULTANTS



File No.: 0079-04.01

Date: OCT 2013

Dwg No.: F1.2

Drawn by: IRB

FIGURE

1



■ TEST PIT
 — TOPOGRAPHIC CONTOUR - MAJOR
 — TOPOGRAPHIC CONTOUR - MINOR

0 200m
 Scale 1:4000

Ref: 2013 orthophoto supplied by GVI Engineering.

SOIL INVESTIGATION	
7011 No. 7 Road, Richmond, BC	File No: 2018-04-01 Date: OCT 20-13
Ecowaste Industries Ltd.	Draw No: 22.2 Drawn By: JLB
 PGL Pottinger Gaherty <small>GEOTECHNICAL CONSULTANTS</small>	FIGURE 2

Appendix 1
Agricultural Capability Classes

Agriculture Capability Classes

Class 1 land is capable of producing the very widest range of crops. Soil and climate conditions are optimum, resulting in easy management.

Class 2 land is capable of producing a wide range of crops. Minor restrictions of soil or climate may reduce capability but pose no major difficulties in management.

Class 3 land is capable of producing a fairly wide range of crops under good management practices. Soil and/or climate limitations are somewhat restrictive.

Class 4 land is capable of a restricted range of crops. Soil and climate conditions require special management considerations.

Class 5 land is capable of production of cultivated perennial forage crops and specially adapted crops. Soil and/or climate conditions severely limit capability.

Class 6 land is important in its natural state as grazing land. These lands cannot be cultivated due to soil and/or climate limitations.

Class 7 land has no capability for soil bound agriculture.

Agriculture Capability Subclasses

A & M	Soil Moisture Deficiency	N	Salinity
C	Adverse climate (excluding precipitation)	P	Stoniness
D	Undesirable soil structure	R	Shallow soil over bedrock and/or bedrock outcropping
E	Erosion	S & X	Cumulative and minor characteristics
F	Low fertility	T	Topography
I	Inundation adverse (flooding by streams, etc.)	W	Excess water

Unimproved ratings describe the land in its native condition without any improvements to the soil.

Appendix 2

Site Photos



Photograph 1: Existing soil conditions in the proposed Tervita operations area



Photograph 2: Fill and final fill elevation in the background for the northern portion of the property proposed for Tervita's operations



Photograph 3: Eastern portion
of the subject property
following filling and
reclamation



Photograph 4: Eastern portion
of the subject property
following filling and
reclamation (looking west)



**Photograph 5: Active filling on
portion of subject property
proposed for Quantum's
operations**



**Photograph 6: Active filling on
portion of subject property
proposed for Urban Wood
Waste's operations**



**Photograph 7: Arrow
Transports existing facilities
on the western portion of the
subject property**



**Photograph 8: Filled and
reclaimed portion of the
southwestern portion of the
subject property, including
tree plantation**



Photograph 9: Testpit 1
located west of proposed
Tervita operations area



Photograph 10: Testpit 2
located in the proposed Tervita
operations area



**Photograph 11: Testpit 3
located in the proposed Tervita
operations area**



**Photograph 12: Testpit 4
located in the northeast
reclaimed grass lot**



Photograph 13: Testpit 5
located on the eastern portion
of the subject property. Area
still to be reclaimed.



Photograph 14: Testpit 6
located on the eastern portion
of the subject property. Area
still to be reclaimed.



**Photograph 15: Testpit 7
located in the proposed
Quantum operations area**



**Photograph 16: Testpit 8
located in the proposed
Quantum operations area**



**Photograph 17: Testpit 9
located in the Arrow Transport
operations area**



**Photograph 18: Testpit 10
located in filled and reclaimed
area west of Arrow Transport
area**



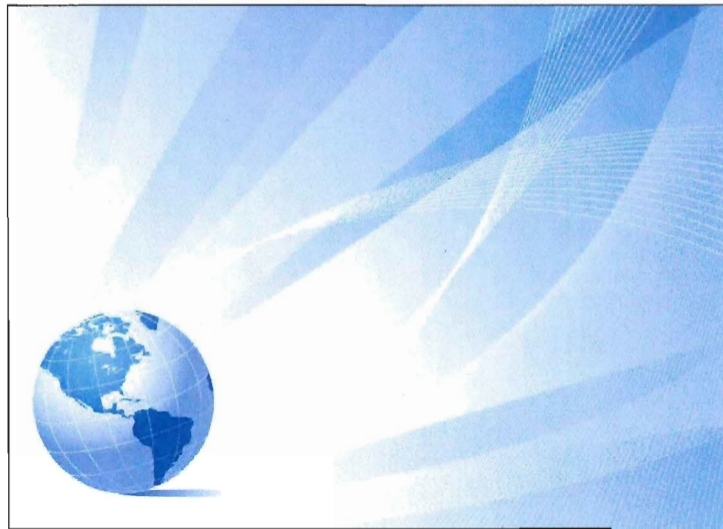
**Photograph 19: Testpit 11
located in the proposed
Ecowaste operations area**



**Photograph 20: Testpit 12
located in the proposed
Ecowaste operations area**

Agricultural Capability and Suitability on Completion of Project

**Ecowaste Landfill
7011 No. 7 Road
Richmond, BC**



Prepared for:
Ecowaste Industries Ltd.
200 – 10991 Shellbridge Way
Richmond, BC
V6X 3C6

Prepared by:
Pottinger Gaherty Environmental Consultants Ltd.
#1200 – 1185 West Georgia Street
Vancouver, BC
V6E 4E6

PGL File: 079-04.02

December 2014



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	4.3 Drainage Control and Drainage System Installation	2
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1.0 INTRODUCTION

Ecowaste Industries Ltd. (Ecowaste) asked Pottinger Gaherty Environmental Consultants Ltd. (PGL) to provide a short report discussing the agricultural capability and suitability of their landfill following completion of closure and reclamation.

Our report includes a description of the site, a description of the historical and current Site soils, and an assessment of the Site's future agricultural capability/suitability.

2.0 SITE DESCRIPTION

The Site is located in the City of Richmond (Figure 1) and is part of the Ecowaste landfill operated by Ecowaste at 15111 Williams Road in Richmond, BC. The Ecowaste Landfill is comprised of 118ha located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road. Of the 118ha, a 61ha parcel consisting of two lots are located within the Agricultural Land Reserve (ALR) (ALR site). The remainder is located on a 57ha non-ALR parcel (Industrial Site).

The Ecowaste landfill, including the non-ALR portion, accepts the disposal of inert waste primarily from construction and demolition activities. The landfill also accommodates several related industries as tenants, including yard waste composting facilities, wood processing facilities, and two soil remediation facilities all of which will operate on the ALR portion of the site for the next period of operation.

Following placement of the solid waste, the completed landfill will be improved by placement of a soil cover suitable for agriculture. Soils placed on the ALR-zoned portions of the property are required to meet the BC Contaminated Sites Regulation's Agricultural Land Use Standards and will be designed to enable a wide range of soil bound agricultural uses.

The surrounding area is characterized by:

- North: ALR Agricultural Land Use;
- West: ALR agricultural with a mix of non-farm uses including a golf course/driving range and as well as farm uses;
- South: Non-ALR Ecowaste land fill which will be developed as a logistics-based industrial park once filling is complete; and
- East: Non-ALR Industrial land use operated by Port Metro Vancouver and developed for port-related industrial purposes.

All of the surrounding uses would be compatible with future use of the Site for agriculture.

3.0 BACKGROUND

PGL conducted site investigations and reviewed existing historical reports, maps, and aerial photographs of the Site, pertinent documents at the Agricultural Land Commission (ALC), developing a detailed soil sampling plan, and conducting a Site visit to describe soils.

The entire property has been disturbed from original conditions due to peat extraction and subsequent waste filling activities. Soils vary across the site depending on the state of filling and typically fall into three categories: road network, areas undergoing filling and filled/rehabilitated areas.

This ALR portion of the site will have four sub-contracted operators who will support and enhance Ecowaste's landfill operation. The operators include Tervita Corporation, Quantum Murray, Urban Wood Waste Recyclers and Yardworks/Arrow. Yardworks/Arrow is already located on the site while the remaining three operations are currently located on Ecowaste's industrial property.

4.0 1993 ALC APPROVAL CONDITIONS

The 1993 ALC Resolution #173/93 allowed peat extraction and the deposition of fill to be undertaken on the Ecowaste property subject to Rehabilitation of the Filled Area, and installation of irrigation and drainage. The plan was to reclaim the site to Class 2 agricultural capability with only minor limitations to soil bound agriculture.

4.1 Final Site Preparation and Filling Procedures

Once the final closure elevation has been achieved the Site will be covered with 2m of soils which meet the BC Contaminated Sites Regulations standards for Agricultural Land Use. The final 0.5m of the subgrade will consist of free draining, permeable soil, sand or gravel, while the overlying topsoil will be clean with a coarse fragment content less than 5% with no texture finer than silty clay loam and no coarser than sandy loam. The topsoil will also be placed evenly over the surface to the finish grade.

4.2 Rehabilitation of the Filled Area Procedures

The original approval for fill/rehabilitation as approved by the ALC by resolution #173/93 required that the final improved agricultural capability rating, with irrigation is to be Class 2A. To meet the improved classification, the resolution also required that rehabilitation of the filled area:

- Upon completion of filling , the fill is to be capped with a minimum of 1.0m of medium-textured glacial till material;
- Upon completion of spreading and compacting the capping, a minimum of 0.8m of medium-textured sands are to be placed over the capping;
- The final upper 0.3m is to be loamy sand;
- Encouraging backhauling of good quality agricultural soil for rehabilitation purposes;
- Application of suitable organic matter to the upper 0.3m of reclaimed soil; and
- Preparation of a seedbed if no immediate agricultural use is planned.

Following rehabilitation, the rehabilitated site will be maintained in a high state of agricultural management for a period of no less than five years following completion. Already rehabilitated areas have been either seeded with a forage crop or used for agro-forestry.

4.3 Drainage Control and Drainage System Installation

Drainage control and drainage system installation is detailed in Ecowaste's January 2013 Design, Operations and Closure Plan Submission which is included in Ecowaste's Application for Non-Farm Use and Soil Permit Renewal.

Stormwater and runoff from the site are managed through a storm water drainage and collection system. The leachate that percolates through the cap is managed in a separate leachate collection system. It then undergoes additional treatment via an aeration pond and passage through a constructed wetland before ultimately being discharged to the No. 7 Canal via the Granville Avenue ditch. If appropriate, this leachate could be used for irrigation post closure. If not, irrigation water will be sourced from the local agricultural drainage and irrigation ditches.

4.4 Irrigation Installation

In 2006, Ecowaste retained SYLVIS to design and construct a soil-plant system for use as an irrigation-based leachate treatment option. In 2007, SYLVIS began fabricating topsoil using combinations of sand, biosolids, recycled paper fines and wood waste. These fabricated topsoils were used in the establishment of three treatment plots covering capped portions of the landfill and planted with fast-growing hybrid poplar trees (in 2007), coppicing willows (planted between 2008 and 2010) and forage grasses (seeded in 2010). The soil-plant treatment plots are irrigated with leachate which has undergone treatment in the aeration pond, providing additional leachate treatment capacity, leachate quality improvement, and harvestable biomass. This system also satisfies the agricultural zoning requirement of the site and provides Ecowaste with a biomass crop for harvest and use.

By the end of 2012, the soil plant system was irrigated with a total leachate volume of 4,225mm (308,422m³) in both woodlots combined and 10,359mm (321,141m³) in the grass lot. The poplars, willows, and grasses are in their active phase of establishment, and should continue to increase in their capacity to assimilate leachate and leachate constituents over the near-term.

4.5 Reporting and Monitoring

Monitoring will include preparation of semi-annual reports by a reclamation specialist to ensure compliance with the conditions of the Commission's approval.

5.0 CONCLUSION

On completion of landfilling, the ALR portion of the site will be covered with 2m of soils which will meet the BC Contaminated Sites Regulations standards for Agricultural Land Use as well as provide a Class 2A agricultural capability.

In addition to improving agricultural capability following peat extraction, Ecowaste has continued to meet the conditions of the 1993 ALC Resolution #173/93.

PGL's report established baseline conditions for the portion of the site still undergoing filling activities as proposed in the non-farm use application. This area is proposed for four sub-contracted operators who will support and enhance Ecowaste's landfill operation. The site is primarily composed of three land uses: areas undergoing filling, rehabilitated areas, and road access.

The ongoing filling and rehabilitation works will benefit agriculture through improvements to the agricultural capability and suitability of the ALR site. Filling and subsequent rehabilitation will increase the agricultural capability from 100% 4W in the western portion of the property and 100% Ø5WP in the eastern portion of the property to and agricultural capability of 2A.

On completion of reclamation and preparing the soils for agricultural, the site will be capable of growing a wide range of soil bound agricultural crops. The types of crops and the agricultural systems would be difficult, but the site will be in an area with compatible uses and enough separation from non-farm uses to allow for a wide range of choices.

Respectfully submitted,

POTTINGER GAHERTY ENVIRONMENTAL CONSULTANTS LTD.

Per:



E.L. (Ned) Pottinger, M.Sc., P.Geo., P.Ag.
Senior Consultant and Principal



Stewart Brown, M.Sc., P.Ag., R.P.Bio.
Senior Environmental Scientist

ELP/CSB/slr
r-079-04-02-Dec14-Final.doc

Figure



SITE LOCATION

7011 No. 7 Road, Richmond, BC

Ecowaste Industries Ltd.

PGL | Pottinger Gaherty
ENVIRONMENTAL CONSULTANTS



File No.: 0079-04.01

Date: JULY 2013

Dwg No.: F1.1

Drawn by: IRB

FIGURE

1



City of
Richmond

Building Permit Considerations

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

Location: Lands Bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances

File No.: AG 14-654361; NF 14-654364

Prior to Building Permit issuance, the applicant must complete the following in addition to complying with the standard requirements and regulations:

1. Registration of a legal agreement (to be registered on the title of all applicable lots) for all of the Ecowaste owned properties bounded by Williams Road to the south, Savage Road allowance to the west, Granville Road allowance to the north, No. 7 Road allowance to the east and the rail allowance running along the south east edge that identifies that all properties within this area cannot be transferred/sold independent of one another.



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

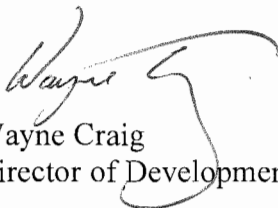
Date: January 27, 2015

File: RZ 14-671974

Re: Application by JM Architecture Inc. for a Zoning Text Amendment to Congregate Housing and Child Care - McLennan (ZR8) Zoning District at 10019 Granville Avenue

Staff Recommendation

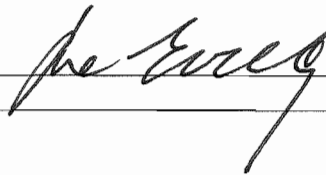
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9209, to amend the "Congregate Housing and Child Care - McLennan (ZR8)" zoning district to remove "congregate housing" from the permitted uses, reduce the maximum Floor Area Ratio (FAR) and increase the maximum number of children permitted in a licensed child care facility from 37 to 88, be introduced and given first reading.


Wayne Craig
Director of Development

WC: mp
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

JM Architecture Inc. has applied to the City of Richmond for a zoning text amendment to the “Congregate Housing and Child Care - McLennan (ZR8)” zoning district to delete “congregate housing” from the permitted uses and increase the maximum number of children permitted in a licensed child care facility from 37 to 88 at 10019 Granville Avenue (Attachment 1). Preliminary development plans are contained in Attachment 2.

The subject site is contained in the Agricultural Land Reserve (ALR); however, it is exempt from the Agricultural Land Commission (ALC) regulations because the property was on separate certificate of title and less than 2 acres in size as of December 21, 1972. Therefore, no application or approval from the ALC is required.

Previous Application

In 2012, the subject site was rezoned from “Local Commercial (CL)” to “Congregate Housing and Child Care - McLennan (ZR8)” to develop a 10-bed congregate housing care facility with full-time medical care, a child care facility for a maximum of 37 children and a residential security/operator’s unit. Subsequently, a Development Permit was issued on September 10, 2012 but the owner did not proceed with the proposal as he could not secure funding for the congregate housing facility and the permit has lapsed.

Findings of Fact

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

Surrounding Development

To the North: A single detached dwelling on a small “Agriculture (AG1)” zoned parcel (less than 0.5 acres) contained in the ALR.

To the East: A single detached dwelling on a small “Agriculture (AG1)” zoned parcel (less than 0.5 acres) contained in the ALR.

To the South: single detached dwellings on small “Agriculture (AG1)” zoned parcels (less than 0.5 acres) contained in the ALR.

To the West: Across No. 4 Road, a duplex on a property zoned “Two-Unit Dwellings (RD1)” located outside of the ALR. The property is located in the City Centre Area McLennan North Sub-Area and the Sub-Area Plan designates the property for two family dwellings or 2 & 3 storey townhouses, up to a based density of 0.65 Floor Area Ratio.

None of the immediately neighbouring sites in the ALR are currently farmed.

Related Policies & Studies2041 Official Community Plan (OCP)

The OCP General Land Use Map designates the subject site for “Agriculture” and identifies the broad City-wide vision for agriculture and supporting land uses in the ALR. Although the subject site is contained in the ALR, it is exempt from the ALC regulations and was historically used for local commercial uses. The proposal is consistent with the current land use designation.

East Richmond McLennan Sub-Area Plan

The land use designation of the subject site in the McLennan Sub-Area Plan was amended in 2012 from “Agriculture” to “Agriculture, Institutional and Public” to allow the previously proposed congregate housing and child care uses. The “Agriculture, Institutional and Public” land use designation is defined as “those areas of the City where the principal use is agriculture, religious facilities, assembly use, community use, public administration, utilities and works, health and safety measures”. The Sub-Area Plan encourages the establishment of additional childcare facilities and other community services as required. The proposal is consistent with the Sub-Area Plan.

Floodplain Management Implementation Strategy

The proposed development is required to comply with the requirements of Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Plain Covenant was registered on title identifying this requirement as part of the previous application.

Public Input

Two public notification signs were posted on the site. Staff have not received any concerns or comments.

OCP Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation that permits all aircraft noise sensitive land uses. Through the previous rezoning application process, an Aircraft Noise Covenant was registered on title identifying that the site and land use is affected by aircraft noise as per the Airport Noise Contours in the OCP.

ConsultationAgricultural Advisory Committee

Although the site is exempt from the ALC regulations, the application was referred to the AAC for review and comment. The AAC noted that there would be no impact on the agricultural lands and passed the following motion at its November 20, 2014 meeting (refer to Attachment 4 for an excerpt of the meeting minutes).

“That the rezoning application for 10019 Granville Avenue be supported.”

Vancouver Coastal Health (VCH)

The applicant has indicated that the current proposal was discussed with the Vancouver Coastal Health staff at length and their comments have been incorporated into the current design. The attached floor plans and site plan, which shows the size and location of the children's outdoor play areas, have been referred to the VCH staff for review and comment and the VCH staff have confirmed in writing that they have no comments or concerns.

Analysis

Current Proposal

The current proposal includes a child care facility for a maximum of 88 children with a residential security/operator's unit. The existing "Congregate Housing and Child Care - McLennan (ZR8)" zone already permits a residential security/operator's unit.

The proposed child care facility is designed to accommodate 20 infants, 20 toddlers and 48 children from 30 months to school age. It will occupy the entire main floor and a portion of the second floor, and the residential security/operator's unit will occupy the remaining portion of the second floor. The proposed total floor area is 1,145 m² (12,325 ft²). Compared to the previous proposal, the total floor area has been reduced by 322 m² (3,466 ft²) and the proposed Floor Area Ratio has been reduced from 0.59 to 0.47.

The proposed two-storey building will be located at the southwest corner to minimize potential impacts to the single family houses to the north and east and a parking area is proposed at the northeast.

A garbage and recycling enclosure is proposed at the northeast corner where it can be easily accessed by a collection vehicle. Also, a pedestrian pathway is provided on the west side of the enclosure for convenient access by occupants.

The children's outdoor play area is proposed along No.4 Road and Granville Avenue. The developer has indicated that careful consideration was given to the location of the required outdoor play area to ensure direct connection from the indoor classrooms and take advantage of southern exposure for direct sunlight.

Built Form and Character and Landscaping

The overall form and character of the development remains similar to the previous proposal. Highlights are:

- Street presence is maximized by the location of the building on the site and a prominent corner feature at the southwest corner.
- The landscaping and open space design focuses along the public road frontage.
- The proposed roof form respects the existing single family character of the immediate area.
- High quality cladding materials (including cultured stone and HardiPlank siding) are proposed.

- A 1m landscape buffer with hedge and wooden fence will be provided along the north and east property lines for screening.

A Development Permit is required for the proposed development. A review of the Development Permit application will focus on the following specific issues:

- Composition of the landscape buffer to the existing single family dwellings in the immediate area
- Streetscape along No.4 Road and Granville Avenue
- Refinement of the proposed building form and massing
- Landscape and open space design details
- Refinement of the children's outdoor play area design including the choice of play equipment

Additional issues may be identified as part of the Development Permit application review process.

Site Access

The main vehicular access will be provided from Granville Avenue and a right-out only exit is proposed along No. 4 Road. A legal agreement to restrict the No. 4 Road vehicle exit to right-out only has been secured and registered on title as part of the previous rezoning approval process.

Parking

A total of 24 parking stalls and one loading space are provided. The proposal complies with the parking and loading requirements in Section 7 of the Zoning Bylaw.

Site Servicing and Frontage Improvements

For the previous application, a Servicing Agreement was required prior to Building Permit issuance; as the owner did not proceed with the previous proposal, the required works were not completed.

Prior to final adoption of the rezoning bylaw, the developer is required to enter into a Servicing Agreement for the design and construction of required frontage improvements on No.4 Road and Granville Avenue and any utility relocation or upgrades (Attachment 5). The required frontage improvements include:

- New 1.5 m concrete sidewalk and treed/grassed boulevard along No.4 Road
- Widening on the north side of Granville Avenue and new sidewalk and treed/grassed boulevard along Granville Avenue
- Upgrade the existing traffic signal at the No.4 and Granville Avenue intersection to accommodate the road widening

On-Site Sanitary Sewer System

The subject site is located outside of a City sanitary sewer area boundary and no connection to a City sanitary sewer system is permitted.

Confirmation of VCH's final approval of the on-site sewage treatment system application was provided as part of the previous rezoning application process. The consulting engineer has provided a revised report to confirm that the on-site sewage treatment system is designed to accommodate the proposed 88 space child care facility.

The Sanitary Sewer Covenant that is currently registered on title should be replaced with a new covenant to accurately reflect the current proposal. The applicant has agreed to provide confirmation of the on-site sewage system design approval for the current proposal by the VCH as a condition of the rezoning approval.

Financial Impact

None.

Conclusion

The proposed 88 space child care facility is consistent with the Official Community Plan and East Richmond McLennan Sub-Area Plan and provides additional community services in this area of East Richmond.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9209, be introduced and given first reading.



Minhee Park
Planner 1

MP:cas

Attachment 1: Location Map

Attachment 2: Preliminary Development Plans

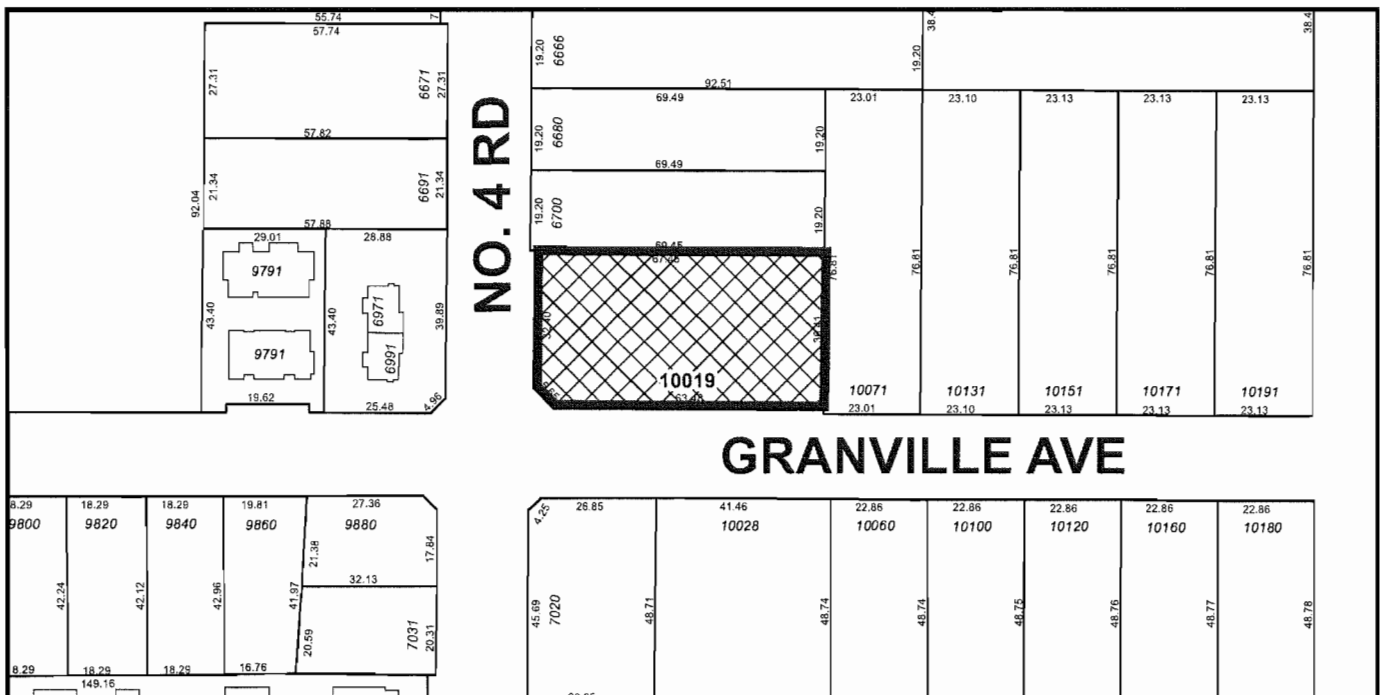
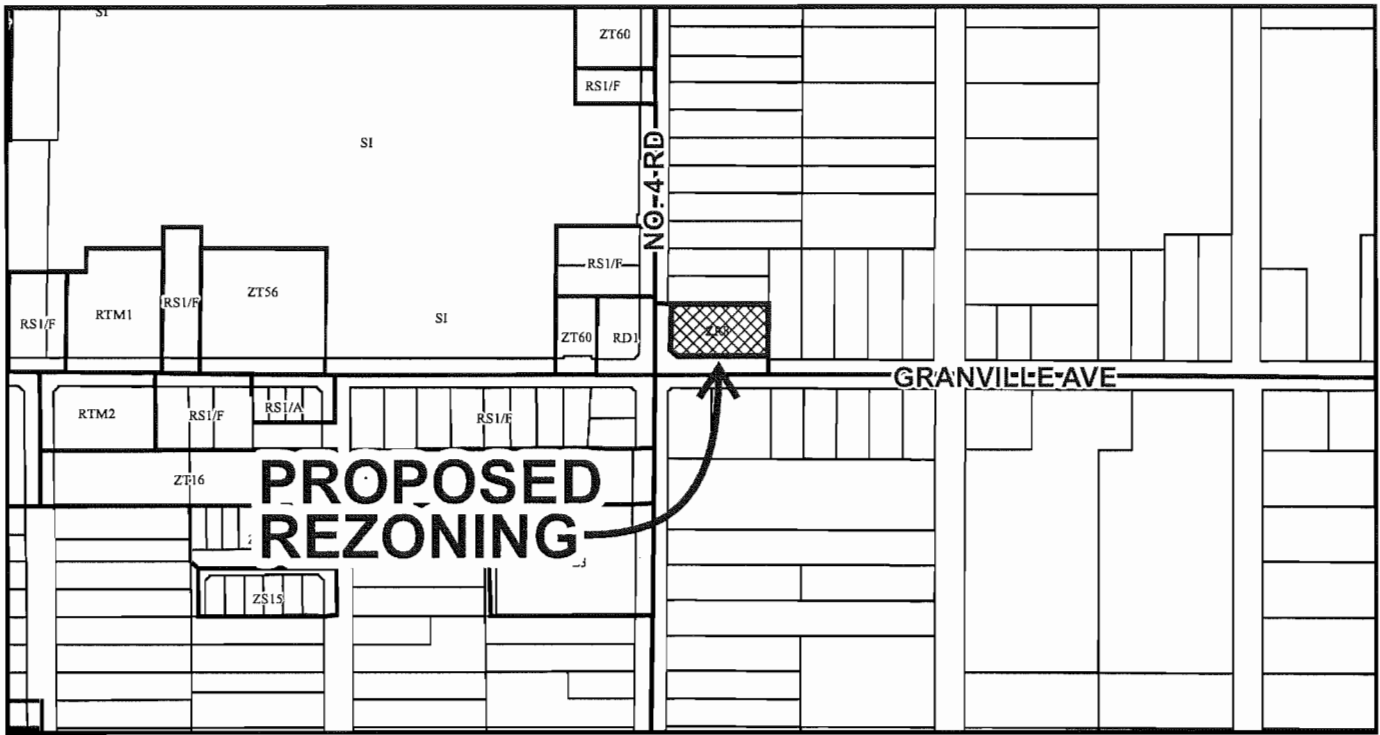
Attachment 3: Development Application Data Sheet

Attachment 4: Excerpt of November 20, 2014 Agricultural Advisory Committee Meeting
Minutes

Attachment 5: Rezoning Considerations



City of
Richmond



RZ 14-671974

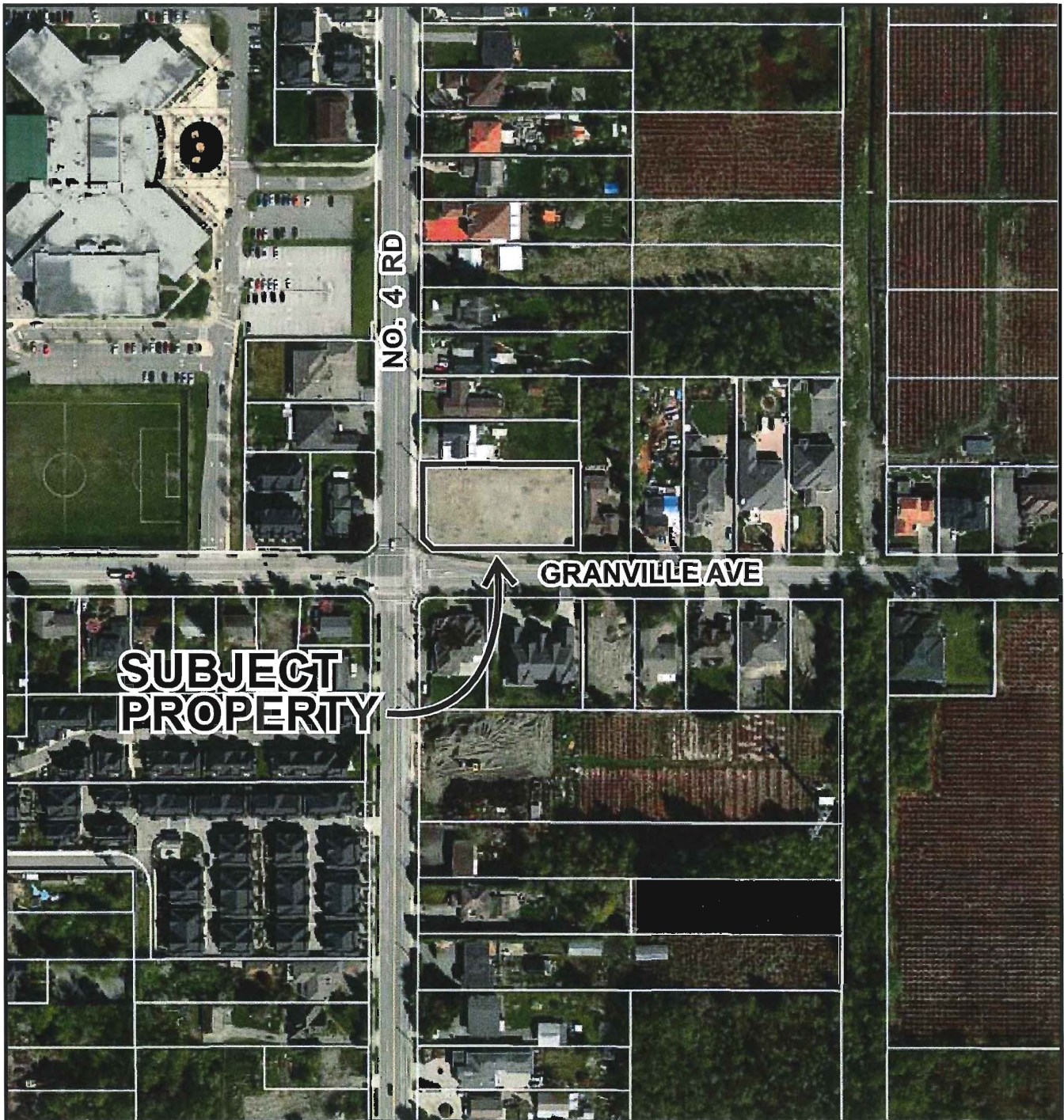
Original Date: 09/17/14

Revision Date: 02/01/15

Note: Dimensions are in METRES



City of
Richmond



RZ 14-671974

Original Date: 09/18/14

Revision Date:

Note: Dimensions are in METRES

PLAT

PROJECT SITE
10019 Graville Avenue

NO 4 RD

GRANVILLE AVE

Lot dimensions and boundaries are shown. The project site is a rectangular area in the center, labeled 'PROJECT SITE' and '10019 Graville Avenue'. The map shows various lot dimensions and boundaries. The map is oriented with North at the top. The map is titled 'PLAT' and 'PROJECT SITE'.

Key Words



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CNCL 203

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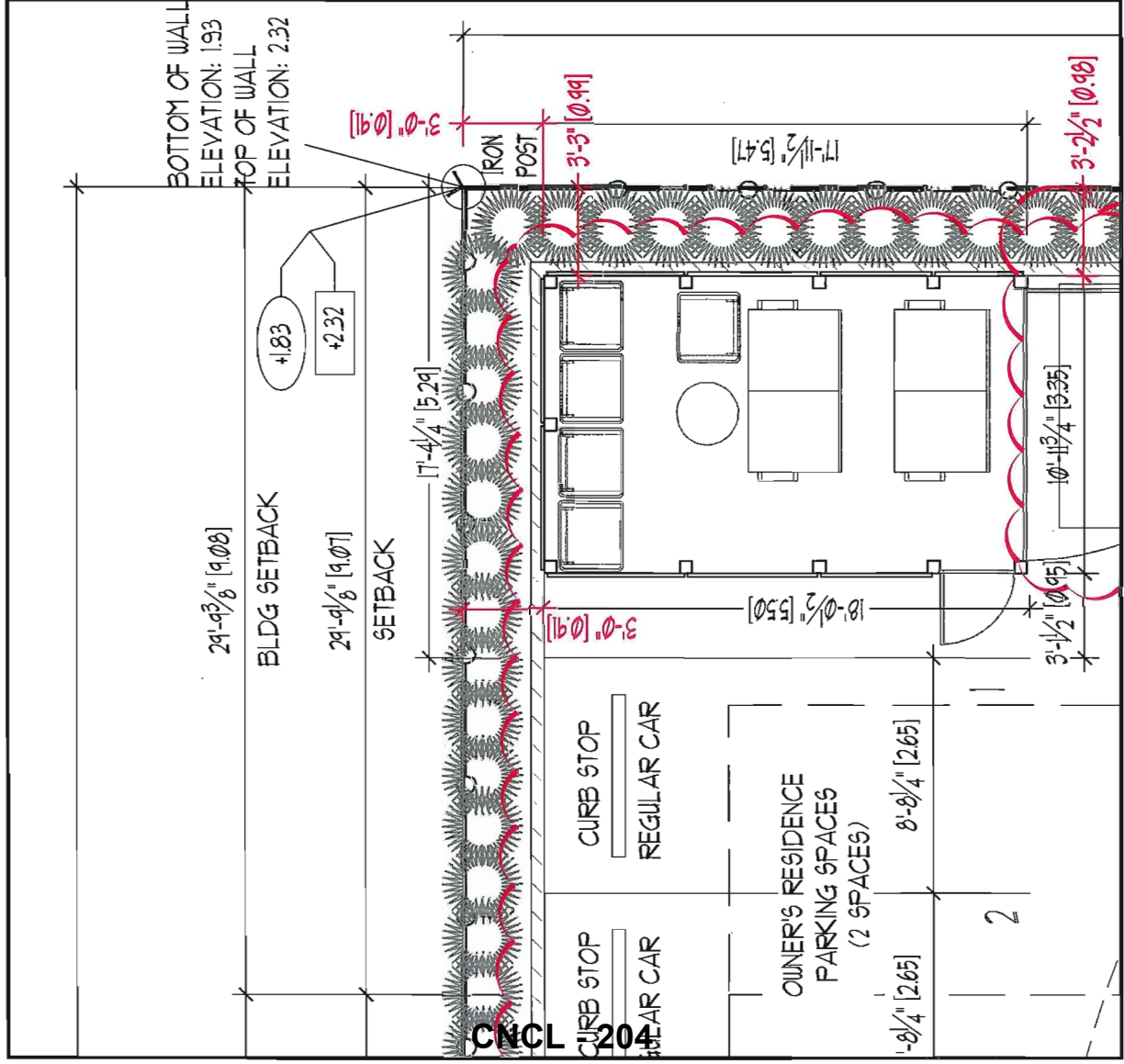
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architecture
interior design
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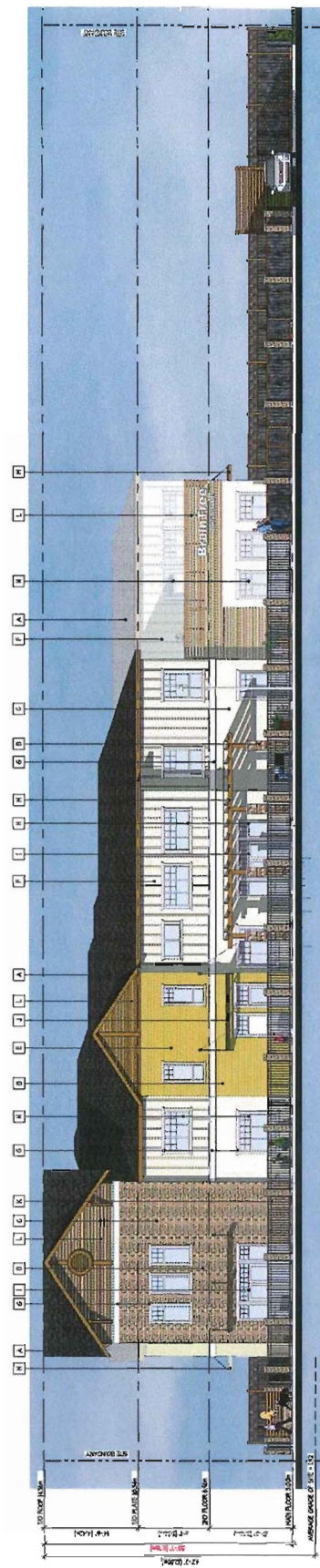
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DO NOT SCALE DRAWING



SOUTH ELEVATION (GRANVILLE AVENUE)

SCALE: 1/8" = 1'-0"



WEST ELEVATION (No 4 ROAD) - COMPLEX CARE FACILITY

SCALE: 1/8" = 1'-0"



ROYAL ESTATE - HARVEST SLATE

BUILDING MATERIALS			MATERIAL COLOUR SELECTION			SUPPLIER	
A	BRICK	ROYAL ESTATE - HARVEST SLATE	NO				
B	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
C	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
D	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
E	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
F	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
G	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
H	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
I	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
J	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
K	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
L	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
M	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
N	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
O	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
P	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
Q	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
R	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
S	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
T	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
U	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
V	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
W	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
X	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
Y	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					
Z	CEMENT ROOF	ROYAL ESTATE - HARVEST SLATE					



BRANTREE ELC.

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ELEVATIONS



RZ 14-671974

Attachment 3

Address: 10019 Granville Avenue

Applicant: JM Architecture Inc.

Planning Area(s): East Richmond McLennan Sub Area

	Existing	Proposed
Owner:	Haraka Enterprises Inc	No Change
Site Size (m²):	2,448 m ² (26,350 ft ²)	No Change
Land Uses:	Vacant	88 Space Child Care Facility + Residential Security/Operator Unit
OCP Designation:	Agriculture	No Change
Area Plan Designation:	Agriculture, Institutional and Public	No Change
Zoning:	Congregate Housing and Child Care (ZR8)	Text amendment to ZR8 to delete congregate housing and increase the maximum number of children from 37 to 88 in a licensed child care facility
Other Designations:	The subject site is contained in the ALR.	The subject site is exempt from ALR provisions but will remain in the ALR.

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	0.47 FAR	none permitted
Lot Coverage – Building:	Max. 40%	28.7 %	none
Setback – Public Road (m):	Min. 3 m	Min. 4 m (Granville Ave) Min. 5 m (No.4 Rd)	none
Setback – North (m):	Min. 5 m Min. 0.9 m to garbage and recycling enclosure	Min. 5.7 m (to building) Min. 0.9 m to garbage and recycling enclosure	none
Setback – East (m):	Min. 9 m Min. 0.9 m to garbage and recycling enclosure	Min. 21.2 m (to building) Min. 0.9 m to garbage and recycling enclosure	none
Height (m):	Max. 12.5 m	Max. 12.5 m	none
Off-street Parking Spaces – Total:	24	24	none
Loading Spaces:	1	1	none



City of Richmond

Minutes

AGRICULTURAL ADVISORY COMMITTEE (AAC)
Held Thursday, November 20, 2014 (7:00 pm)
Anderson Room
Richmond City Hall

In Attendance:

Todd May(Chair); Bill Zylmans; Doug Wright; Steve Easterbrook; Amil Alidina; Scott May; Janet Langelaan; Dieter Geesing; Councillor Harold Steves; Kevin Eng (Policy Planning); Minhee Park (Policy Planning)

Regrets:

Colin Dring; Kyle May; Tony Pellett (Agricultural Land Commission); Orlando Schmidt (Ministry of Agriculture)

Guests:

Amin Alidina; Tom Land; Kirk Miller

1. Adoption of the Agenda

It was agreed to consider item 3 prior to item 2.

The November 2014 AAC Agenda was adopted as amended.

2. Development Proposal – Rezoning Application 10019 Granville Avenue

Amil Alidina self-declared and recused himself from the discussion.

Staff (Minhee Park) provided an overview of the rezoning application to develop an 88 space child care facility and the owner's residence at the corner of No.4 Road and Granville Avenue. Staff noted the site was not subject to the ALC requirements as the site was by separate certificate of title on December 21, 1972 and less than 2 acres in area. Also, it was noted that the site had been previously zoned to allow for local commercial uses and had been rezoned in 2012 to allow for 10-bed congregate housing and a 37 space child care facility with the director's residence. The current proposal is to amend the previously approved proposal by removing the congregate housing component and increasing the number of children from 37 to 88.

Committee members asked what the definition of congregate housing was and staff (Kevin Eng) provided further information on the use included in the previous proposal. Clarification was requested regarding the ALC exemption criteria and staff provided further details of the provision in the ALC Act.

Committee members noted that there would be no impact on the agricultural lands and they have no concerns regarding the proposal.

That the rezoning application for 10019 Granville Avenue be supported.

Carried Unanimously



3. Development Proposal – ALR Non-Farm Use land bounded by Blundell, Savage, Granville and No.7 (Ecowaste Industries)

Tom Land from Ecowaste Industries Ltd. provided a PowerPoint presentation that included background information about the company, information on three other ALR properties owned by the company and a brief overview of the two non-farm use applications before the AAC. The applications are: 1) to extend the time period (20 years) for the existing landfill operation and increase the elevation of the fill to 18 m and 2) to locate soil processing activities related to the land fill operation on the site. Mr. Land noted that the AAC previously reviewed both applications and recommended that they proceed to Council. However, after further review by staff and the proponent, it was identified that the proposal also involved a request to increase the ultimate elevation of the landfill site from 8m (previously approved by the Agricultural Land Commission) to 18m and the proposal with updated information was being forwarded to the AAC for review and comment.

