



City Council

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

**Monday, February 25, 2013
7:00 p.m.**

Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council Meeting held on Tuesday, February 12, 2013* (distributed previously);

CNCL-14

(2) *the minutes of the Regular Council Meeting for Public Hearings held on Monday, February 18, 2013.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Mike Redpath, Senior Manager, Parks, to introduce the winning designs for the 2013 Street Banners.

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

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

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Proposed Medical Marihuana Access Regulations
- Provincial Sales Tax Legislation Impacts to Alexandra District Energy Utility Competitiveness
- Housing Agreement Bylaw No. 8995 (5440 Hollybridge Way)
- Housing Agreement Bylaw No. 8996 - Richmond Kiwanis Senior Citizens Housing Society (6251 Minoru Boulevard)
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, March 18, 2013):
 - 3551 Bayview Street – Rezone from IL to ZMU22 (Cotter Architects Inc. – applicant)
 - Zoning Text and Official Community Plan Amendment Bylaws – Tandem Parking Requirements in Townhouse Developments
- Proposed Changes to the Steveston Village Conservation Strategy
- City Centre Study to Explore the Implications of Increasing Building Height
- Richmond Community Cycling Committee – Proposed 2013 Initiatives
- Deltaport Expansion – Potential Traffic Impacts to Richmond
- Excess and Extended Services and Latecomer Charges Administrative Procedure

Pg. # ITEM

5. *Motion to adopt Items 6 through 17 by general consent.*

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-17 (1) *the Community Safety Committee meeting held on Wednesday, February 13, 2013;*
- CNCL-22 (2) *the Special General Purposes Committee meeting held on Monday, February 12, 2013 and the General Purposes Committee meeting held on Monday, February 18, 2013;*
- CNCL-31 (3) *the Planning Committee meeting held on Tuesday, February 19, 2013;*
- CNCL-43 (4) *the Public Works & Transportation Committee meeting held on Wednesday, February 20, 2013;*

be received for information.

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Consent
Agenda
Item

7. **PROPOSED MEDICAL MARIHUANA ACCESS REGULATIONS**
(File Ref. No. 09-5000-03-02) (REDMS No. 3768844)

CNCL-67

See Page CNCL-67 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the Minister of Health be advised, by way of comments through the Health Canada website, that the proposed Medical Marihuana Access Regulations require compliance with applicable Provincial and Municipal laws in order to obtain a license; and*
- (2) *That a letter be sent to the Federal and Provincial Ministers of Health, Richmond MPs, and Richmond MLAs requesting that the proposed Medical Marihuana Access Regulations require compliance with applicable Provincial and Municipal laws in order to obtain a license.*

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Consent
Agenda
Item

8. **PROVINCIAL SALES TAX LEGISLATION IMPACTS TO ALEXANDRA DISTRICT ENERGY UTILITY COMPETITIVENESS**
(File Ref. No. 10-6600-10-01/2012) (REDMS No. 3792821 v5)

CNCL-72

See Page CNCL-72 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That a letter be sent to the Premier of the province of British Columbia; the leader of the Official Opposition; the Minister of Finance; with copies to the Minister of Environment, three Richmond MLA's, Expert Panel on BC's Business Tax Competitiveness, UBCM and municipalities operating district energy systems, conveying that:*
- (a) *the City of Richmond requests that the Provincial Sales Tax (PST) be implemented in a way that will ensure that all energy providers are treated equitably so that they may compete on the basis of their respective system efficiencies, technical merit and carbon emissions;*
 - (b) *this goal be achieved by including provisions in the future PST that will:*
 - (i) *provide for the exemption or the reimbursement of PST charges on energy (gas, electricity) purchased for the purpose of generating energy for resale;*
 - (ii) *make available the former exemption on Production Machinery and Equipment to equipment purchased by district energy systems;*
 - (iii) *maintain, as per the former PST regulation, the PST exemption on the sale of heat to residential district energy customers; and*
- (2) *That staff continue to work with other district energy providers and provincial government officials on measures that will mitigate negative PST impacts to the competitiveness of district energy systems.*



Pg. # ITEM

CNCL-77 PROVINCIAL SALES TAX LEGISLATION IMPACTS TO ALEXANDRA DISTRICT ENERGY UTILITY COMPETITIVENESS – UBCM RESOLUTION

ADDITIONAL STAFF RECOMMENDATION

That the following resolution be submitted to UBCM:

WHEREAS district energy utilities provide sustainable energy sources for British Columbians;

WHEREAS the reimplementation of the Provincial Sales Tax (PST) as proposed creates inequities for district energy utility providers that will impact their ability to compete on the basis of their respective system efficiencies, technical merit, and carbon emissions:

THEREFORE BE IT RESOLVED that the Ministry of Finance reinstate the PST in an equitable manner that will (i) provide exemption or reimbursement of PST charges on energy purchased for the purpose of generating energy for resale, (ii) introduce former exemptions on Production Machinery and Equipment for equipment purchased by district energy systems, and (iii) maintain, as per the former PST regulations, the PST exemption on the sale of heat to residential district energy consumers.



Consent
Agenda
Item

9. **HOUSING AGREEMENT BYLAW NO. 8995 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 5440 HOLLYBRIDGE WAY – (HOLLYBRIDGE PROJECT (NOMINEE) LTD.- INC. NO. BC 0947509)**
(File Ref. No. 12-8060-20-8995, RZ 09-506904) (REDMS No. 3795171)

CNCL-78

See Page CNCL-78 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8995 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8995 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 09-506904.



Pg. # ITEM

Consent
Agenda
Item

10. **HOUSING AGREEMENT BYLAW NO. 8996 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING RENTAL UNITS AT KIWANIS TOWERS - 6251 MINORU BOULEVARD (AFFORDABLE HOUSING SPECIAL DEVELOPMENT CIRCUMSTANCE) - RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY**
(File Ref. No. 12-8060-20-8996; RZ 11-591685) (REDMS No. 3793706)

CNCL-109

See Page CNCL-109 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8996 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8996 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application 11-591685.



Consent
Agenda
Item

11. **APPLICATION BY COTTER ARCHITECTS INC. FOR REZONING AT 3551 BAYVIEW STREET**
(File Ref. No. 12-8060-20-9001, RZ 12-615239) (REDMS No. 3709037)

CNCL-137

See Page CNCL-137 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9001 to:

- (1) amend the regulations specific for Affordable Housing Contributions related to the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone; and*
- (2) create “Commercial Mixed Use (ZMU22) – Steveston Commercial” and for the rezoning of 3531 Bayview Street from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial”*

be introduced and given first reading.



Consent
Agenda
Item

12. **TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS – REPORT BACK ON REFERRAL**

(File Ref. No. 10-6455-01/2012) (REDMS No. 3466416 v12)

CNCL-176

See Page CNCL-176 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):*
 - (a) *to permit a maximum of 50% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking);*
 - (b) *to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft);*
 - (c) *to require visitor parking for residential uses be identified by signage; and**be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading;*
- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act; and*
- (4) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.*

CNCL-193

NOTE: Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 has been revised to reflect the Planning Committee change to permit a maximum of 50% tandem parking in townhouse zones.



Pg. # ITEM

Consent
Agenda
Item

13. **PROPOSED CHANGES TO THE STEVESTON VILLAGE CONSERVATION STRATEGY**

(File Ref. No. 08-4200-03) (REDMS No. 3752676 v.2)

CNCL-194

See Page CNCL-194 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the proposed Review Concept to amend the Steveston Village Conservation Strategy as outlined in the staff report dated January 22, 2013 from the General Manager, Planning and Development be endorsed in principle for the purpose of carrying out public consultation; and*
- (2) *That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.*



Consent
Agenda
Item

14. **CITY CENTRE STUDY TO EXPLORE THE IMPLICATIONS OF INCREASING BUILDING HEIGHT**

(File Ref. No.) (REDMS No. 3799879)

CNCL-211

See Page CNCL-211 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Council authorize staff, as a one-time exception, to receive a rezoning application, at 6560-6700 No. 3 Road, from Townline Homes and, as part of the review, analyze the potential implications and benefits of possibly increasing the maximum City Centre building height and density, as outlined in the report, dated February 13, 2013, by the General Manager, Planning and Development;*
- (2) *That, to avoid property owner, developer and public speculation regarding any actual increase in City Centre building height and density, staff not receive any other similar zoning or Development Permit applications beyond that identified in Recommendation 1 above, until the Federal government and Council authorize any increase in City building height and density;*
- (3) *That to ensure co-ordination with the Vancouver International Airport Authority (YVR), City staff notify YVR and invite comments;*
- (4) *That City staff post a notice on the City's Web site and notify the Urban Development Institute (UDI) to advise that property owners, developers and the general public, that they are:*
 - (a) *to recognize that the above proposed approach is a one-time exception;*

- (b) *not to assume that there will be an increase in City Centre building height and density as, it is the Federal government who authorizes any increase in the height allowed by Vancouver Airport International Zoning Regulations and Council has not decided whether or not to amend the City Centre Area Plan (CCAP) to increase building height and density (beyond that currently identified in the CCAP) and*
- (c) *to assume that the full lift in land value associated with any future increase in building height or density (beyond that currently identified in the CCAP) will be directed to provide additional community benefits beyond those currently identified in the CCAP.*



Consent
Agenda
Item

15. **RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013 INITIATIVES**

(File Ref. No. 01-0100-20-RCYC1/2012) (REDMS No. 3642537 v7)

CNCL-222

See Page CNCL-222 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the staff report dated January 18, 2013 from the Director, Transportation, be endorsed; and*
- (2) *That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.*



Consent
Agenda
Item

16. **DELTAPORT EXPANSION – POTENTIAL TRAFFIC IMPACTS TO RICHMOND**

(File Ref. No. 01-0153-04-04) (REDMS No. 3690210 v6)

CNCL-229

See Page CNCL-229 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area;*

- (2) *That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report;*
- (3) *That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands; and*
- (4) *That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge; and*
- (5) *That the "Proposed Truck Congestion Reduction Measures", presented in part 2.5 of the staff report, be forwarded to the appropriate Metro Vancouver Committees and affected municipalities.*