Ecowaste has been operating under an operational certificate issued by the Ministry of Environment (MOE), which identifies in the approved design, operations and closure plan an 18 m elevation. The proponent worked on the assumption that the 18m elevation was also approved by the ALC, but it was never ratified by the ALC. The originally approved elevation by the ALC in 1993 was 8 m. The proponent noted that the current elevation of the site varies but the highest point was already approximately 16m and the discrepancy was due to administrative oversight. The 18 m elevation is what is required based on the current design, operation and closure plan. The proponent indicated that the increased elevation would not have any impact on the ALC requirement to remediate the site and agricultural capabilities.

AAC members had the following questions and comments:

- Committee members requested clarification on how the discrepancy was not identified for such a long time and why the ALC approval specified 8m instead of 18m.
- The proponent's consultant clarified that the approval letter from the ALC did not specify the 8 m elevation but noted "as submitted" and the plans submitted to the ALC showed 8 m. The proponent noted that the existing elevation was already above the approved line (i.e., 8m).
- Committee members asked why filling was required. The proponent explained the filling was required because due to the proponents overall plans to fill the landfill in the ALR in accordance with the approved design, operations and closure plan and



**City of
Richmond**

Rezoning Considerations

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

Address: 10019 Granville Avenue

File No.: RZ 14-671974

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9209, the developer is required to complete the following:

1. Processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. Discharge of the existing Sanitary Sewer Covenant (No. CA2713857) that is registered on title.
3. Registration of a replacement Sanitary Sewer Covenant identifying:
 - a) That the subject site is outside a City sanitary sewer area boundary and that no connection to a City sanitary sewer system is permitted; and
 - b) That the on-site sewage system is required to be regularly maintained by the owner of the site to ensure that the system operates as designed based on the recommendations of the consulting engineer.
4. Confirmation of final approval of the on-site sewerage design application for the proposed 88 space child care facility and residential security/operator's unit by Vancouver Coastal Health.
5. Completion and approval of a Servicing Agreement* for the design and construction of public road frontage works and any necessary upgrades as a result of the required road widening. Works include, but may not be limited to the following:

No.4 Road Frontage Improvements:

- a) New 1.5 m concrete sidewalk at the property line.
- b) Remaining space between existing curb and gutter and new sidewalk to be treed/grassed boulevard.

Granville Avenue Frontage Improvements:

- a) Maintain the existing centre line.
- b) Widening on the north side of Granville Avenue to provide a total driving surface of (minimum) 7.6m wide for westbound traffic (3.3m for left-turn lane and 4.3m for shared through/right-turn lane for a distance of approximately 30m).
- c) New 0.15m wide curb and gutter.
- d) New 1.5m sidewalk at the property line with remaining space to the curb and gutter be treed/grassed boulevard.

No.4 Road and Granville Avenue Intersection:

- a) Upgrade the existing traffic signal at the No. 4 Road / Granville Avenue intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, as necessary.

Waterworks:

- a) Using the OCP Model, there is 526.4 L/s of water available at a 20 psi residual at the No.4 Rd frontage and 305.3 L/s at Granville Ave frontage. Based on the proposed development, the site requires a minimum fire flow of 250.0 L/s. Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) is required to confirm that there is adequate available flow for onsite fire protection.
- b) At Developers cost, the City is to:
 - Cut and cap the existing water service connection on No. 4 Road.
 - Install a new 25mm diameter water connection complete with meter and meter box along the No.4 Road frontage.

Storm Sewer Work:

- a) At Developers cost, the City is to:
 - Cut and cap the existing storm service connection at the properties northwest corner (the existing IC and service connection to property 6700 No. 4 Road shall remain).
 - Cut and cap the existing storm service connections located approx. 20m and 40m west of the east PL. along the Granville Ave frontage and remove the existing IC's and connections.
 - Upgrade the existing storm service connection and IC at the properties southeast corner to meet City's engineering standards.

Sanitary Sewer Works:

- a) No connection to the City's sanitary sewer system is permitted to properties within the Agricultural Land Reserve. An On-site Sanitary Disposal System is required as per City of Richmond Policy 7401.
- b) An On-site Sanitary Disposal System is required to be designed by a Professional Engineer.

Frontage Improvements:

- a) Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- b) Upgrades to the roadway lighting system will be required and shall be based on City of Richmond design standards.

General Items:

- a) 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.
- b) A sediment and control plan is required.

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 Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9209 (RZ14-671974)
10019 Granville Avenue**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - 1) deleting the title of Section 21.8 “Congregate Housing and Child Care (ZR8) – McLennan” and replacing it with “Child Care (ZR8) – McLennan”;
 - 2) deleting Section 21.8.1 and substituting the following:

“21.8.1 **Purpose**

The zone provides for **child care** with an accessory **residential security/operator unit**.”
 - 3) deleting “**congregate housing**” from Section 21.8.2 Permitted Uses;
 - 4) deleting Section 21.8.4.1 and substituting the following:

“1. The maximum **floor area ratio** is 0.50.”
 - 5) deleting Sections 21.8.6.2 and 21.8.6.3 and substituting the following:

“2. The minimum **setback** to the north **property line** is 5 m, except that the minimum **setback** for a garbage and recycling enclosure is 0.9 m.

3. The minimum **setback** to the east **property line** is 21 m, except that the minimum **setback** for a garbage and recycling enclosure is 0.9 m.”
 - 6) deleting Sections 21.8.11.1 to 21.8.11.3 and substituting the following:

“1. **Child care** is limited to a maximum of 88 children.

2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0, apply.”

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9209”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 23, 2015

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0150-20-ICBC1-
01/2015-Vol 01

Re: ICBC-City of Richmond *Road Improvement Program – Proposed Projects for 2015*

Staff Recommendation

1. That the list of proposed road safety improvement projects, as described in the staff report, be endorsed for submission to the ICBC 2015 *Road Improvement Program* for consideration of cost sharing funding.
2. That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements, and the 2015 Capital Plan and 5-Year (2015-2019) Financial Plan be amended accordingly.

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

Att. 1

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

Staff Report

Origin

At the March 24, 2014 Council meeting, Council endorsed a number of proposed joint ICBC-City of Richmond road safety improvement projects for 2014. This report summarizes the projects implemented in 2014 with funding from ICBC and presents a list of projects proposed to be implemented with funding contributions from ICBC as part of the 2015 ICBC-City of Richmond *Road Improvement Program* partnership.

Analysis

The City has been in partnership with ICBC in the *Road Improvement Program* since 1994. This partnership is a vital component of the City's traffic safety program as it enables the City not only to undertake more traffic safety enhancements than it could alone, but also to expedite some of these road safety improvement projects. Each year, a list of potential eligible capital projects is developed for inclusion in the *Road Improvement Program* based on community requests and input from the Traffic Safety Advisory Committee and other stakeholders.

2014 ICBC/City of Richmond Road Improvement Projects

As shown in Table 1 below, a number of City projects substantially completed in 2014 will receive a total of \$58,000 in funding from ICBC's 2014 *Road Improvement Program*.

Table 1: 2014 Road Improvement Projects receiving ICBC Funding

Location	Project Description	ICBC Contribution
<ul style="list-style-type: none"> Francis Road-Ash Street 8000-block St Albans Road 7400-block River Road 8200-block No. 5 Road Williams Road-Freshwater Drive Steveston Highway-Bonavista Gate 	Installation of special crosswalk	\$5,000 \$7,000 \$8,000 \$8,000 \$7,000 \$8,000
Granville Avenue: Ash Street-entrance to Garden City Park	Parkside Bikeway: construction of multi-use pathway on north side	\$5,000
Westminster Hwy: Fraserside Gate-Smith Cr	Minor shoulder widening to create walkway separated by extruded curb	\$5,000
<ul style="list-style-type: none"> Cambie Road-Stolberg Street Russ Baker Way-Miller Road 	Installation of UPS (Uninterrupted Power Supply) for traffic signals	\$2,500 \$2,500
Total		\$58,000

Proposed 2015 ICBC-City of Richmond Road Improvement Projects

Attachment 1 identifies a range of projects proposed for submission to the 2015 *Road Improvement Program* for funding contribution from ICBC that would provide benefits for all road users (i.e., motorists, cyclists, pedestrians, transit users). In continued support of one of Richmond RCMP's key community objectives to increase pedestrian safety and reduce fatalities and injuries, a majority of the proposed projects focus on pedestrian-related improvements, particularly at intersections, including six special crosswalks, seven pedestrian signals on high volume arterial roadways, a neighbourhood walkway, and a sidewalk in the City Centre. The total estimated cost of these pedestrian-related projects is \$1.5 million.

ICBC's potential funding contribution to these projects will be determined by historical traffic crash rates at these locations and the estimated reduction in ICBC claim costs resulting from the proposed traffic safety improvements as well as eligibility of the project vis-à-vis the funding guidelines. The outcome of ICBC's review of the projects will be reported back as part of 2016 ICBC *Road Improvement Program*.

Upon approval of a project by ICBC, the City would be required to enter into a funding agreement with ICBC. The agreement is provided by ICBC and generally includes an indemnity in favour of ICBC. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements for approved projects and the 2015 Capital Plan and 5-Year (2015-2019) Financial Plan be amended accordingly to reflect the receipt of external grants.

Financial Impact

None.

As indicated in Attachment 1, the funding sources for the City's portion of the costs of the projects have either been previously approved by Council or will be considered as part of the 2015 Capital Budget process. Several of the identified projects have additional external grants either approved or pending approval from other agencies such as TransLink. Should any submitted projects receive funding from ICBC, the City's portion of the total capital cost would be reduced accordingly.

Conclusion

ICBC is a significant long-time partner working with the City to promote traffic safety in Richmond. The traffic safety initiatives jointly implemented by ICBC and the City, including various road and traffic management enhancements, educational efforts and enforcement measures, have resulted in safer streets for all road users in Richmond. Therefore, staff recommend that Council endorse the various local road safety improvement projects for submission to the 2015 joint ICBC-City of Richmond *Road Improvement Program*.



Joan Caravan
Transportation Planner
(604-276-4035)

Att. 1: Proposed 2015 City-ICBC Road Improvement Projects

Proposed 2015 City-ICBC Road Improvement Projects

Proposed 2015 ICBC-City of Richmond Road Improvement Program Projects	Estimated Total Cost	Source & Amount of City Funds ⁽¹⁾		External Agency Funding ⁽²⁾
Installation of advance left-turn arrows ⁽³⁾ : <ul style="list-style-type: none"> WB Cook Road to SB No. 3 Road NB Garden City Rd to WB Cook Road SB No. 3 Road to EB Park Road Other locations to be determined⁽⁵⁾ 	\$50,000 \$40,000 \$50,000 \$140,000	2015 Traffic Signal Program	\$70,000	\$70,000 TransLink (pending)
Traffic calming measures in various locations pending results of traffic studies ⁽⁴⁾ Installation of pedestrian zone markers pending results of traffic studies ⁽⁴⁾ : <ul style="list-style-type: none"> Azure Blvd school zone fronting Brighthouse Elementary School Cook Road school zone fronting Cook Elementary School 	\$350,000	2015 Traffic Calming Program	\$350,000	-
Installation of special crosswalks: <ul style="list-style-type: none"> Granville Ave-McCallan Road Chatham Street-1st Avenue Railway Avenue-Hollymount Gate Shell Road-Bird Road No. 4 Road-Dayton Road Elmbridge Way-WorkSafeBC Entrance Other locations to be determined⁽⁵⁾ 	\$55,000 \$55,000 \$55,000 \$55,000 \$55,000 \$55,000 \$330,000	2015 Special Crosswalk Program	\$302,500	\$27,500 TransLink (confirmed)
Installation of pedestrian signals: <ul style="list-style-type: none"> Francis Road-St Albans Road Kwantlen Street-Kwantlen University Westminster Hwy-McCallan Road Blundell Road-Ash Street No. 2 Road-Colville Road No. 1 Road-Regent Street Gilbert Road-Lucas Road Other locations to be determined⁽⁵⁾ 	\$82,000 \$137,000 \$120,000 \$120,000 \$120,000 \$120,000 \$120,000 \$819,000	2013 Traffic Signal Program 2014 Traffic Signal Program 2015 Traffic Signal Program 2014 Active Transportation Program 2015 Active Transportation Program	\$82,000 \$72,000 \$120,000 \$180,000 \$60,000	\$180,000 TransLink (confirmed) \$60,000 TranLink (pending) \$65,000 Kwantlen Polytechnic University (confirmed)
Installation of full traffic signal: <ul style="list-style-type: none"> No. 2 Road-Blundell Centre Entrance Other locations to be determined⁽⁵⁾ 	\$60,000	2015 Traffic Signal Program	\$10,000	\$50,000 Developer Contribution (confirmed)
Synchro Traffic Signal Program Upgrade: Upgrade of signal controllers and City's traffic management system	\$180,000	2015 Traffic Signal Program	\$90,000	\$90,000 TransLink (pending)
Video detection cameras & controllers: <ul style="list-style-type: none"> Locations to be determined 	\$125,000	2015 Traffic Signal Program	\$125,000	-
Extension of Lansdowne Road: Minoru Blvd-Alderbridge Way	\$3,000,000	2012-2013 Capital Project	\$3,000,000	-
Crosstown Neighbourhood Bike Route: paved pathway connection through Blundell Park between Danube Road and Lucas Rd	\$300,000	2015 Active Transportation Program	\$150,000	\$150,000 TransLink (confirmed)
Construction of neighbourhood path/sidewalk: <ul style="list-style-type: none"> Shell Rd East: Williams Rd-Seahurst Rd Minoru Blvd (east side): Elmbridge Way-Alderbridge Way Other locations to be determined⁽⁵⁾ 	\$350,000 \$300,000	2015 Neighbourhood Walkway Program 2015 Arterial Roadway Improvement Program	\$350,000 \$300,000	-
Bus stop upgrade and/or construction of connecting sidewalk/pathway: <ul style="list-style-type: none"> Multiple locations city-wide 	\$151,900	2014 Pedestrian & Roadway Improvement Program 2015 Transit-Related Road Improvement Program	\$25,950 \$50,000	\$75,950 TransLink (pending)

(1) Should the submitted project receive funding from ICBC, the City's portion of the total cost would be reduced accordingly.

(2) Should the project receive funding from an external agency, the City's portion of the total cost would be reduced accordingly.

(3) These projects have also been submitted for consideration of 50-50 cost-sharing to TransLink's 2015 Transit-Related Road Infrastructure Program.

(4) Implementation is subject to consultation with and support from affected residents.

(5) Additional locations may be identified for submission to ICBC prior to its annual program deadline.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Jim V. Young, P. Eng.
Senior Manager, Project Development

Date: January 9, 2015

File: 06-2052-55-01/Vol 01

Mike Redpath
Senior Manager, Parks

Re: **Minoru Complex Public Realm Concept Design**

Staff Recommendation

That the Minoru Complex Public Realm Concept Design, as outlined in the staff report titled, "Minoru Complex Public Realm Concept Design," dated January 9, 2015, from the Senior Manager, Project Development and Senior Manager, Parks, be endorsed.

Jim V. Young, P. Eng.
Senior Manager, Project Development
(604-247-4610)

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Recreation Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

On November 12, 2013, Council made the following resolution:

The following Major Capital Facilities Program Phase 1 projects be endorsed and included in the City's 2014 budget process for Council consideration and described in the staff report titled, "Major Capital Facilities Program Phase 1," dated May 31, 2013 from the Director, Engineering:

- a. A co-located Aquatics and Older Adults' Centre at Minoru 2 Field in Minoru Park (as shown in Attachments 2 & 3) and described in the staff report titled, "Minoru Older Adults and Aquatic Centre Site Selection," dated October 30, 2013 from the General Manager, Community Services and the General Manager, Engineering & Public Works.*

Council subsequently approved the following items related to the project:

- a. Capital budget (December 9, 2013);
- b. Award of Architectural and Engineering Services (March 10, 2014);
- c. Public Engagement Plan – including establishment of stakeholder and Building Advisory Committees (March 10, 2014);
- d. Guiding principles and program and space allocation (July 28, 2014); and
- e. Minoru Complex Floor Plan and Preliminary Form/Character (October 10, 2014).

Work has been ongoing in terms of all elements of the project since Council's approvals were received.

The purpose of this report is to present Council with the public realm concept design, related to the Minoru Complex for Council's approval. Council's endorsement of the public realm concept design will allow staff to proceed with the completion of a detailed design, followed shortly thereafter with construction of the public realm features.

Analysis

On October 27, 2014, Council approved the Minoru Complex Floor Plan and Preliminary Form/Character designs, with the understanding that the public realm component would be presented at a later date. The project team has since been working through a process including research on best practises, review of the current environment, consultation with subject matter experts and public engagement to develop a design concept for the Minoru Complex public realm.

Minoru Park Public Realm - Open Space Design Principles

The following seven design principles were established to guide the design of the Minoru Park Public Realm:

1. Support the role of Minoru Park as a signature park.
2. Establish a unique identity for Minoru Park through the use of a consistent and repeated design language.
3. Respect and build upon the park's history.
4. Promote health and wellness for the community using the Minoru Complex and the park through encouraging activity and social interaction.
5. Improve the site's ecological function with increased vegetation and low-impact approaches to storm water management.
6. Provide flexible spaces that can be adapted to a wide variety of users and community programming.
7. Create strong visual and physical links to the facilities, park, and adjacent neighbourhoods with new and improved pedestrian and multi-use pathways.

These principles provided reference points against which different design ideas were investigated, assessed and developed.

Minoru Complex Public Realm Concept Design

The Minoru Complex Public Realm Concept Design is comprised of several inter-related components that operate across different scales and collectively provide a plan for the redevelopment of the southern half of Minoru Park:

1. The Master Plan (Attachment 1) applies to the southern half of Minoru Park, from Granville Avenue in the south to the newly constructed sports fields in the north and from Minoru Boulevard in the east to Gilbert Road in the west. It proposes a series of improvements to the southern part of Minoru Park that will define an overall organising theme that can knit the various elements in that part of Minoru Park together into a more coherent whole, and improve circulation and connections throughout the park.
2. The Site Plan – Current scope for Minoru Complex Project (Attachments 2) provides direction for the public realm immediately adjacent to the Minoru Complex that ensures the approach to and from the new Minoru Complex is universally accessible and clearly legible, maximizes the relationship between indoor and outdoor spaces, and integrates the new Minoru Complex seamlessly into the larger park. The Site Plan emphasises the following four main areas: Entry Plaza, Community Plaza, Upper Terrace, West Plaza.
3. The Parking Plan and Access Enhancements (Attachment 3) reconfigures and optimizes the site's existing parking to increase parking and improve vehicle circulation. City Staff have worked closely with the project consultants to ensure the proposed design approach provides adequate parking, circulation, and access for the future patrons. The detailed Traffic Consultant Report prepared by Bunt & Associates is included in Attachment 4.

Access Enhancements are proposed to improve how people arrive and depart from the park. Finally, the Public Realm Plan includes a proposal for on-street parking on Granville Street as additional parking to buffer peak parking demands during major events which can be implemented as part of future projects as it is not part of the current project scope.

Public Engagement Process and Results

As outlined in the public engagement plan for the Minoru Complex, there are strategic points in the design process when both stakeholder and public input is warranted. As such, in order to receive input on the Public Realm concept design, the engagement process included the following:

- Meetings with nine stakeholder groups:
 - Aquatics Services Board
 - Minoru Senior's Society
 - Richmond Centre for Disability
 - Richmond Chinese Community Association
 - Richmond Community Associations
 - Richmond Fitness and Wellness Association
 - Richmond Olympic Oval
 - Richmond Sports Council
 - Vancouver Coastal Health
- A meeting with the Minoru Major Facility Stakeholder Advisory Committee and Major Facility Building/Project Technical Advisory Committee ("the Committees");
- Online engagement using, "Let's Talk Richmond" and www.richmond.ca, provided an update on the design process, presented the proposed public realm plans, and asked for input through an online survey;
- Meetings with specific staff teams to identify needs and wants of current facility users;
- Meetings with the City's contracted construction manager to assess the impacts to schedule and budget based on parking and Public Realm choices.

A full report on the engagement process for this stage of the project is included with this report as Attachment 5. Overall the response to the public realm plans by the nine stakeholder groups and the general public was positive; people are excited about the outdoor spaces and the connectivity between the facility and the outdoors. Several areas stood out as being very important to the public which have been addressed in the public realm planning process:

- The importance of a safe and accessible drop off area for both the older adults and aquatic users.
- Adequate, secure bike parking, close to the facility.
- Ongoing management of parking for special events.

As well, there were several topics that emerged through the engagement process that required further exploration, including:

1. Location and distribution of parking for people with disabilities.
2. East side plaza and corridor – what are the priorities for this area?

3. Connectivity of the facility to the wider park, what are the priorities?

Each of these topics was discussed with the Committees and is described in more detail below.

Advisory Committee Input

The Committees discussed key parking and Public Realm design topics at their January 8, 2015, meeting. A description of these topics and the advice provided by the Committee members follows below:

Parking

Through the engagement process staff heard differing preferences regarding the distribution of parking spots for people with disabilities (PWD). The older adults indicated a preference for it being focused close to the Minoru Complex, while the public and Richmond Centre for Disability in particular, indicated that it should be evenly distributed throughout the site.

The current plan is to include 11 to 14 PWD stalls to meet City's Zoning Bylaw requirement of providing a minimum of 2% of PWD stalls, plus a number of extra wide stalls (10 to 15 contemplated at this time) based on comments received from the Advisory Committees. The effectiveness of this strategy can be monitored over a period of approximately 1 year and adjustments can be made through line removal/re-painting if necessary. The Committees discussed the pros and cons of distributed verses concentrated parking and agreed that PWD spots should be distributed throughout the site, with a slightly higher proportion located close to the entrance to the Minoru Complex.

The Committees also noted that consideration should be given to managing parking through varying size of parking stalls, time limitations, and utilization of spaces near curbs and green spaces. The Committees supported the concept of parking along Granville Avenue, noting that it will be particularly helpful at peak times and during special events. Additional comments were shared regarding the possible congestion due to the tight left turn required at the Minoru entrance as well as ensuring adequate space for buses to pick up and drop off from the site. These items will be considered further in detailed design.

East Side Plaza and Corridor Priorities

The east side plaza and corridor connecting to the north plaza could serve multiple purposes, including entry, spectating, and special events. There is potential for these uses to create conflict among users. The Committees discussed the priority for this space as well as options for managing multiple uses. The group agreed that the space should be maintained as an entry plaza and if it's to be used for events that they be sized such that clear and safe entry and egress from the complex always be maintained.

Priorities for Connectivity to the Wider Park

The public realm design includes connection of the Minoru Complex site to the wider park in all directions. However, the project budget does not provide for the implementation of these connections. In order to assist staff in prioritizing capital budget submissions for the implementation of the various connections the Committees were asked to consider which areas should be a priority. Through the consultation phase it was apparent that users plan to move between the Library/Cultural Centre and the Minoru Complex on a very frequent basis. As a result, while recognizing the importance of all connections, the Committees identified the implementation of the pathway between the Complex and the Library/Cultural Centre as the first priority for implementation.

Committee members also provided suggestions regarding both parking and special event management, such as the usage of portable signage and the importance of waste management. The provision of adequate, secure and dry bike storage was also noted as key to promoting cycling to the site. These items will be considered through the detailed design stages.

Advisory Design Panel Comments

The Advisory Design Panel provided comments on Public Realm and Form/Character design at their January 21, 2015, meeting. There were a number of questions throughout the meeting that were answered by members of the design team. A summary of the comments provided by the Panel members follows below.

Building related comments received were generally very positive and complimentary noting a beautiful structure with well-presented scale, massing and hierarchy with highly complementary landscape/plaza design. Measures proposed by the design team to achieve LEED Gold energy/sustainability goals were also well received. Specific comments by the Panel for the design team to explore further were as follows.

- Review further the opportunity to share energy with the existing Minoru Arena (this was previously reviewed and found not to be practical).
- Consider additional architectural treatment at the Mechanical Room and west side of the building area in general.
- Look at mid-height overhang as a possibility for better rain protection.
- Protection from flooding of below grade areas of the Mechanical Room.
- Review further the possibility that the Older Adults Centre may obscure the main entrance.
- Consider additional glazing opportunities for increased natural light between adjacent curved roof structures.
- Provide elevator access to all floors (this is already in the design).

Public Realm related comments were also generally well received and complimentary. Specific areas for the design team to explore further as identified by the Panel were as follows.

- Explore further the southwest corner plaza and entrance design – it currently appears that there should be an entry there, which may cause confusion when the public is unable to access.
- The importance of the pedestrian connection between the Minoru/Brighthouse station and from Minoru Boulevard in general was emphasized.
- Emphasis was placed on adequate pick-up/drop-off space and proximity to the entrance for disabled people and the need for adequate parking in general.
- Extend landscape/treatment themes out over the parking areas.

The design team will consider the Panel comments and incorporate into the design where possible.

Next Steps

Council approval of the Minoru Complex Public Realm Concept Design as outlined in the report will permit staff to proceed with the preparation of detailed design drawings. The final outcome will be a fully coordinated set of documents for pricing and preparation of a comprehensive set of drawings for construction.

Future capital budget submissions for areas that do not fall under the current project's budgeted scope will be submitted to Council for consideration to complete the Minoru Complex Public Realm Concept Design as detailed in Attachment 5 - Appendix B.

Completion of detailed design drawings and commencement of construction tendering is scheduled for the Minoru Complex in early 2015 with the open space and Public Realm construction to occur near the end of the project. A project schedule has been included as Attachment 6.

Financial Impact

None.

Conclusion

The Minoru Complex Public Realm Concept Design is based on seven key design principles and will create a safe, inviting, and interesting environment that enhances the experience of visitors to the new Minoru Complex and to users of Minoru Park in general. Approval of the design concept by Council will allow staff to move forward with detailed design of the Public Realm in tandem with that of the facility.



Jim V. Young, P. Eng.
Senior Manager, Project Development
(604-247-4610)



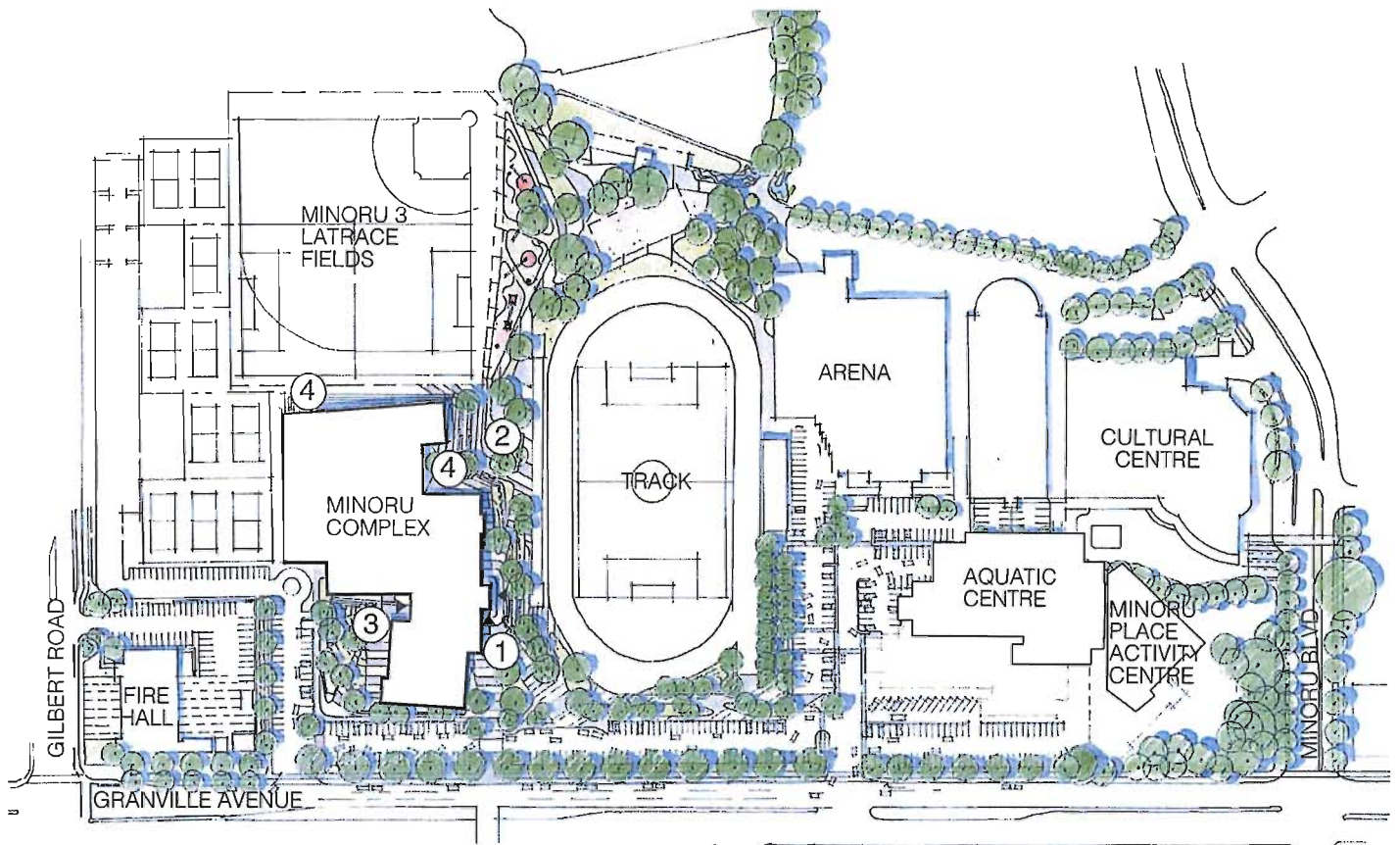
Mike Redpath
Senior Manager, Parks
(604-247-4942)

- Att. 1: Master Plan
2: Site Plan
3: Parking Plan and Access Enhancements
4: Traffic Consultant Report
5: Public Engagement Report
6: Project Schedule

Master Plan:

1. **North of the Minoru Complex** – this area will be reconfigured using the ‘river channel and island’ patterns that are inspiring the form and character of the Public Realm adjacent to the new Minoru Complex. New barrier free pathways will provide strong connections between the Minoru Complex, the sports fields, and the northern parts of Minoru Park. New landscape areas will provide park users with locations to relax and watch the various activities. Also, a new children’s play environment is proposed for this area.
2. **East of the Minoru Complex** – the existing parking lot will be reconfigured to allow for a walkway that connects the new Minoru Complex with the Cultural Centre and City Hall. The walkway will pass to the south and east of the Minoru Oval, and then directly east to the Cultural Centre. The walkway will have trees, benches and lights to ensure it provides a convivial experience and is accessible by people of all abilities and ages.
3. **South of the Minoru Complex** – a north-south walkway will connect the front doors of the Minoru Complex with Granville Avenue where a new signalised pedestrian cross-walk will be introduced. This light will provide a direct link into Minoru Park and the Complex for those arriving via transit, on bike or walking from adjacent neighbourhoods.
4. **West of the Minoru Complex** – a new barrier-free walkway along the north edge of Fire Hall No. 1 will connect the sidewalk along Gilbert Road with the Minoru Complex. The parking and vehicle circulation in this area will be improved as well.

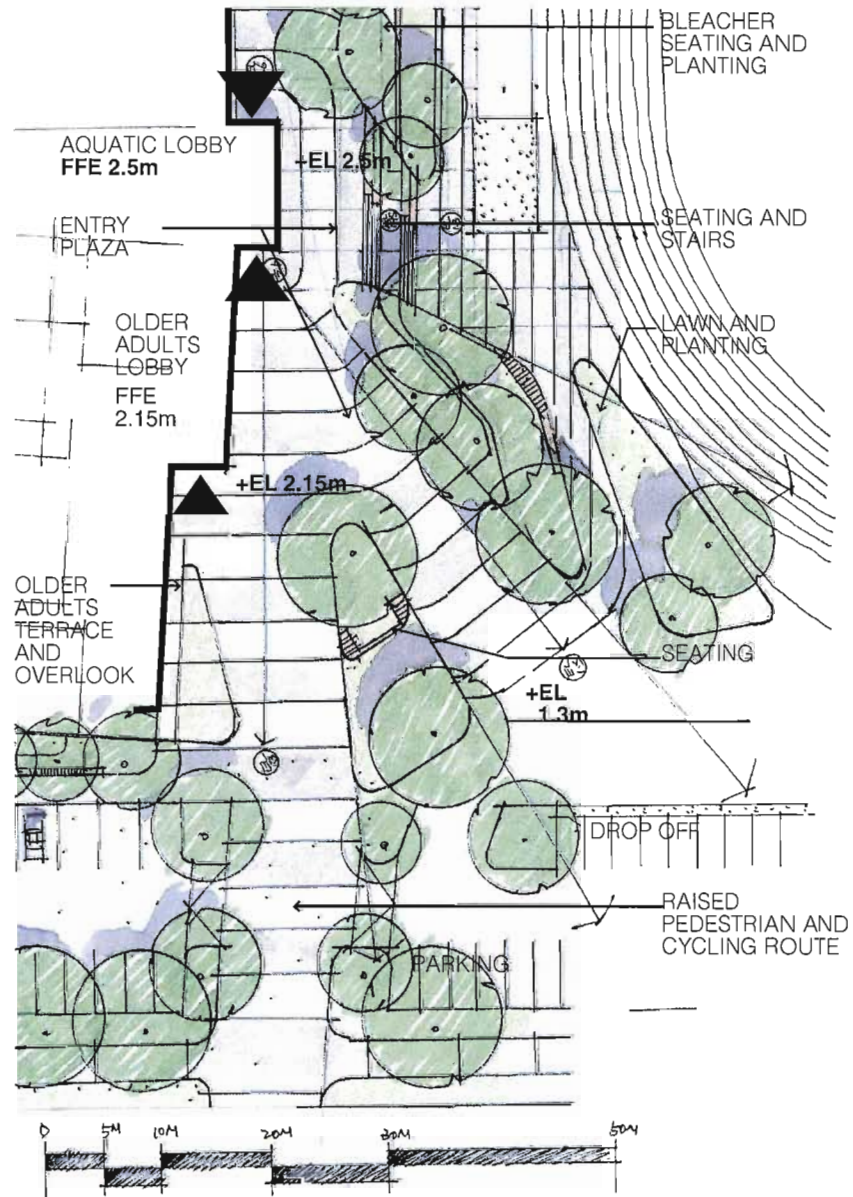
1.0 Master Plan



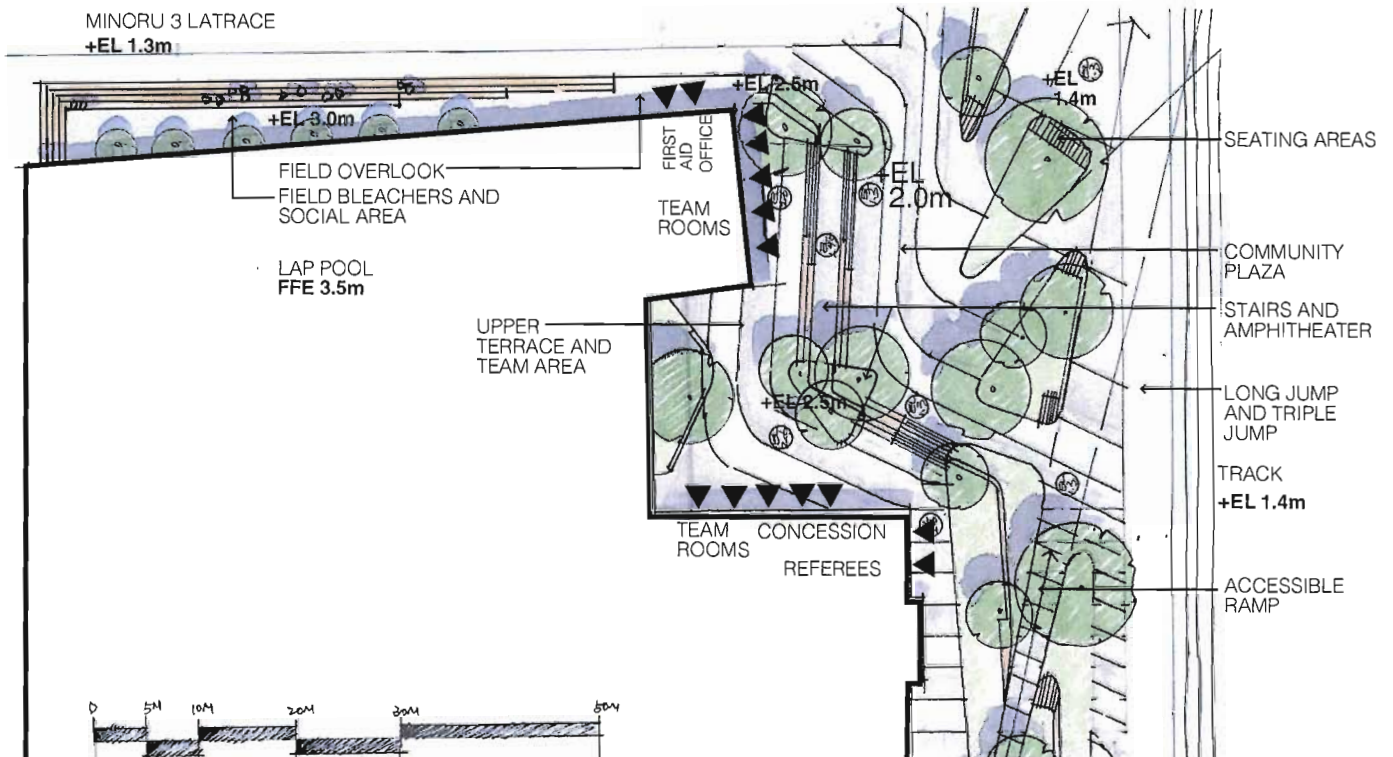
Site Plan:

1. **Entry Plaza** - envisioned as a lively and flexible space that “sets the stage” for the state-of-the-art facility, the Entry Plaza provides a clear pathway from the parking lot and new walkways connecting the Cultural Centre and Granville Avenue. Raised planters are planned to provide edges for people to gather. And the plaza design concept is planned to accommodate community-oriented programming such as festivals, performances and farmer’s markets.
2. **Community Plaza** - located at the northeast corner of the Complex this plaza is expected to be an active space where sports teams gather outside of the team rooms before and after games, where the community can grab a snack at the concession and eat outside, and where people can socialize while watching sports events taking place at the Minoru Oval or Minoru 3/Latrace multisport field. There is also an amphitheater that can accommodate smaller community gatherings, performances, and festivals. Planters strategically placed throughout the plaza provide seating for individuals or small groups. The Community Plaza also wraps around the northeast corner of the facility, and as there is approximately a 1.5 metre grade difference between the terrace and Minoru Latrace, stepped seat walls provide spectator seating for the field.
3. **Upper Terrace** - located along the east side of the building, the Upper Terrace connects the Entry Plaza with the Community Plaza. It sits approximately 1.1 metres above the Minoru Oval and includes seat walls and steps that connect the Complex with the Oval, and provide viewing and gathering areas. The Upper Terrace recalls the upper balcony on the former Minoru Pavilion by providing an overlook of the Minoru Oval. The Terrace is expected to become an important social space that enables people to watch activities and sports in the park.
4. **West Plaza** – this plaza is envisioned as a series of smaller spaces that can accommodate activities spilling out from the adjacent Older Adult rooms as well as the Aquatic Centre. The plaza sits approximately 0.8m above the surrounding parking and sidewalks, and along with lush planting and garden plots, provides a tranquil setting for various activities including Tai Chi, yoga, dance, gardening, outdoor dining, and socializing.

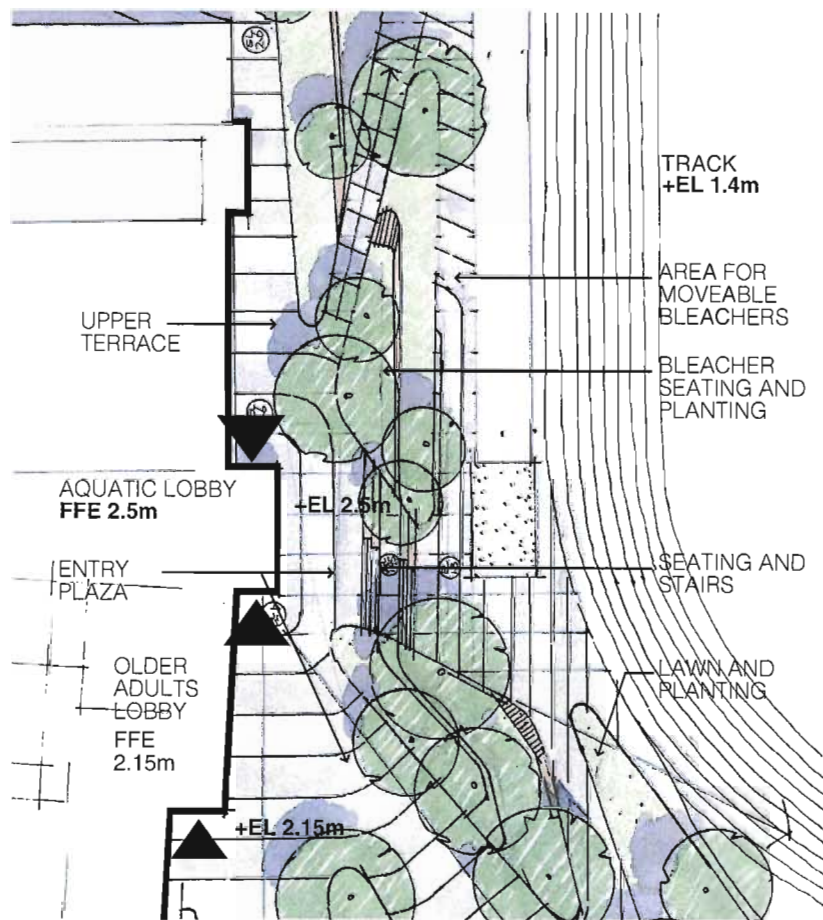
2.0 Entry Plaza



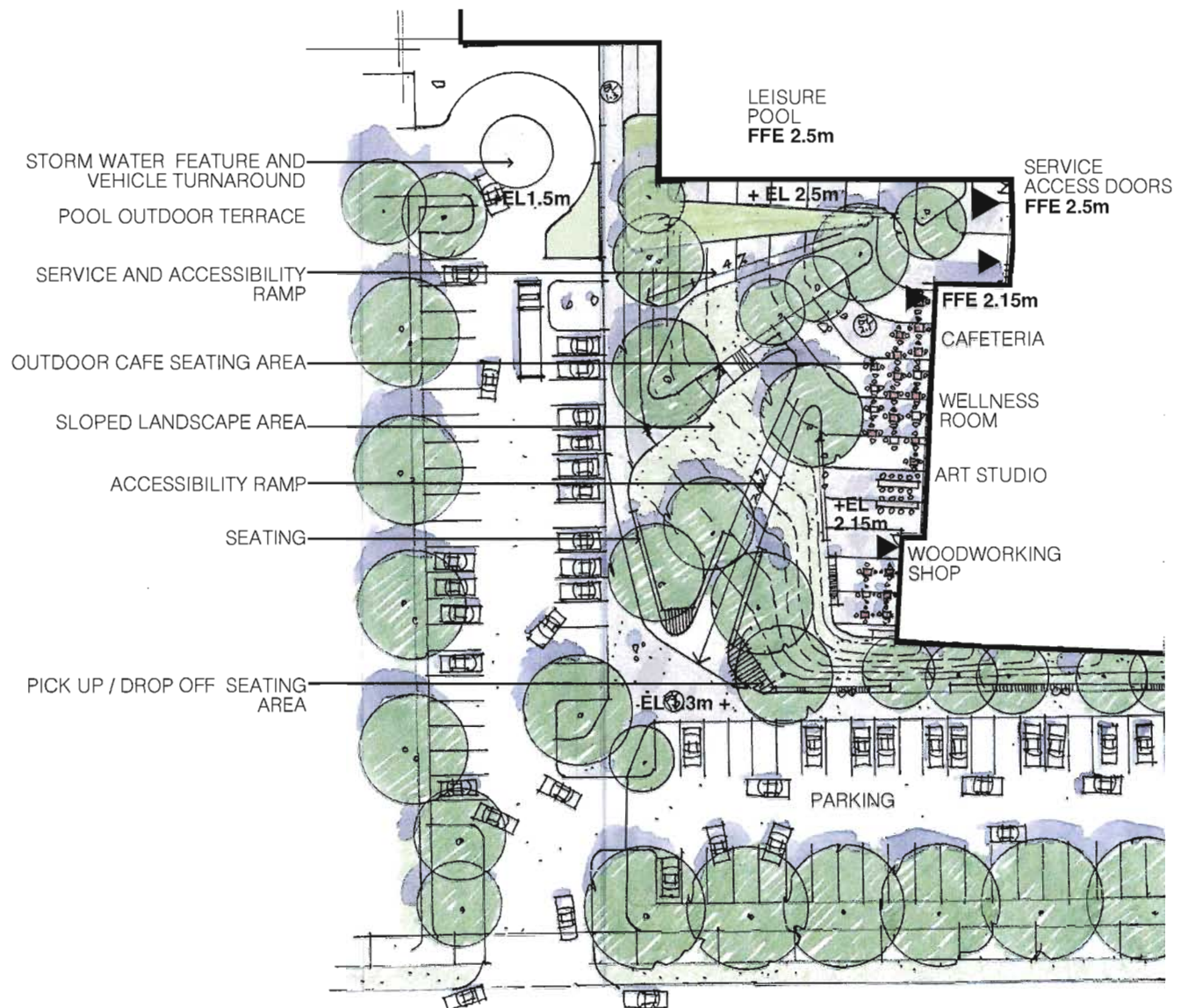
3.0 Community Plaza



4.0 Upper Terrace



5.0 West Plaza



Parking Plan and Access Enhancements:

Parking Plan:

Below provides a summary of the key findings based on the results of the parking and traffic analyses completed to date:

1. The estimated parking supply, after the completion of the fields upgrade, will be 758 stalls for the site in entirety (inclusive of MAC, OAC, fields, tennis courts, ice rink, and library).
2. Typically, the preferred industry practice is to design parking facilities with a design capacity that includes an allowance of 15-20% over observed utilization, referred to as “buffer”, which is intended to account for inefficiencies due to vehicular circulation prior to finding available stalls.
3. With the anticipated size increase of MAC and OAC, as well as their potential combined uses, it is anticipated that the site (in entirety) will require 825 stalls as the design capacity, which includes an additional 15% parking as buffer over observed utilization. This represents a requirement of an additional 67 stalls as compared to existing parking supply of 758 stalls.
4. As part of the Schematic Design, reconfiguration/optimization of the parking area including adding parking surrounding the existing MAC/OAC building was performed. This results in an approximate net increase of 20-25 parking stalls (represents approximately 8-9% as the buffer over the observed utilization) to the existing 758 stalls that can be provided in the short-term, following Minoru Complex construction.
5. In the longer-term, additional parking (e.g. 45 stalls to meet the remaining of 15% buffer as design capacity if necessary) could be provided at the existing MAC/OAC site when it is redeveloped in the future. With the optional on-street parking along the north side of Granville Avenue, an additional 40 stalls could be provided in the interim to achieve close to the design capacity.