Consent
Agenda
Item

17. **EXCESS AND EXTENDED SERVICES AND LATECOMER CHARGES ADMINISTRATIVE PROCEDURE**

(File Ref. No. 12-8060-20-8982/8983) (REDMS No. 3698579 v2)

CNCL-248

See Page CNCL-248 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 be introduced and given first, second and third readings; and*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 be introduced and given first, second and third readings.*



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

NON-CONSENT AGENDA ITEMS

PLANNING COMMITTEE
Councillor Bill McNulty, Chair

18. **PROPOSED AMENDMENTS TO THE LIGHT INDUSTRIAL (IL)
ZONING DISTRICT AND APPLICATION BY BERANE
CONSTRUCTION LTD. FOR REZONING AT 16360 RIVER ROAD
FROM GOLF COURSE (GC) TO LIGHT INDUSTRIAL (IL)**
(File Ref. No. 12-8060-20-8998, RZ 10-523713) (REDMS No. 3791379)

CNCL-254

See Page CNCL-254 for full report

PLANNING COMMITTEE RECOMMENDATION (Cllr. Steves opposed)

That Bylaw 8998, to amend the “Light Industrial (IL)” zoning district and to rezone 16360 River Road from “Golf Course (GC)” zoning district to the amended “Light Industrial (IL)” zoning district, be introduced and given first reading.



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-281** 5 Year Financial Plan (2013–2017) **Bylaw No. 8990**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-287** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8879**
(5440 Hollybridge Way, RZ 09-506904)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

19. RECOMMENDATION

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

- CNCL-290**
CNCL-301
CNCL-305
- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, February 13, 2013 and the Chair's report for the Development Permit Panel meetings held on January 30, 2013 and February 13, 2013, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 12-604012) for the property at 3391 and 3411 Sexsmith Road and a portion of unopened City lane;*
- (b) *a Development Permit (DP 12-611486) for the property at 8800, 8820, 8840, 8880, 8900, 8920, 8940 & 8960 Patterson Road and 3240, 3260, 3280, 3320 & 3340 Sexsmith Road;*
- be endorsed, and the Permits so issued.*

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Pg. #

ITEM

ADJOURNMENT





**Regular Council Meeting for Public Hearings
Monday, February 18, 2013**

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

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

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Chak Au

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

1. **Zoning Amendment Bylaw 8957 (RZ 12-602449)**
(Location: 5640 Hollybridge Way; Applicant: Cressey (Gilbert) Development LLP)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

Mr. Greg Turner, 7040 Granville Avenue, expressed concern regarding the concrete canyon created by high-rises, particularly along the waterfront, due to their similarity in design, height and character. He is aware of the need for densification but believes row upon row of high-rise development diminishes the vibrancy of the neighbourhood. He urged Council to consider the uniqueness of Richmond being an Island City by nature and more suitable areas for densification be considered (i.e. east of No. 3 Road).



Regular Council Meeting for Public Hearings
Monday, February 18, 2013

PH13/2-1

It was moved and seconded

That Zoning Amendment Bylaw 8957 be given second and third readings.

CARRIED

2. Official Community Plan Amendment Bylaw 8988 and Zoning Amendment Bylaw 8989 (RZ 10-556878)

(Location: 11120 & 11200 No. 5 Road; Applicant: Everbe Holdings Ltd.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/2-2

It was moved and seconded

That Official Community Plan Amendment Bylaw 8988 and Zoning Amendment Bylaw 8989 be given second and third readings.

CARRIED

OPPOSED: Cllr. Barnes

ADJOURNMENT

PH13/2-3

It was moved and seconded

That the meeting adjourn (7:17 p.m.).

CARRIED



Regular Council Meeting for Public Hearings
Monday, February 18, 2013

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 18, 2013.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
City Clerk's Office (Michelle Jansson)



Community Safety Committee

Date: Wednesday, February 13, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Ken Johnston
Councillor Bill McNulty

Absent: Councillor Linda McPhail
Councillor Evelina Halsey-Brandt

Also Present: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, January 15, 2013 be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, March 12, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PRESENTATION

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Sheila Yamamoto, Block Watch Coordinator and Dave McGee, GIS Analyst, presented Criminal Activity Maps, a crime web application, and the following information was highlighted:

Community Safety Committee
Wednesday, February 13, 2013

- this is the first Canadian crime web application to use Open Street Map as a base map;
- there is no software licensing or maintenance fees associated with this crime web application;
- the application may be utilized on computers and Smartphones;
- data entry began January 1, 2012 and new data is entered daily; and
- users can apply filters that specify crime types during a specific time period.

In reply to queries from Committee, staff advised that (i) the application would be promoted through the Block Watch program; (ii) anyone can utilize the application by entering the web address <http://csgeo.city.richmond.bc.ca> or by visiting the City's website; and (iii) groups interested in learning more about the application and its functions can contact the Block Watch Coordinator.

LAW AND COMMUNITY SAFETY DEPARTMENT

1. RICHMOND FIRE-RESCUE – DECEMBER 2012 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3780358)

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – December 2012 Activity Report (dated January 18, 2013, from the Fire Chief, Richmond Fire-Rescue) be received for information.

CARRIED

2. PROPOSED MEDICAL MARIHUANA ACCESS REGULATIONS

(File Ref. No. 09-5000-03-02) (REDMS No. 3768844)

In reply to queries from Committee, Kim Howell, Deputy Fire Chief, provided background information and advised that as per the current Marihuana Medical Access Regulations (MMARs), licensees are not obligated to inform local governments of their activities. She stated that overall the proposed changes to the MMARs are positive in that a potential authorized producer will be required to notify the local government, police, and fire department of the details of the location of production. However, the proposed changes fail to require that an authorized producer comply with local and provincial laws, such as the Richmond Zoning Bylaw and the BC Building and Fire Codes.

Community Safety Committee
Wednesday, February 13, 2013

Discussion ensued and Committee expressed concern regarding the proposed changes to the MMARs in relation to the lack of obligation for a potential authorized producer to comply with local and provincial regulations.

It was moved and seconded

That the Minister of Health be advised, by way of comments through the Health Canada website, that the proposed Medical Marihuana Access Regulations require compliance with applicable Provincial and Municipal laws in order to obtain a license.

CARRIED

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

It was moved and seconded

That a letter be sent to the Federal and Provincial Ministers of Health, Richmond MPs, and Richmond MLAs requesting that the proposed Medical Marihuana Access Regulations require compliance with applicable Provincial and Municipal laws in order to obtain a license.

CARRIED

3. RCMP'S MONTHLY REPORT – DECEMBER 2012 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3743459 v.3)

Renny Nasset, Officer in Charge (OIC), Richmond RCMP, reviewed the RCMP's December 2012 activities and spoke of statistical trends for 2012.

OIC Nasset commented of break and enters at herbal medicine retailers, highlighting that arrests were recently made.

It was moved and seconded

That the report titled RCMP's Monthly Report – December 2012 Activities (dated January 8, 2013, from the OIC RCMP) be received for information.

CARRIED

4. MARINE PATROL PROGRAM 2012

(File Ref. No. 09-5000-01) (REDMS No. 3730153 V.8)

OIC Nasset introduced Constable Marco Sallinen, Richmond RCMP.

Constable Sallinen commented on the success of the Marine Patrol Program, and in reply to a query from Committee, stated that relations with the Canadian Coast Guard Auxiliary and Richmond Volunteer Marine Search and Rescue remain positive.

The Chair requested that information promoting the Richmond Volunteer Marine Search and Rescue be provided on the City's website.

Community Safety Committee
Wednesday, February 13, 2013

It was moved and seconded

That the report titled Marine Patrol Program 2012 (dated January 20, 2013, from the OIC RCMP) be received for information.

CARRIED

5. COMMUNITY BYLAWS – DECEMBER 2012 ACTIVITY REPORT

(File Ref. No. 12-8060-01) (REDMS No. 3754775 v.3)

It was moved and seconded

That the staff report titled Community Bylaws – December 2012 Activity Report (dated January 24, 2013 from the General Manager, Law & Community Safety) be received for information.

CARRIED

6. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

(i) Richmond Fire-Rescue New Kit Display

Fire Chief John McGowan, Richmond Fire-Rescue, spoke of Personal Protective Equipment for firefighters, noting that the City will save approximately \$800 per set for the new gear.

(ii) Burn Awareness Week (February 3rd to February 9th)

Fire Chief McGowan commented on Burn Awareness Week, stating that RFR is committed to providing the community with harm prevention strategies that will increase public safety.

(iii) Anti-Bullying Day (February 27th)

Fire Chief McGowan stated that RFR and Local 1286 are keen to raise awareness against bullying and will be showing their support by wearing a pink shirt and by attending schools to speak on the matter.

(iv) Bright Nights in Stanley Park

Fire Chief McGowan highlighted that over \$300,000 was raised for the Firefighters' Burn Fund throughout the 2012 holiday season.

7. RCMP/OIC BRIEFING

(Verbal Report)

Items for discussion:

(i) Herbal Store B & E

Please refer to Page 3 for discussion on this matter.

Community Safety Committee
Wednesday, February 13, 2013

*(ii) Provincial Government/Impact/ICBC Announce Significant
Reductions In Auto Crime In BC (2012)*

OIC Nasset highlighted that since 2003 auto-related crimes reported to ICBC have dropped by 50 to 75 per cent in BC.

8. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:39 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Community
Safety Committee of the Council of the
City of Richmond held on Wednesday,
February 13, 2013.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



Special General Purposes Committee

Date: Tuesday, February 12, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:04 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, January 21, 2013, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **2013 HEALTH, SOCIAL AND SAFETY GRANTS** (File Ref. No.) (REDMS No. 3732793)

Lesley Sherlock, Social Planner thanked members of the Health, Social and Safety Grant Review Committee for their contributions to this year's grant process.