Access Enhancements:

The following four (4) enhancements are necessary to improve access to Minoru Park to meet the requirements of the new Minoru Complex and the existing facilities:

1. Primary vehicular access will be through the existing access on Granville Avenue which is planned to be enhanced by adding one new left-turn exit lane (resulting in a total of three exit lanes and one entrance lane) which is expected to minimize on-site vehicle queuing and improve access and circulation. In addition, the existing pedestrian signal (actuated by pedestrians only) is planned to be upgraded to a full traffic signal (that can be actuated by both vehicles and pedestrians).

2. Creating a new vehicular access that permits right-in and right-out movements only at the west end of the proposed site parking area on Granville Avenue and closing the existing right-turn only access currently located at the proposed MAC and OAC main building entrance.
3. Installation of a new pedestrian signal on Granville Avenue near the proposed Minoru Complex entrance to MAC and OAC to create an additional safe pedestrian crossing location along Granville Avenue.
4. A pedestrian crosswalk would be provided at the existing access on Gilbert Road while maintaining existing turning movements. In future, the access could be further enhanced with a full traffic signal if warranted.

Granville On-Street Parking:

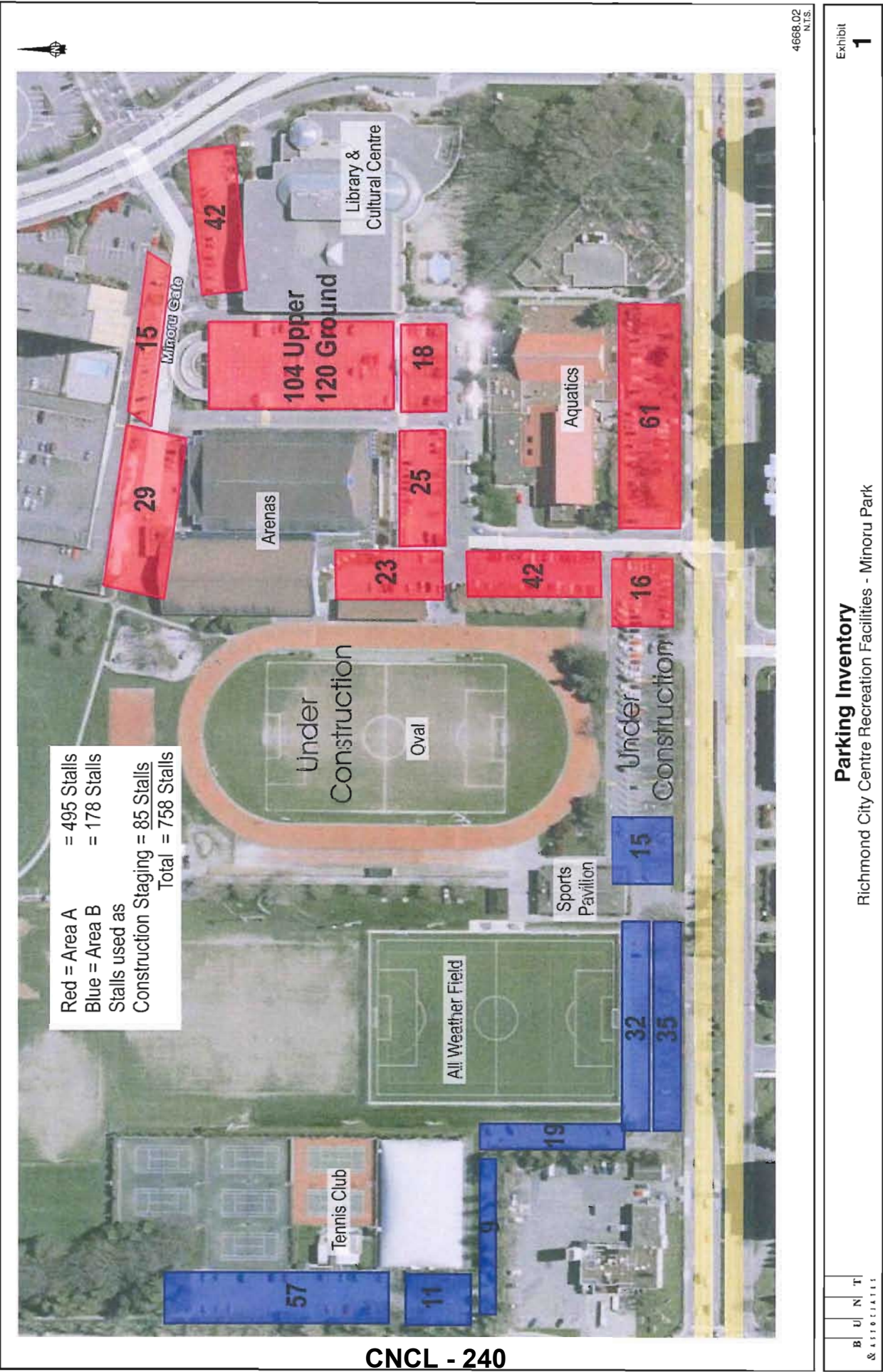
On-street parking is proposed along the north side of Granville Avenue, between the eastern edge of Firehall No. 1 and Minoru Boulevard, within the existing on-street bike lane. Specifically, the existing westbound on-street bike lane is proposed to be used as an on-street parking lane. An alternate cycling facility is proposed to be provided, as an off-street bike path, behind the existing curb where existing sidewalk is located, or at an alternate location in order to minimize impacts to existing trees. As the existing on-street bike lane would be utilized to accommodate the proposed on-street parking, no major re-construction of existing curbs along Granville Avenue is anticipated. The on-street parking would provide the benefit of buffering between pedestrians to moving traffic, calming moving traffic and creating overflow parking for the site. With this option, it is possible to provide approximately 40 stalls on Granville Avenue fronting the site.

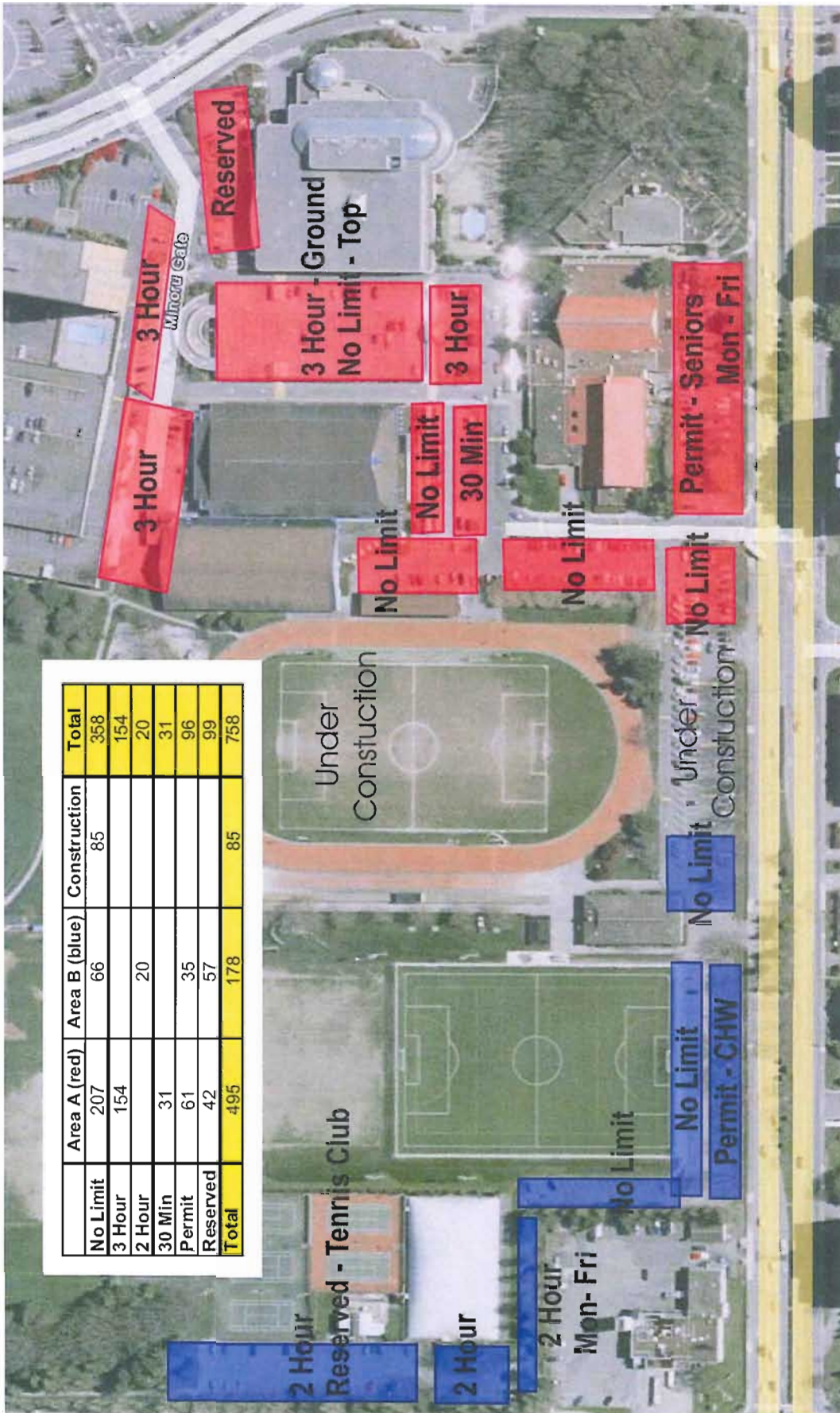
Staff have consulted with Richmond Active Transportation Committee (RATC) on the proposed on-street parking concept along the north side of Granville Avenue and the relocation of existing on-street bike facility. RATC has acknowledged that off-street cycling facilities can generally provide a higher level of safety and comfort for cyclists, it has also suggested several elements to be considered for as part of the design process, such as providing sufficient buffer between parked vehicles and the bike path, minimizing conflicts between pedestrians (from parked vehicles and at bus stops) crossing the bike path, and providing adequate treatments at both ends to transition between on-street and off-street bike facilities.

Staff recognize the validity of the above noted design considerations and will be working collaboratively with RATC to ensure that they are included as part of the upcoming detailed design process. As with other similar cycling facilities in the Lower Mainland, enhanced traffic measures, such as signage and pavement markings, will be identified. Further consultation will be carried out with RATC to ensure the provision of mutually agreeable enhanced traffic measures.

Moffatt Road Access Realignment:

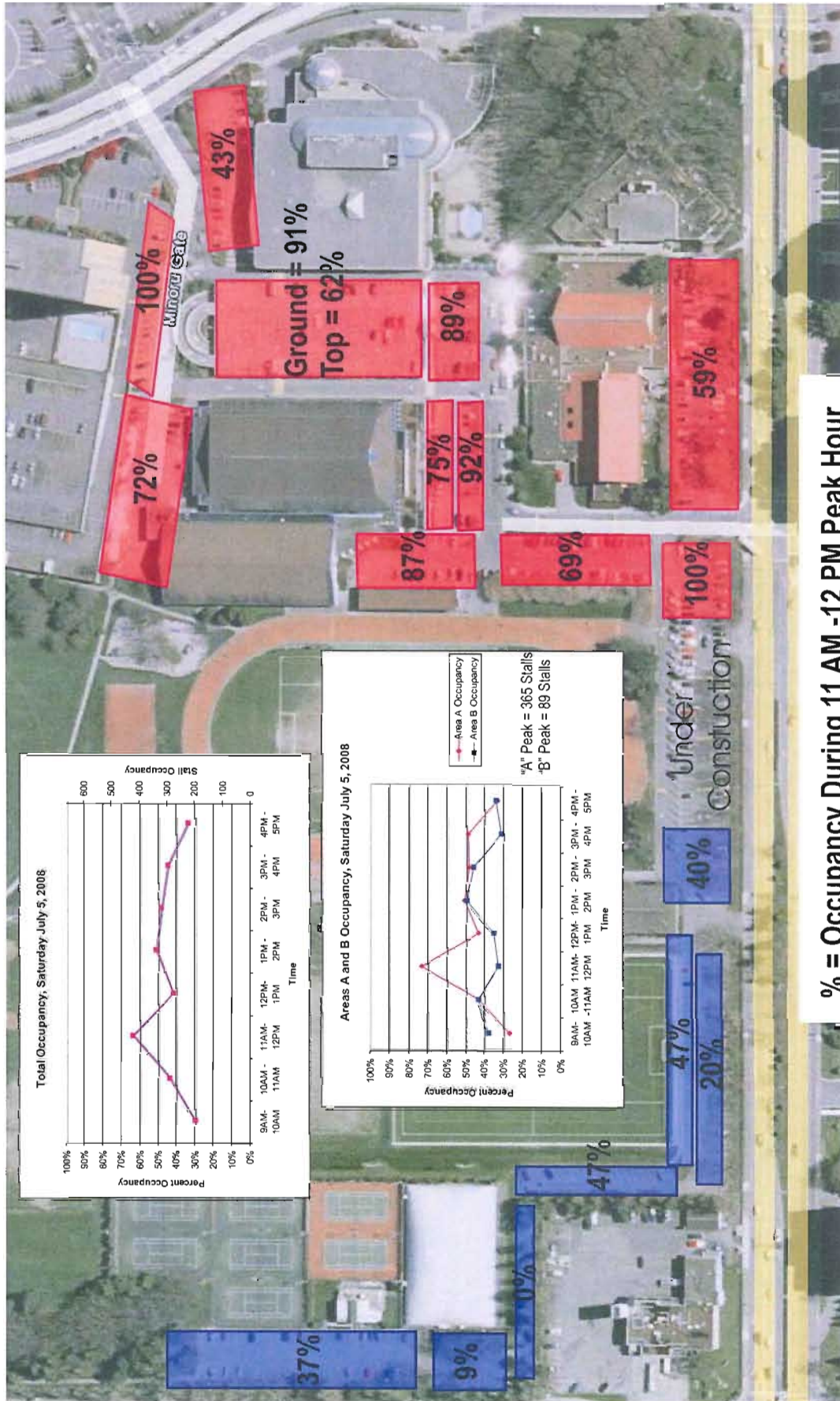
A number of Moffatt Road realignment options with the existing site access (at Minoru Gate) were prepared for analysis. A re-location of the existing Minor Complex site access to be directly north of Moffatt Road will render the site circulation inefficient due to limited queuing/stacking space available for vehicles exiting the Minoru Complex site. A reconfiguration of internal circulation roads were also considered to improve available queuing space. However, this reconfiguration required tight turning turns (radii) for the internal roads, which created potential operational, safety, circulation issues, and decreased available space for parking. With these issues, the realignment was not considered favourable from a technical standpoint. Also of note, the existing Moffatt Road access serving residents south of Granville Avenue will continue to be a right-in, right-out access to preserve existing traffic conditions for the residents and not introducing additional traffic and potential short-cutting of traffic along Moffatt Road, that would likely occur with the realignment concept.





	B	U	N	T
& ASSOCIATES				

Richmond City Centre Recreation Facilities - Minoru Park



% = Occupancy During 11 AM - 12 PM Peak Hour

4668.02
NTS.

Exhibit
3

Parking Occupancy - Saturday July 5, 2008
Richmond City Centre Recreation Facilities - Minoru Park

B U N T
& ASSOCIATES



MEMO

DATE: November 17, 2014
PROJECT: 4428-06
NO:
PROJECT: MMF
SUBJECT: **Selected Summary of Works During Schematic Design (Traffic Engineering / Transportation Planning)**
TO: Martin Younis / Victor Wei, City of Richmond
FROM: Daniel Fung, Bunt & Associates

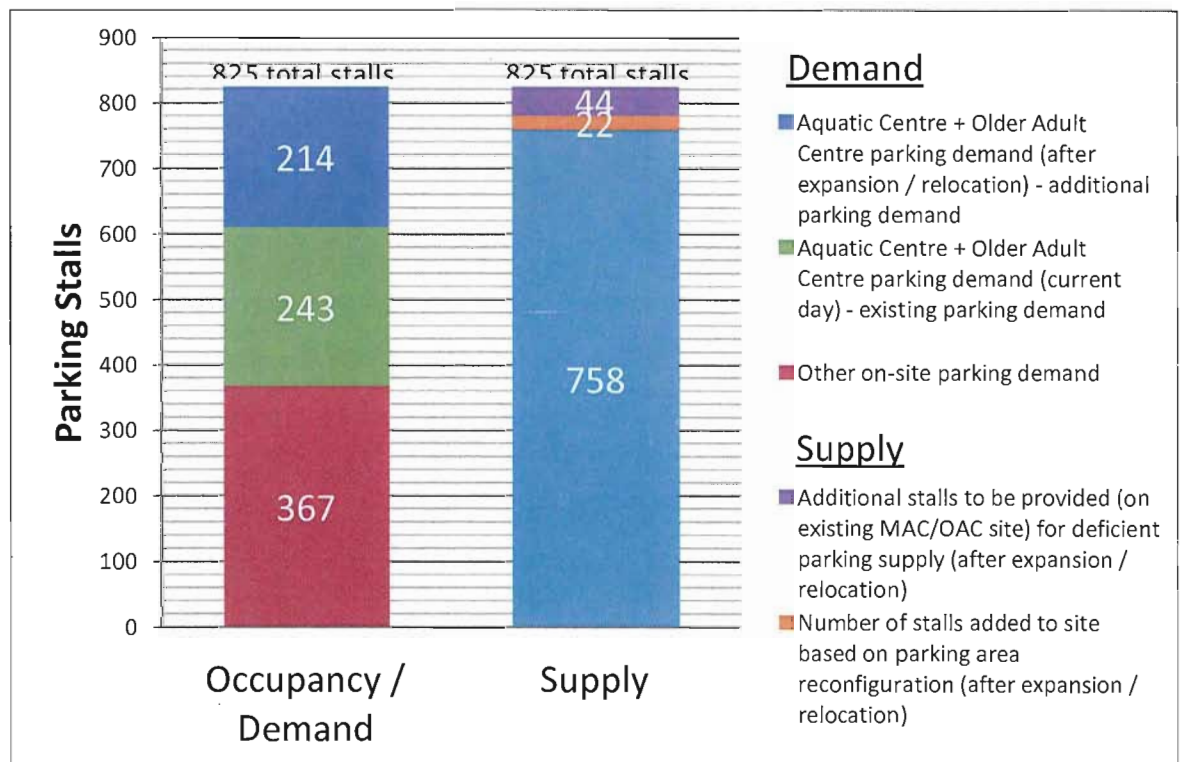
Throughout the Schematic Design stage, the project team has worked closely with City Staff to ensure the proposed MMF design provides adequate parking, circulation, and access for the future patrons. The following traffic engineering / transportation planning tasks / results were part of the on-going works prepared for the Schematic Design phase in efforts to achieve these goals.

1. SITE PARKING OCCUPANCY / DEMAND

The estimated parking supply, after the completion of the fields upgrade, will be 758 stalls for the site in entirety (inclusive of the Minoru Aquatic Centre, Older Adult Centre, fields, tennis courts, ice rink, and library). Bunt & Associates performed parking counts and site user surveys to account for existing parking conditions, to project future parking demands, and to anticipate potential transportation demand management (TDM) measures (measures for decreasing travel / parking demand). With the anticipated size increase of the Minoru Aquatic Centre (MAC) and the Older Adult Centre (OAC), as well as their potential combined uses, it is anticipated that the site (in entirety) will require 825 stalls to 860 stalls (67 stalls to 102 stalls surplus over existing conditions). The range of stalls comes from designing for 15% - 20% extra stalls and also taking into account TDM measures. Designing a parking lot for 15% to 20% extra stalls is considered the general best practice otherwise drivers would have difficulty in finding available stalls should a parking lot be designed to 100% capacity. The following are the anticipated TDM measures that make the site more accessible by non-private vehicle means and are, as such, expected to decrease travel / parking demand: the installation of a pick-up / drop-off area, improvement of site walkability, improvements to bike facilities, improvement to transit accessibility, and expected increase in density of the surrounding area.

For determining the required future parking demand, we have generally used the 15% surplus parking case. As part of the design process, the building location took into account the new field to the north and existing uses to each side, which cannot be moved, as well as existing curb lines / pedestrian pathways. With that, additional stalls required that cannot be accommodated by the reconfiguration of the existing parking lot and drive aisles, are anticipated to be first supplied around the existing MAC / OAC building location by retrofitting existing landscaped area without demolishing the building. Further parking can be added on the existing MAC/OAC site when it is redeveloped. Of note, as part of the Schematic Design, reconfiguration of the parking area including adding parking surrounding the existing MAC/OAC building was performed. This results in an approximate net increase of 20-25 parking stalls to the existing 758 stalls. The following chart summarizes the increase in expected parking demand after the expansion / relocation of the MAC/OAC building.

Exhibit 1. Parking Occupancy Versus Supply (during the site peak period)



It is expected that the projected parking outstanding deficiency is in the order of 45 stalls for 15% extra stalls (and 80 stalls for 20% extra stalls). This includes the net increase of parking stalls brought on by the reconfiguration of the parking stalls within the site. As mentioned above, a

feasible option is to use a portion of the existing MAC / OAC site to provide surface parking after it is demolished / redeveloped.

2. POSSIBLE ON-STREET PARKING

To anticipate for possible parking options along Granville Avenue and Gilbert Road, a number of options and sub-options were prepared. Note that the possible on-street parking options are meant to be a buffer only and are not meant to be part of the recommendation for addressing the parking shortfall.

2.1 On-Street Parking on Granville Avenue Between Gilbert Road and Minoru Boulevard

Note that several options of on-street parking were contemplated and analyzed thoroughly for Granville Avenue and the following option was the preferred option while others were found not to be feasible.

On-street parking is envisaged for the westbound direction lanes (north edge) of Granville Avenue. The existing on-street bike lane will be relocated as off-street bike-path on top of the Granville Avenue northern curb as part of the current boulevard/grass. Bus bulges are designed at various convenient locations along the parking lane and will be installed so transit users have a good area to stand while waiting for a bus. As the bike lane is proposed to be connected as a parking lane, median re-construction along Granville Avenue is not required. While the on-street parking would provide the benefit of buffering between the pedestrians and moving traffic, many existing trees in the north boulevard would need to be removed.

2.2 On-Street Parking on Gilbert Road Located West of the MMF Site

An option for on-street parking was also prepared for the northbound direction lanes (east curb) on Gilbert Road. Due to limited available lane width on the road, the addition of a parking lane width would necessitate the reconstruction of the east curb/boulevard. As this would be a costly undertaking, this option is not further pursued.

3. MOFFATT ROAD ACCESS REALIGNMENT ANALYSIS

A number of Moffatt Road realignment options with the existing site access (at Minoru Gate) were prepared for analysis. A simple re-location of the existing MMF site access to be directly north of Moffatt Road will render the site circulation inefficient due to limited queuing space available for vehicles exiting the MMF site. A reconfiguration of internal circulation roads were also considered to improve available queuing space. However, this reconfiguration required tight turning turns (radii) for the internal roads, which created potential operational, safety, circulation issues, and decreased available space for parking. With these issues, the realignment was not considered favorable from a technical standpoint.

Also of note, the existing Moffatt Road access serving residents south of Granville Avenue will continue to be a right-in, right-out access to preserve existing traffic conditions for the residents.

4. ACCESS IMPROVEMENTS

Upon review of the traffic volumes and circulation pattern, the following new access improvements are recommended:

- The current main site access on Granville Avenue southeast of the track area be fully signalized with the addition of a southbound left turn lane.
- The existing right-out access (onto Granville Avenue) in front of the existing pavilion building be relocated in front of the parking aisle adjacent to the east edge of the firehall. This access should be a right-in, right-out access.
- The Gilbert Road site access will be widened and fully signalized. Its location may be relocated just north of the firehall (southwest corner of MMF site) pending confirmation / discussion with firehall management staff and design team.

5. SUMMARY OF IMPROVEMENTS

As a summary, the following are the anticipated improvements to meet parking demand, improve site access, and improve transit / walk-ability:

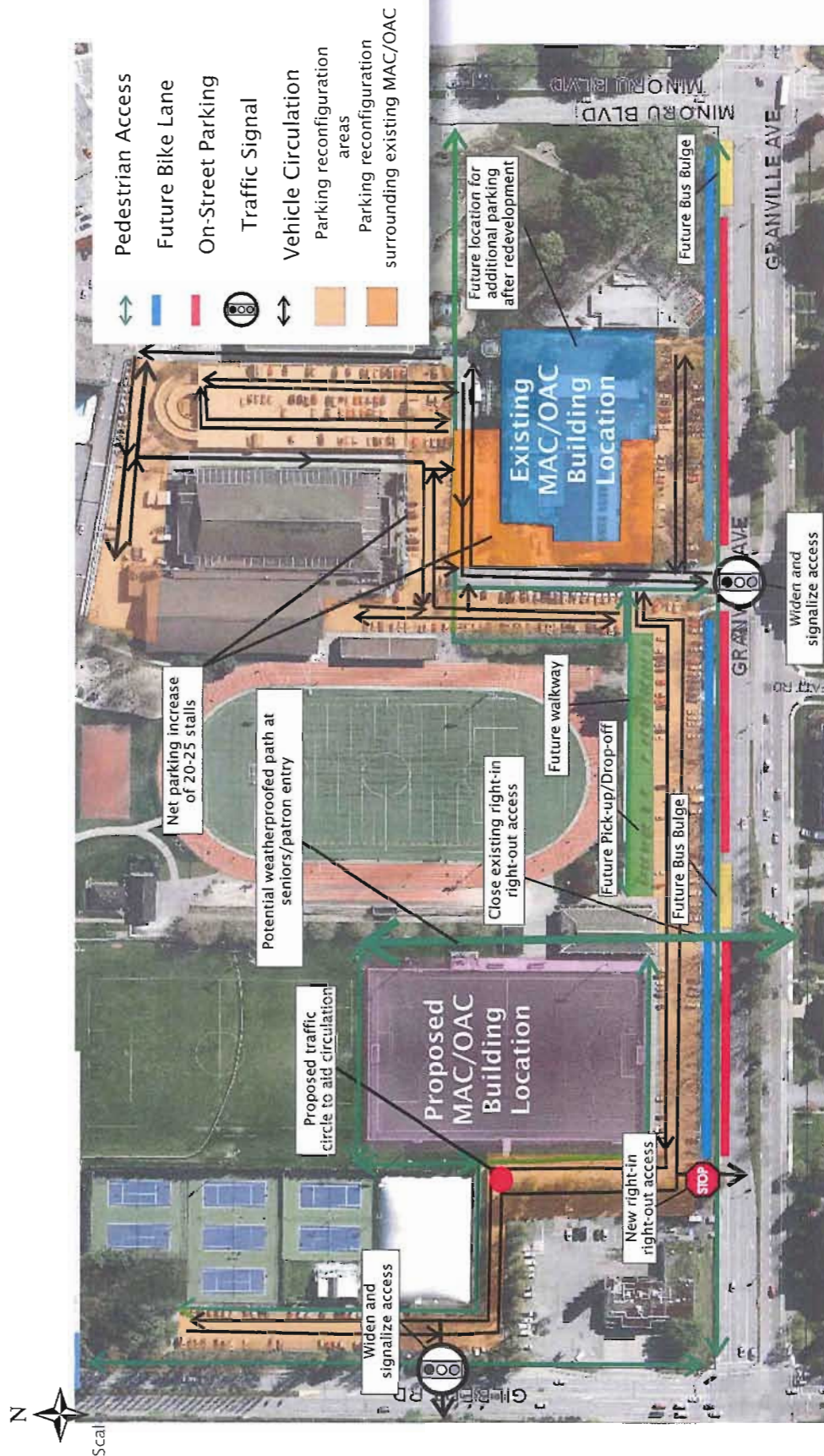
- Reconfigure existing parking locations surrounding site (in entirety) and provide parking surrounding the existing MAC/OAC building for a net increase of 20-25 stalls (approximately 5% extra stalls) in the short term prior to the existing MAC/OAC building redevelopment;
- Provide approximately 45 stalls for 15% extra stalls (to 80 stalls for 20% surplus) at the existing MAC/OAC building when it is re-developed;
- Provide parking on north edge of Granville Avenue fronting the site as a buffer and not to address parking shortfall;
- Improve walking connections with weather protection / bicycle infrastructure on site; and
- Improve accesses by widening and signalizing existing Gilbert Road and Granville Avenue accesses and relocate existing right-out access in front of the pavilion building west and update to a right-in, right-out access.

Exhibit 2 below highlights the improvements.

Exhibit 2 Summary of Proposed Improvements

Minoru & MMF and Firehall
November 2014

4428.06



Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

Introduction

The Minoru Complex Project Team shared the proposed Minoru Complex Public Realm plans with nine stakeholder and community groups. This was the third opportunity to engage these groups to provide input and receive and share information related to the Minoru Complex. The nine stakeholder groups are:

- Aquatic Services Board
- Community Association/Society Presidents
- Minoru Seniors Society
- Richmond Centre for Disability
- Richmond Chinese Community Society
- Richmond Fitness and Wellness Association
- Richmond Olympic Oval
- Richmond Sports Council
- Vancouver Coastal Health

In addition to sharing the proposed public realm designs with these stakeholder groups, an open house format presentation was posted online at www.LetsTalkRichmond.ca, the City's online engagement platform, and public responses were requested and received through an online survey.

The online material and survey (**Attachment 5 - Appendix A**) are appended to this report and included a series of information boards (**Attachment 5 - Appendix B**) highlighting aspects of the proposed public realm design, including landscaping, wayfinding, pedestrian and vehicular circulation and parking surrounding the new facility. Specifically, the engagement content provided background on the development of the design of the public realm, described the overall site plan, provided details on the three plazas surrounding Minoru Complex and described the traffic and parking plan.

Overall the response to the public realm plans by the nine stakeholder groups and the general public was positive. There was support for the landscape and circulation/parking concepts. Many valuable comments were shared regarding detailed design elements; these comments will be useful as the project team enters the detailed design phase for the project.

Through the engagement process, several themes emerged:

1. Parking – particularly related to availability during peak periods and special events as well as the number, type, and location of stalls for people with disabilities as well as designated older adult spaces.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

2. Access points – there was much discussion regarding the entry and exits and whether they will be adequate. There is interest in exiting left on Gilbert.
3. Nature of public realm on east side – this space must serve a variety of interests and functions, including site access, pedestrian corridor and viewing space. What is the balance between the various uses and users?
4. Balancing needs and uses of West Plaza – need to consider concerns expressed by older adults that the west plaza does not become an entrance to the facility while recognizing this is an important space for aquatic users as well as older adults.
5. Connectivity to Library and Cultural Centre – ensure that volume of pedestrian traffic is adequately accommodated.

Summary of Stakeholder Engagement Meetings

Following are the significant comments from the nine stakeholder groups:

Community Association/Society Presidents

- Concern regarding the additional traffic signal associated with the proposed pedestrian crosswalk at Granville Avenue (midway between Moffatt and Gilbert Road).

Minoru Seniors Society

- Ensure well planned drop-off and be aware of distance to Older Adult Centre entry.
- Concern about public access to the Older Adult Centre through the south-west landscape area.
- Ensure that the visual and acoustic buffer from Firehall #1 is properly considered.

Richmond Centre for Disability

- Consider raised lettering (braille) on site signage.
- Consider a higher-than-by-law proportion of disabled parking stalls.
- Colour, pattern and lighting of site features are important.

Richmond Chinese Community Society

- Consider a possible additional access/exit at the north end of the tennis parking.
- Ensure good circulation to Gateway Theatre, and maintain good path circulation throughout the park.
- The planning of the urban realm should reflect the wide variety of cultural backgrounds within the community.
- Consider a full motion intersection at Gilbert Road.

Richmond Fitness and Wellness Association & Aquatic Services Board

- Provide ample and secure bike parking.
- Consider emergency vehicle access to various areas in park.
- Support the outside concession.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

Richmond Olympic Oval

- Everything seems well thought out.
- The design inspiration is great, and is a little reminiscent of the Oval's, *panta rei*, which is Latin for "all things flow".

Richmond Sports Council

- General support for the size and height of building and not casting large shadows on the turf fields.
- Concern over the number of trees shown, and impact on views to sport fields. Concern that the views from the veranda would be obstructed by trees.
- Bleachers on north should have an enhanced design. i.e. wood surface.
- Ensure seating capacity of proposed portable bleachers is the same or more than the fixed bleachers that are being removed.
- Consider a left on Gilbert Road to allow faster loop around to Moffatt entrance if necessary.

Vancouver Coastal Health

- Support for efforts to promote active transportation access to the precinct.
- Consider additional linkages to a healthy food environment that are not described in the plans (enhance outdoor spaces for gardening to include accessible community gardens with heightened beds and composting, ensure access to affordable healthy food retail in the concession and cafeteria).
- Include multiple and easily accessible water fountains / water stations throughout the precinct.
- Question the inclusion of sun lounging as an activity to consciously design for, given the strong links between sun tanning and negative health effects such as skin cancer.

Summary of Online Feedback

Public feedback was requested and received through www.LetsTalkRichmond.ca.

A total of 33 surveys were received online. Overall, the responses show:

- Strong support for the proposed public realm plan.
- Desire to provide and maintain a wide variety of activities and spaces within the park.

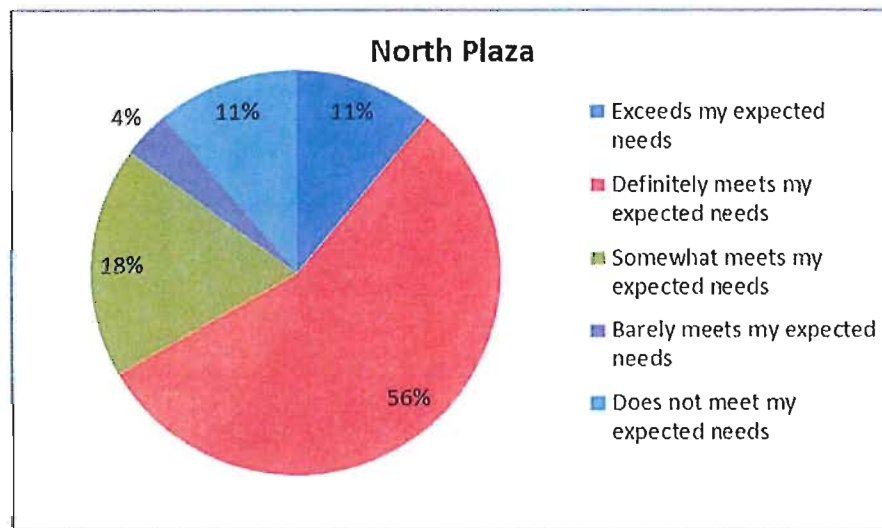
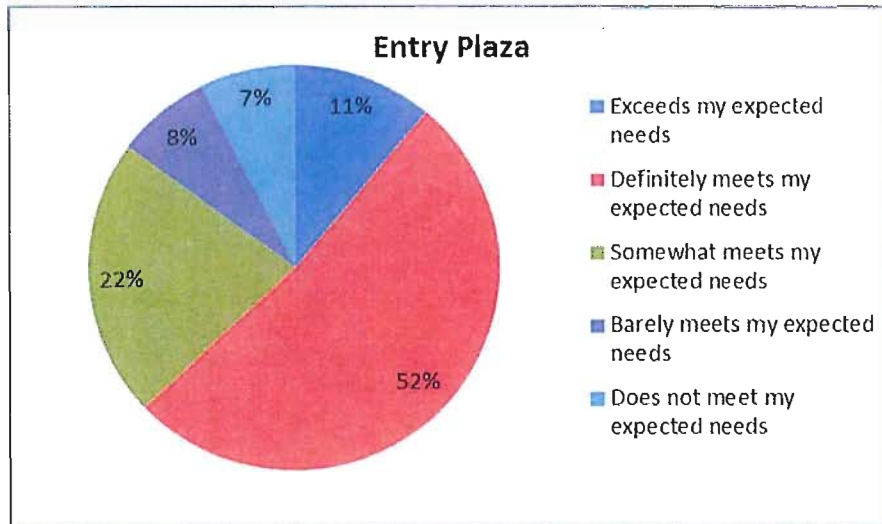
The detailed feedback and comments provided will be used to inform and evolve the design of the three plazas.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

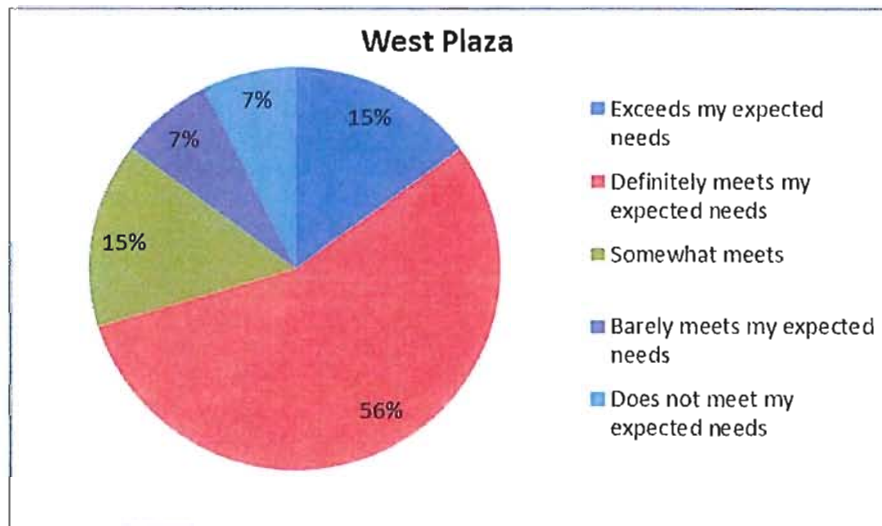
Following is a summary of the survey results.

Question #1:

As the plazas are described, please rate how well the proposed plans meet your expected needs:



Minoru Complex | Stakeholder and Public Engagement Report – December, 2014



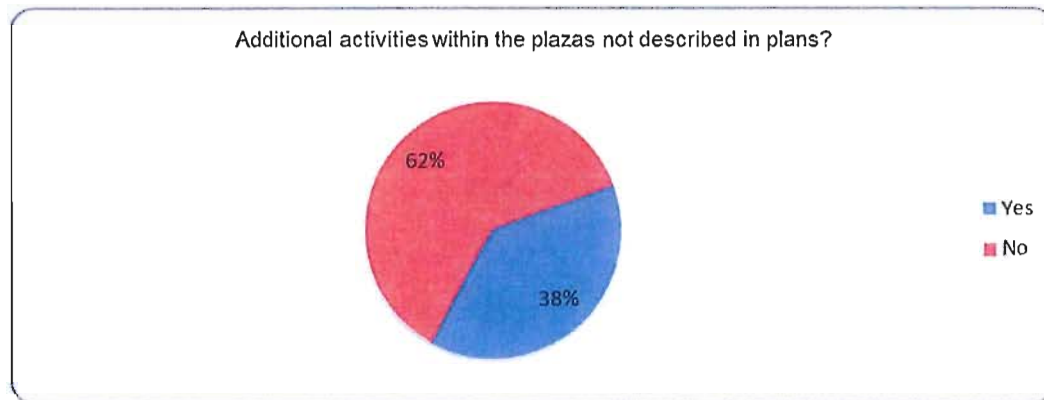
The most often-cited comments were related to bicycle access and parking, safety and the drop-off and pickup area.

Examples of comments related to the proposed plaza design are:

- I liked the idea of holding activities on the plazas, especially a farmer's market! A seamless integration into the surrounding fields with space that allows for public gatherings is a priority for me.
- The most important relationship between the entry plaza and parking will be that of parents dropping off and picking up their kids from swim classes and other activities within the building. Safety, visibility, protection from inclement weather, lighting are all elements which will contribute to the success of this area. Parents will not park then pick up their kids. They want to be able to see the kids and vice versa. The kids will play in groups while they wait for their parents, there needs to be room for this, it needs to be visible, safe, dry and well lit so the parents can recognize their kids. ...consider putting in overhead heaters for the cool days. It's not good for kids to leave a warm pool then wait in a cold wet area for pick up.
- As one who has spent many years watching track and field competitions at Minoru, I think the public viewing areas are very suitable.
- I like the proposed greenery but the seating seems crowded. I also like that the activities from the rooms in the buildings can spill outdoors if they want to.
- The whole thought process was impressive, as it has taken into consideration many factors that are important to Richmond residents. I hope to see emphasis put on the design of the public realm to cater for the needs of people with diverse needs, family, children, older adults, new immigrants, and people with different types of disabilities. People with vision loss will require lots of accessible design to negotiate the area with complex design. It is necessary to pay attention to pathfinding signage, location, light, colour contrast, sight line, tactile and sensory considerations.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

Question #2: There are activities within the plazas that I would like to engage in that you have not considered:

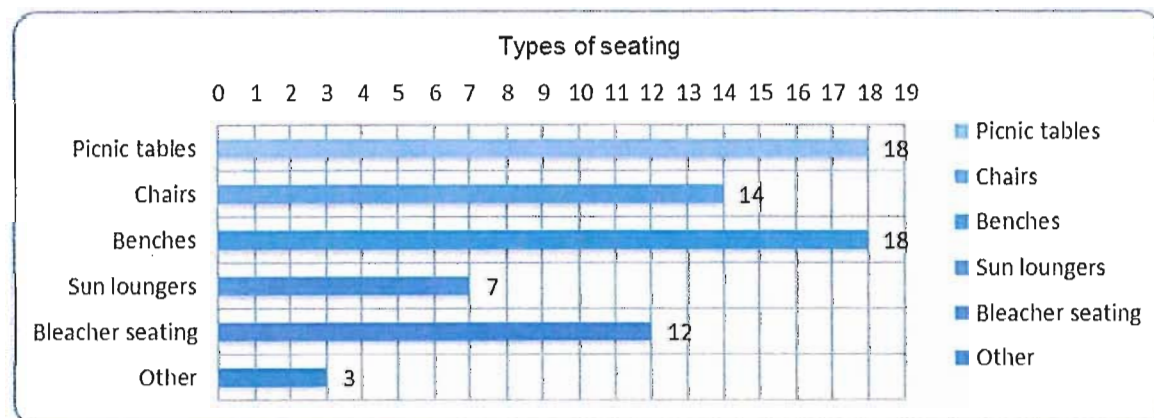


Many of the additional comments proposed activities such as concerts, performances and awards ceremonies, all of which are anticipated in the plaza areas, and will be accommodated as the design is evolved.

Examples of comments received related to the proposed activities within the plazas are:

- Flea markets, food festivals (regular food cart pods). I can't remember if you mentioned concerts, but a consistent outdoor musical presence, especially in the summer, would really enhance the experience. Imagine live classical music wafting throughout the park!
- Places to sit and wait for a ride or enjoy the plaza and people watch.
- Not clear if there is an activity warm-up area such that individuals or teams preparing for activities or events are somewhat segregated from noise, weather elements, etc. to stretch and otherwise prepare for an activity.

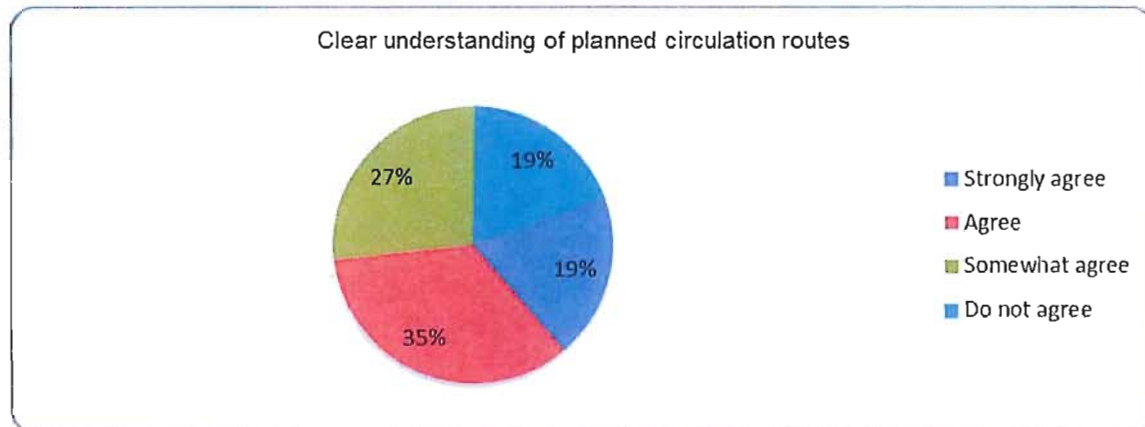
Question #3: I would like to see the following types of seating around the Minoru Complex:



Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

Additional comments included seating suitable for people with disabilities as well as moveable seating.

Question #4: The circulation routes outlined in the plans provide me with a clear understanding of how I will access the site and the Minoru Complex.



The additional comments provided suggest that users plan to access the site using various modes of transportation (e.g. walking, cycling and driving). A number of comments indicate support for the designs and hope that active transportation to the site will be encouraged, while other comments point to Richmond's car culture and the need to plan for safe drop-off zones.

Examples of comments provided on circulation routes are:

- I always walk to the present complex and will continue to do so. I have always used the paths as short cuts to the hospital and theatre and will still be able to.
- The plans look great! I think the curbside parking along Granville is a good idea. This not only provides additional parking, but adds protection for pedestrians and cyclists and would help slow traffic down. Given the wide lanes on Granville, it could also open up future possibilities of extending a protected bike lane all the way to the Railway Greenway.
- We need better intersection/vehicle access into the complex - at present traffic backs up turning left from Granville into Minoru because there is no left turn signal on the lights. Access and egress are both problematic due to the multiple small lots that exist on site and the circuitous lanes that lead to and from these lots. This plan does not offer any improvements, although I do like the look-and-feel of the proposed parking area. If we are redoing this complex, then let's redo the vehicle plan to make it better....because we all drive and that's not going to change. Make a big central lot with lots of wide parking spaces which allow you to actually open a car door. Plan for a proper full intersection with a large buffer area so vehicles do not back up onto the roadway or into the lots when arriving or departing. Please.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

- I question a bike lane next to pedestrians and parking. Bikes need separated lanes but both from cars and pedestrians, especially parked cars in a very busy area.

A full list of comments from the public is included in **Attachment 5 - Appendix C**.

End of Report.

Minoru Complex – Public Realm Update and Feedback

The Minoru Civic Precinct is the next step in the evolution of Minoru Park, developing a legacy for the residents of Richmond.

In the heart of the precinct will be the Minoru Complex, an innovative new multi-purpose complex to be built on the former Minoru 2 Field.

Replacement of the aging Minoru Aquatic Centre and Minoru Place Activity Centre were among Council's top priorities for its most recent term. The Minoru Place Activity Centre is inadequate to meet the long-term needs of Richmond's rapidly growing and diverse population of older adults. The Minoru Aquatic Centre is near the end of its life and is lacking in many of the amenities found in aquatic centres today. The new complex will not just replace these facilities; it will be a "Centre of Excellence" for active living and wellness for residents of all ages and abilities.

A significant milestone for the Minoru Complex was achieved October 27, 2014, with Council's endorsement of the floor plan and the preliminary form and character design of the new facility that will house an aquatic centre, older adult centre and amenities to support the revitalized sports fields in Minoru Park.

The project team is now looking for feedback to assist in the detailed design of the public realm. The public realm includes all of the outdoor spaces located within Minoru Park, including hard and soft landscaping, wayfinding, pedestrian and vehicular circulation and parking.

View the display boards and plans in the Document Library to the right. These boards will walk you through the development of the public realm, describe the overall site plan, provide details on the three plazas surrounding the Minoru Complex and describe the traffic and parking plan.

Complete the [survey <link to survey>](#) by December 14 to give us your feedback.

Survey page - Let's Talk about the Public Realm - December 2014

For this project, the public realm includes all of the outdoor spaces located within Minoru Park, such as landscaping, wayfinding, pedestrian and vehicular circulation and parking.

We invite you to review the proposed design of the public realm and provide comments that will assist in further refining the detailed design.

The following principles have been developed to guide the design direction of the public realm.

- Support the role of Minoru Park as a signature park
- Establish a unique identity and civic role for Minoru Park
- Respect and build upon the history of the park site
- Promote health and wellness for the community using Minoru Complex and the park
- Improve the site's ecological function

- Provide flexible spaces that can be adapted to a wide variety of users and community programming
- Create strong visual and physical links to the facilities, park and adjacent neighbourhoods

Please review the display boards and plans in the Document Library above and give us your feedback!

The first two questions relate to the three planned plazas immediately surrounding the Minoru Complex. Boards 7, 8 and 9 describe these plazas in more detail.

1.i. As the plazas are described, please rate how well the proposed plans meet your expected needs. [Entry Plaza](#)<link to display board>

- ☐ Exceed my expected needs
- ☐ Definitely meet my expected needs
- ☐ Somewhat meet my expected needs
- ☐ Barely meet my expected needs
- ☐ Do not meet my expected needs

1.ii. As the plazas are described, please rate how well the proposed plans meet your expected needs. [North Plaza](#)<link to display board>

- ☐ Exceed my expected needs
- ☐ Definitely meet my expected needs
- ☐ Somewhat meet my expected needs
- ☐ Barely meet my expected needs
- ☐ Do not meet my expected needs

1.iii. As the plazas are described, please rate how well the proposed plans meet your expected needs. [West Plaza](#)<link to display board>

- ☐ Exceed my expected needs
- ☐ Definitely meet my expected needs
- ☐ Somewhat meet my expected needs
- ☐ Barely meet my expected needs
- ☐ Do not meet my expected needs

1. b. My additional comments are: (Comment box)

2. There are additional activities that I would like to engage in within the plazas that you have not considered:

- ☐ Yes
- ☐ No

If yes, please describe these activities. (Comment box)

3. I would like to see the following types of seating around the Minoru Complex:

- ☐ Picnic tables
- ☐ Chairs
- ☐ Large benches
- ☐ Sun loungers
- ☐ Bleacher seating

- Other

Other – please describe (Comment box)

- 4. The circulation routes outlined in the plans provide me with a clear understanding of how I will access the site and the Minoru Complex.
 - Strongly agree
 - Agree
 - Somewhat agree
 - Do not agree

My additional comments are: (Comment box)

- 5. I would like to be added to your email contact list for future updates.
 - Yes
 - No

If yes, email address: (Comment box)

Thank you for your feedback!

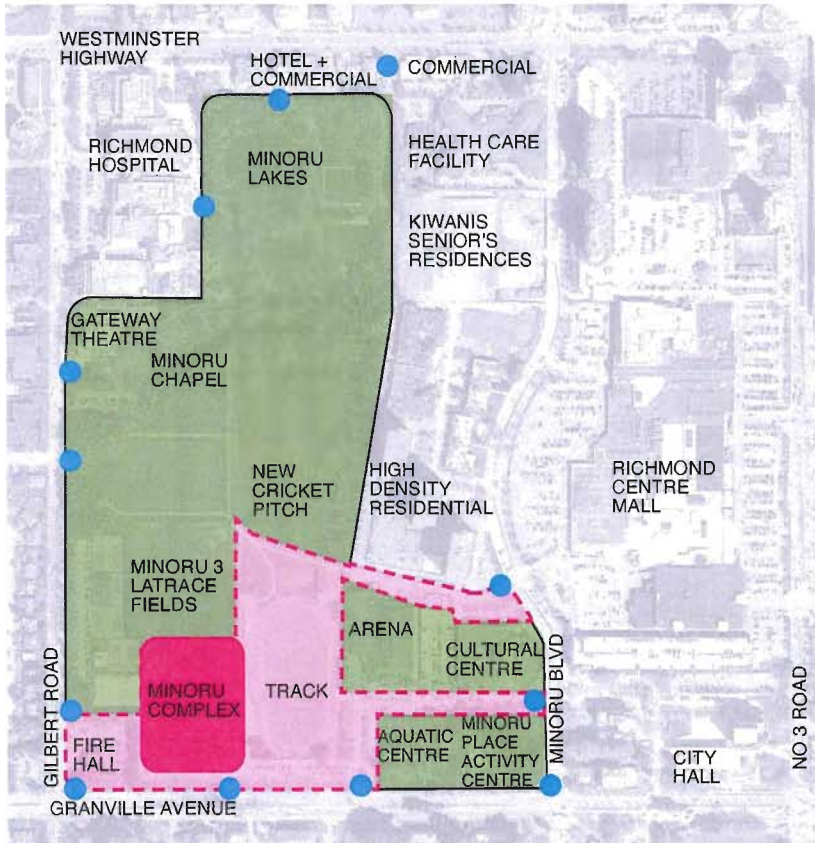
The information you provide will be used to inform a report that is anticipated to be presented to Council in January 2015.

1. Public Realm Introduction

The City of Richmond has launched a new capital building program in the Minoru Civic Precinct to address current and future recreation, sport, cultural and social needs. This project includes sport field relocation, site upgrades and the replacement of the Minoru Place Activity Centre, the Minoru Aquatic Centre and the Minoru Pavilion with the Minoru Complex. The Minoru Civic Precinct is the next step in the evolution of Minoru Park.

The Minoru Complex will be built on the former Minoru 2 Field. The project will integrate public art, improve access to and around the site, address transportation and parking and create connections to nature and the outdoors.

Minoru Park Context



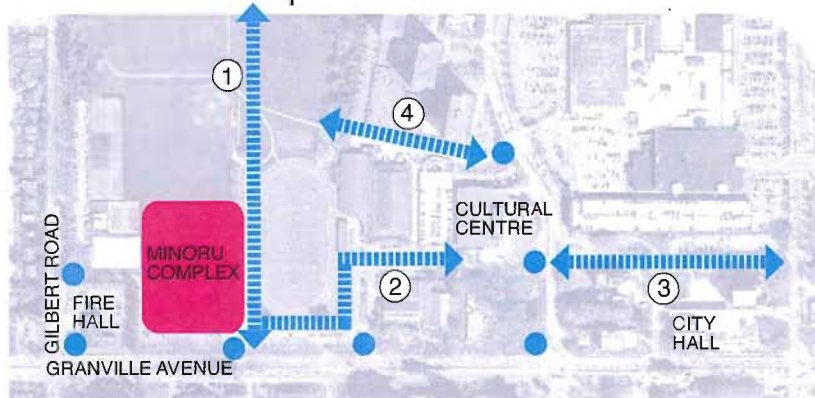
Minoru Complex in Minoru Park

The public realm at Minoru Park includes all of the outdoor spaces located within the park. This project is focused on two areas - one larger and one smaller. The first is a masterplan for improving connections throughout the park between Granville Avenue and the southern edge of the new cricket pitch and new fields. The second part of the project is a more detailed site plan for the public realm immediately surrounding the new Minoru Complex facility.

Legend

- Minoru Park
- Long-term Master Plan Area
- Minoru Complex Site Area
- Pedestrian Park Access Points

Minoru Complex Context



Legend

1. North - South Connection from Granville to Minoru Complex, through to Minoru Lakes
 2. East - West Connection from the Cultural Centre to Minoru Complex
 3. East - West Connection from Minoru Park through to City Hall
 4. East - West Connection from Minoru Blvd. into the park interior
- Key Pedestrian Connections
 - Park Access Points

2. Public Realm Principles

Principles

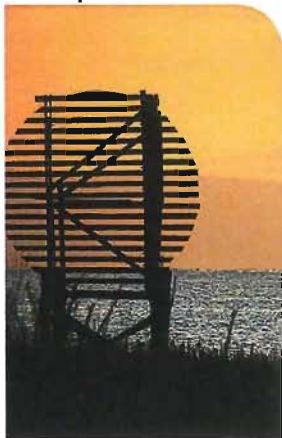
As part of the schematic design process, the following design principles have been developed in cooperation with City staff and stakeholder groups, in order to guide the design direction of the public realm.

- Support the role of Minoru Park as a signature park
- Establish a unique identity and civic role for Minoru Park
- Respect and build upon the history of the park site
- Promote health and wellness for the community using Minoru Complex and the park
- Improve the site's ecological function
- Provide flexible spaces that can be adapted to a wide variety of users and community programming
- Create strong visual and physical links to the facilities, park, and adjacent neighbourhoods

Experiential Qualities

Minoru Park is a signature park located in the heart of Richmond City Centre. Because of this, the park needs to offer a broad range of experiences for a wide range of users. The words listed below were gathered at a workshop held in August, 2014 and help inform the design direction in terms of experiential quality. In order to incorporate these broad-ranging qualities, the public realm design will include a series of varied and diverse spaces.

Inspirational Imagery



Dramatic
Inspiring
Magnetic
Awe
Reflective



Immersive
Competitive
Challenge
Health + Wellness
Therapeutic
Kinetic
Energized



Natural Beauty
Sense of Place
Reflection
Meditative
Comfort / Home



Sensory
Play
Discovery
Energized

3. Design Inspiration and Approach

The City of Richmond lies within the delta of the Fraser River: a wonderful geographic context that defines so much of this "island city, by nature". To that end, the Fraser River Delta is the inspiration for the design of the public realm. As with the delta, the Minoru Complex will be a dynamic place, rich in both human and ecological activity.

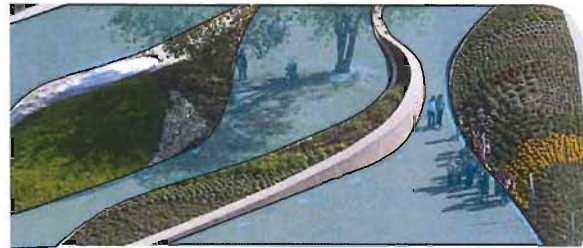


From a regional scale down to the human scale, the Fraser River plays an important role in shaping the identity and character of Richmond.

The forms of the channels and islands of the delta have inspired the patterns and forms that are integrated into the design of the public realm. These forms will not only be aesthetic and contextual, they will also be functional.

They will:

1. Provide 'way-finding' by directing the flow of people towards the front doors of the facility and to the rest of the park
2. Create edges of activity where people can sit and engage with one another; and
3. Provide an easy and elegant transition between the building and the existing park. The forms will also allow for thoughtful integration of the soft landscape and paved areas throughout the project area.



1. 'River channels' become pathways directing the flow of people



2. 'Islands' become plant beds with edges that create places for people to sit



The Fraser River Delta Channels and Islands

Channels Islands



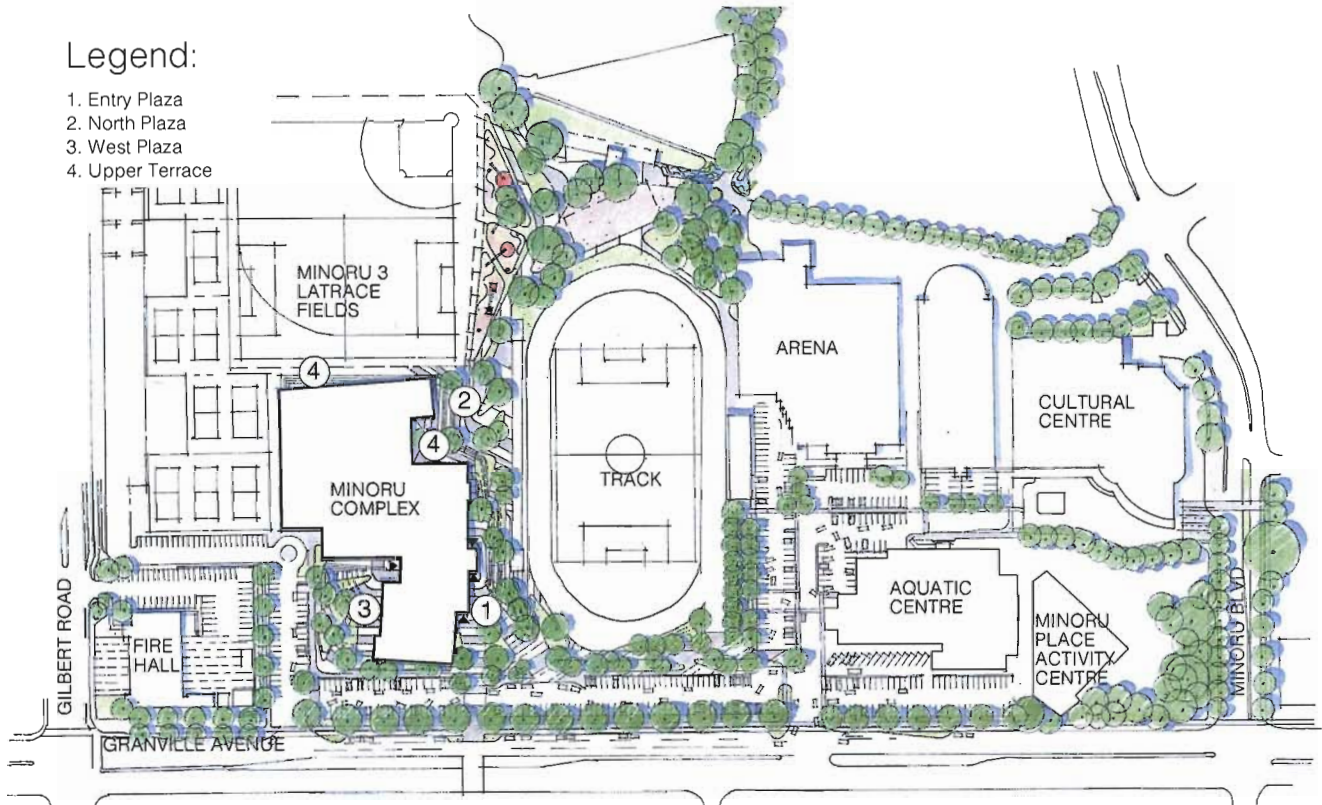
3. 'Islands' become plant beds that provide transitions between different levels of the park

The islands in the Fraser River Delta vary in size and shape, creating interesting and dynamic compositions. The site plan will also utilize plant beds of varied shapes and sizes in order to carve out a variety of spaces - some small and intimate, some large and dramatic.

4. Park Master Plan

Legend:

1. Entry Plaza
2. North Plaza
3. West Plaza
4. Upper Terrace



The public realm master plan aims to address the project principles listed on board 2.

The master plan:

1. Supports the role of Minoru Park as a signature park while establishing a unique identity and civic role through the use of a consistent and repeated design language.
2. From the opening day of the Minoru Racetrack and Clubhouse in August, 1909 to the completion of the Minoru Park Pavilion in 1964 to the celebrations at O Zone during the 2010 Winter Olympics, Minoru Park has a rich history, creating lasting memories for Richmond residents. The master plan respects this rich history by embracing historical features such as the track, while honoring past features such as the pavilion, while also adding new, special places where new lasting memories can be made.
3. Promotes health and wellness through encouraging activity and social interaction.
4. Improve's the site's ecological function with increased vegetation and low-impact approaches to stormwater management.
5. Provides flexible spaces that can be adapted to a wide variety of users and community programming with varied plaza and lawn areas.
6. Provides strong physical links to the facilities, park and adjacent neighbourhoods with new and improved pedestrian and cycling linkages.



1. Use of Consistent Design Language



2. Honoring Past Features



3. Promotion of Health and Wellness



4. Low Impact Stormwater Management



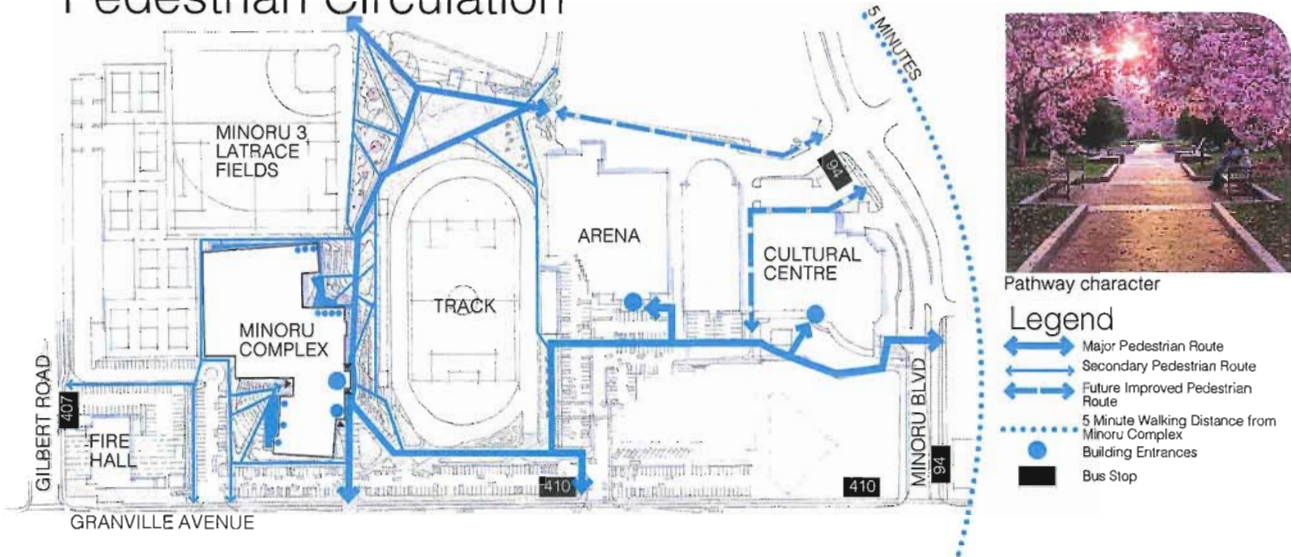
5. Flexible Space



6. Improved Pedestrian and Cycling Routes

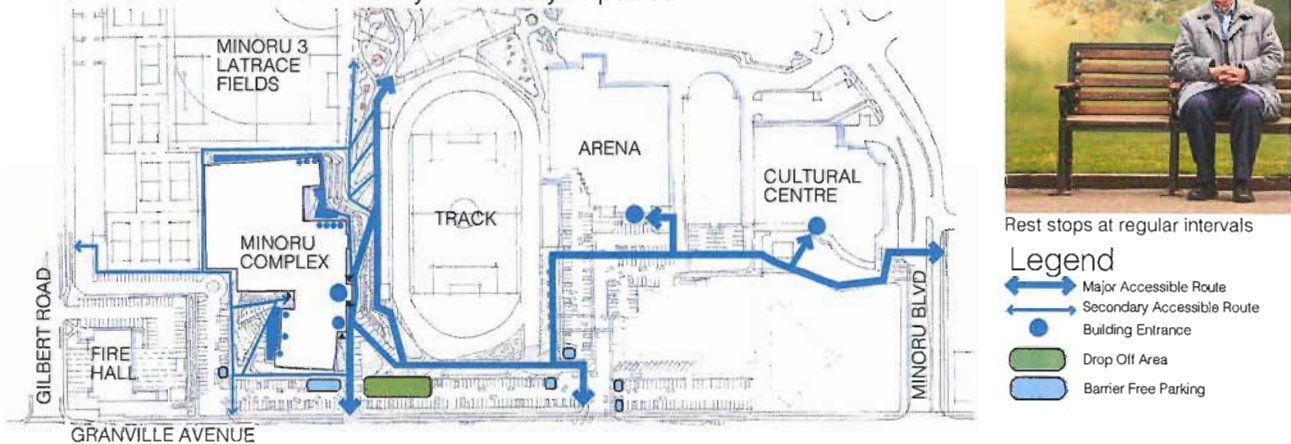
5. Park Master Plan Diagrams

Pedestrian Circulation

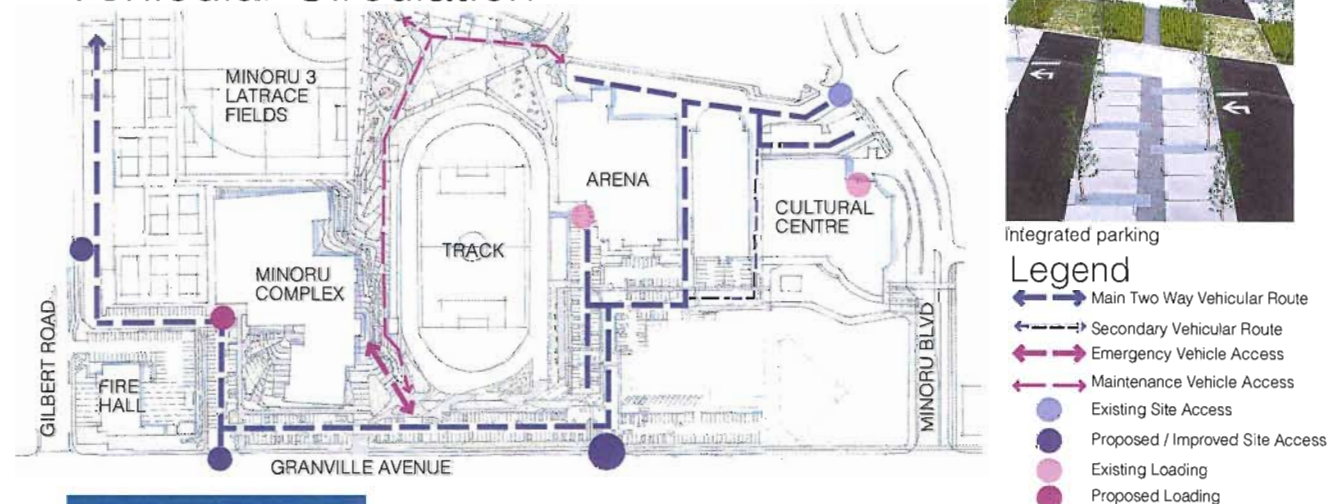


Accessible Routes

For Persons Who Are Mobility or Visually Impaired



Vehicular Circulation



MINORU CIVIC PRECINCT
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Minoru Complex
Public Realm | November 2014
CNCL - 263



6. Site Plan

The site plan is focused on the outdoor areas immediately surrounding the new Minoru Complex. These areas are comprised of the Entry Plaza located at the southeast corner of the building, the West Plaza located at the southwest corner of the building, and the North Plaza located at the northeast corner of the building. These areas will be vibrant, active places that will not only enhance and support the programming of the facility, but also the greater park. The plazas will be able to accommodate a wide range of programming including socialization, relaxation, community festivals, building activity spill out, informal play, stormwater management, public art display and seasonal festivals. In addition, the Entry and North Plazas will provide highly functional interfaces with the track to the east and the new fields to the north, providing seating edges for field and track overlook or informal gatherings.



Character Imagery



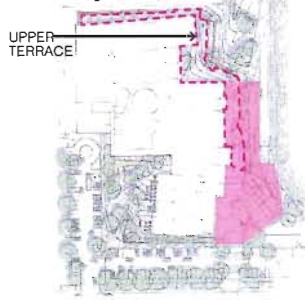
MINORU CIVIC PRECINCT
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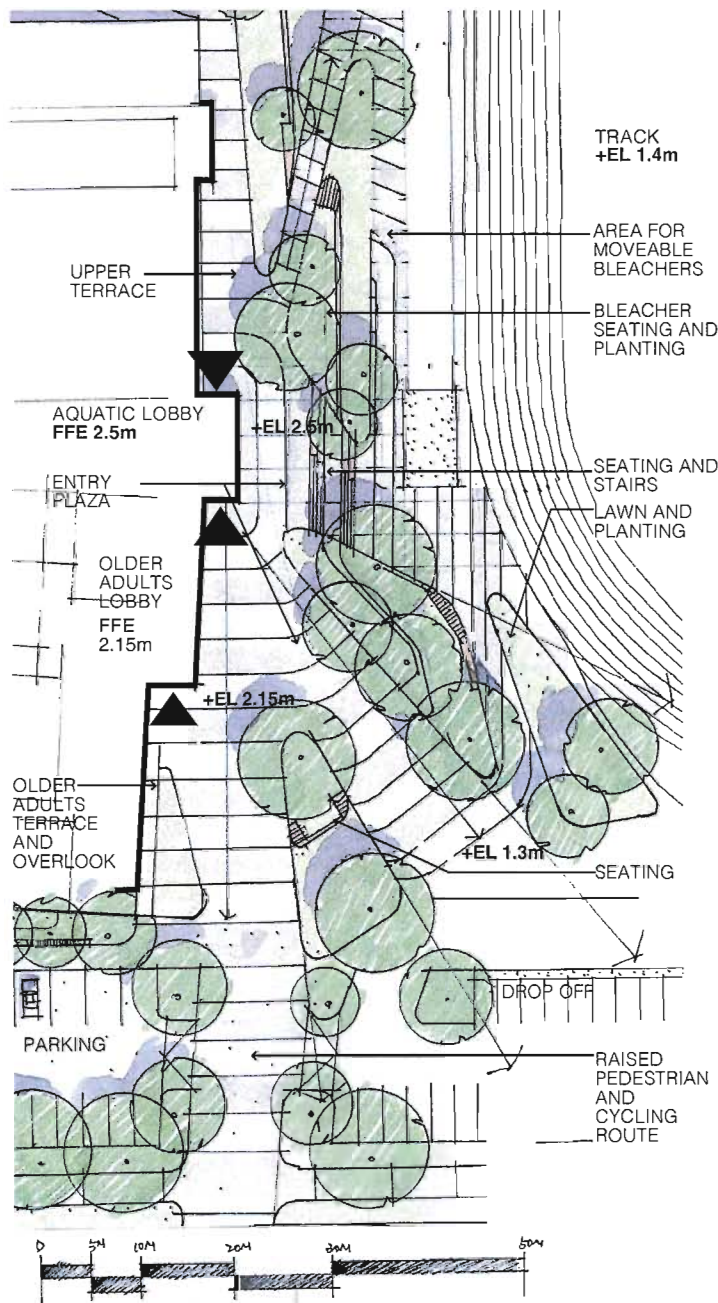
7. Entry Plaza

Key Plan



The Entry Plaza interfaces with the existing track to the east, Granville Avenue to the south, and provides connections to the new fields and park interior towards the north. This plaza is envisioned as a lively and flexible space that "sets the stage" for the state-of-the-art facility, while also accommodating community-oriented programming ranging from sport watching to festivals to farmer's markets.

Located along the east side of the building, is an upper terrace that begins in the entry plaza and wraps the east and north sides of the building. The terrace is inspired by the upper balcony on the Old Minoru Park Pavilion which was removed to make space for the new facility. Recognizing that the Park Pavilion was a central social space great for watching activities and sports in the park, the proposed upper terrace aims to provide the same observational experiences.

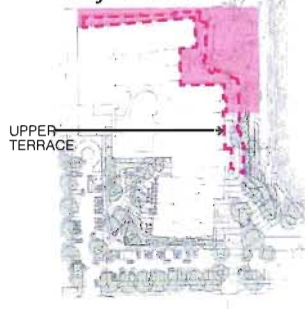


Character Imagery



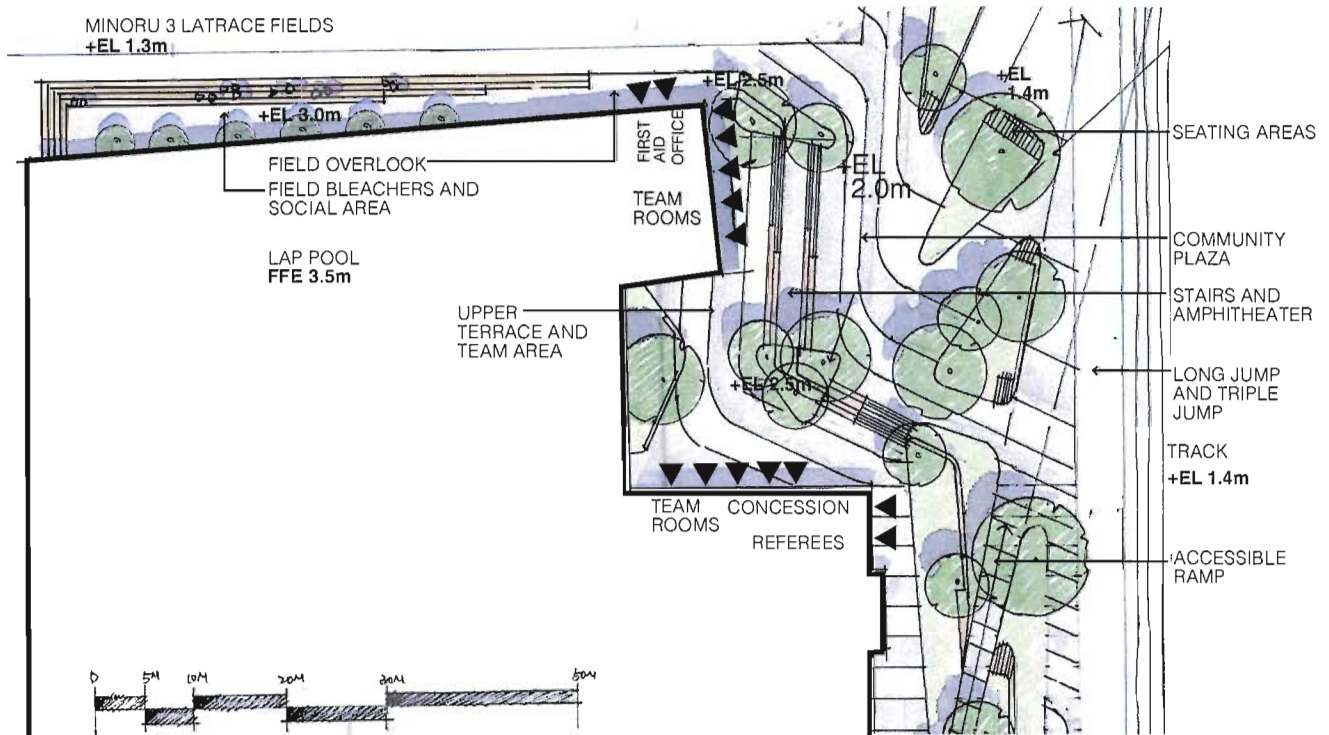
8. North Plaza

Key Plan



The North Plaza is located at the northeast corner of the facility. It provides connections to and from the park interior, and interfaces with the track and triple jump along its eastern edge and the Minoru 3 Latrace fields along its northern edge. This plaza will be an active space where sports teams gather outside of their team rooms before and after games, where the community can grab a snack at the concession and eat outside, and where people can socialize while watching sports events taking place to the east and north. There is also an amphitheatre that can accommodate smaller community gatherings, performances, and festivals. Planters strategically placed throughout the plaza provide more intimate spaces for seating for individuals or small groups.

The upper terrace continues through the North Plaza, wrapping around the northeast and north sides of the facility. Bleacher seating located on the north side connects the upper terrace to the fields to the Minoru 3 Latrace Fields, providing field overlook for sporting events.

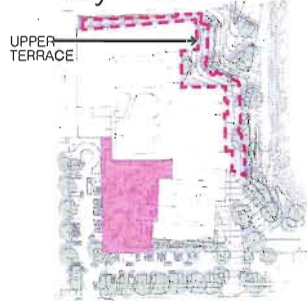


Character Imagery

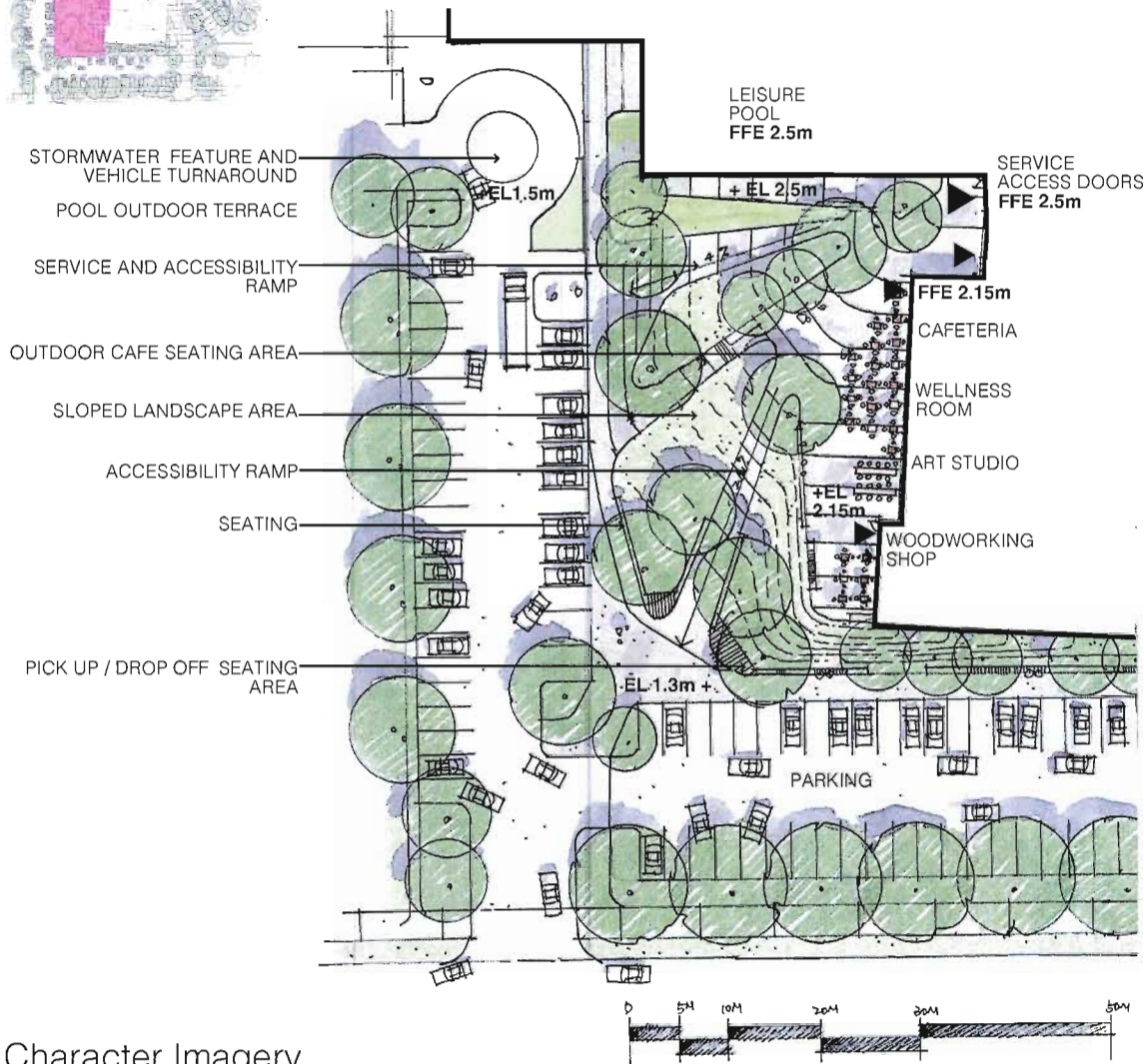


9. West Plaza

Key Plan



The West plaza is envisioned as a series of intimate spaces that can accommodate activities spilling out from the adjacent rooms located inside the Minoru Complex. This plaza will have an inward focus as it will be located above the surrounding parking area. Lush planting will provide additional buffering from the adjacent parking while also offering a more tranquil quality. Programming for this space may include tai chi, yoga, dance, gardening, outdoor dining, and sun lounging.

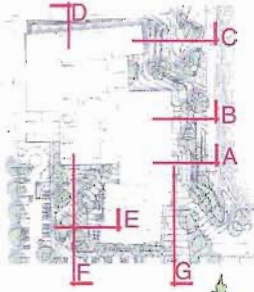


Character Imagery



10. Sections

Key Plan



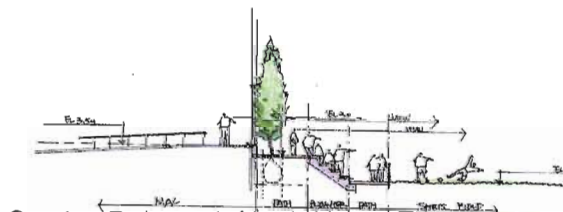
Section B through berms and ramp



Section A through aquatic lobby to track



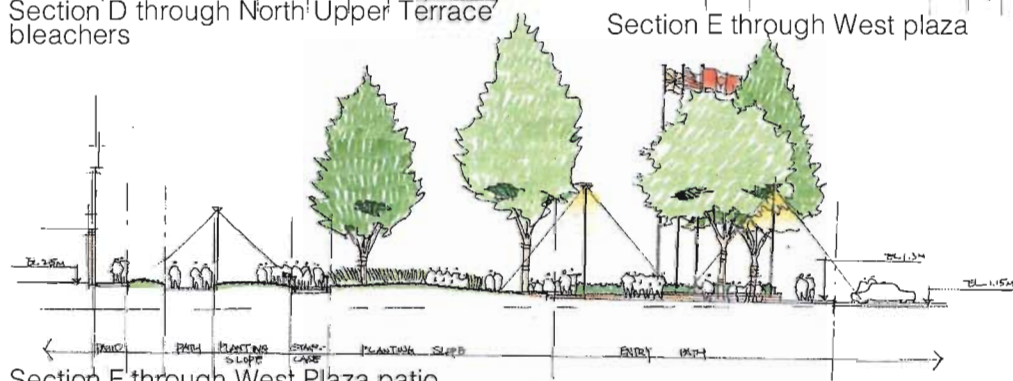
Section C through North Plaza



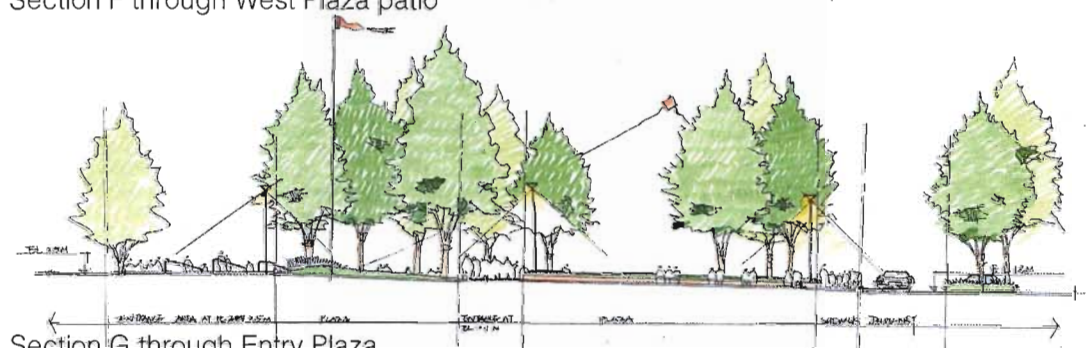
Section D through North Upper Terrace bleachers



Section E through West plaza



Section F through West Plaza patio



Section G through Entry Plaza

11. Traffic and Parking



Throughout the Schematic Design stage, the project team has worked to ensure the proposed Minoru Complex design provides adequate parking, circulation, and access.