Special General Purposes Committee
Tuesday, February 12, 2013

A brief discussion ensued about City staff working with the ALS Society of BC, to assist with the organization in other capacities as well as with the future grant applications.

During the discussion, concerns were expressed about the City of Richmond allocating grant funds to support an organization that is based out of another municipality, as well as overlap and duplication of services. Ms. Sherlock responded by advising that a Social Services Inventory indicates that each organization's programs target specific audiences.

It was moved and seconded

That, as per the staff report titled 2013 Health, Social and Safety Grants from the General Manager, Community Services, dated January 4, 2013:

- (1) Health, Social and Safety Services Grants be awarded for the recommended amounts, and cheques disbursed for a total of \$546,054;*
- (2) the following applicants be recommended for the first year of a three-year funding cycle, based on Council approval of each year of funding:*
 - (a) Chinese Mental Wellness Association of Canada;*
 - (b) Heart of Richmond AIDS Society;*
 - (c) Richmond Mental Health Consumer & Friends Society;*
 - (d) Richmond Society for Community Living;*
 - (e) Richmond Women's Resource Centre Association; and*
- (3) the following applicants be recommended for the second year of a three-year funding cycle, based on Council approval of each year of funding:*
 - (a) Big Sisters of the Lower Mainland;*
 - (b) Canadian Mental Health Association – Richmond Branch;*
 - (c) CHIMO Crisis Services;*
 - (d) Family Services of Greater Vancouver;*
 - (e) Richmond Addiction Services;*
 - (f) Richmond Family Place;*
 - (g) Richmond Multicultural Community Services;*
 - (h) Richmond Youth Service Agency;*
 - (i) Volunteer Richmond Information Services Society.*

CARRIED

Special General Purposes Committee
Tuesday, February 12, 2013

2. **2013 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS**
(File Ref. No. 03-1085-01/2012) (REDMS No. 3736323 v2)

A discussion ensued about the allocation of the balance remaining in the Parks, Recreation and Community Events fund. Suggestions were made to allocate the funds to Kidsport Richmond and the Richmond City Centre Community Association, as well as the option of reconsidering the use of the funds at a later date. It was noted that the Richmond City Centre Community Association provides programming for early dismissal from school and on professional development days.

It was moved and seconded

That:

- (1) *Parks, Recreation and Community Events Grants be allocated and cheques disbursed for a total of \$97,100 as identified in Attachment 2 of the staff report titled Parks, Recreation and Community Events City Grants dated January 14, 2013, from the Senior Manager, Parks and the Senior Manager, Recreation;*
- (2) *Richmond Summer Programs be recommended for the second year of a three-year funding cycle, based on Council approval of each subsequent year of funding; and*

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

It was moved and seconded

That the following be added as part (3):

That the balance remaining in the Parks, Recreation and Community Events fund be equally divided between Kidsport Richmond (\$700) and the Richmond City Centre Community Association (\$700).

The question on the motion was not called as a brief discussion ensued during which members of Committee made comments in support of the amendment as well about the idea of determining the usage of the remaining funds at a later date.

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

Special General Purposes Committee
Tuesday, February 12, 2013

There was agreement to deal with part (1) of the main motion separately.

The question on Part (1) of the main motion as amended, which now reads as follows:

That:

- (1) Parks, Recreation and Community Events Grants be allocated and cheques disbursed for a total of \$97,100 as identified in Attachment 2 of the staff report titled Parks, Recreation and Community Events City Grants dated January 14, 2013, from the Senior Manager, Parks and the Senior Manager, Recreation;***
- (2) Richmond Summer Programs be recommended for the second year of a three-year funding cycle, based on Council approval of each subsequent year of funding; and***
- (3) the balance remaining in the Parks, Recreation and Community Events fund be equally divided between Kidsport Richmond (\$700) and the Richmond City Centre Community Association (\$700).***

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

The question on the remainder of the main motion was then called, and it was **CARRIED**.

3. 2013 ARTS AND CULTURE GRANT PROGRAM
(File Ref. No.) (REDMS No. 3742966)

It was moved and seconded

That the 2013 Arts and Culture Grants be awarded for the recommended amounts and cheques disbursed for a total of \$94,300 as per the staff report from the Director, Arts, Culture and Heritage Services, dated January 8, 2013.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:18 p.m.).

CARRIED

Special General Purposes Committee
Tuesday, February 12, 2013

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, February 12, 2013.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



General Purposes Committee

Date: Monday, February 18, 2013

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Tuesday, February 12, 2013, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. **BIZLINK – RICHMOND'S BUSINESS DEVELOPMENT INITIATIVE**
(File Ref. No.) (REDMS No. 3785458 v4)

Neonila Lilova, Manager, Economic Development, provided background information, highlighting that BizLink is the City's first business development program. BizLink is comprised of four components: (i) an annual business development campaign; (ii) a cloud-based application that will manage Richmond business accounts; (iii) a business information and access portal; and (iv) a reporting, analysis, and performance measurement tool.

General Purposes Committee

Monday, February 18, 2013

Ms. Lilova then provided a demonstration of various features found on Richmond's business information and access portal: www.businessinrichmond.ca.