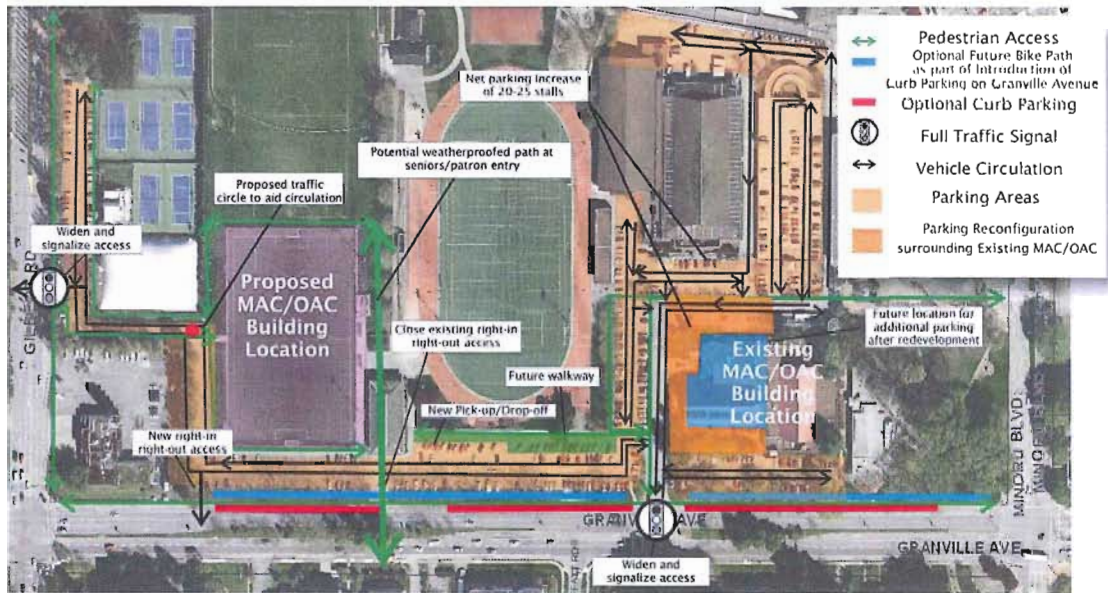
Site Parking Occupancy / Demand

Bunt & Associates performed parking counts and site user surveys to account for existing parking conditions, to project future parking demands, and to anticipate potential transportation demand management (TDM) measures (measures for decreasing travel / parking demand). With the anticipated size increase of the Minoru Complex, it is anticipated that the site (in its entirety) will require between 825 stalls and 860 stalls.

The following are the anticipated TDM measures that make the site more accessible and decrease parking demand:

- The installation of a pick-up / drop-off area,
- Improvement of site walkability,
- Improvements to bike facilities,
- Improvement to transit accessibility,
- With increased density in the area, many users are anticipated to walk or bike to site.

12. Site access and circulation



Improvements



The following are the proposed improvements to meet parking demand, improve site access, and improve transit / walk-ability:

- Reconfigure existing parking locations surrounding the site and provide parking surrounding the existing Aquatic Centre;
- Provide parking on north edge of Granville Avenue fronting the site as a buffer between pedestrians and moving traffic;
- Improve walking connections and bicycle infrastructure on site;
- Improve site entrances and exits by widening and signalizing existing Gilbert Road and Granville Avenue accesses; and
- Relocate existing right-out access in front of the previous pavilion building west and update to a right-in, right-out access.

Moffat Road Access Realignment Analysis

A number of Moffat Road realignment options were reviewed. No realignment options resulted in improved overall site access, and therefore realignment is not being considered.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014**Question 1b:**

My additional comments [regarding the plazas] are:

- Everything looks great! Only one main area as an avid tennis player is the lack of a practice wall for single players looking for a match. There used to be one on the Richmond/Minoru park courts but you had to take up a court to use it causing fights & arguments by people wanting to play on these courts. Please see the courts of Stanley Park, QE Park & Steveston Community Park for great examples of hitting walls. Richmond does such a great job on the parks here and one of the reasons and just moved back ;-) Please, Please, Please have an independent hitting area for tennis players to practice & meet other tennis players to play against. Keep up the great work & thank you for making tennis accessible to so many people here in Richmond... Richmond Rocks!
- As one who has spent many years watching track and field competitions at Minoru, I think the public viewing areas are very suitable.
- The drawings appear crowded, perhaps trying to get too much in too little space.
- I like the proposed greenery but the seating seems crowded. I also like that the activities from the rooms in the buildings can spill outdoors if they want to.
- I liked the idea of holding activities on the plazas; especially a farmer's market! A seamless integration into the surrounding fields with space that allows for public gatherings is a priority for me.
- The most important relationship between the entry plaza and parking will be that of parents dropping off and picking up their kids from swim classes and other activities within the building. Safety, visibility, protection from inclement weather, lighting are all elements which will contribute to the success of this area. Parents will not park then pick up their kids. They want to be able to see the kids and vice versa. The kids will play in groups while they wait for their parents, there needs to be room for this, it needs to be visible, safe, dry and well lit to the parents can recognize their kids. If it's outside you may consider putting in overhead heaters for the cool days. It's not good for kids to leave a warm pool then wait in a clod wet area for pick up.
- I want the city to adequately and responsibly address the rabbit population without implementing a plan of cruelty and/or ignorance. There are groups willing to take on the issue but bureaucracy and red tape often prevents it...so I want to know how it is that we can keep ignoring these poor animals?
- I see the raised cycling and pedestrian route but do not see covered, secure bike parking.
- Bike theft is a big problem in the Minoru precinct; please ensure there is adequate secure and covered bike parking.
- Also wondering why you have included lawn areas. Please take a look at some of the innovate landscaping that has been done at River Green and by the new Oval T&T Supermarket. In both places edible shrubs and native perennials have been used to good effect.
- The plazas are disconnected from the streets and from other civic centre facilities. The design and locations have serious CPTED concerns, in particular the West Plaza which is hidden from eyes on the street.
- What is inside the Minoru Complex?

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

- The whole thought process was impressive, as it has taken into consideration many factors that are important to Richmond residents. I hope to see emphasis put on the design of the public realm to cater for the needs of people with diverse needs, family, children, older adults, new immigrants, and people with different types of disabilities. People with vision loss will require lots of accessible design to negotiate the area with complex design. It is necessary to pay attention to pathfinding signage, location, light, colour contrast, sight line, tactile and sensory considerations.
- Looks good.
- Access appears to be ample. However the drawings do not mention security features which is important in this public and popular area.
- Also concern is expressed with regards to traffic density as access and exits are limited by existing traffic points from Granville Av. and Gilbert Rd.
- Out Door Pickle Ball Courts to enjoy the nice days outside, indoor courts will also be great. Pickle ball is the fastest growing sport in the Americas as the elders learn more of this sport the better physical and mental health will benefit those that get involved.
- Make sure that the seniors entrance/exit have drive up auto drop off/pick up.
- I would like to see alot more emphasis on bicycle access to the park. Ideally there should be a bike lane down Gilbert (an area of dense population) that connects with Granville so there is a direct route to Minoru Park. The park itself should have more definitive bike paths. Right now you are competing with people walking which is not good for anyone.
- We need to get people out of their cars, but that won't happen without a lot more emphasis on bicycle infrastructure.
- Not enough space between areas, traffic flow should not be throughout the area.
- Inadequate functionality for drop-off/pick-up area for vehicles which will quickly be congested. Add 5/10min pick-up/drop-off parking stalls and/or circular driveway for this purpose.
- Please consider putting in an additional delivery site either at the Arena or the Cultural centre.

Question 2: There are activities within the plazas that I would like to engage in that you have not considered. If yes, please describe these activities [within the plazas that I would like to engage in that you have not considered]:

- Coffee Shops? I'm sure there are some in there somewhere.
- Flea markets, food festivals (regular food cart pods). I can't remember if you mentioned concerts, but a consistent outdoor musical presence, especially in the summer, would really enhance the experience. Imagine live classical music wafting throughout the park!
- I simply want to "wander/meander" without the guilt of seeing these animals, who have often been dumped to find for themselves.
- I support a dedicated bunny refuge built on the grounds. Minoru has always been home to dumped bunnies. As an ex volunteer for the SPCA, RAPS and currently Rabbitats, I personally have seen how the buildings erected in Richmond, have decimated the population in the city. This has made me sad, as man and wildlife are competing for territory. Of course the wildlife will suffer in the end. The bunnies will be an added

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

attraction to the Park and provide relaxation and entertainment for the inhabitants of the city.

- The plazas are design primarily as funnels for circulation from autos.
- Consider a place for large public gatherings, such as concerts, performances and awards ceremonies.
- Places to sit and wait for a ride or enjoy the plaza and people watch.
- Places for children to play.
- Outdoor dining, yoga, cultural celebrations, fiestas, demonstrations, food trucks, etc.
- Pickle ball
- Regular walking exercise paths that we have now. With this new design it is extremely busy with cars going throughout the area rather than the one there is now. This plan is too dense and the expectations of the various groups that can use at the same time is not realistic.
- Not clear is there is an activity warm-up area such that individuals or teams preparing for activities or events are somewhat segregated from noise, weather elements, etc. to stretch and otherwise prepare for an activity.
- Music in the Park and Movie's in the Park more seating is required for this.

Question 3:

Other [types of seating around the Minoru Complex] – please describe:

- Park furniture with leg room, or extension to allow people in wheelchair to sit around.
- Assisted type seats for handicapped participants/attendees.
- More moveable seating.

Question 4:

My additional comments [regarding the circulation routes outlined in the plans] are:

- I always walk to the present complex and will continue to do so. I have always used the paths as short cuts to the hospital and theatre and will still be able to.
- The traffic looks congested. Minoru is already congested these drawings do nothing to make me feel it will get better...if anything there does not seem to be any flow for movement for the traffic. Better drop off for bus loads, ones that do not block the flow of the rest of the traffic. Right now the drawing shows a bus blocking the roundabout and several parking spots.
- Minoru Park needs its lighting to be improved. It is very dark there and this is the reason why you will not find any people walking there after dusk.
- The plans look great! I think the curbside parking along Granville is a good idea. This not only provides additional parking, but adds protection for pedestrians and cyclists and would help slow traffic down. Given the wide lanes on Granville, it could also open up future possibilities of extending a protected bike lane all the way to the Railway Greenway.
- The circulation routes outlined in the plans do provide me with a clear understanding of how I will be expected to enter the site. Is this the right way...I'm not sure? I don't like the fact that the main entry is not all that visible from the road or waiting area. There is

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

more activity on the west side of the building and I would feel more comfortable entering where all the activities are. I don't agree with having a terrace for the Older Adults on the East side of the building. Everyone who lives in Richmond knows that is the damp mildewy side of any Richmond facility. I would like to think that the Older Adults would enjoy some sunshine on their terrace in an area that is generally warm and not damp.

- I disagree that many users will actually walk to the site. It doesn't matter how dense that area may become, parents will always drive to pick up and drop off their kids, especially for after school programs as there isn't enough time to walk them, that just the way of life and I resent this idealist view that all planning documents take when it comes to livable region strategies. You can think all you want about reducing parking and vehicle access to public sites, the fact is people will use their cars. I for one won't be biking from the foot of number two road to the swimming pool or the older adult activity center. This building will serve all the community so make sure it has enough parking.
- I don't understand how the development interfaces with parking.
- Not sure where bike parking will be located.
- Paths through parking lots are not pleasant. The desire line from the Civic Centre is a short cut through across the Track.
- We need better intersection/vehicle access into the complex- at present traffic backs up turning left from Granville into Minoru because there is no left turn signal on the lights. Access and egress are both problematic due to the multiple small lots that exist on site and the circuitous lanes that lead to and from these lots. This plan does not offer any improvements, although I do like the look-and-feel of the proposed parking area. If we are redoing this complex, then let's redo the vehicle plan to make it better....because we all drive and that's not going to change. Make a big central lot with lots of wide parking spaces which allow you to actually open a car door. Plan for a proper full intersection with a large buffer area so vehicles do not back up onto the roadway or into the lots when arriving or departing. Please.
- This is where it becomes difficult to assess depending on the crowd density and pattern. With the car culture in Richmond, expect unpredictable crowd patterns depending on weather condition, road traffic at core working hours. I have no problem - I'll walk to the complex centre!
- Make sure that seniors entrance/exit have drive up auto and temporary parking available.
- I am unclear as to how many parking spaces will be available close to the building and if there are plans for a SECURED location INSIDE for bikes (in view of the thefts that have been occurring right in front of the present pool entrance). If you could reply to this message it would be greatly appreciated.
- Pathways should be wide enough to accommodate bikes even though you may restrict riding within the complex.....people will ride anyway.
- There is on the plan parking on the street. Under no circumstances should this happen. Cars should be directed into parking lots away from the street. A drop off area should keep passengers away from road entrances. Kids running need to be away from roads and other cars parking.
- Transit should have priority for stopping near the complex.

Minoru Complex | Stakeholder and Public Engagement Report – December, 2014

- I question a bike lane next to pedestrians and parking. Bikes need separated lanes but both from cars and pedestrians, especially parked cars in a very busy area.
- Again too much traffic moving through now we will have more exhaust fumes to contend with.
- Not sure how design features will facilitate flow versus use of signs which are less functional.

Minoru Aquatic Centre/Older Adults Centre Project Schedule

Minoru Aquatic Centre/Older Adults Centre - Projected Schedule	Start	Complete
Programming / Space Allocation	Mar, 2014	Jul, 2014
Enabling Works*	May, 2014	Sep, 2014
Council (Programming / Space Allocation)	Jul, 2014	Jul, 2014
Develop Floor Plans / Form & Character	Jul, 2014	Sep, 2014
Council (Floor plans / Form & Character)	Oct, 2014	Oct, 2014
Design Development	Nov, 2014	Feb, 2015
Tendering	Feb, 2015	Oct, 2015
Construction	Jun, 2015	Jul, 2017

*Enabling works include temporary relocation of Minoru Pavilion electrical controls, installation of temporary washrooms, changerooms and storage space, watermain relocation and pavilion demolition.



To: Mayor and Councillors
From: Councillor Alexa Loo
Richmond Sports Wall of Honour Nomination
Committee
Date: January 30, 2015
File: 01-0107-04-01/2015-Vol 01
Re: Sports Wall of Honour Nomination Committee Requests

At the January 28, 2015, meeting of the Sports Wall of Honour Nomination Committee (the "Committee"), the Committee unanimously requested that I bring the following recommendations back to Richmond City Council for its approval:

1. That the "Sports Wall of Honour" be renamed the "Sports Wall of Fame"; and
2. That the "Sports Wall of Honour Nomination Committee" be renamed the "Sports Wall of Fame Selection Committee."

The Committee has requested the name change from the "Sports Wall of Honour" to the "Sports Wall of Fame" as they believe it is a more fitting title for the nominees. Richmond Sports Council has always advocated for the name to be "Sports Wall of Fame."

The Nomination Committee is also requesting that the Committee be renamed the Selection Committee to better reflect the task of "Selecting" individuals and teams and that Council approves the Committee's recommended inductees.

Regards,

Alexa Loo

Richmond Sports Wall of Honour Nomination Committee

pc: SMT
Serena Lusk, Senior Manager, Recreation and Sport
Gregg Wheeler, Manager, Sports and Community Events



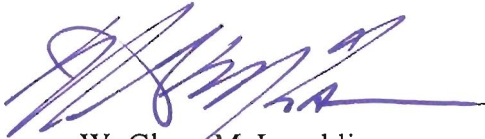
To:	General Purposes Committee	Date:	January 21, 2015
From:	W. Glenn McLaughlin Chief Licence Inspector & Risk Manager	File:	12-8275-30-001/2015- Vol 01
Re:	Liquor Licence Amendment Application Pioneer's Pub Ltd. - 10111 No 3 Road Unit 200		

Staff Recommendation



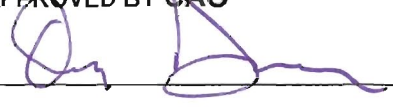
That the application from Pioneer's Pub Ltd., for an amendment under Liquor Primary Licence No. 030591, to increase the hours of liquor service *from* Sunday through Thursday, 10:00 a.m. to 12:00 a.m., and Friday and Saturday, 11:00 a.m. to 1:00 a.m., *to* Monday through Sunday, 9:00 a.m. to 1:00 a.m., be supported *only for earlier service* at 9:00 a.m., Monday through Sunday, and that a letter be sent to the Liquor Control and Licensing Branch advising that:

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

4. Council's comments and recommendations respecting the views of the residents are as follows:
- a. That based on the letters sent and having received only one response from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.



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

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

Staff Report

Origin

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

This report deals with an application submitted to LCLB and to the City of Richmond by Ronnie Paterson, owner of Pioneer’s Pub Ltd., (The Applicant) for the following amendment to Liquor Primary Licence No. 030591;

- To increase the hours of operation *from* Sunday through Thursday 10:00 a.m. to 12:00 a.m. and Friday and Saturday, 11:00 a.m. to 1 a.m., *to* Monday through Sunday, 9:00 a.m. to 1:00 a.m.

The proposed increase for additional hours of operation requires the Applicant to submit an application to LCLB to amend their liquor license. This amendment process requires the Local Government to provide comments with respect to the following:

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

Analysis

Background

The operation of a pub has existed at 10111 No 3 Road Unit 200 since 1988. The property is zoned Commercial Mixed Use (ZMU19) and the use of a neighborhood public house is consistent with the permitted uses in this zoning district.

The Applicant has owned and operated the 140 person capacity pub (120 inside and 20 patio) since October 2013.

The pub is situated in a commercial strip mall with a wide range of retail and personal service businesses that cater to the general day to day needs of the public. Northwest of the pub on the same property parcel are newly developed commercial and multi-family residential units. There are also residential properties to the north, east and west of the parcel and a commercial complex to the south. (Attachment 1)

Summary of Application and Comments

With the recent changes in Liquor Regulations, the Applicant is looking to promote his business:

1. where families can dine together for breakfast, lunch and dinner;
2. to respond to an increase in breakfast and non-alcohol beverage consumer demand;
3. to be consistent in hours of operation Monday through Sunday 9:00 a.m. to 1:00 a.m.

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

*1.8.1 Every **applicant** seeking approval from the **City** in connection with:*

- (a) a licence to serve liquor under the Liquor Control and Licensing Act and Regulations; or*
- (b) any of the following in relation to an existing licence to serve liquor:
 - (i) addition of a patio;*
 - (ii) relocation of a licence;*
 - (iii) change of hours; or*
 - (iv) patron participation**must proceed in accordance with subsection 1.8.2.**

*1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:*

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;*
 - (ii) proposed person capacity;*
 - (iii) type of entertainment (if application is for patron participation entertainment); and*
 - (iv) proposed hours of liquor service; and**
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.*

The required signage was posted in September 2014, and the three ads were published in a local newspaper on August 29, September 03 and 05, 2014.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 19 property parcels identified within the consultation area. On August 28, 2014, letters were sent to 483 businesses and property owners to gather their view on the application.

All public consultations ended September 29, 2014. One (1) response was received from the public opposing the amendment.

Potential for Impact on the Community

In response to the public consultation one response was received from an individual who opposed any additional late night openings citing;

- people leaving the pub create noise that disturbs sleep
- if approved the pub may come back to request for even longer opening hours
- later hours will increase the potential for drunk people to disturb the quiet of the neighbourhood.

Other than this one response received, and based on the lack of other responses from those contacted in the consultation area and from the city-wide public notifications, staff feel that the endorsement of the application is *in part* warranted.

Permitting the applicant an earlier 9:00 a.m. opening to promote a family oriented establishment where minor children may accompany their parents into the pub for breakfast is not expected to have any negative impact on the community.

Potential for Noise

Staff believe that due to the residential complexes near the pub there could be a potential for an increase in noise if the pub is permitted to close later in the evenings. Staff do not believe an earlier opening at 9:00 a.m. would result in an increase in noise.

Other Agency Comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Joint Task Force, the City Building Permit and Inspections and Business Licence Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.

Activity associated to the complexes' renovation impacted the processing of this application within the typical timeframe. The Applicants' resolution of outstanding building and fire issues has resulted in final inspection of the premises in December of 2014. With the Applicants recent renovation achieving building regulatory compliance there are no objections to the application from any agencies or City divisions.

Staff Comments on the Application

Council direction and decisions on Neighbourhood Pub operating hours has consistently restricted the closing hours of a Neighbourhood Pub to midnight during traditional work nights. Given the potential for an adverse impact on the community with later operating hours, and to be consistent with prior practice, staff are recommending that the application to include serving time to 1 a.m. Monday to Thursday not be supported.

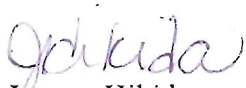
Staff believe that an amendment to an earlier serving time would not have an adverse impact on the community and are recommending that the application to amend the establishments' opening time to 9 a.m. Monday to Sunday be supported.

Financial Impact

There is no financial impact related to this report.

Conclusion

As the Applicants increased liquor license amendment proposed for later operating hours can have adverse impacts on residents, staff recommend that Council *only support* the earlier licensed hours from 9 a.m. Monday to Sunday.



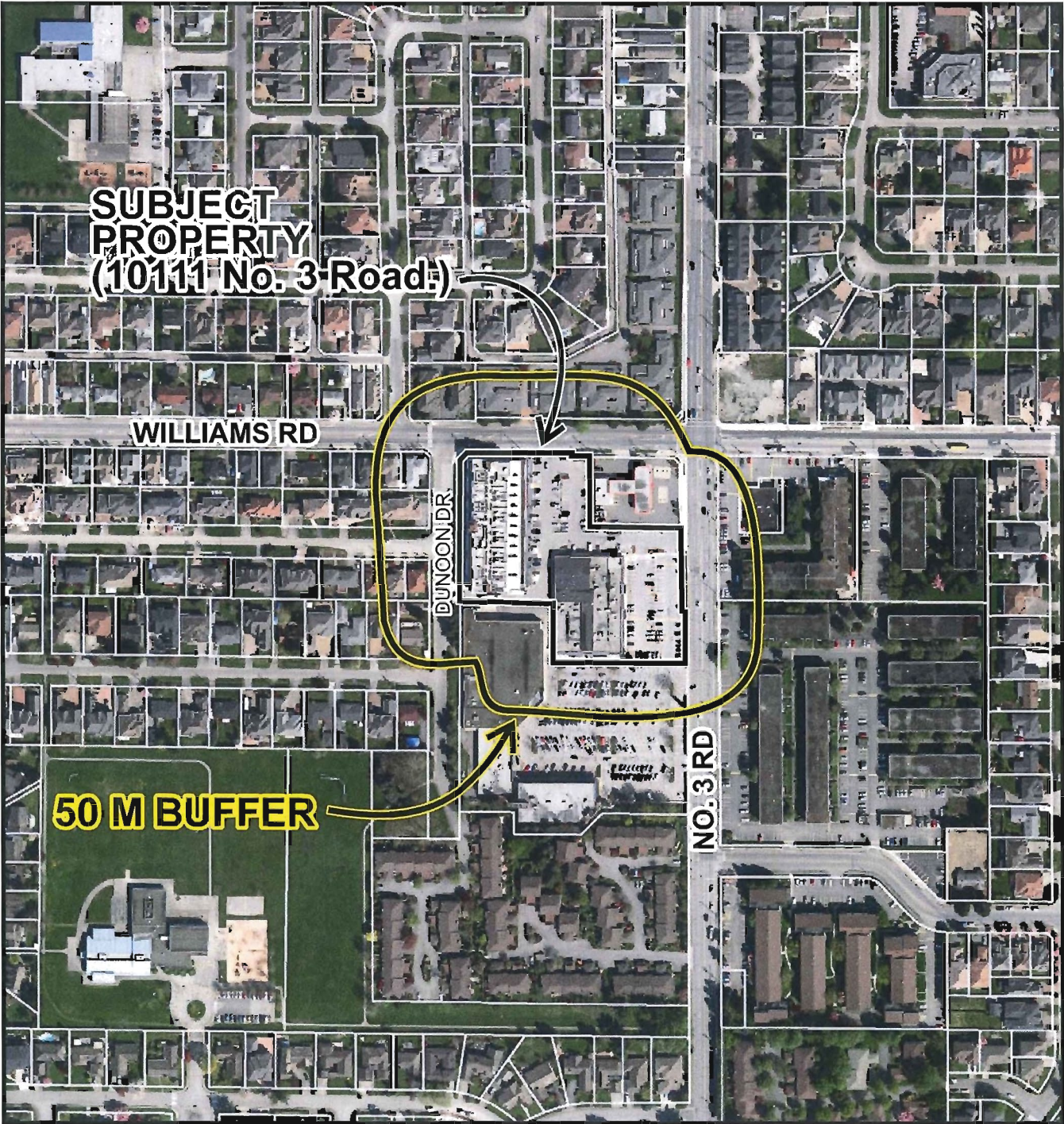
Joanne Hikida
Supervisor Business Licence
(604-276-4155)

JMH:vmd

Att. 1: Site Map



City of
Richmond



10111 No. 3 Road

Original Date: 01/08/15

Revision Date

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8805 (RZ 11-562929)
7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it **Single Detached (ZS14) – South McLennan (City Centre)**.

P.I.D. 013-819-283

Lot 12 Block "C" Section 15 Block 4 North Range 6 West New Westminster District
Plan 1207

P.I.D. 003-599-582

Lot 11 Except: The East 102 Feet; Block "C" Section 15 Block 4 North Range 6 West
New Westminster District Plan 1207

2. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8805**".

FIRST READING

NOV 14 2011

A PUBLIC HEARING WAS HELD ON

DEC 20 2011

SECOND READING

DEC 20 2011

THIRD READING

DEC 20 2011

OTHER REQUIREMENTS SATISFIED

FEB 12 2015

ADOPTED

MAYOR

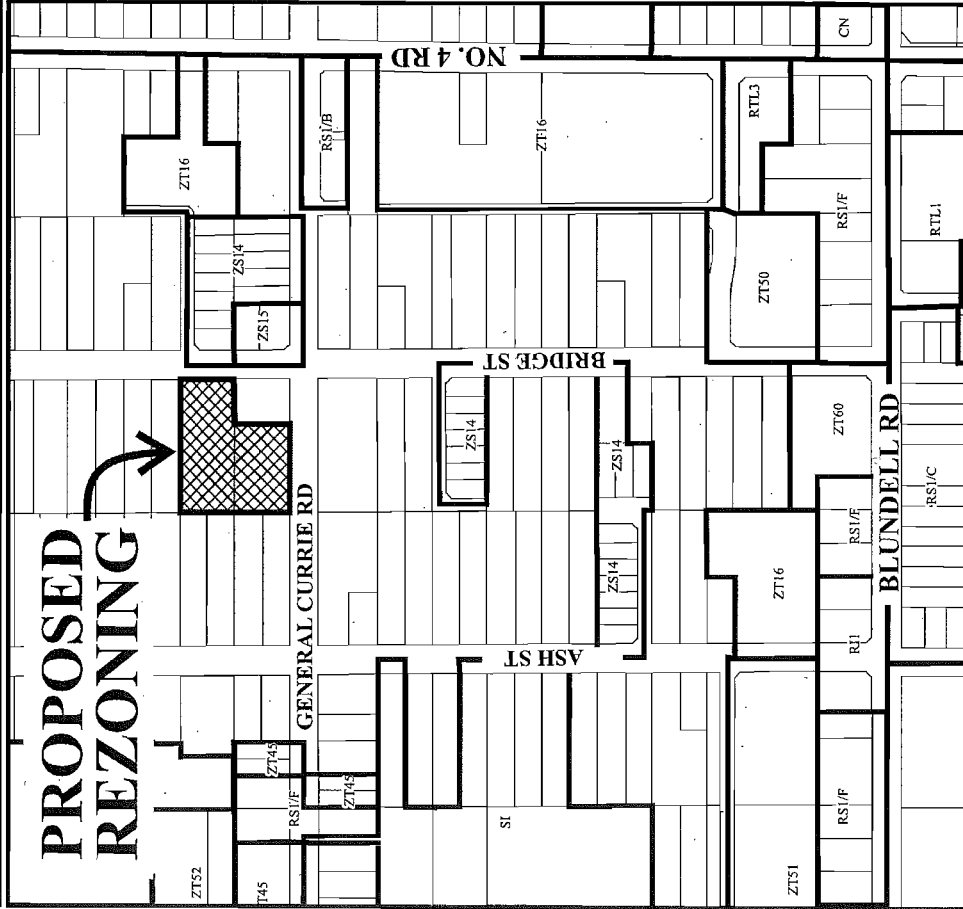
CORPORATE OFFICER



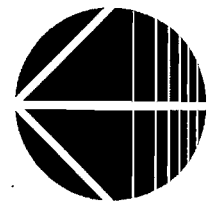
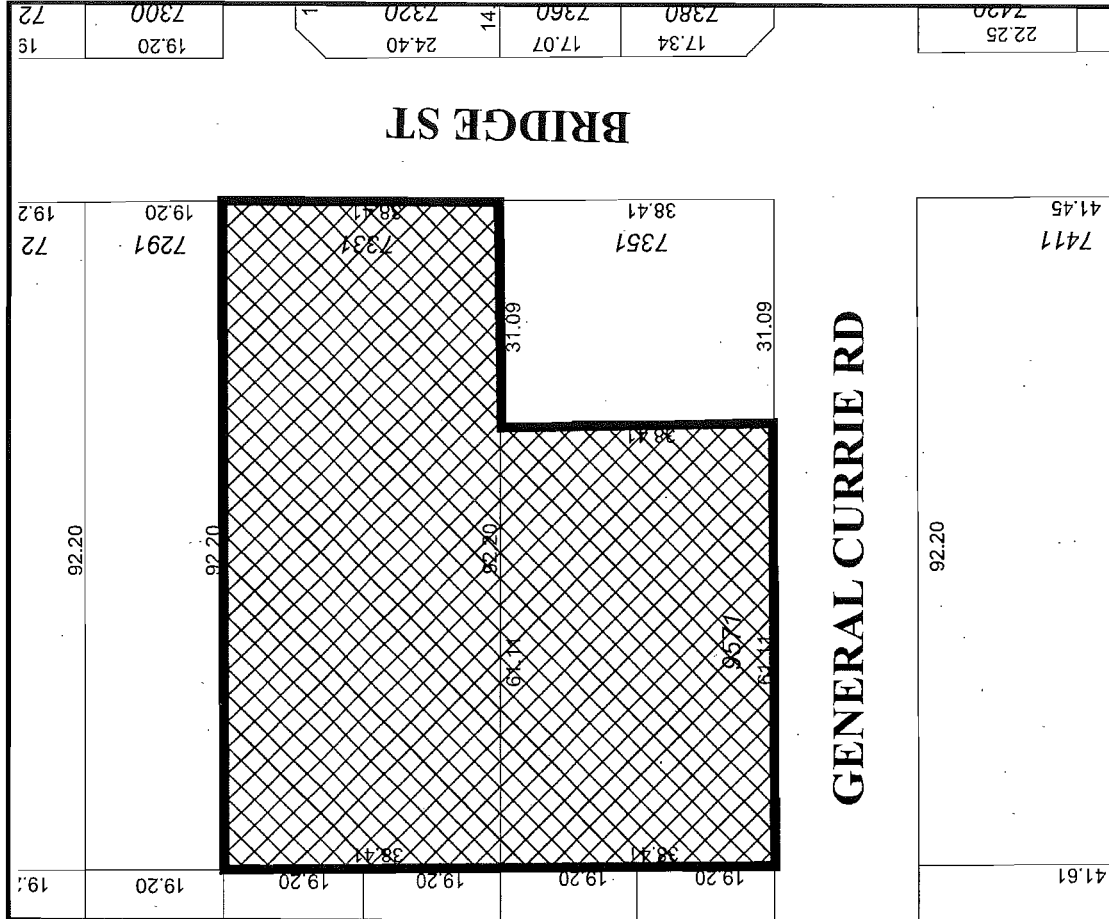


City of Richmond

**PROPOSED
REZONING**



CNCL - 286



RZ 11-562929

Original Date: 02/25/11

Revision Date: 08/30/11

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9052
(RZ 12-626430)
5580 and 5600 Parkwood Way**

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

1. Richmond Official Community Plan Bylaw 9000 (Schedule 1) 2041 Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from “Mixed Employment” to “Commercial”, specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

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 Official Community Plan Bylaw 9000, Amendment Bylaw 9052”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

OCT 28 2013

NOV 18 2013

NOV 18 2013

NOV 18 2013

FEB 18 2015



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9053 (RZ 12-626430)
5580 and 5600 Parkwood Way**

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

1. Richmond Official Community Plan Bylaw 7100 (Schedule 2.11B) East Cambie Neighbourhood Plan Land Use Map is amended to redesignate 5580 and 5600 Parkwood Way from “Industrial” to “Commercial”, specifically;

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

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 Official Community Plan Bylaw 7100, Amendment Bylaw 9053”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

OCT 28 2013

NOV 18 2013

NOV 18 2013

NOV 18 2013

FEB 18 2015

CORPORATE OFFICER





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9054 (RZ 12-626430)
5580 and 5600 Parkwood Way**

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 **“VEHICLE SALES (CV)”**:

P.I.D. 016-510-135

Lot 25 Section 5 Block 4 North Range 5 West New Westminster District Plan 86865

P.I.D. 016-649-427

Strata Lot 1 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 016-649-435

Strata Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337 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. 026-020-564

Strata Lot 3 Section 5 Block 4 North Range 5 West New Westminster District Strata Plan NW3337

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 9054”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

OCT 28 2013

NOV 18 2013

NOV 18 2013

NOV 18 2013

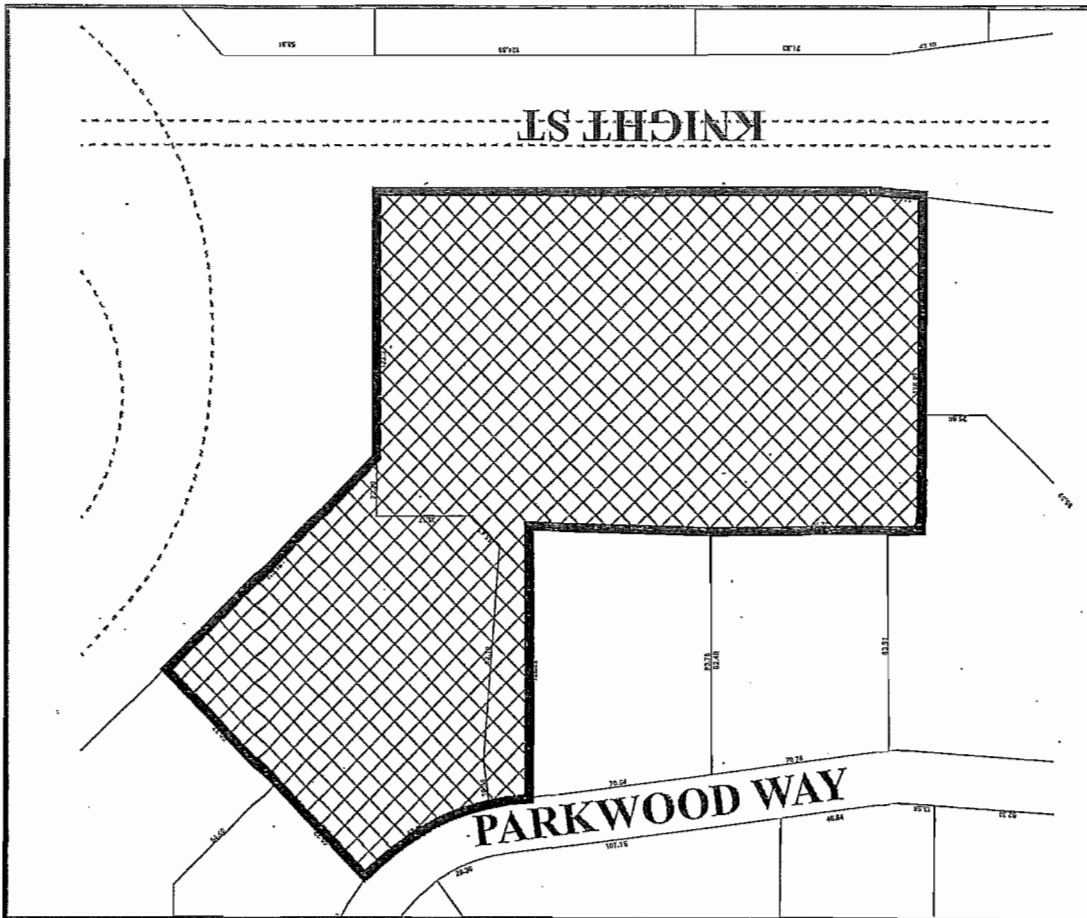
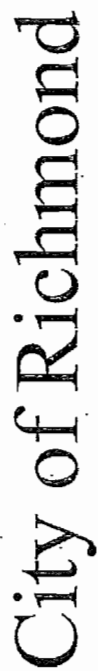
DEC 18 2013

FEB 18 2015



MAYOR

CORPORATE OFFICER



RZ 12-626430

Original Date: 12/10/12

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9069 (RZ 13-641189)
3800/3820 Blundell Road**

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

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

P.I.D. 001-124-277

STRATA LOT 1 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW123 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. 001-124-285

STRATA LOT 2 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW123 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 9069**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

NOV 12 2013

DEC 16 2013

DEC 16 2013

DEC 16 2013

FEB 17 2015

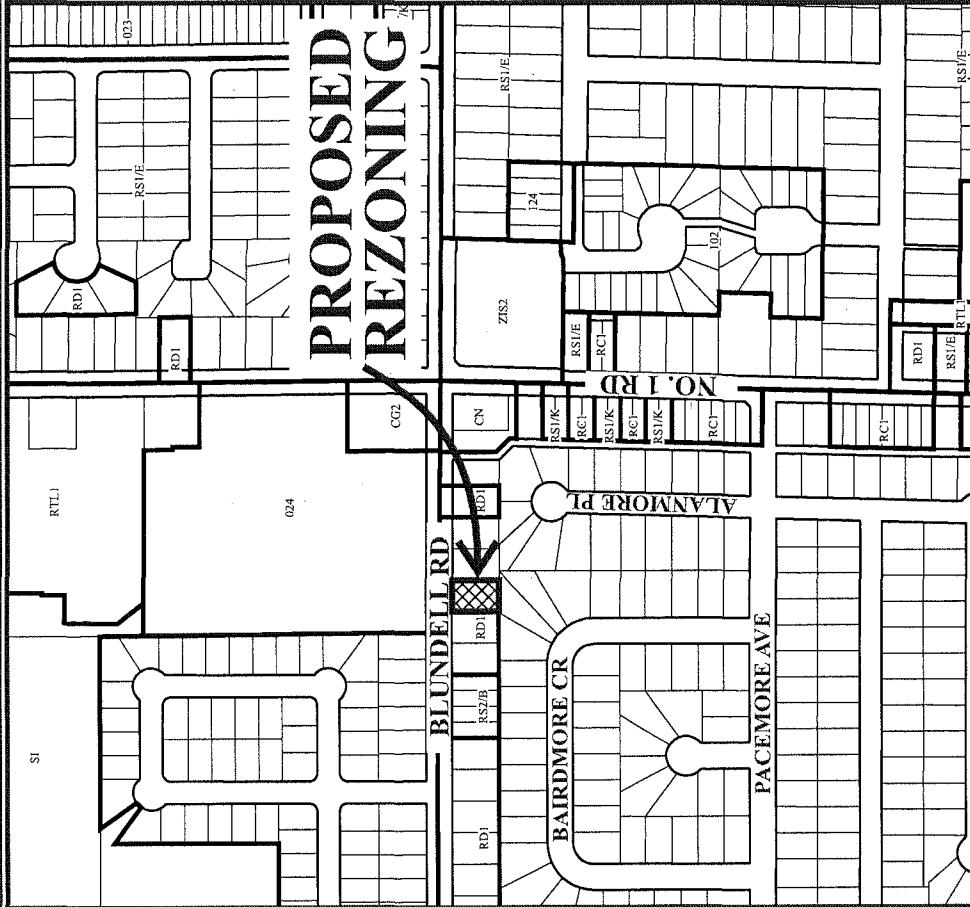


MAYOR

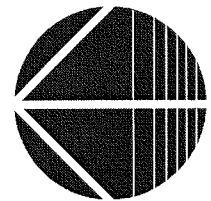
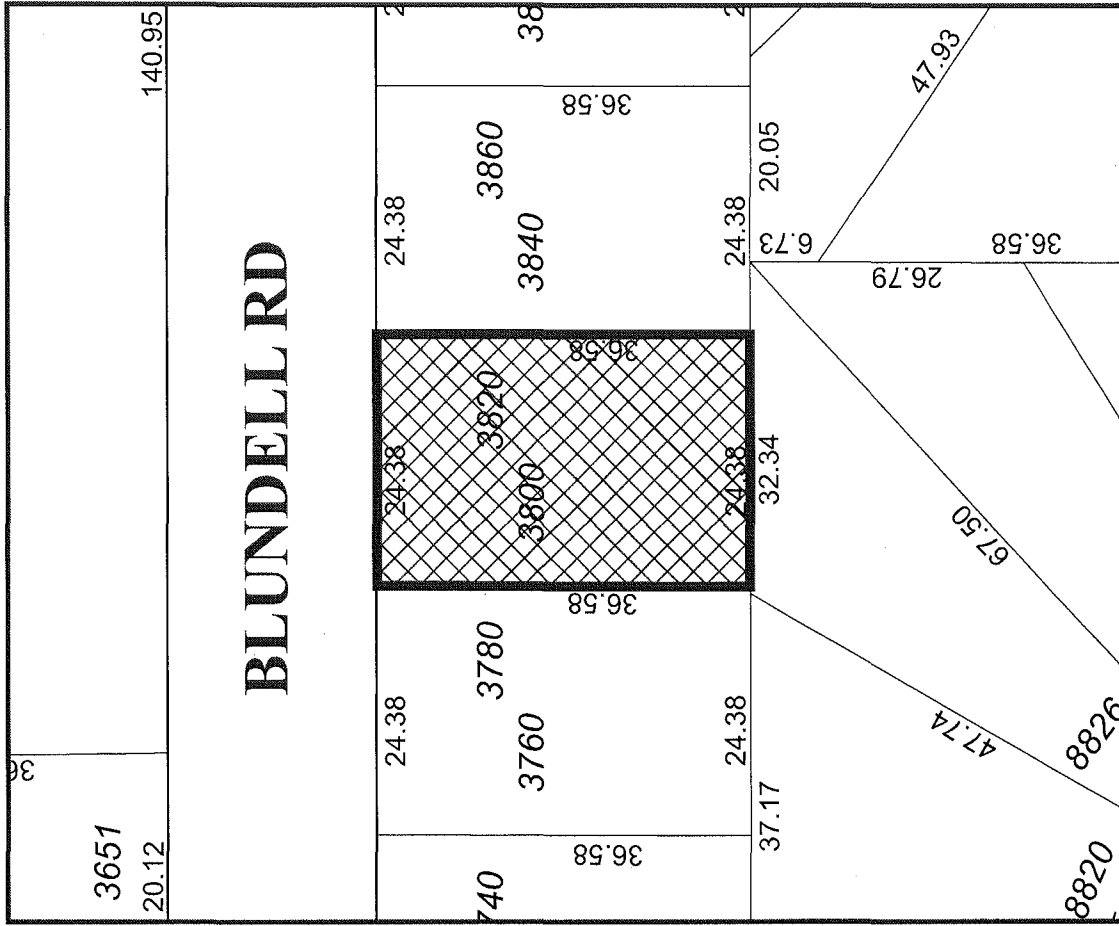
CORPORATE OFFICER



City of Richmond



CNCL - 295



RZ 13-641189

Original Date: 07/23/13

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9133 (RZ 13-650094)
11440/11460 Seabrook Crescent**

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/C)"**.

P.I.D. 002-524-503

Lot 172 Section 36 Block 4 North Range 6 West New Westminster District Plan 30121

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9133"**.

FIRST READING

APR 28 2014

A PUBLIC HEARING WAS HELD ON

MAY 20 2014

SECOND READING

MAY 20 2014

THIRD READING

MAY 20 2014

OTHER REQUIREMENTS SATISFIED

FEB 13 2015

ADOPTED

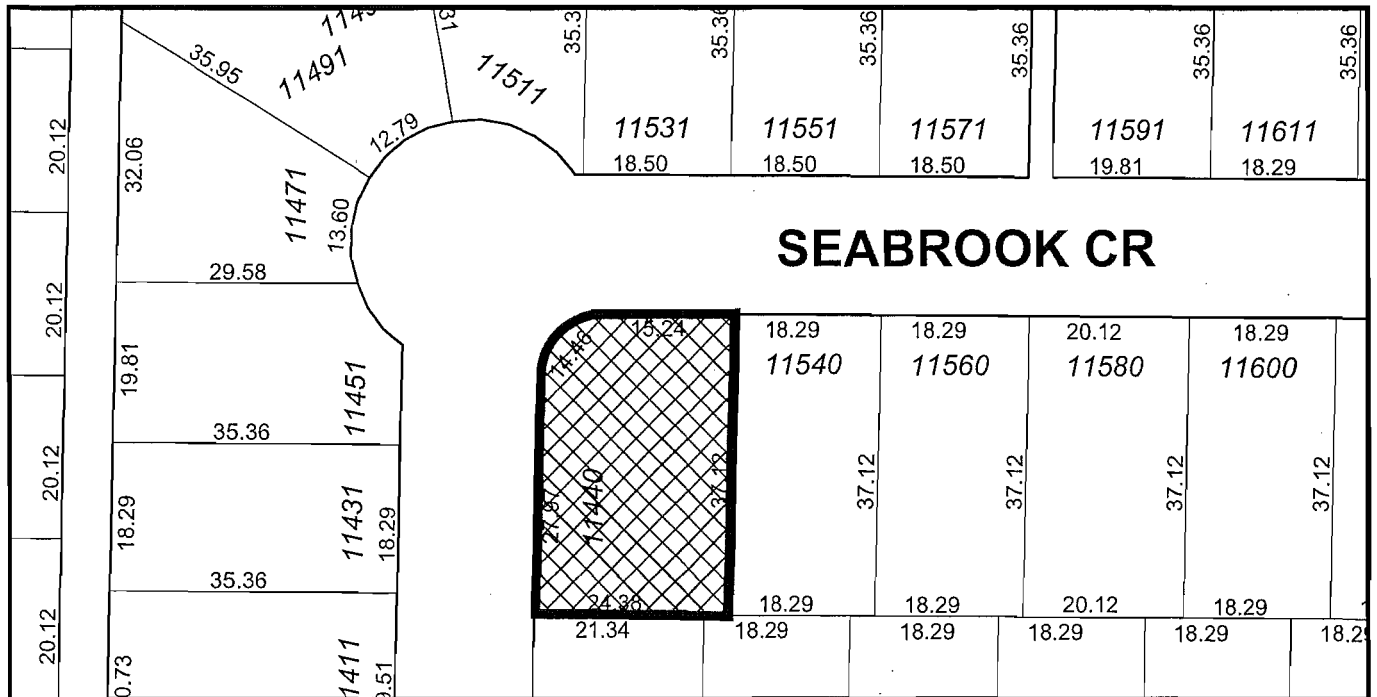
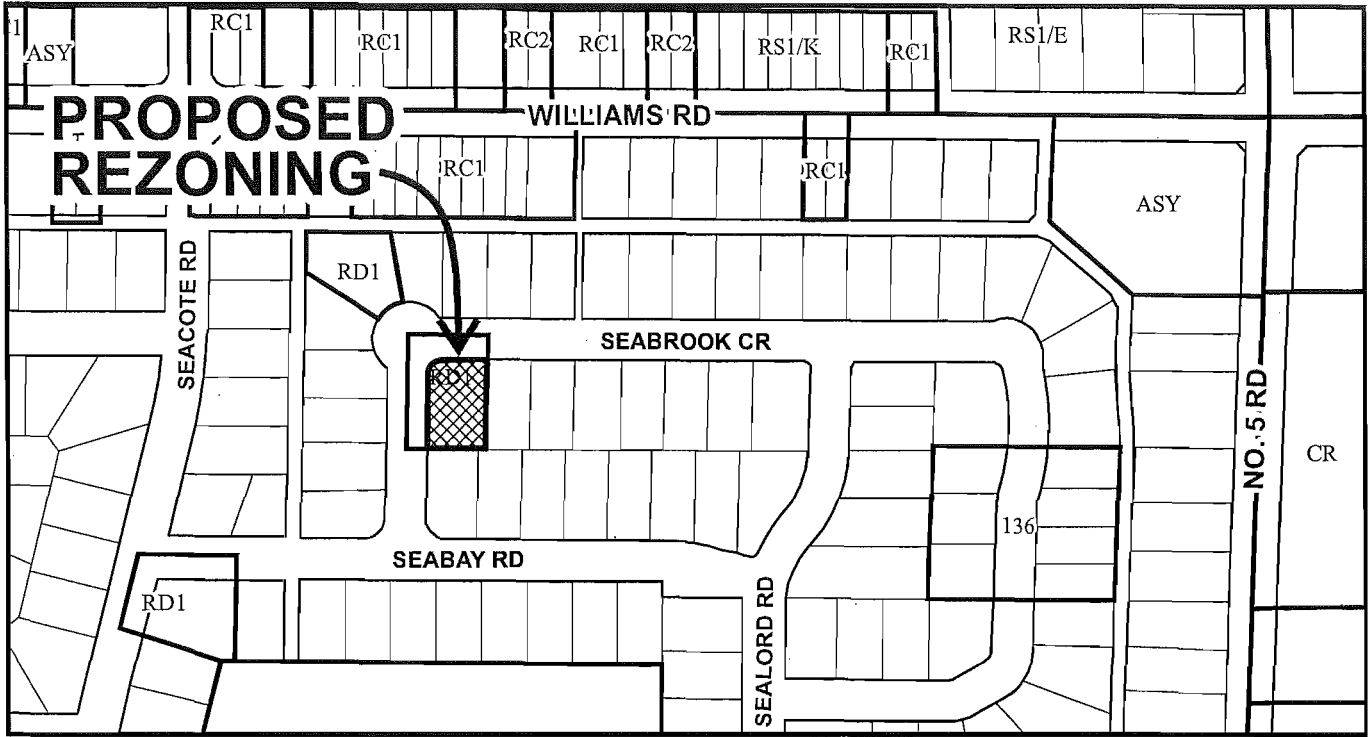


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 13-650094

Original Date: 03/24/14

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9176 (RZ 14-667788)
9620, 9660 and 9700 Cambie 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 **"SCHOOL & INSTITUTIONAL USE (SI)"**.

P.I.D. 004-234-561

East Half Lot 11 Except: The South 250 Feet, Block "A" of Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 012-030-660

West Half Lot 12 Except: The South 250 Feet, Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 003-433-048

East Half Lot 12 Except: The South 250 Feet, Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9176"**.

FIRST READING

DEC 08 2014

A PUBLIC HEARING WAS HELD ON

JAN 19 2015

SECOND READING

JAN 19 2015

THIRD READING

JAN 19 2015

OTHER CONDITIONS SATISFIED

FEB 18 2015

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

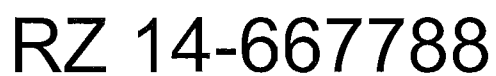
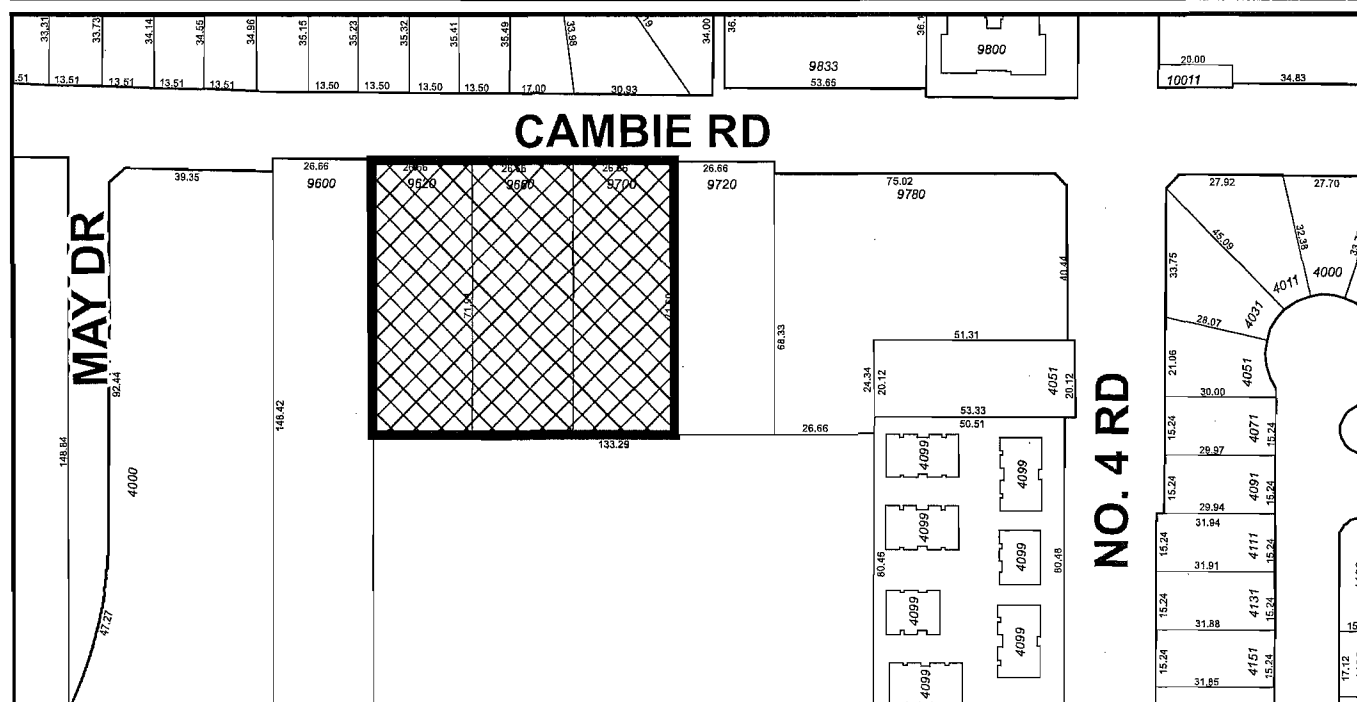
JAN 27 2015

ADOPTED



MAYOR

CORPORATE OFFICER



Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, February 11, 2015**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Dave Semple, General Manager, Community Services

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, January 14, 2015, be adopted.

CARRIED

1. Development Permit 12-624180
(File Ref. No.: DP 12-624180) (REDMS No. 4458316)

APPLICANT: GBL Architects Group Inc.

PROPERTY LOCATION: 8451 Bridgeport Road

INTENT OF PERMIT:

Permit the construction of a high rise commercial, hotel and office development at 8451 Bridgeport Road on a site zoned "High Rise Office Commercial (ZC33) – (City Centre)."

Development Permit Panel

Wednesday, February 11, 2015

Applicant's Comments

Andrew Emmerson, GBL Architects, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1) and a model, provided an overview of the proposed development including its site context and main uses, noting that the subject site is located in a transitional area and its triangular shape presents challenges as well as design opportunities for the applicant.

Mr. Emmerson reviewed the main components of the proposed development and their distinct design features and highlighted the following:

- the 14-storey hotel tower at the southeast corner of the site serves as the fulcrum for the overall development and its angled diamond configuration and strong cuts at the lower and upper levels provide a strong corner identity;
- the nine-storey office building at the southwest corner has an elongated linear form, providing a contrast to the hotel tower form;
- the 12-storey office building at the north has a vertical and more conventional office building form;
- the small commercial spaces at the lower levels, interspersed among the tower forms, provide interest and animation at the street level; and
- the five-level podium accommodates parking and bonds the three towers together.

Also, Mr. Emmerson commented on the strong sustainability features incorporated into the three towers and the podium, noting the punched window expression on the south and west facades of the hotel tower, the horizontal louvers on the two office towers, and metal screening on the facades of the podium building.

Further, Mr. Emmerson noted that the green spaces on the podium roof cover approximately 50 percent of the overall site area and provide a shared passive outdoor amenity space for the hotel and office towers as well as a designated area including a swimming pool exclusive for hotel use.

Mr. Emmerson then spoke of the applicant's approach at the ground level, noting that the towers along Bridgeport Road were pushed back to create an opportunity for the construction of an internal drive aisle for loading and pick-up and drop-off operations and provide a strong buffer between the subject development and Bridgeport Road. Also, he noted that the large and small commercial spaces, tower lobbies and hotel lobby are located on the ground level and the site is accessible on all three sides.

Mr. Emmerson then reviewed the uses of the podium and tower levels as well as the elevations on Bridgeport Road, West Road and River Road, noting the following:

- podium parking is segregated for hotel, commercial and office uses;
- the different tower forms and heights are intended to provide variety, maximize natural daylighting, minimize overlook and meet tower spacing requirements;
- the upper tower levels have a more defined massing;

Development Permit Panel

Wednesday, February 11, 2015

- the materials and colour palette is relatively neutral;
- metal screening on the podium face along Bridgeport Road provides an opportunity to incorporate public art;
- double rows of trees along Bridgeport Road and the plaza treatment of the private road enhance the public realm; and
- the corner expression of the hotel tower is visible from Bridgeport Road and provides a strong identity to the proposed development.

Julian Pattison, Considered Design, Inc., gave a brief overview of the landscape design, noting the following:

- the overall concept of the landscape design is to provide an intimate pedestrian experience in the proposed development;
- the design of the service road as an “elongated civic space” has precedent in the Dutch concept of “woonerf” or shared use of a road for pedestrian, bicycle and vehicular circulation;
- the strategy for shared use of the service road includes variation in split stone paving treatment and use of light bollards for the pedestrian route; and
- the “small-scale park” design of the outdoor amenity area on the podium roof reflects the broader natural landscape and encourages interaction among users.

Panel Discussion

Discussion ensued with regard to the landscape treatment on the podium roof. In response to queries from the Panel, Mr. Pattison advised that (i) the main landscape elements include water features, timber benches and raised lawns for shared use and a swimming pool for hotel use only, and (ii) the landscape elements also provide play opportunities for children.

In response to further queries from the Panel, Mr. Pattison pointed out that (i) the main pedestrian access to the subject site along Bridgeport Road is through the hotel plaza, (ii) all frontages of the subject site are treated equally in terms of landscaping to enhance the pedestrian experience on site, and (iii) loading spaces for smaller trucks are spread out in the parkade of the three towers while larger trucks could use the loading spaces along the service road.

Staff Comments

Barry Konkin, Program Coordinator, Development, advised that the rezoning bylaw for the subject site has received third reading and that there is an associated Official Community Plan and City Centre Area Plan amendment. He added that as per staff review, the development proposal is consistent with the City Centre Area Plan guidelines in terms of density, materials use, and design.

Development Permit Panel

Wednesday, February 11, 2015

Also, Mr. Konkin commented that (i) garbage pick-up is located off the River Road side of the proposed development and (ii) the Brighthouse Canada Line station is approximately 400 meters from the subject site.

In response to a query from the Panel, Mr. Konkin advised that the likely pedestrian route from the Brighthouse Line Station to the subject site is through River Road. He added that the proposed development would be more accessible when the Canada Line Capstan Station will be constructed in the future.

Gallery Comments

Joseph Fung, 8571 Bridgeport Road, advised that he would like to ask the Panel to address his concerns regarding the proposed development as mentioned in his correspondence to the Panel (attached to and forming part of these Minutes as Schedule 2).

Correspondence

Mr. Konkin advised that Mr. Fung stated in his correspondence to the Panel that he owns a garment manufacturing business adjacent to the subject site and expressed concern that his business' daily operation including deliveries to and from the site would be adversely affected during the construction stage of the proposed development.

In response to Mr. Fung's concern, Mr. Konkin commented that the City's Transportation Section advised that through the Building Permit, a traffic management plan will be required from the applicant which will ensure that full access will be maintained on Mr. Fung's property. He further advised that Mr. Fung could also contact the Bylaw Division should he have further concerns regarding access to his property during the construction of the proposed development.

Panel Discussion

The Panel expressed appreciation to the design team and staff for a well-done presentation of the proposed development, noting that the project's sophisticated design will significantly improve the area.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

Permit the construction of a high rise commercial, hotel and office development at 8451 Bridgeport Road on a site zoned "High Rise Office Commercial (ZC33) – (City Centre)."

CARRIED

Development Permit Panel
Wednesday, February 11, 2015

2. New Business

It was moved and seconded

That the Development Permit Panel meeting scheduled on March 11, 2015 be moved to March 10, 2015.

CARRIED

3. Date of Next Meeting: Wednesday, February 25, 2015

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:09 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, February 11, 2015.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

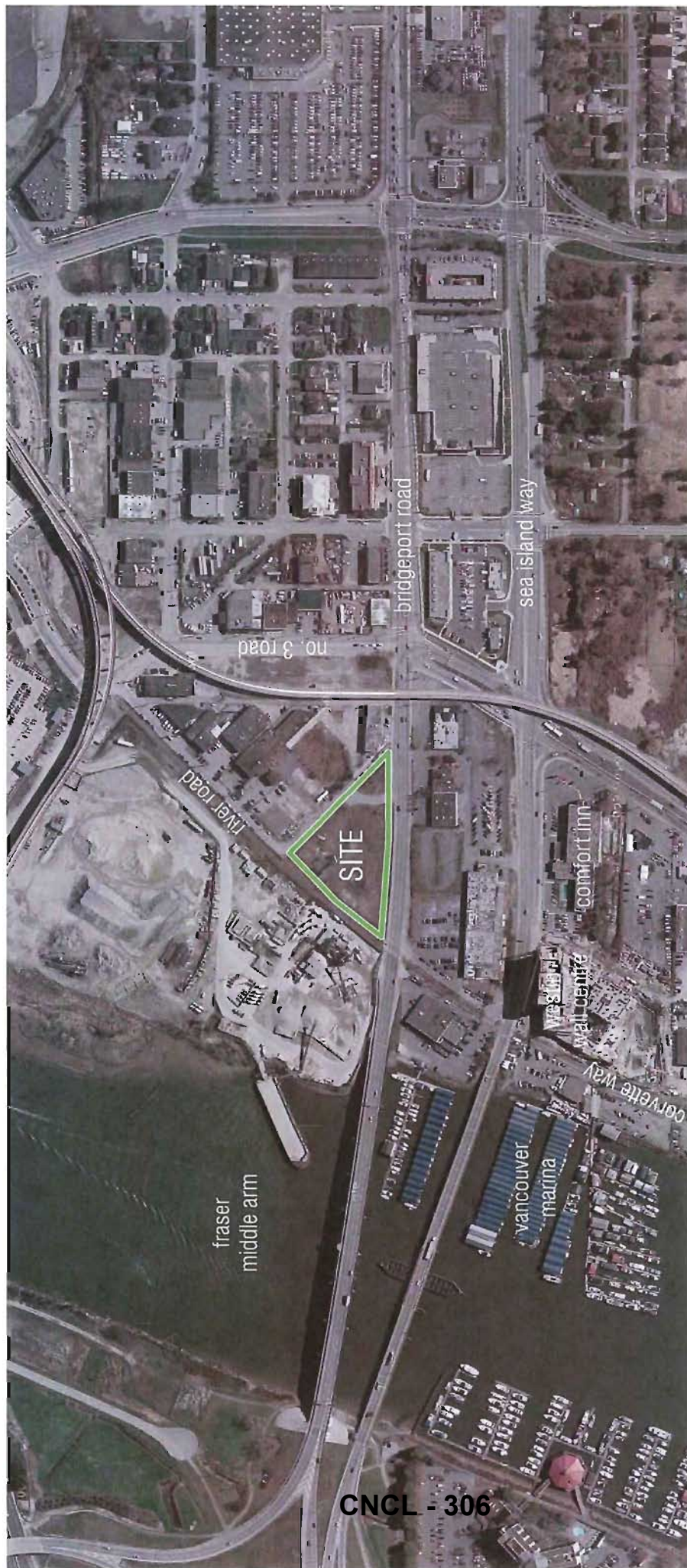


8451 bridgeport road_

development permit panel

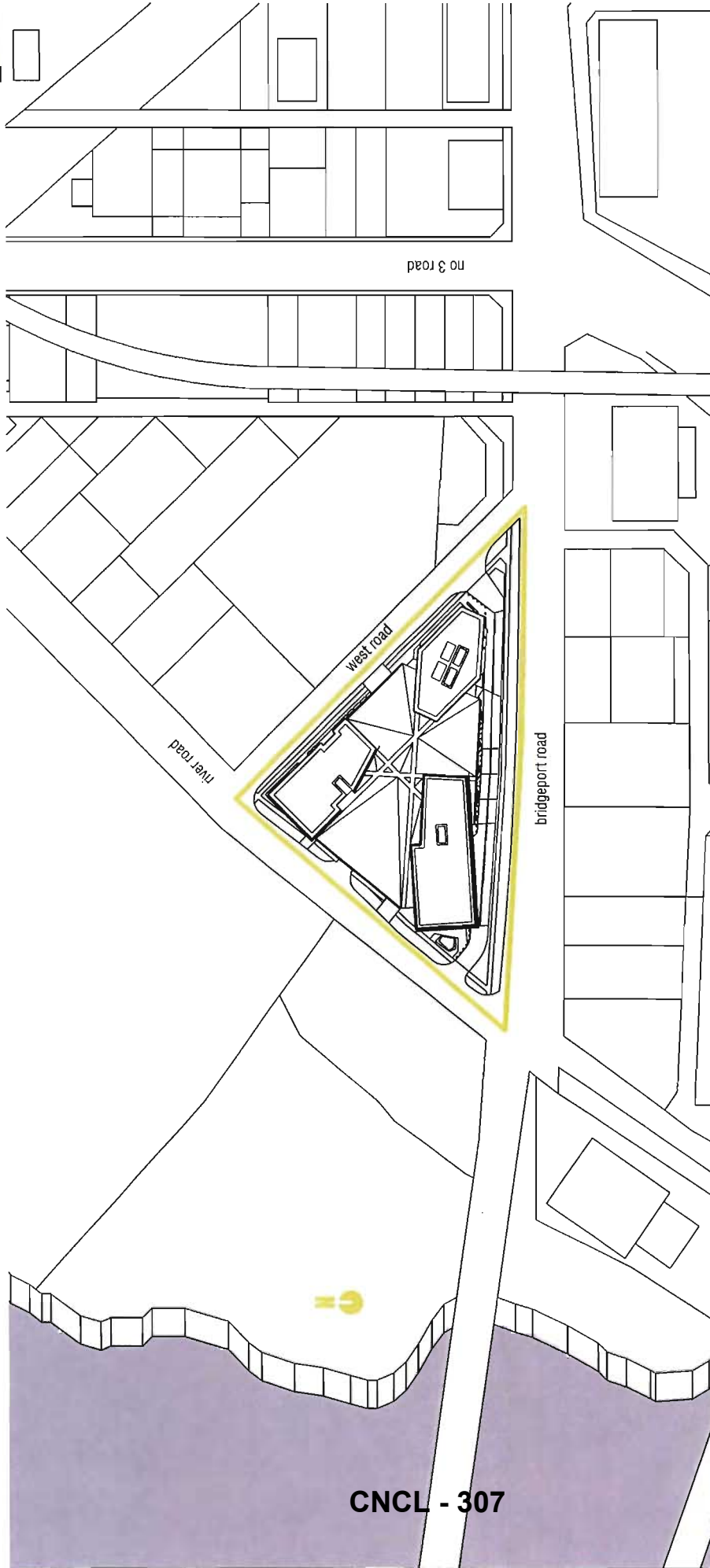
Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
February 11, 2015.





CNCL - 306

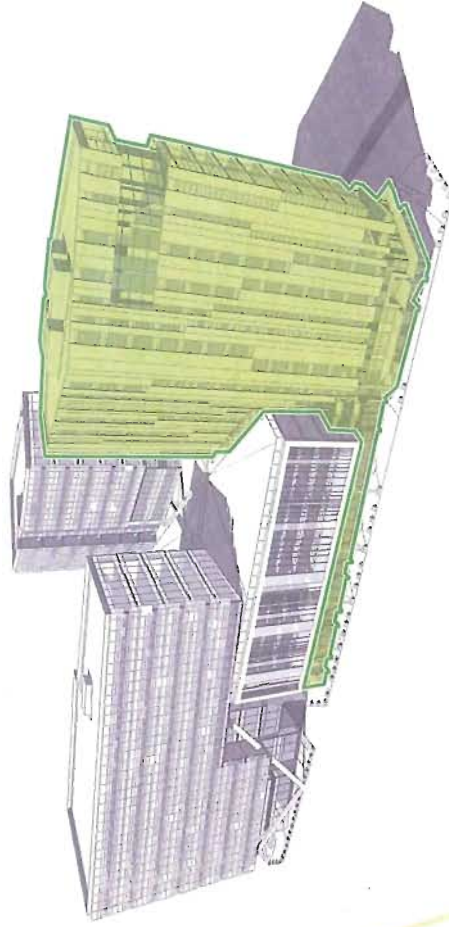
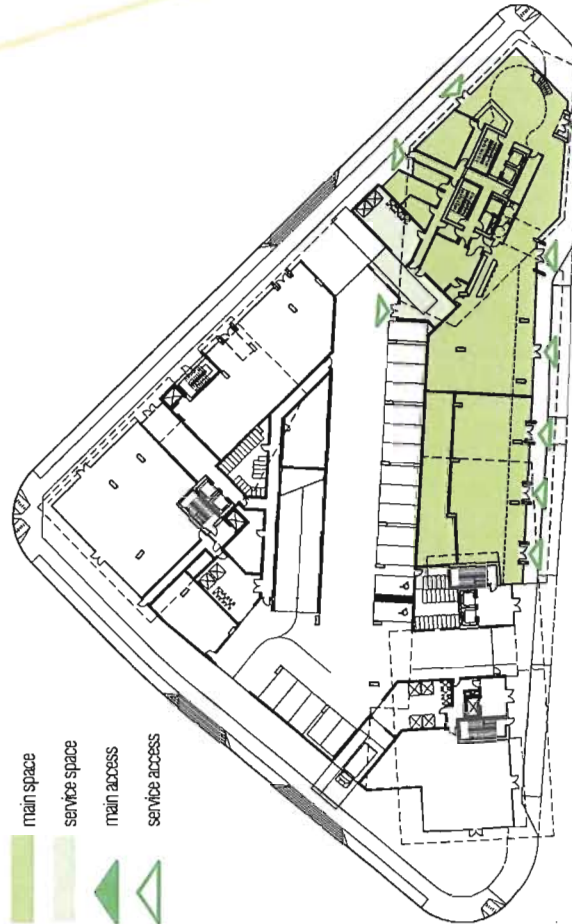
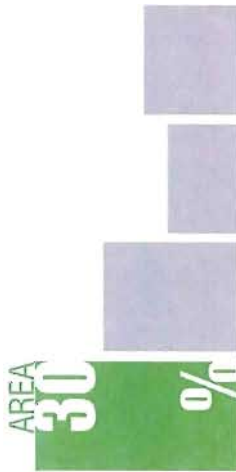
8451 bridgeport road_ **ITC**



CNCL - 307

site plan

03

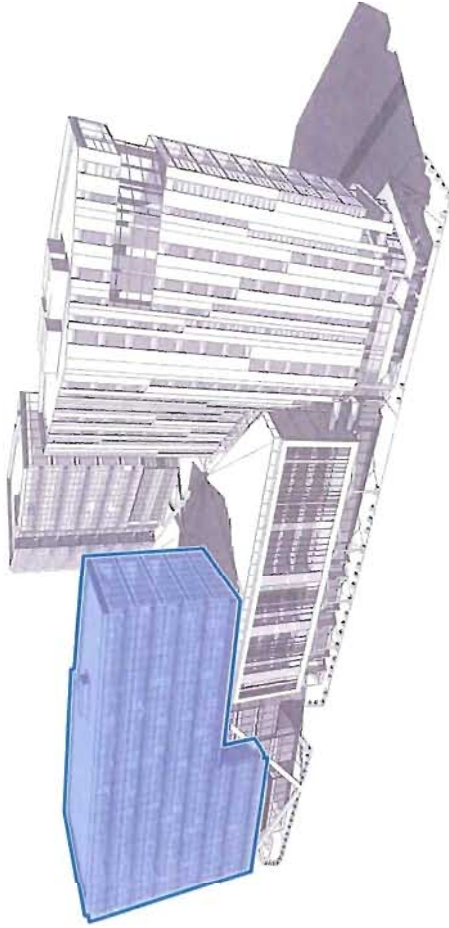
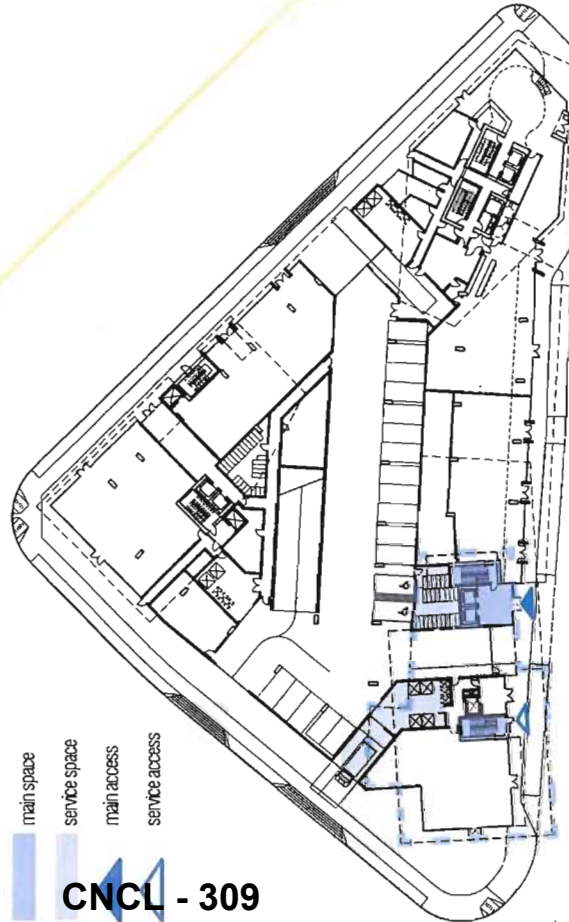


The 14 level Hotel tower is located at the south east corner of the site, acting as a fulcrum for the overall development. Its angled diamond configuration creates a strong physical identity, obliquely aligned with Bridgeport Road. The base of the tower bites back into the main podium, unifying itself with the main development without losing its own distinct character. This lower level cut is counterweighted by a recessed slot on the upper levels of the opposite side, housing the main hotel bar that overlooks the SE corner. This slot perfectly aligns itself with the main entry and lobby at the ground floor, a double height space that wraps around the entire corner providing a strong visual connection with the surrounding public realm. The lobby extends adjacent the private road interfacing with additional restaurant and bar facilities with designated outdoor space

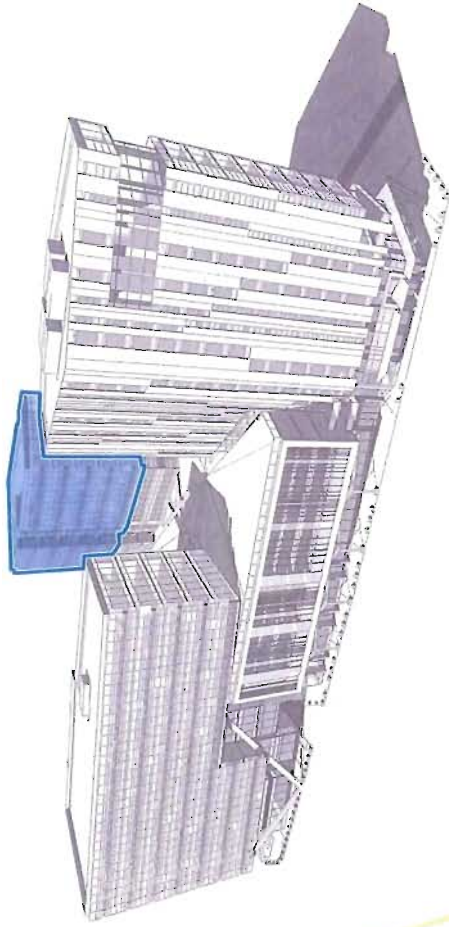
AREA
21%

main space
service space
main access
service access

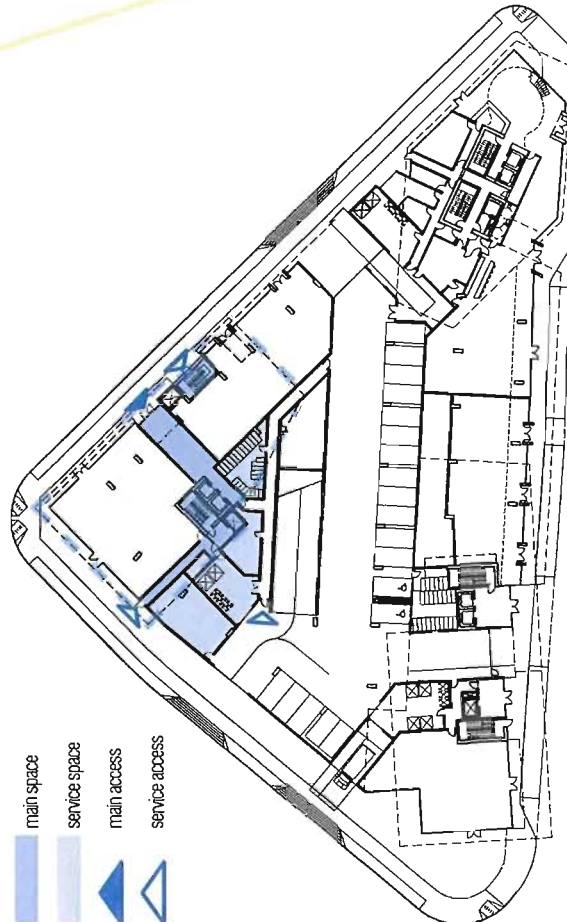
CNCL - 309

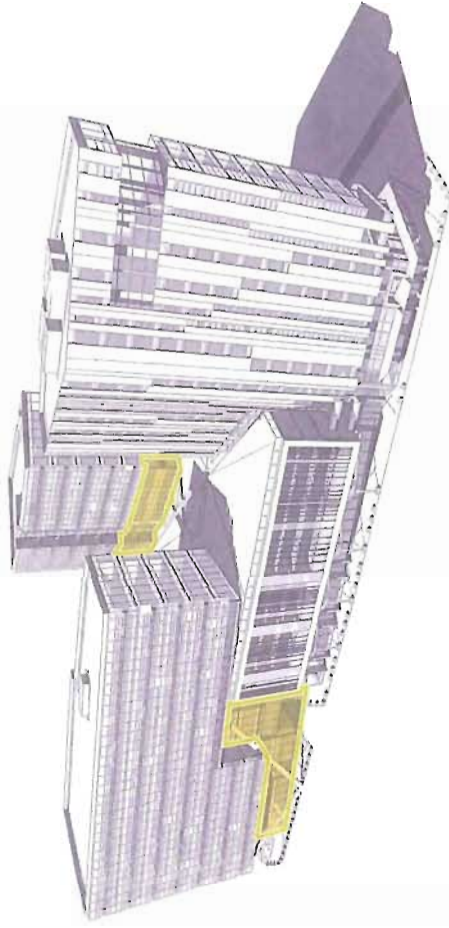


The Phase 1 office building is located at the SW corner of the site, a linear horizontal box that perches itself on the podium, flaring out from the hotel axis point. The Phase 1 office is the lowest and longest of the three building components above the podium; its height helping to minimise the overshadowing of the outdoor amenity space and its length designed to act as a linear buffer along Bridgeport Road. The massing has been deliberately cantled out over the private road to help visually break up the long south facing flat frontage while providing weather protection to the commercial spaces and pedestrian access below. The office is accessed via a lobby adjacent to the parkade entry off the private road.

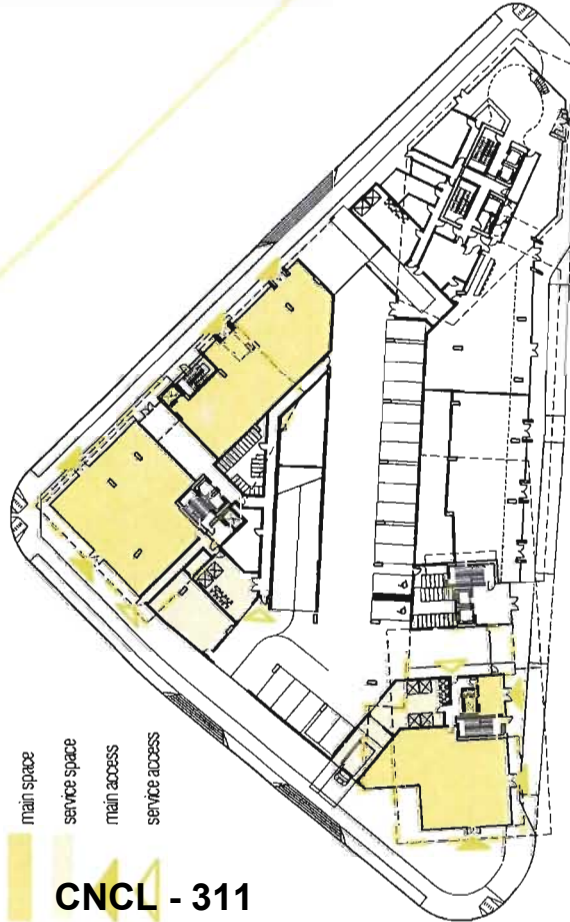


The Phase 2 office building is located at the NW corner of the site, a more vertical building form that rises up more conventionally from the podium levels. The vertical massing is accentuated by linear circulation cuts that allow for visual connections up from the street and from the podium. As with the Phase 1 office building, the building has two contrasting façade treatments with the south and west sides wrapped in horizontal aluminum louvers to provide solar control. The building is accessed via a lobby perpendicular to the north end of West Road.



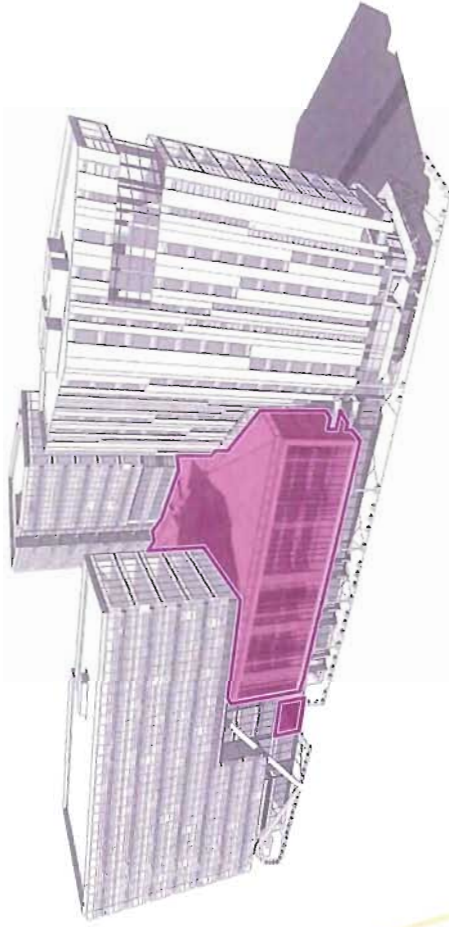


The commercial spaces interweave the lower levels of the lower components, wrapping around the podium base to provide engaging spaces that complement the surrounding public realm. The variety of scale and shape of these spaces allows for a diverse mix of tenants and services, many of which will benefit the development as a whole. Excluding the hotel, the remaining corners of the site will be anchored by sizable commercial spaces that will help animate the street and provide frontage transparency. All of the ground tenancies will be accessed directly from the street and upper level commercial spaces accessed from the parking levels or via a commercial elevator.

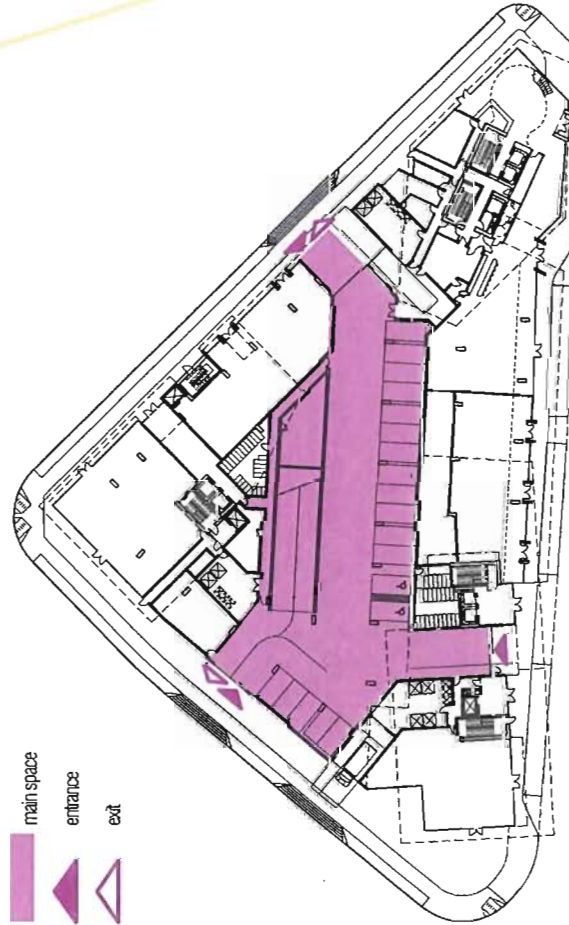


- main space
- service space
- main access
- service access

CNCL - 311

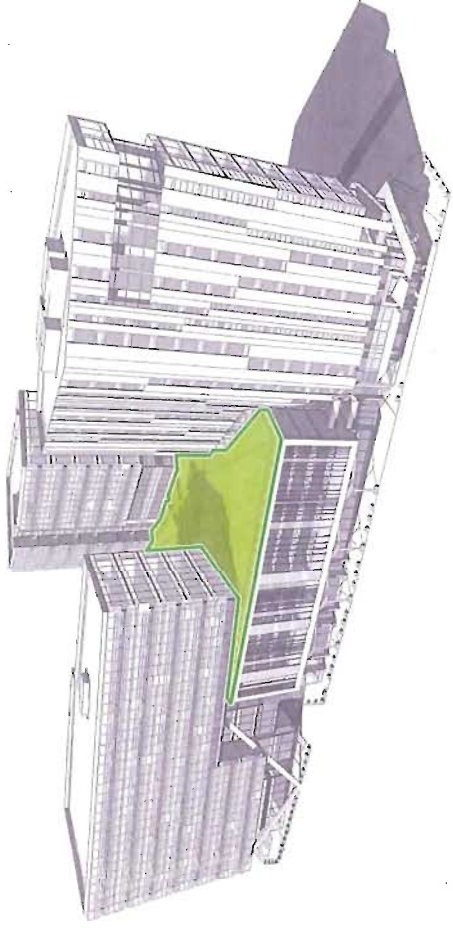


There are 5 levels of parking that form the bulk of the podium levels, into which the three tower components interlock. Rather than be treated as a hidden auxiliary space, the intention was to embrace the unique physical mass of the parking levels and use them as a supplementary design feature, exposing their faces where appropriate. Rectangular frames were stretched across the podium levels to help bond together the office and hotel building components. These linear frames were then filled with irregular spaced vertical louvers and green trellis that help screen the parking while providing a visual rhythm along the streetwall frontages.