In reply to queries from Committee, Ms. Lilova provided the following information:

- staff anticipate launching the business and access portal by March 1, 2013;
- BizLink unifies different aspects of Richmond's economic development program;
- access to aggregated information generated on a dashboard is limited as some business data is confidential;
- features found on Richmond's business information and access portal may be of value to the Richmond Chamber of Commerce;
- staff will ensure that the City's customer services standards are met in relation to responding to business inquiries generated through the information and access portal;
- staff anticipate targeting large and small businesses from various industry sectors; and
- staff will report annually on BizLink's performance.

Discussion ensued regarding Richmond's office vacancy rate and it was noted that information regarding what the City's economic development office is doing to address the vacancy rate would be valuable.

It was moved and seconded

That the staff report titled BizLink – Richmond's Business Development Initiative, dated February 6, 2013, and presenting BizLink, Richmond's proactive business retention, expansion, attraction, partnership development and promotional initiative, be received for information.

CARRIED

ENGINEERING & PUBLIC WORKS DEPARTMENT

2. PROVINCIAL SALES TAX LEGISLATION IMPACTS TO ALEXANDRA DISTRICT ENERGY UTILITY COMPETITIVENESS (File Ref. No. 10-6600-10-01/2012) (REDMS No. 3792821 v5)

Robert Gonzalez, General Manager, Engineering & Public Works, provided background information, noting that the Province of British Columbia will revert back to the Provincial Sales Tax (PST) effective April 1, 2013.

2.

General Purposes Committee
Monday, February 18, 2013

This change in legislation will create an unequal playing field for energy providers as some energy providers like BC Hydro and FortisBC will receive exemptions and credits, while others like the City of Richmond will not. Staff recommend requesting the Province to implement the PST in a way that will ensure that all energy providers are treated equally.

In reply to queries from Committee, Mr. Gonzalez advised that (i) staff have had initial discussions with representatives of other district energy providers; and (ii) Richmond is unique in that it provides renewable geothermal energy.

Discussion ensued regarding submitting a resolution to the 2013 Union of British Columbia Municipalities convention.

It was moved and seconded

- (1) *That a letter be sent to the Premier of the province of British Columbia; the leader of the Official Opposition; the Minister of Finance; with copies to the Minister of Environment, three Richmond MLA's, Expert Panel on BC's Business Tax Competitiveness, UBCM and municipalities operating district energy systems, conveying that:*
- (a) *the City of Richmond requests that the Provincial Sales Tax (PST) be implemented in a way that will ensure that all energy providers are treated equitably so that they may compete on the basis of their respective system efficiencies, technical merit and carbon emissions;*
 - (b) *this goal be achieved by including provisions in the future PST that will:*
 - (i) *provide for the exemption or the reimbursement of PST charges on energy (gas, electricity) purchased for the purpose of generating energy for resale;*
 - (ii) *make available the former exemption on Production Machinery and Equipment to equipment purchased by district energy systems;*
 - (iii) *maintain, as per the former PST regulation, the PST exemption on the sale of heat to residential district energy customers; and*
- (2) *That staff continue to work with other district energy providers and provincial government officials on measures that will mitigate negative PST impacts to the competitiveness of district energy systems.*

CARRIED

General Purposes Committee
Monday, February 18, 2013

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:37 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 18, 2013.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Committee Clerk



Planning Committee

Date: Tuesday, February 19, 2013

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, February 5, 2013, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT BYLAW NO. 8995 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 5440 HOLLYBRIDGE WAY - (HOLLYBRIDGE PROJECT (NOMINEE) LTD. - INC. NO. BC 0947509)**
(File Ref. No. 12-8060-20-8995, RZ 09-506904) (REDMS No. 3795171)

It was moved and seconded

Planning Committee
Tuesday, February 19, 2013

That Bylaw No. 8995 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8995 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 09-506904.

CARRIED

2. **HOUSING AGREEMENT BYLAW NO. 8996 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING RENTAL UNITS AT KIWANIS TOWERS - 6251 MINORU BOULEVARD (AFFORDABLE HOUSING SPECIAL DEVELOPMENT CIRCUMSTANCE) - RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY**

(File Ref. No. 12-8060-20-8996; RZ 11-591685) (REDMS No. 3793706)

It was moved and seconded

That Bylaw No. 8996 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8996 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application 11-591685.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

3. **APPLICATION BY COTTER ARCHITECTS INC. FOR REZONING AT 3551 BAYVIEW STREET**

(File Ref. No. 12-8060-20-9001, RZ 12-615239) (REDMS No. 3709037)

Wayne Craig, Director of Development, provided background information and gave an overview of the proposal noting the application is for a two-storey development fronting Bayview Street; however, due to the grading and the exposure of the parkade, the building is three-storey at the rear. The development is in conformity with the parking requirements set out in the Steveston Village Conservation Strategy.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9001 to:

- (1) *amend the regulations specific for Affordable Housing Contributions related to the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone; and*

Planning Committee
Tuesday, February 19, 2013

- (2) *create “Commercial Mixed Use (ZMU22) – Steveston Commercial” and for the rezoning of 3531 Bayview Street from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial”*

be introduced and given first reading.