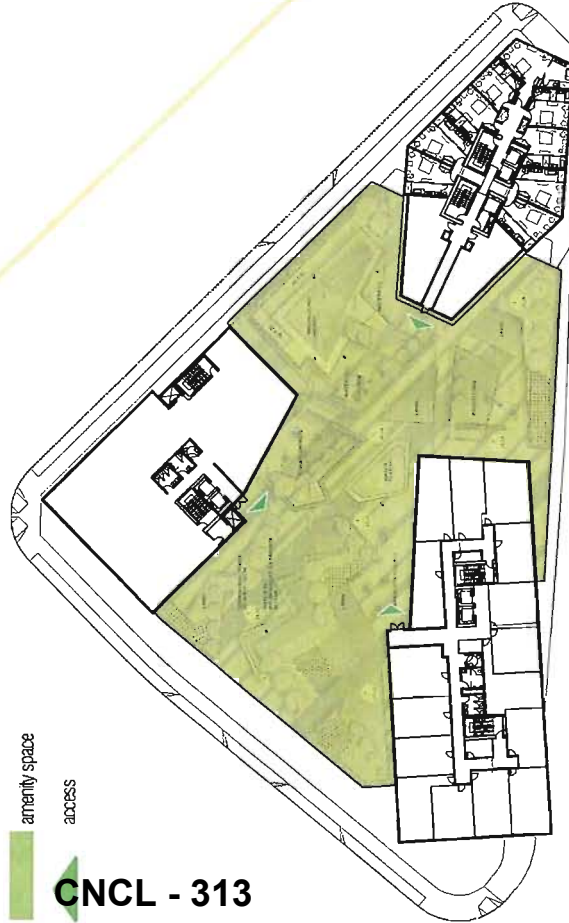


CNCL - 312

functions analysis - PARKADE

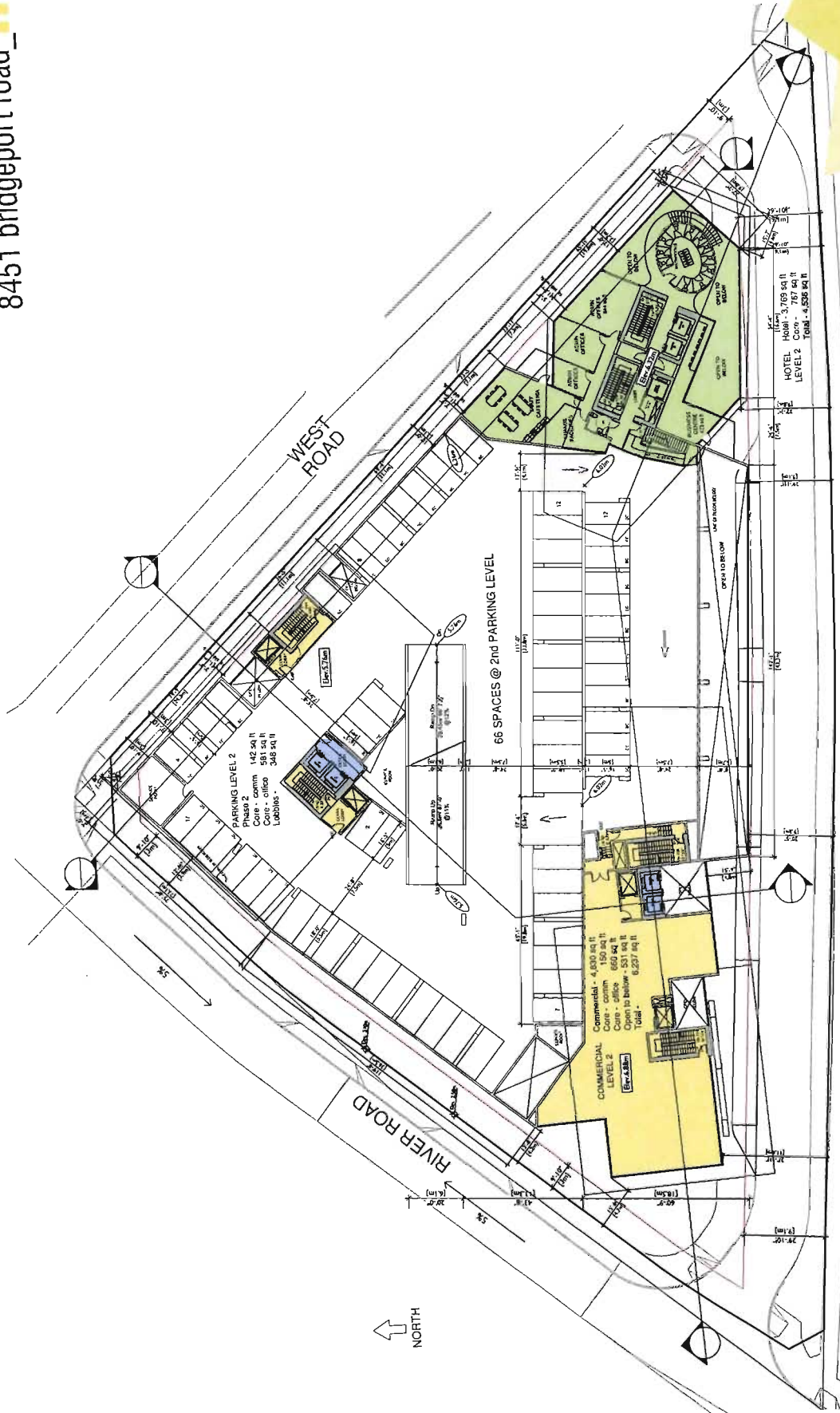


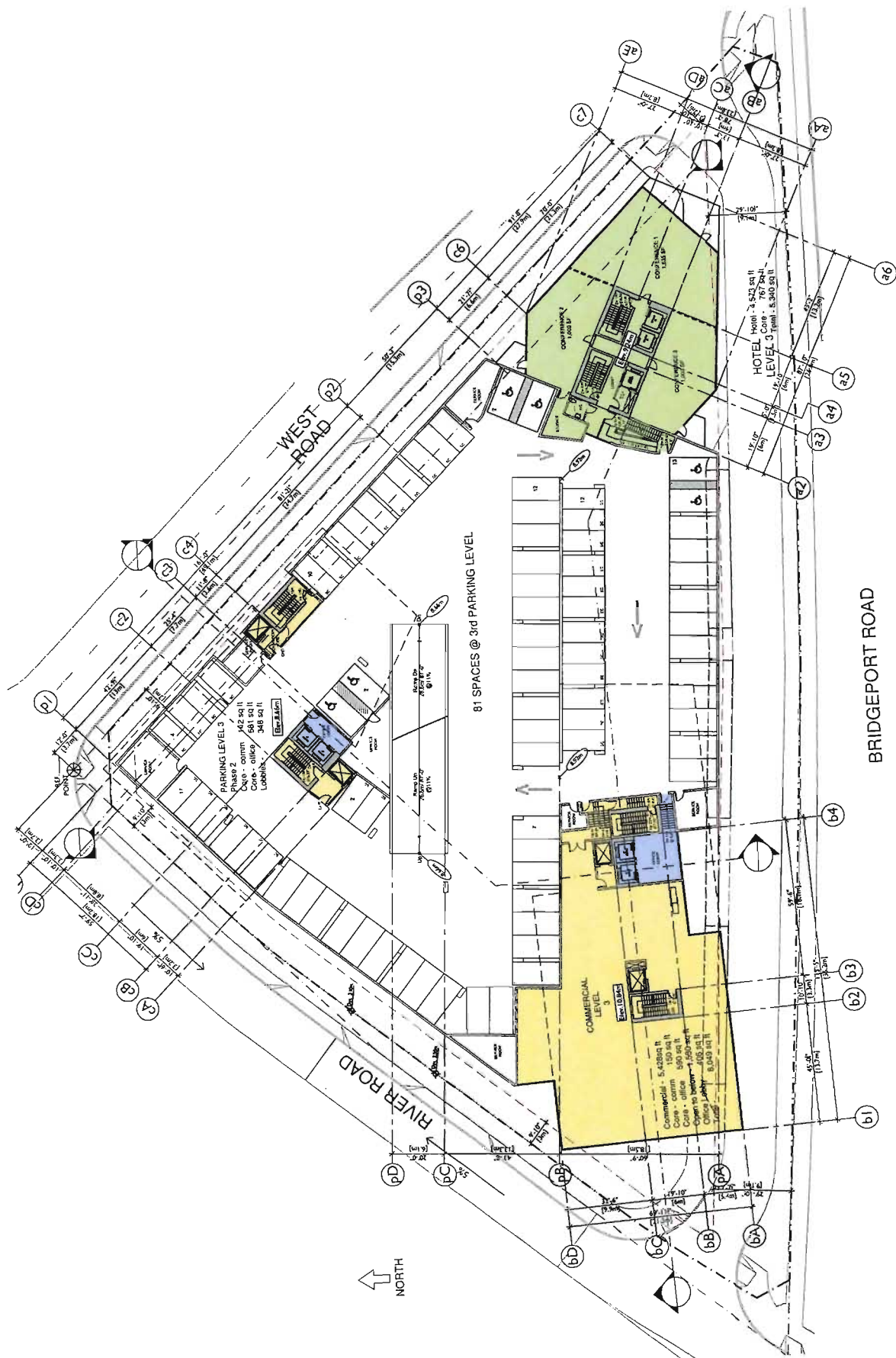
The podium roof area provides invaluable outdoor amenity that is fully accessible to the residents of the development. The space is a unifying element that comprises of a series of interconnecting landscaped features that playfully interweave the physical masses of the surrounding building forms. Soft landscaped elements and water features harmonise within hard landscaped surface treatments to create spaces for interaction, relaxation and contemplation. An outdoor pool and lounge area provide open amenity facilities for the hotel and spa while benches, water features and lawn areas provide appropriate recreational space for the office tenants. The public and private spaces are carefully delineated through the discrete use of rows of vegetation and guardrails. In addition to serving as amenity space, the landscaped podium roof provides a visually appealing overlook from the neighbouring buildings, animated throughout the day by the various tenants.

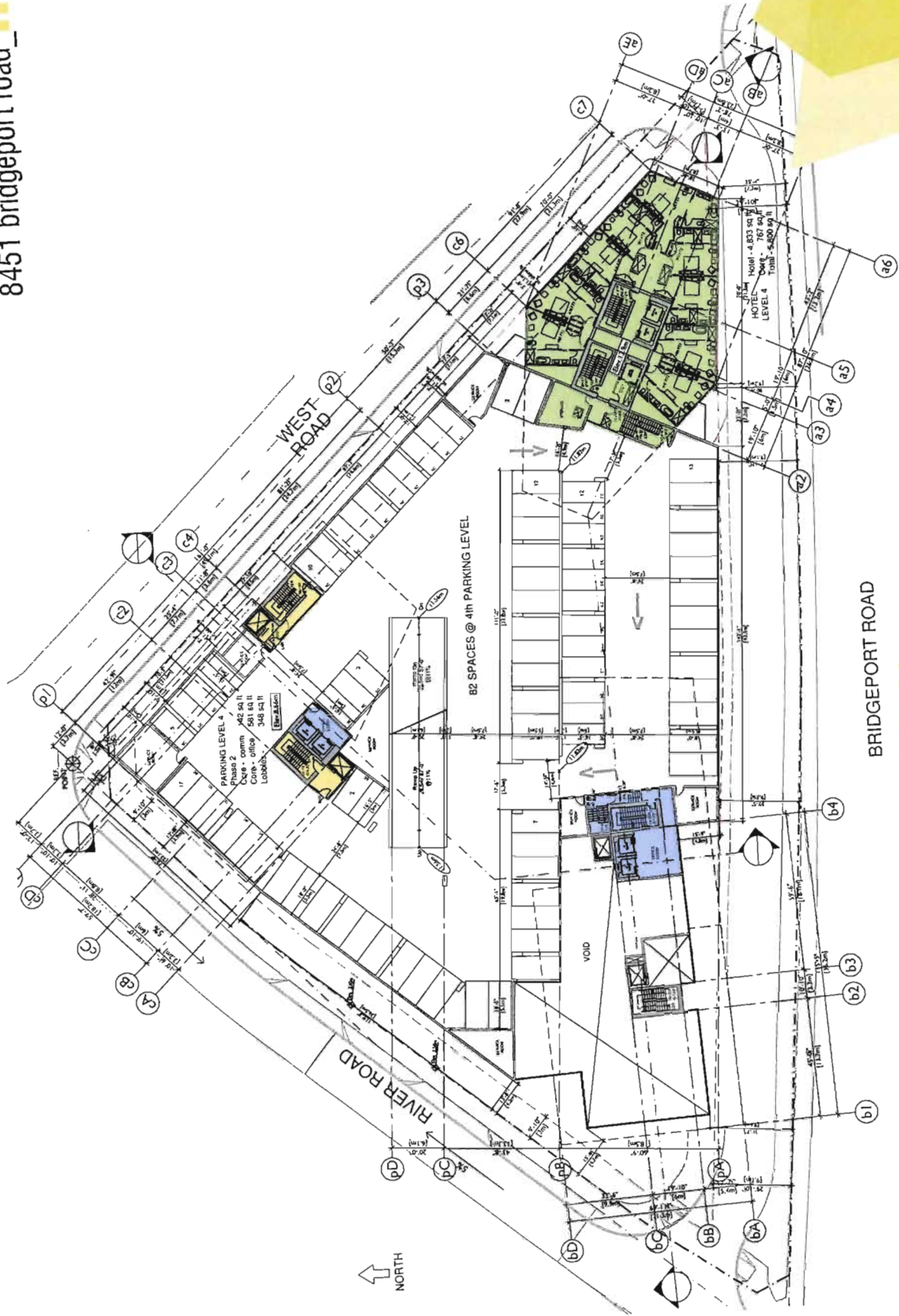


amenity space
access

CNCL - 313

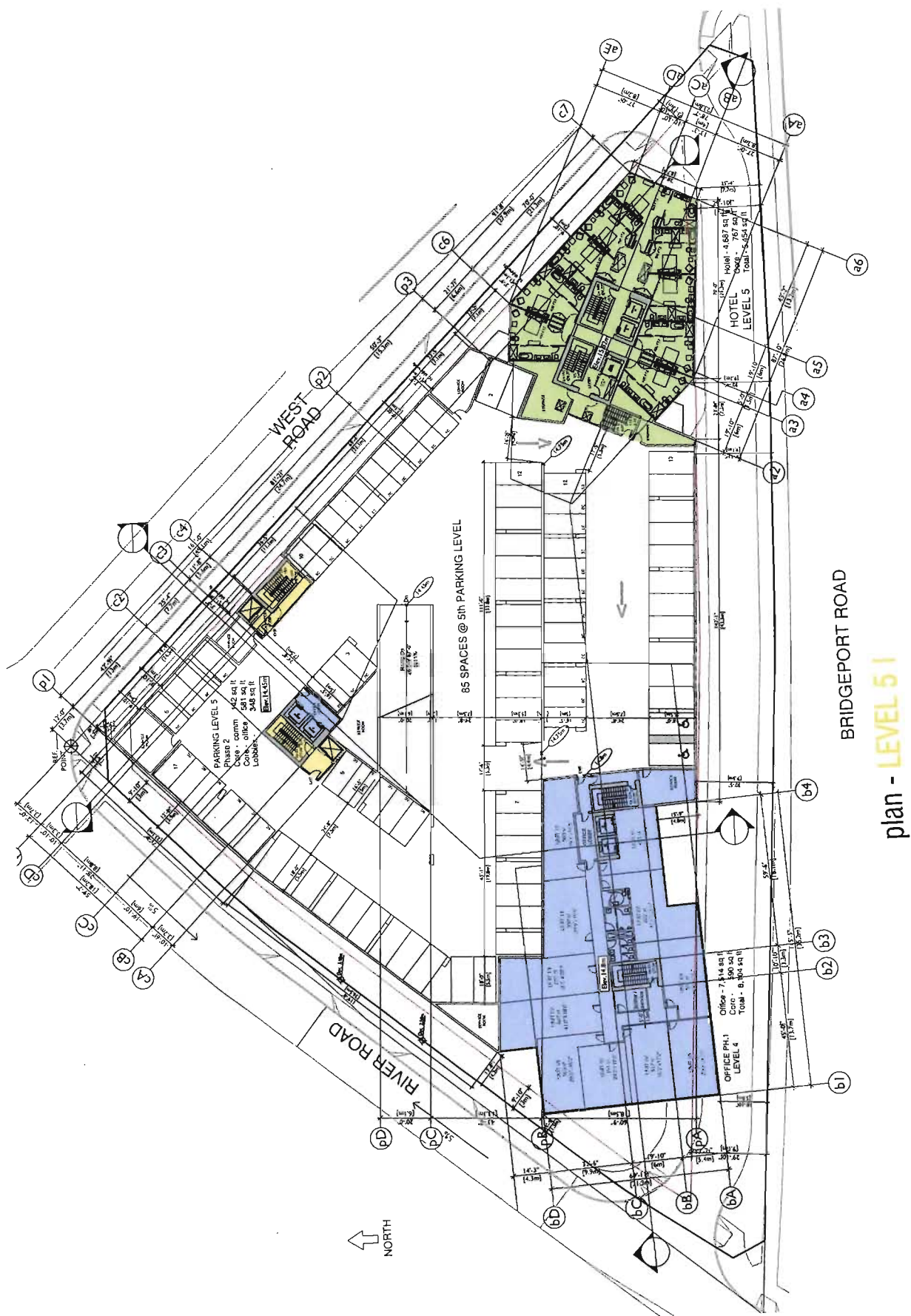


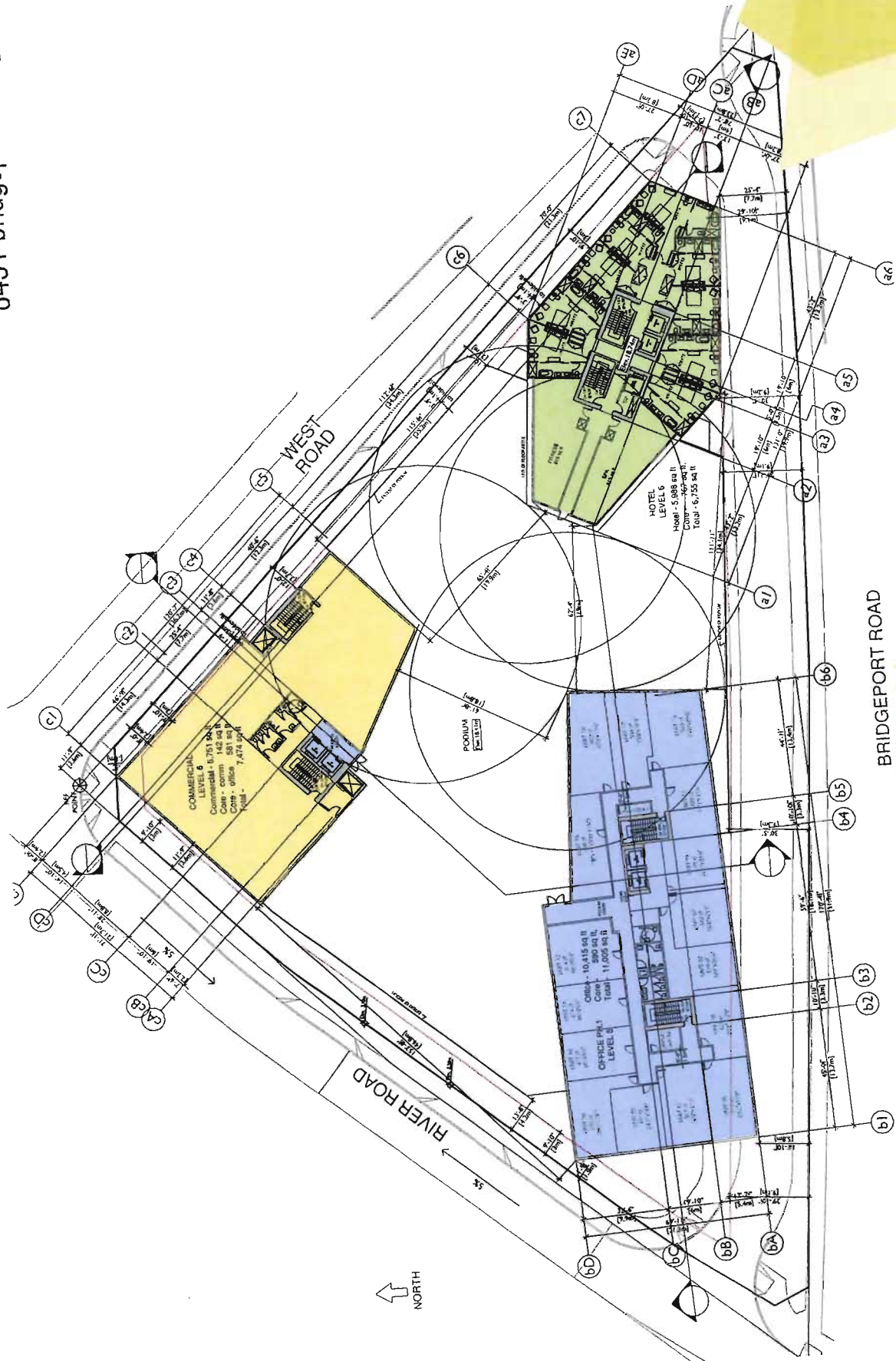




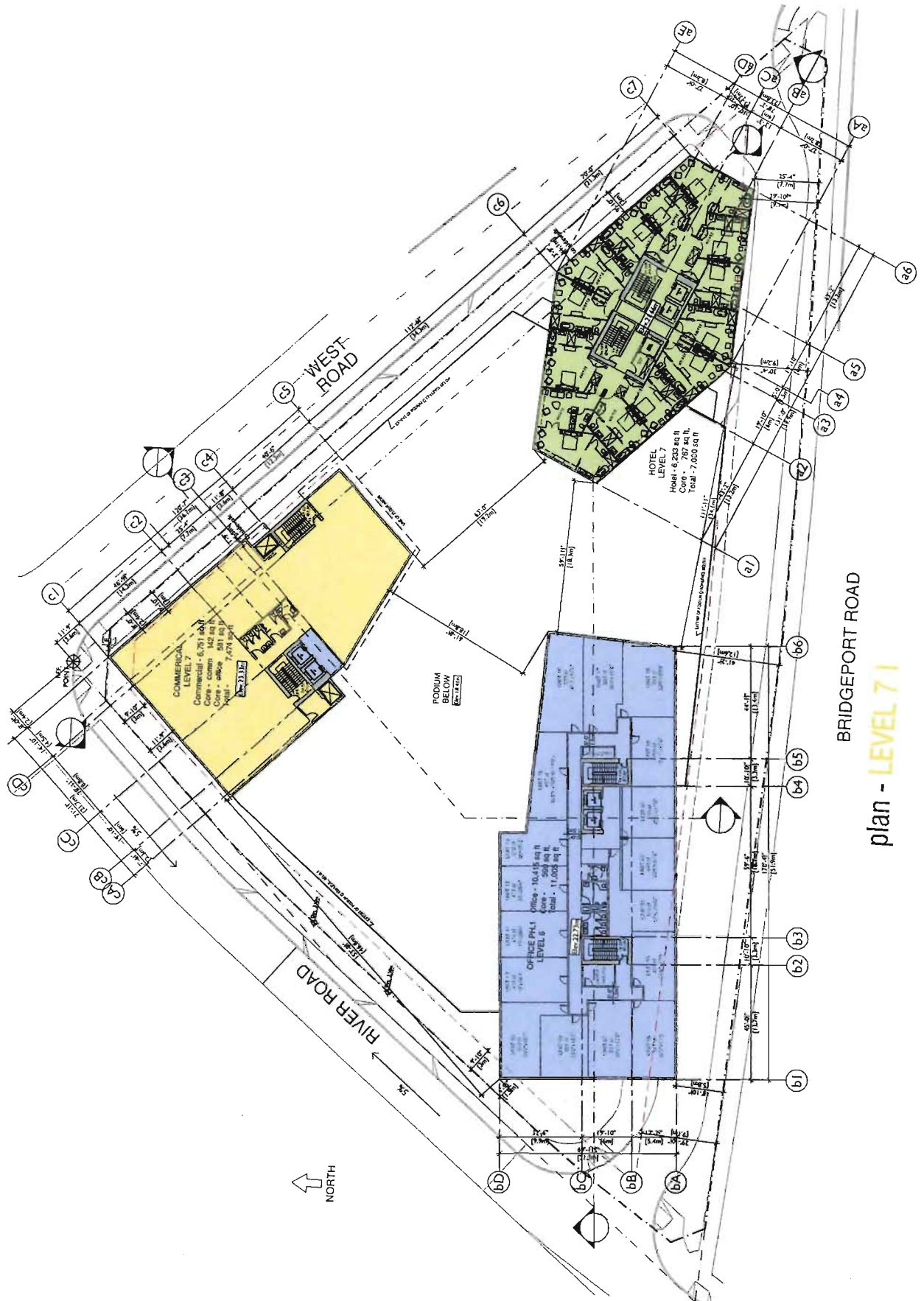
BRIDGEPORT ROAD

plan - **LEVEL 4**

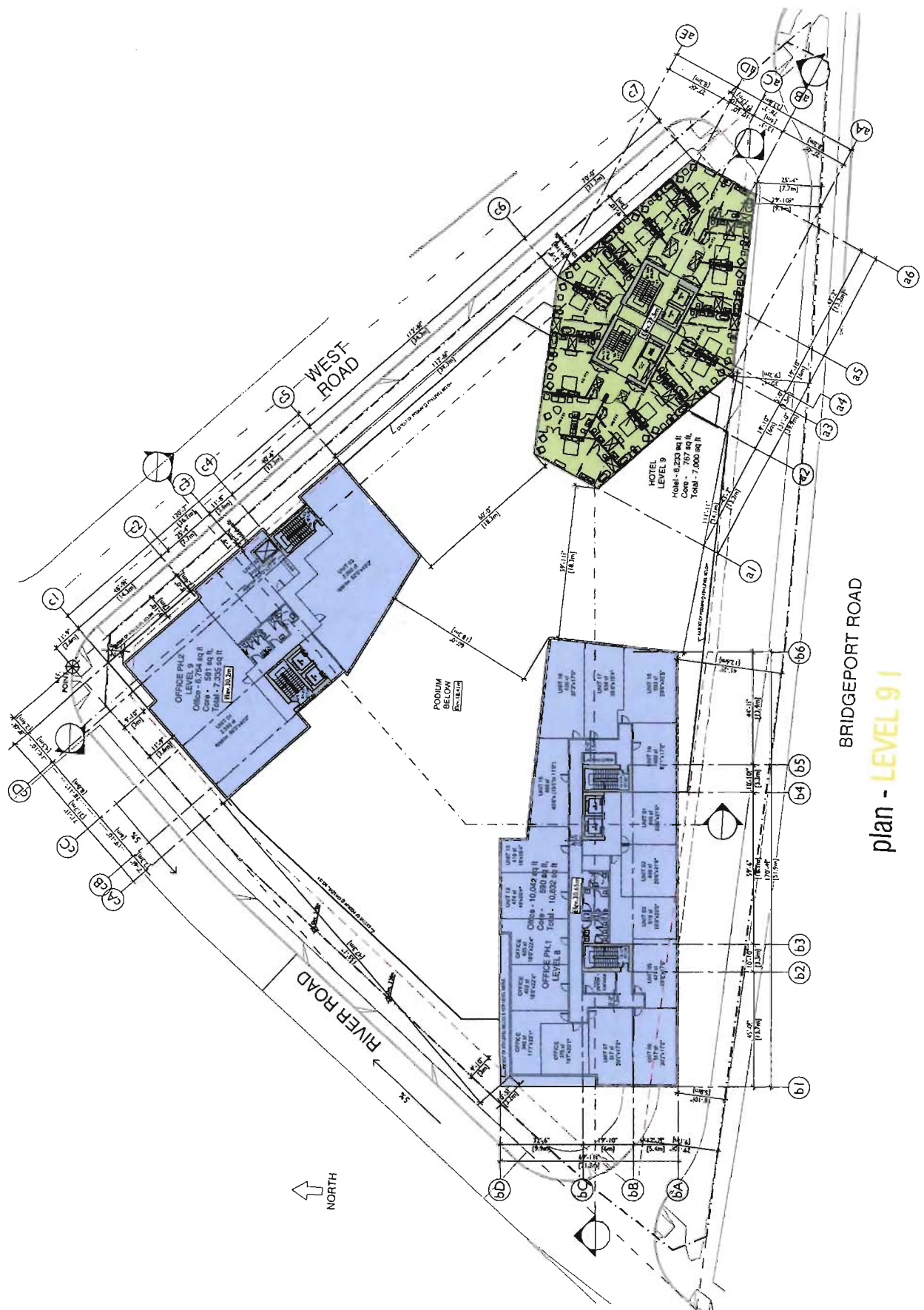


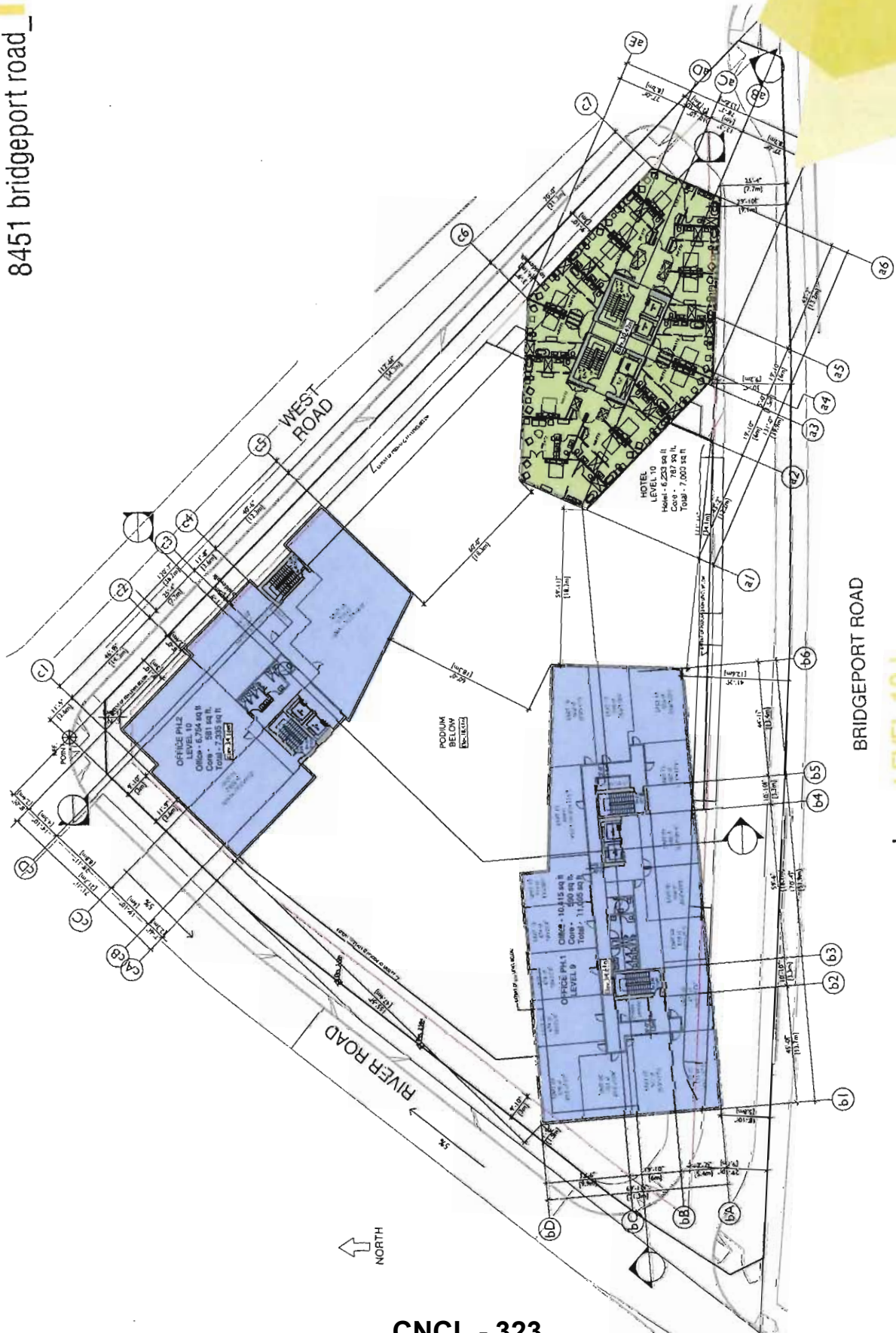


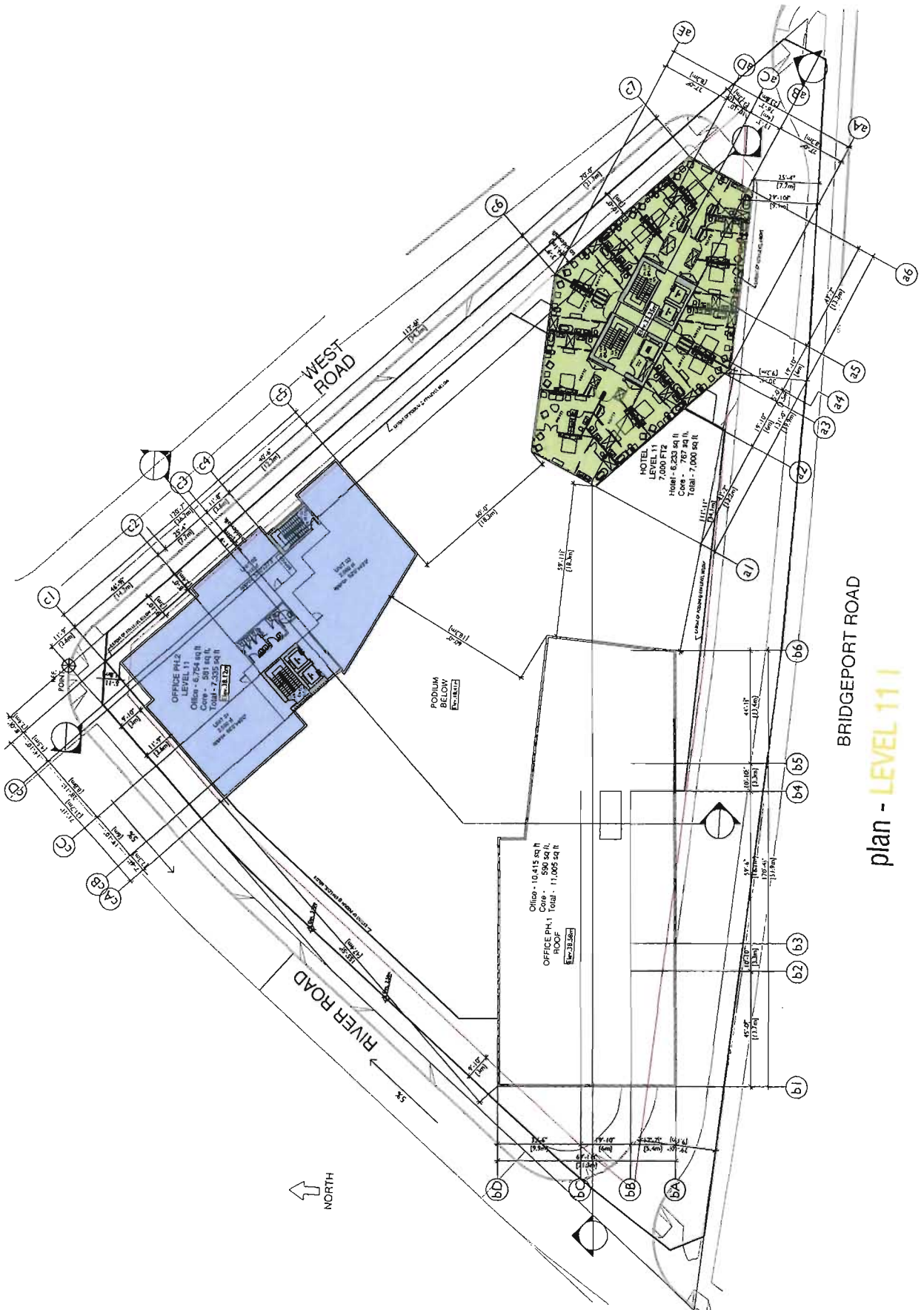
BRIDGEPORT ROAD
plan - **LEVEL 6 I**





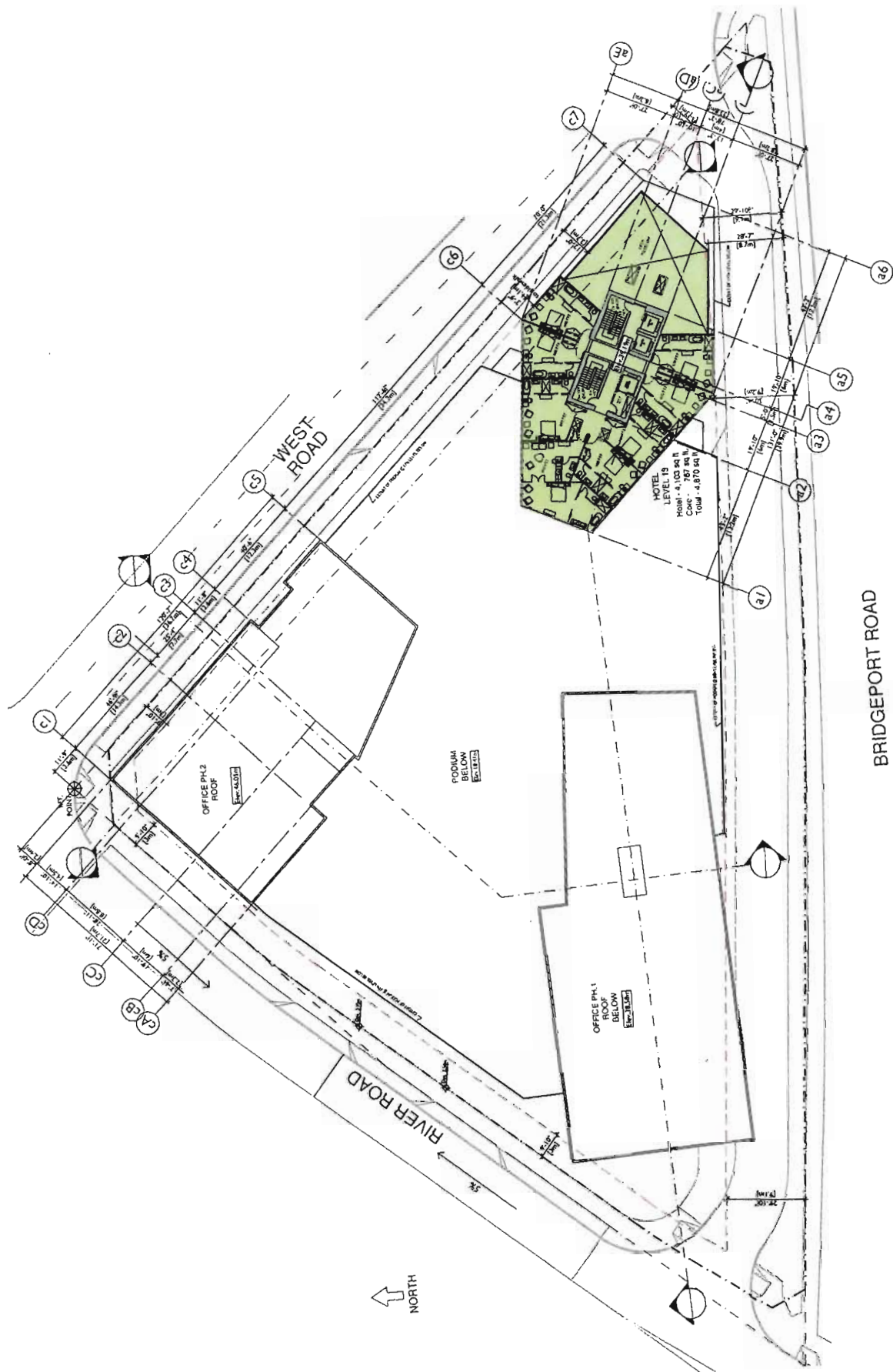






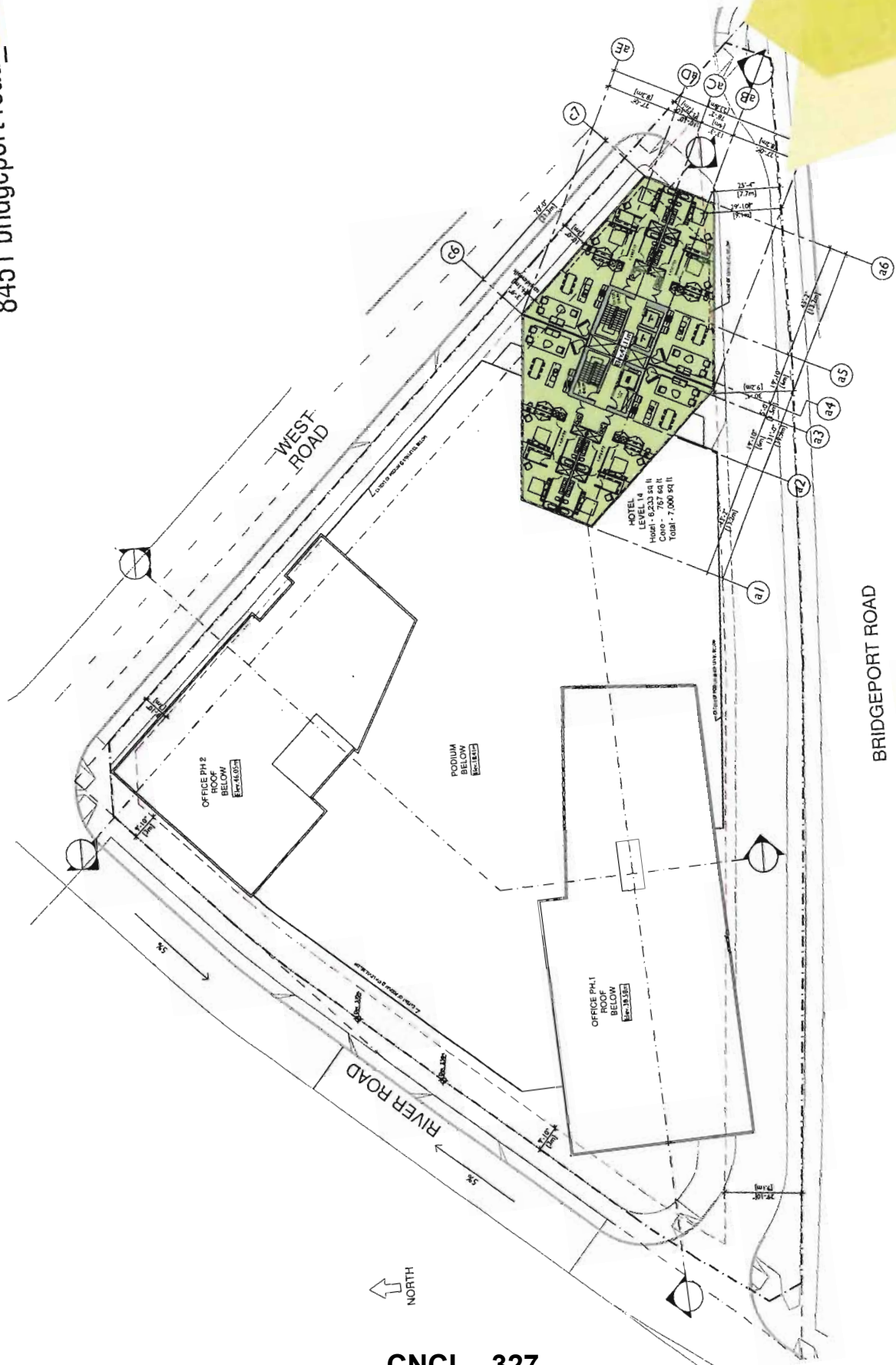


BRIDGEPORT ROAD
plan - **LEVEL 12 I**



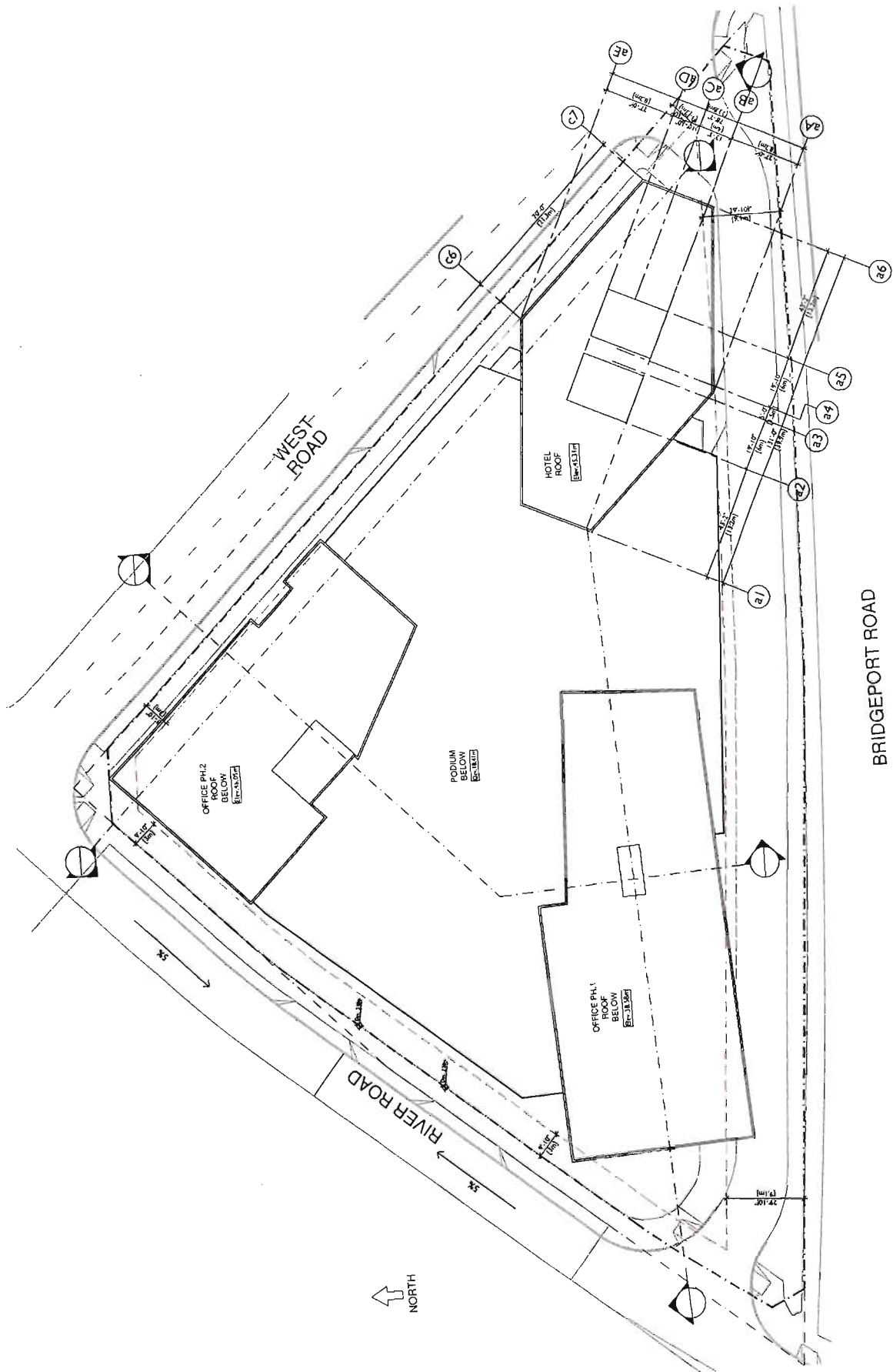
BRIDGEPORT ROAD

plan - LEVEL 13 I

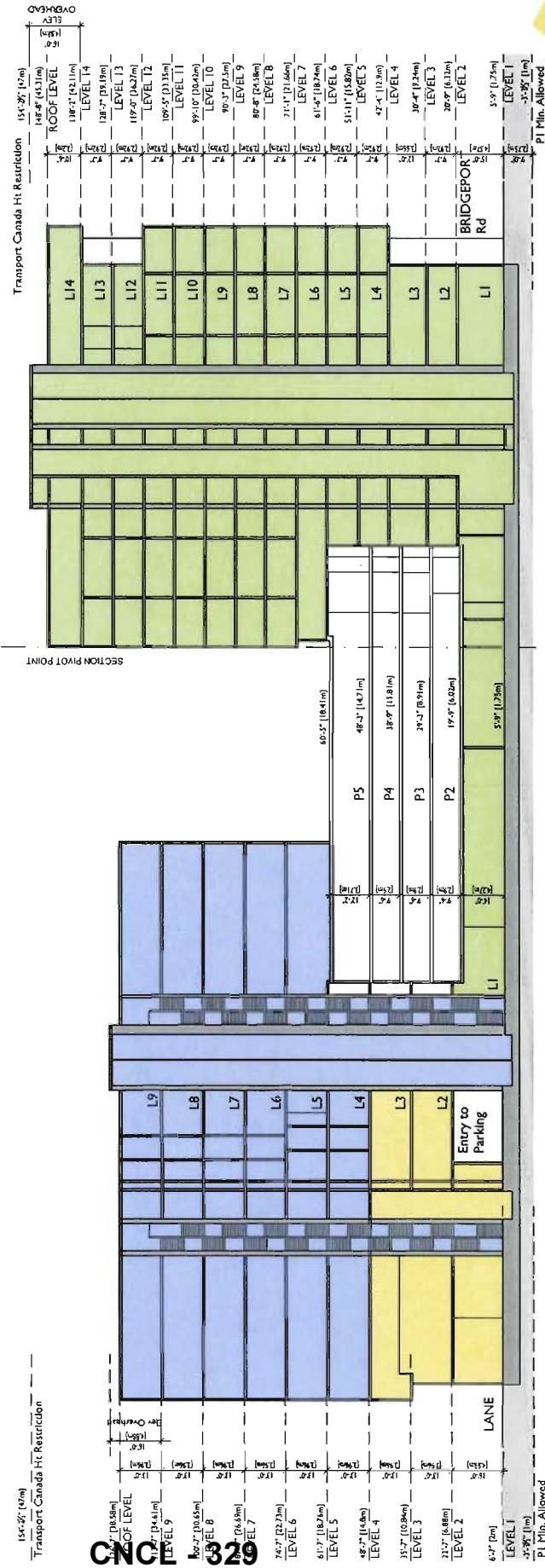
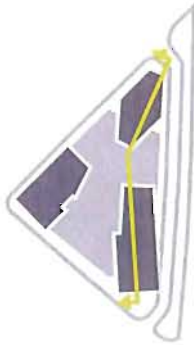


BRIDGEPORT ROAD

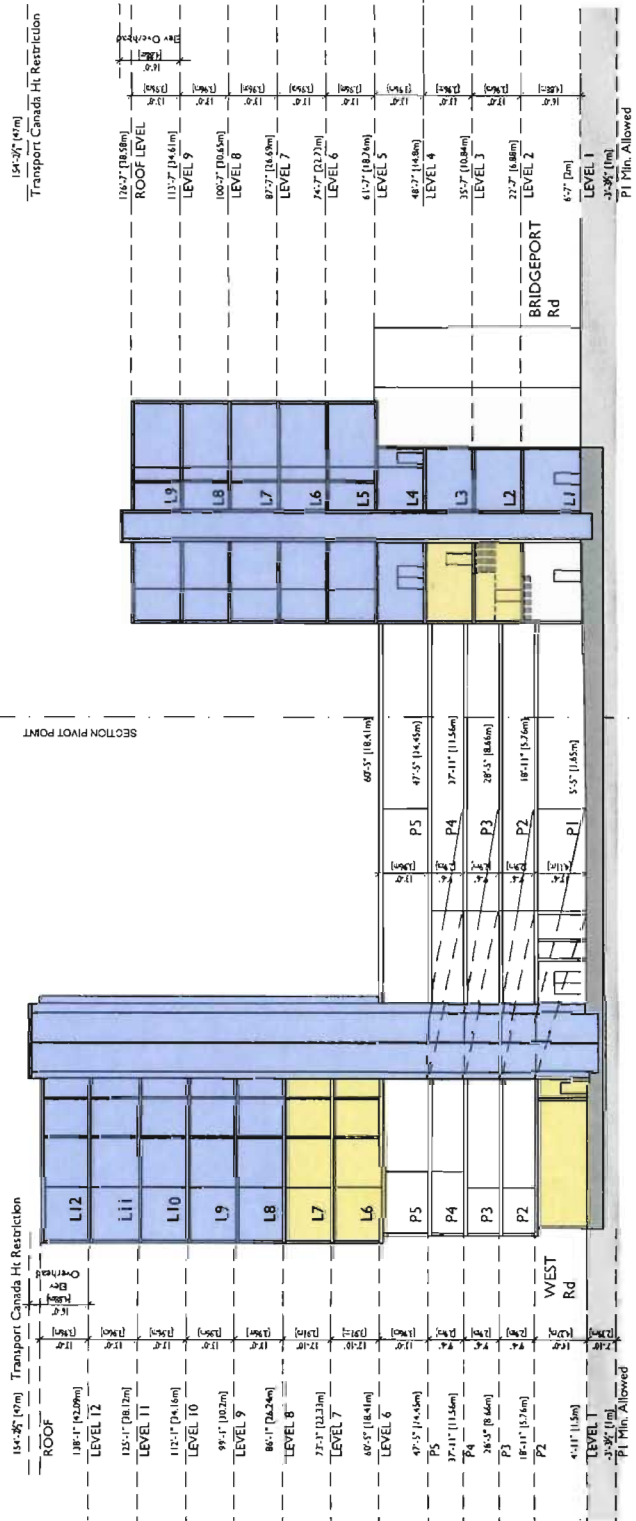
plan - **LEVEL 14 I**



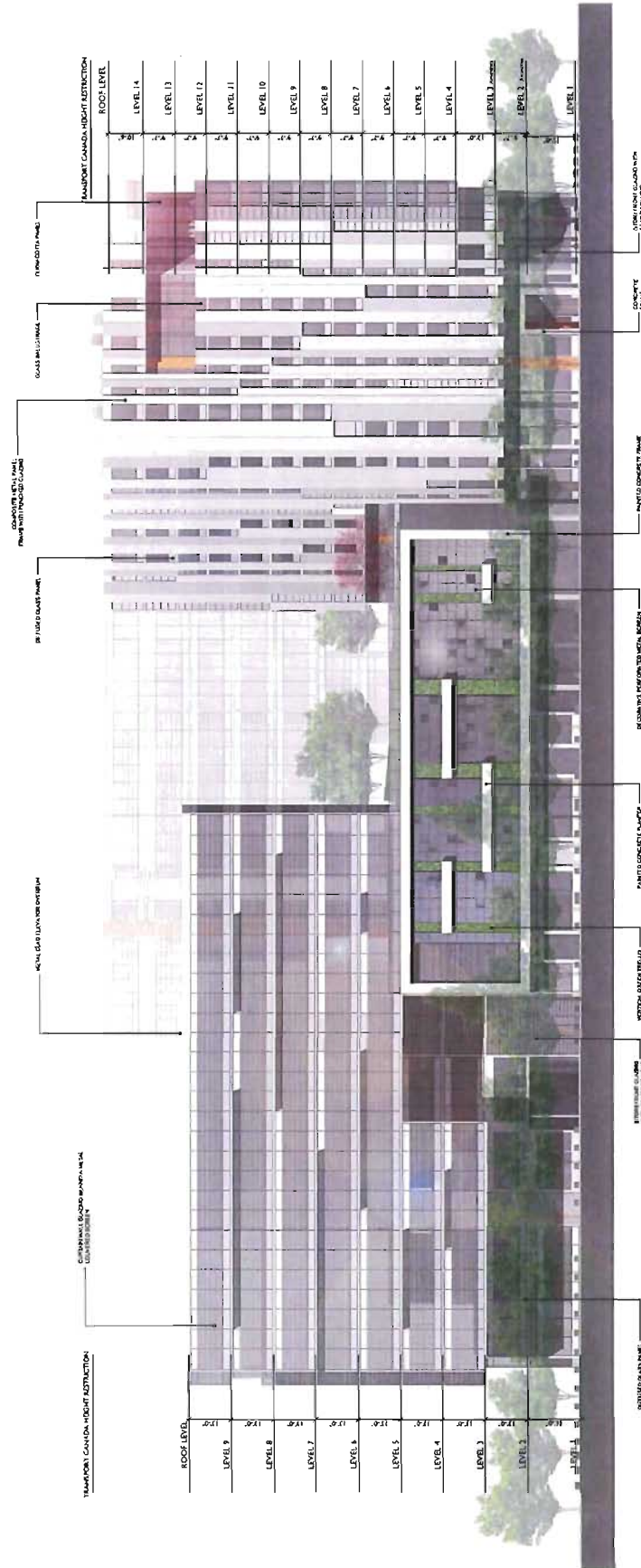
plan - LEVEL 15 I







section - CC I



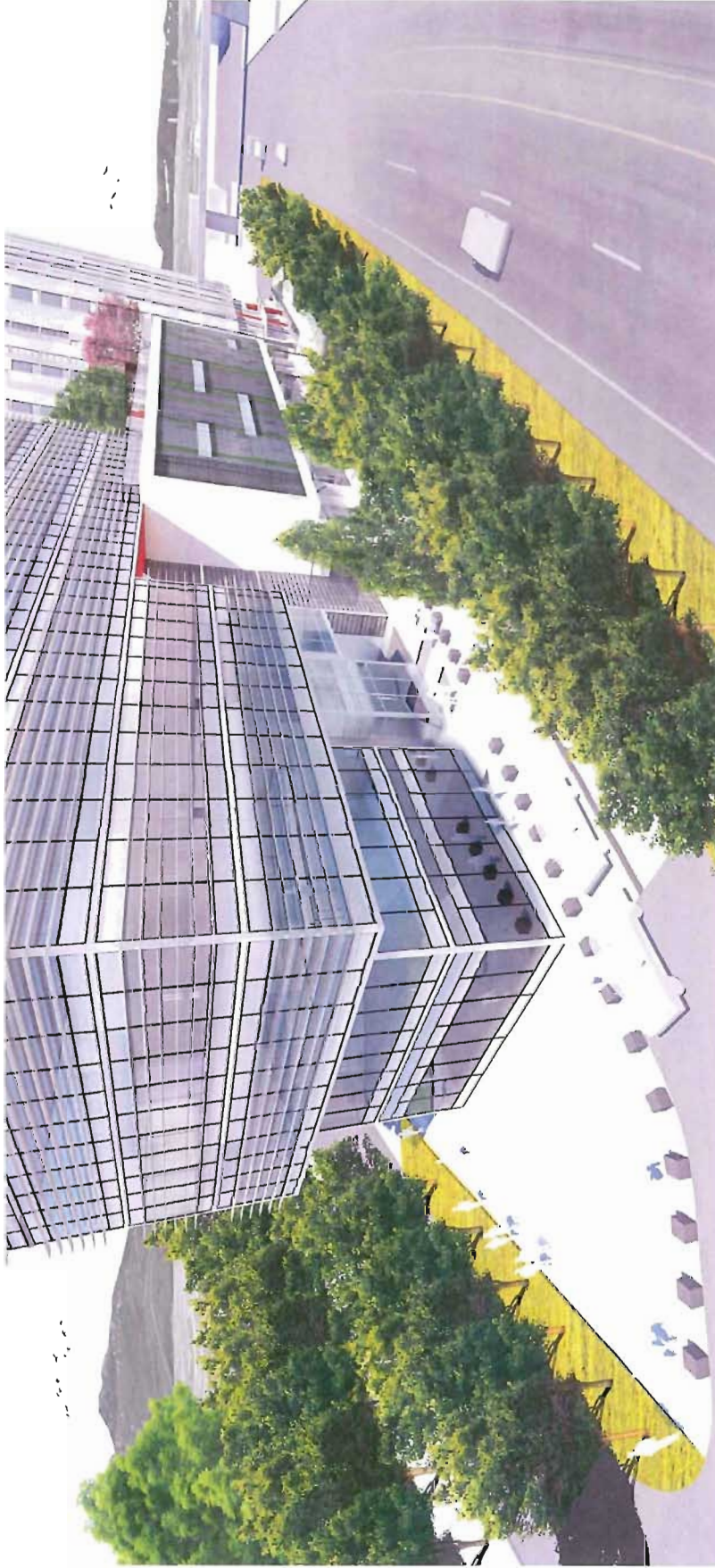
[illegible]



perspective view |

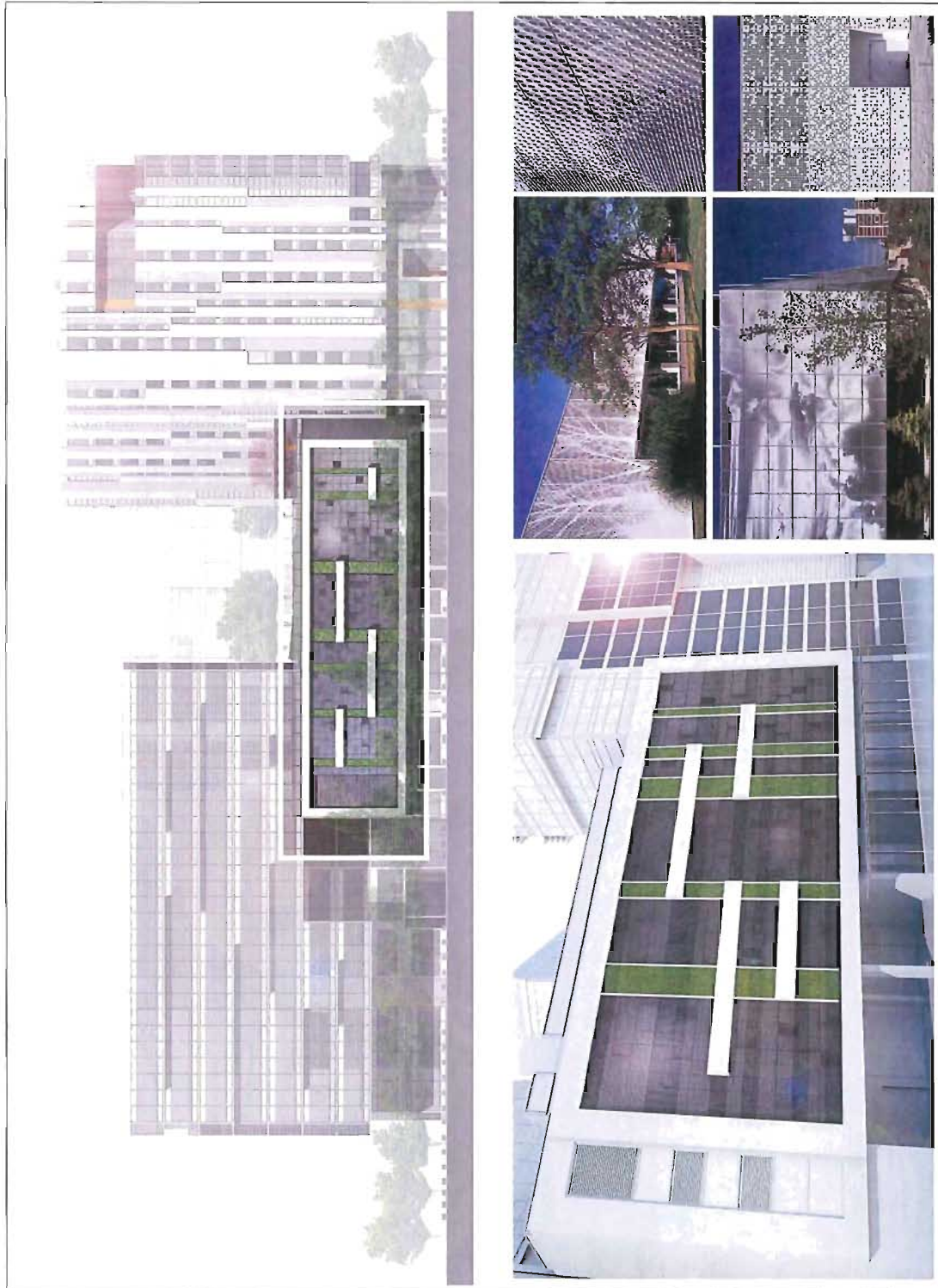


perspective view |

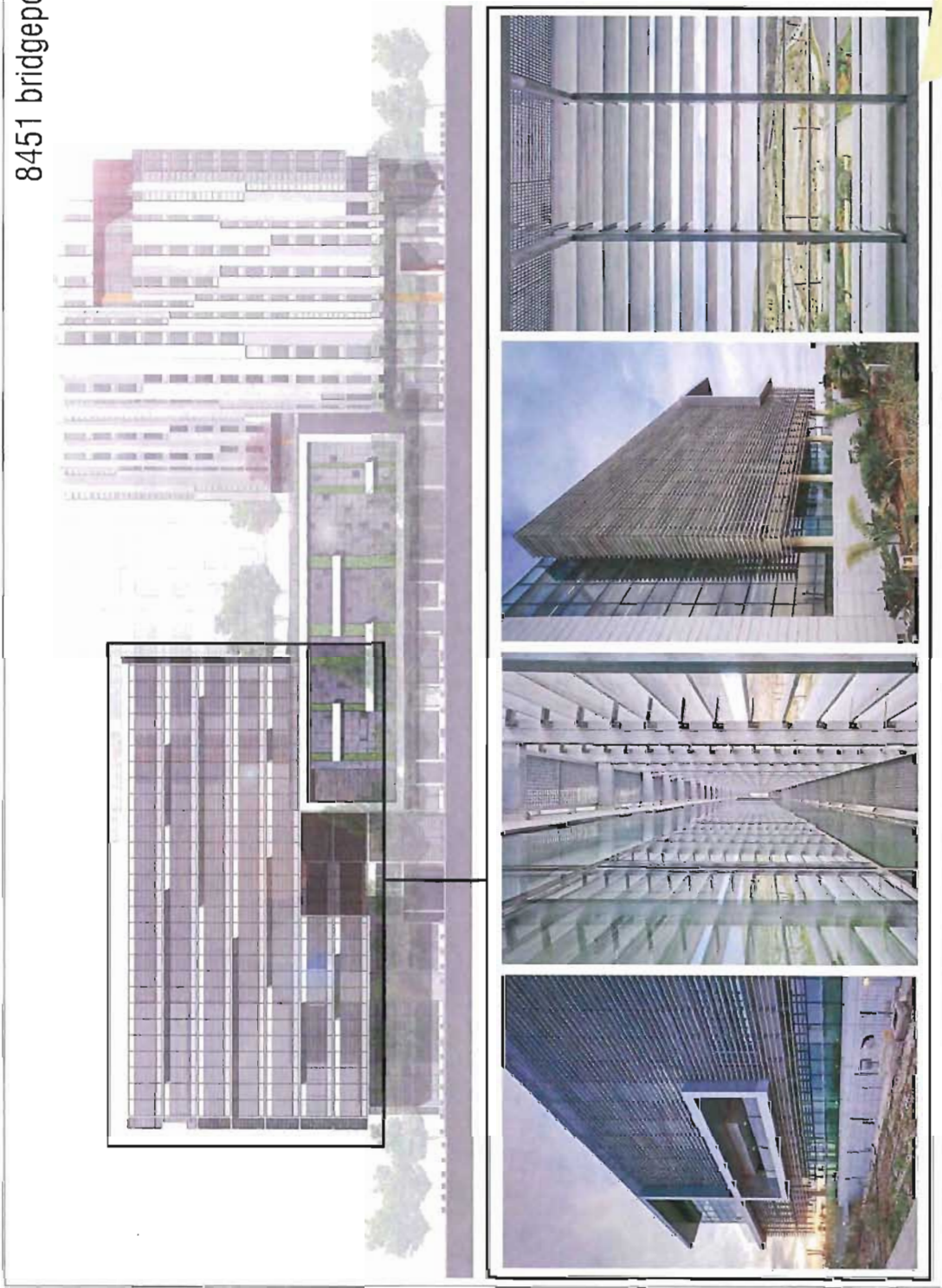


CNCL - 337

perspective view |



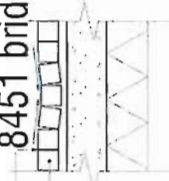
screen design |



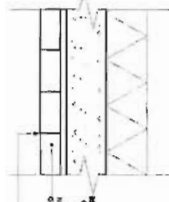
louver design



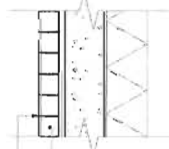
landscape - LEVEL 1 PLANTING PLAN



MAXIMUM TOLERANCE
MODULAR JOINT



MAXIMUM TOLERANCE
MODULAR JOINT



MAXIMUM TOLERANCE
MODULAR JOINT



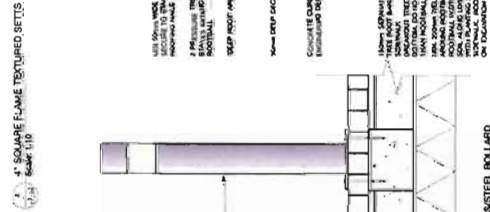
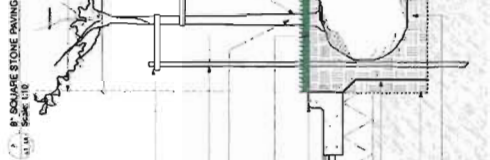
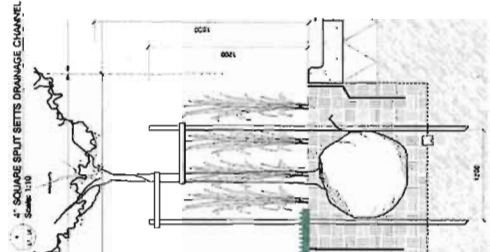
MAXIMUM TOLERANCE
MODULAR JOINT

4" SQUARE SPUT SETS DRAINAGE CHANNEL
Scale: 1/4" = 1'-0"

4" SQUARE STONE PAVING
Scale: 1/4" = 1'-0"

4" SQUARE FRAME TEXTURED SETTS
Scale: 1/4" = 1'-0"

4" SQUARE SPUT SETS
Scale: 1/4" = 1'-0"

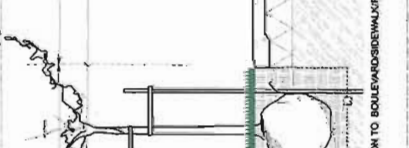
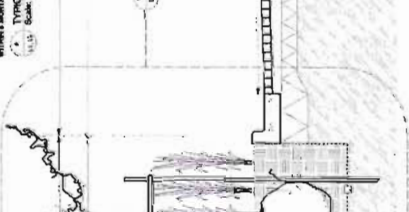
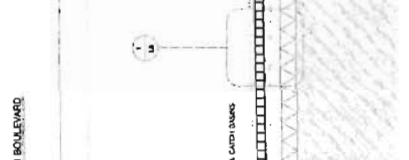
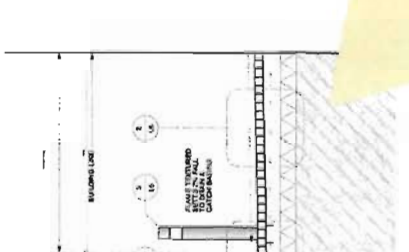


PROPERTY BOUNDARY
TREE PLANTED AT SAME DEPTH
AS EXISTING TREE
WELL CATCHES AT TYPICAL 10%
PITCH. FIRST YEAR TYPICAL

ALL STONE VENEER, WHICH IS ANCHORED
TO BASE WITH 10mm 50mm
REINFORCING
STRENGTHENED WITH 10mm 50mm
REINFORCING
DEEP POCKET ANCHORING
WELL CATCHES AT TYPICAL 10%
PITCH. FIRST YEAR TYPICAL

10mm 50mm VENEER
WELL CATCHES AT TYPICAL 10%
PITCH. FIRST YEAR TYPICAL

INSITU CONCRETE
Scale: 1/4" = 1'-0"



PROPERTY BOUNDARY
TREE PLANTED AT SAME DEPTH
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WELL CATCHES AT TYPICAL 10%
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PITCH. FIRST YEAR TYPICAL

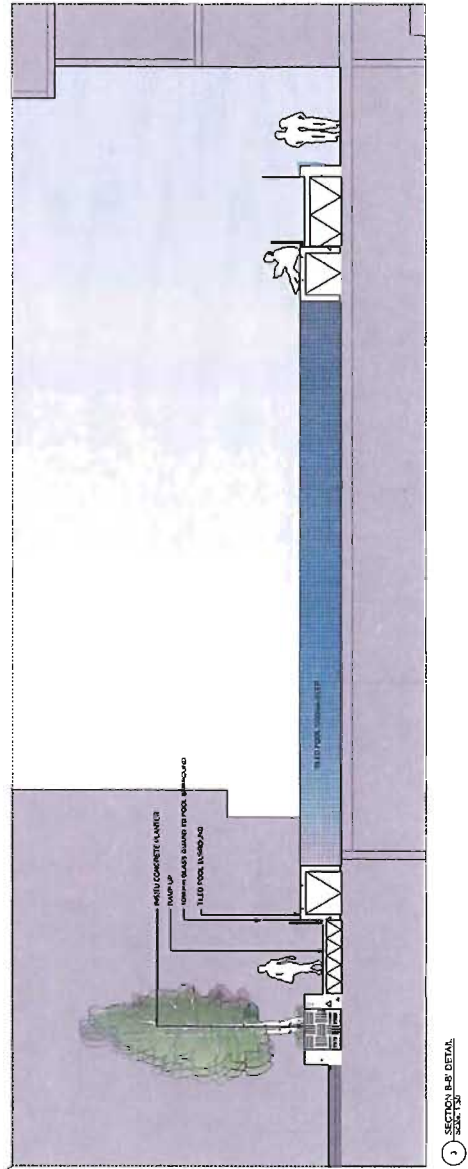
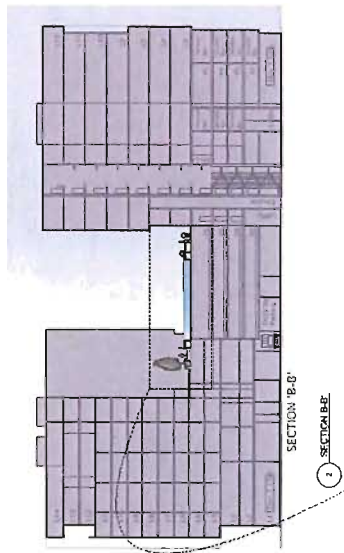
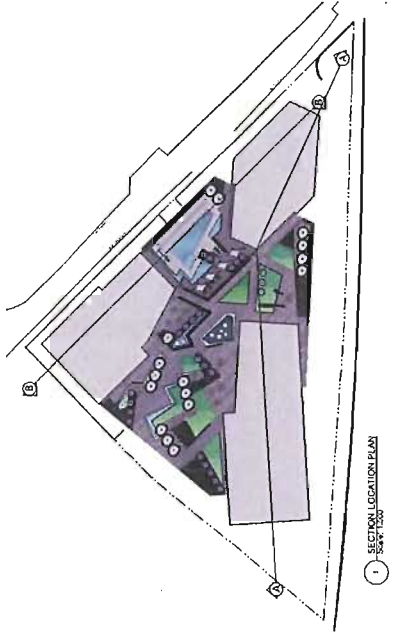
10mm 50mm VENEER
WELL CATCHES AT TYPICAL 10%
PITCH. FIRST YEAR TYPICAL

INSITU CONCRETE
Scale: 1/4" = 1'-0"

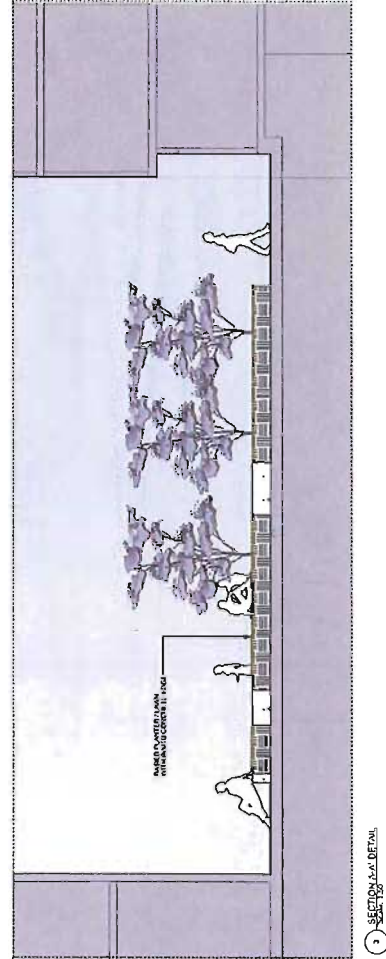
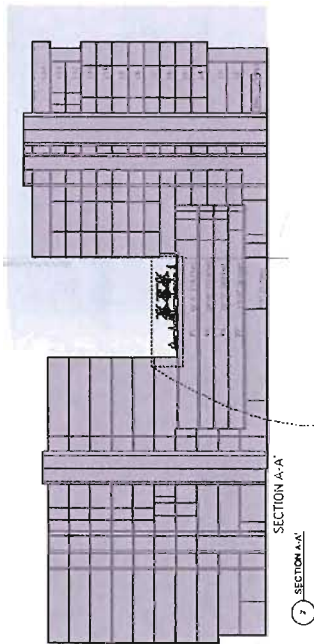
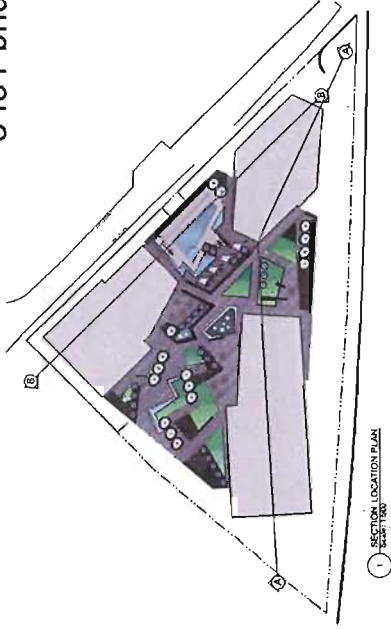
PLANTING PLAN
Scale: 1/2" = 1'-0"

ID	Zip	Material Name	Common Name	Serialized Size	Shrinkage
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002	002	100% Cotton	100% Cotton	500mm	100%
003	003	100% Cotton	100% Cotton	500mm	100%
004	004	100% Cotton	100% Cotton	500mm	100%
005	005	100% Cotton	100% Cotton	500mm	100%
006	006	100% Cotton	100% Cotton	500mm	100%
007	007	100% Cotton	100% Cotton	500mm	100%
008	008	100% Cotton	100% Cotton	500mm	100%
009	009	100% Cotton	100% Cotton	500mm	100%
010	010	100% Cotton	100% Cotton	500mm	100%
011	011	100% Cotton	100% Cotton	500mm	100%
012	012	100% Cotton	100% Cotton	500mm	100%
013	013	100% Cotton	100% Cotton	500mm	100%
014	014	100% Cotton	100% Cotton	500mm	100%
015	015	100% Cotton	100% Cotton	500mm	100%
016	016	100% Cotton	100% Cotton	500mm	100%
017	017	100% Cotton	100% Cotton	500mm	100%
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060	060	100% Cotton	100% Cotton	500mm	100%
061	061	100% Cotton	100% Cotton	500mm	100%





landscape - LEVEL 5_SECTION I



landscape - LEVEL 5_SECTION I

M J FASHIONS LTD.

8571 BRIDGEPORT ROAD, RICHMOND, BC, V6X 1R7



2/11/2015

Joseph Fung
M J Fashions Ltd.
8571 Bridgeport Road, Richmond, BC, V6X 1R7

To Development Permit Panel
Date: <u>February 11, 2015</u>
Item # <u>1</u>
Re: <u>Development Permit</u>
<u>12-624180</u>
<u>8451 Bridgeport Road</u>

David Weber, Director, City Clerk's Office
6911 No. 3 Road, Richmond, BC, V6Y 2C1d

Re: Written Submission on the application by GBL Architects Group Inc. for a Development Permit at 8451 Bridgeport Road

Dear Sir,

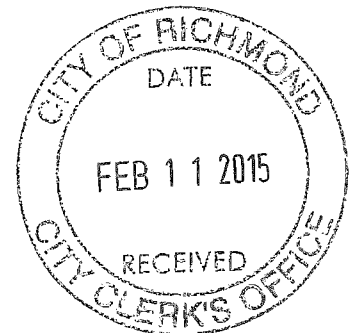
M J Fashions Ltd., established over 20 years, has been operated in Richmond BC as a cycling apparel garment manufacturer since year 2008. The Company is currently employing around 50 employees, mostly are Richmond residents. Some use public transportation and walk to work while some drive and park on site. Our parking lot practices one-way traffic and has 2 entrances: from the back lane parallel to No. 3 Road, and West Road, and one exit: on Bridgeport Road. Our only loading dock is located on West Road. All our incoming raw materials and outgoing merchandise are received and shipped from here. We use 56 feet containers. Our operating hours are Monday to Friday 8:00 a.m. to 6:30 p.m. Saturday 8:00 a.m. to 4:30 p.m. Employee normally arrives 15 minutes early and leaves 15 minutes later.

Being the only immediate neighbor of 8451 Bridgeport Road, we request unobstructed traffic arrangement and use of road for the complete duration of 8451 Bridgeport Road development period.

Sincerely,

A handwritten signature in black ink that reads 'Joseph Fung'.

Joseph Fung
General Manager
M J Fashions Ltd.





City of Richmond

Report to Council

To: Richmond City Council

Date: February 18, 2015

From: Joe Erceg
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2015-Vol 01

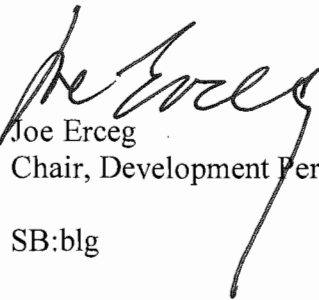
Re: Development Permit Panel Meeting Held on November 12, 2014

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

1. A Development Permit (DP 14-663402) for the property at 3200 Sweden Way; and
2. A Development Permit (DP 14-666057) for the property at 3200 Sweden Way;

be endorsed, and the Permits so issued.



Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meeting held on November 12, 2014.

DP 14-663402 – CHRISTOPHER BOZYK ARCHITECTS LTD. – 3200 SWEDEN WAY
(November 12, 2014)

The Panel considered a Development Permit application to permit the construction of a 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom on a site zoned Industrial Retail (IR1). A variance is included in the proposal to reduce the required number of parking spaces from 61 to 46.

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

In reply to queries from the Panel, Ms. Hugh advised:

- The store would primarily be a showroom and the number of proposed parking spaces was based on anticipated customer behaviour. Three (3) store sites similar to the proposed development were studied to assess the anticipated parking demand.
- The north-south walkway on the eastern edge of the site will not have any vegetation planted. She added that the portion of the walkway within the property will be 1.2 m in width.
- The totem pole feature can be used as a landmark and will be located on the plaza.
- Pedestrians can access the building from the north or south and that the landscaping was coordinated with the adjacent development.

In reply to queries from the Panel, staff provided the following information:

- The Zoning Bylaw would only allow warehouse sales, not general retail uses to be on the site.
- Staff reviewed the access to the site when the IKEA application was brought forward. The primary customer vehicle access will be the same as the IKEA store. The access located near the Sweden Way intersection will be restricted for loading vehicles and will be a controlled exit. Some modifications to the site access may be required to ensure clearance for emergency vehicles.
- Vehicles coming from Knight Street would have to exit onto Bridgeport Road and turn left on Sweden Way to access the site's main entrance. Another vehicle access option would be through Jacombs Road via the new connector road to Knight Street; Mannini Way.

Staff supported the Development Permit application and requested variance. Staff noted that frontage improvements will be completed through a Servicing Agreement.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

The Panel recommends that the Permit be issued.

DP 14-666057 – MADISON PACIFIC PROPERTIES INC. – 3200 SWEDEN WAY
(November 12, 2014)

The Panel considered a Development Permit application to permit the construction of 866 m² (9,320 ft²) gross leasable floor space in a one-storey building consisting of three (3) commercial retail units (CRU) including a White Spot restaurant located on a site zoned Industrial Retail (IR1). No variances are included in the proposal.

Applicant, Glen Bury, of Madison Pacific Properties Inc., Architect, Aaron Vornbrock, of Urban Design Group Architects Ltd., and Landscape Architect, Cheryl Bouwmeester, of ETA Landscape Architecture, gave a brief overview of the proposed development with respect to: (i) rezoning and subdividing the site; (ii) urban design; (iii) architectural form and character; and (iv) landscape design.

Mr. Vornbrock and Ms. Bouwmeester provided the following information:

- Vehicle access to the site will be through the IKEA parking lot.
- Tenants for the proposed development will primarily be restaurants.
- The proposed building is positioned along Bridgeport Road and will act as a screen to the parking lot.
- The applicant anticipates low pedestrian traffic on the north side of the site and the proposed north-south walkway would direct pedestrian flow onto the site.
- Building height and setbacks all meet bylaw requirements.
- The proposed building is elevated approximately 1 m from the Bridgeport Road elevation.
- Patios are proposed along the wide section of sidewalk on the south side of the site.
- Exterior features would include building articulation, glazing and metal siding.
- Similar plant species used in the adjacent properties will be used on-site.
- Signs and landscaping will direct pedestrians to the proposed north-south walkway.
- Trees will be planted along the Bridgeport Road frontage.

- The open area in front of the proposed building will include planters.
- Landscaping within the parking lot is limited due to turning radius requirements for large loading vehicles.
- The parking lot will include stamped paving features.
- The east side of the site will include a staggered row of trees.

In reply to queries from the Panel, Ms. Bouwmeester, Mr. Vornbrock and Mr. Bury provided the following information:

- On the proposed north-south walkway: (i) a vehicle overhang will occur on a limited portion of the walkway, but will not impact the function; (ii) trees will be planted in between parking stalls; (iii) pedestrian lamps will be installed; (iv) the total width of the walkway is 3 m; (v) a marked crossing will be installed from the north-south walkway to the proposed building; and (vi) the north side of the CRUs will have service access.
- The building's façade along the north side of the site will have a landscaped berm with trees and that the CRU section will include some glazing.
- There are no pedestrian connections on the eastern edge of the site. The proposed north-south walkway aligns with the walkway to the IKEA store. Signs will be installed advising pedestrians of the ending northern sidewalk and directing pedestrian traffic to the north-south walkway.
- Discussion ensued with regard to the installation of lights and trees along the proposed north-south walkway. Mr. Vornbrock and Mr. Bury noted that the trees will be offset and vehicle wheel stops will be installed.
- A landscaped median on the parking lot is not possible due to turning radius requirements for large loading vehicles. Subsequent to the Panel Meeting, staff and the applicant investigated the need for a large vehicle loading space on the site. The applicant advised that until all tenant agreements are in place there may be a need for large loading vehicles to access the site. Should a large vehicles loading space not be required once all leasing arrangements have been finalized, the applicant has agreed to investigate opportunities to provide additional landscaping within the parking lot.
- A reconfiguration of the building's entrance to face the north side in order to connect to an extended northern sidewalk would not be advisable due to the potential loss of patio space for the tenant and a lack of pedestrian connections along Knight Street.

Staff were then directed to examine options to finish the extension of the sidewalk along Bridgeport Road to the Knight Street on-ramp as part of the Servicing Agreement process.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

Subsequent to the Panel meeting, Transportation staff have reconsidered the extent of the existing boulevard sidewalk along the south side of Bridgeport Road (in front of the proposed Madison Pacific building), which currently ends in a dead-end. Transportation staff have now recommended terminating the boulevard sidewalk at the west end of the proposed Madison Pacific lot, which would connect with the proposed north-south sidewalk SRW intended to straddle the future shared property line between the proposed Madison Pacific and Jordan's Furniture lots. This arrangement would eliminate the dead-end sidewalk along the south side of Bridgeport Road at Knight Street and connect the Bridgeport Road sidewalk with the IKEA site to the south of the proposed Madison Pacific and Jordan's Furniture lots. This arrangement will now be reflected in the Servicing Agreement drawings, which are currently being revised.

The Panel recommends that the Permit be issued.