CARRIED

4. **PROPOSED AMENDMENTS TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AND APPLICATION BY BERANE CONSTRUCTION LTD. FOR REZONING AT 16360 RIVER ROAD FROM GOLF COURSE (GC) TO LIGHT INDUSTRIAL (IL)**

(File Ref. No. 12-8060-20-8998, RZ 10-523713) (REDMS No. 3791379)

Mr. Craig stated that the proposal to facilitate commercial truck parking and outdoor storage is consistent with the interim action plan for the area.

Kevin Eng, Planner, noted that there are no active applications submitted requesting similar rezoning.

Discussion ensued and it was noted that the proposed use provides an interim solution to development in the area and it is expected once sanitary service is extended to the area, in a cost effective way, Light Industrial development will occur.

It was moved and seconded

That Bylaw 8998, to amend the “Light Industrial (IL)” zoning district and to rezone 16360 River Road from “Golf Course (GC)” zoning district to the amended “Light Industrial (IL)” zoning district, be introduced and given first reading.

CARRIED

OPPOSED: Cllr. Steves

5. **PROPOSED LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET AND CHATHAM STREET**

(File Ref. No. 10-6360-01/2012) (REDMS No. 3719467 v5)

Victor Wei, Director of Transportation, circulated a revised version of Attachment 1 “Public Parking in the Steveston Village Area” to the planning report (attached to and forming part of these minutes as **Schedule 1**) and noted a correction to ownership information for Lot 7. Mr. Wei provided the following summation of the proposed long-term streetscape vision:

- the proposed streetscape vision has three primary objectives: (i) to improve the public realm consistent with the Steveston Village Conservation Strategy; (ii) to create a more walkable environment by addressing the uneven distribution of parking areas; and (i) to increase the supply of on-street parking;

Planning Committee
Tuesday, February 19, 2013

- the current parking meets public demand within Steveston Village; however, the parking spaces are unevenly distributed throughout the area;
- the Bayview Street proposal is to investigate angle parking on the north side and retain the parallel parking on the south side increasing the parking supply by 23 spaces at a cost of \$400,000;
- with regards to Chatham Street staff are not recommending angle parking in the centre of the street citing safety concerns. A preferred option is for angle parking on both sides of Chatham Street yielding an additional 55 spaces;
- no changes are proposed for the roads running north from Chatham Street (i.e. 2nd, 3rd & 4th);
- funding options include: (i) Development Cost Charges program; (ii) introducing a new levy or fund similar to Capstan Canada Line Station with the funds being directed to enhance on-street parking; and (iii) establishing a Business Improvement Area.

Discussion ensued and the following was noted:

- there is approximately \$250,000 in the Steveston Parking Fund allocated for off-street parking only. In order to reallocate the funds to support on-street parking projects provincial approval will be required;
- options not addressed included: (i) paid versus unpaid parking; and (ii) designated parking for RVs or larger vehicles;
- options not recommended included: (i) rear angle parking; (ii) one-way streets; and (iii) perpendicular centre parking;
- to accommodate angle parking on Bayview Street the corner at No. 1 Road will require reconstruction;
- the proposed improvements to Chatham Street are with the view to increasing desirable parking spaces in the area;
- Translink is not looking at significant capital projects until they have solved their funding issues, but it is hoped that when the Richmond Area Transit Plan has been approved the need for a centralized transit exchange will be identified; and
- the feasibility of investigating: (i) speed limits on Chatham and Moncton Streets with related enforcement concerns; (ii) increased accessible parking spaces; (iii) no parking or restricted parking options; and (iv) the Gulf of Georgia Cannery parking site in terms of a possible parkade location.

Planning Committee
Tuesday, February 19, 2013

Joe Erceg, General Manager, Planning and Development, stated that the City has no control over paid parking facilities in Steveston but staff could be directed to investigate the impact of the paid parking lots as part of the consultation process.

Ralph Turner, 3411 Chatham Street, reiterated his concerns addressed in his written submission dated Tuesday, February 19, 2013 (attached to and forming part of these minutes as **Schedule 2**).

Jim Kojima, 29-7611 Moffatt Road, expressed his preference that Bayview Street remain as is with the exception of providing more accessible parking spaces. With regard to the proposed redevelopment of Chatham Street he noted safety concerns related to bus and vehicular traffic. He urged more research into the safety issues and more public consultation with businesses and residents in the area.

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

It was moved and seconded

That the Proposed Long-Term Streetscape Visions for Bayview Street and Chatham Street be referred back to staff to explore:

- (1) financing options for any parking treatment;***
- (2) impacts & options regarding the existing pay parking adjacent to Bayview Street;***
- (3) traffic calming options on Chatham and Bayview Streets; and***
- (4) options and impacts regarding more disabled parking spaces on Bayview Street.***

The question on the **referral** was not called as discussion ensued regarding the Steveston Parking Fund allocation. Staff were directed to begin discussions with the Province regarding the reallocation of these funds to on-street parking projects. The question on the **referral** was then called and it was **CARRIED**.

6. TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS – REPORT BACK ON REFERRAL

(File Ref. No. 10-6455-01/2012) (REDMS No. 3466416 v12)

Mr. Wei presented a brief overview of the proposed amendments to the tandem parking requirements in townhouse developments noting the allowance of a maximum of 75% tandem parking spaces, an increase in parking width for one space, and signage requirements for visitor parking.

Discussion ensued surrounding the proposed maximum of 75% tandem parking and the potential impact on street parking. After discussion it was recommended to amend the proposed maximum to allow 50% tandem parking in townhouse developments.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):***
 - (a) to permit a maximum of 50% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking);*
 - (b) to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft);*
 - (c) to require visitor parking for residential uses be identified by signage; and*

be introduced and given first reading;
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading;***
- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in conjunction with:***
 - (a) the City's Financial Plan and Capital Program;*
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and*

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act; and

- (4) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.*

CARRIED

7. AMENDMENTS TO THE STEVESTON VILLAGE CONSERVATION STRATEGY AND STEVESTON AREA PLAN AMENDMENT

(File Ref. No. 10-6360-01/2012) (REDMS No. 3719467 v5)

With the aid of a rendering of the map “Proposed Review concept – Steveston Village Conservation Strategy” and corresponding chart, Terry Crowe, Manager, Policy Planning, reviewed the proposed amendments to the Steveston Village Conservation Strategy and Area Plan particularly noting the proposed changes to buildings heights in various areas.

Mr. Erceg advised that there were 17 buildings identified worthy of preservation and protection in the Steveston Village Conservation Strategy. He also spoke concerning a density bonus grant program that has been implemented to encourage heritage restoration and protection. He further noted that staff had conducted a limited review of the Strategy reflecting areas of concerns including residential parking, density and allowable storeys, and defining height measurements.

Barry Konkin, Planner, noted that developers have generally submitted proposals with lower density to avoid contributions to the Heritage Grant Program.

Dana Westermarck, 13333 Princess Street, provided additional information regarding the development of the Steveston Conservation Strategy and the significant challenge to strike a balance between generating development that would yield revenue for the City to support the Heritage assets and developments that would achieve the compact building requirements in keeping with the character of the Village and also meet the required parking.

In response to an inquiry Terry Crowe noted that with the proposed 1.3 parking space requirement all residential parking will be provided on-site. In addition, with regard to commercial sites the majority of the required parking will be on-site with some spill over onto the street parking.

It was moved and seconded

- (1) *That the proposed Review Concept to amend the Steveston Village Conservation Strategy as outlined in the staff report dated January 22, 2013 from the General Manager, Planning and Development, be endorsed in principle for the purpose of carrying out public consultation; and*

- (2) *That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.*

CARRIED

8. CITY CENTRE STUDY TO EXPLORE THE IMPLICATIONS OF INCREASING BUILDING HEIGHT

(File Ref. No.) (REDMS No. 3799879)

It was moved and seconded

- (1) *That Council authorize staff, as a one-time exception, to receive a rezoning application, at 6560-6700 No. 3 Road, from Townline Homes and, as part of the review, analyze the potential implications and benefits of possibly increasing the maximum City Centre building height and density, as outlined in the report, dated February 13, 2013, by the General Manager, Planning and Development;*
- (2) *That, to avoid property owner, developer and public speculation regarding any actual increase in City Centre building height and density, staff not receive any other similar zoning or Development Permit applications beyond that indentified in Recommendation 1 above, until the Federal government and Council authorize any increase in City building height and density;*
- (3) *That to ensure co-ordination with the Vancouver International Airport Authority (YVR), City staff notify YVR and invite comments;*
- (4) *That City staff post a notice on the City's Web site and notify the Urban Development Institute (UDI) to advise that property owners, developers and the general public, that they are:*
 - (a) *to recognize that the above proposed approach is a one-time exception;*
 - (b) *not to assume that there will be an increase in City Centre building height and density as, it is the Federal government who authorizes any increase in the height allowed by Vancouver Airport International Zoning Regulations and Council has not decided whether or not to amend the City Centre Area Plan (CCAP) to increase building height and density (beyond that currently identified in the CCAP) and*
 - (c) *to assume that the full lift in land value associated with any future increase in building height or density (beyond that currently identified in the CCAP) will be directed to provide additional community benefits beyond those currently identified in the CCAP.*

CARRIED

9. MANAGER'S REPORT

(a) *Finn Road Update*

Edward Warzel, Manager Community Bylaws, advised that staff and the Agricultural Land Commission (ALC) have been monitoring every load intended for the site. The loads are being processed off-site to ensure compliance with the quality of the fill. The loads are also examined by an ALC inspector prior to the fill going onto the ground and any material which does not comply is stock-piled and removed when a full load has been achieved. He also noted staff are scheduled to meet with the ALC on Thursday, February 21, 2013. Mr. Warzel further stated that, in terms of the work done immediately after the stop work order by the ALC, the road was dug up and the larger pieces of fill material were removed from the site. The standards applied were those associated with the "Cranberry Berm Rules" of material larger than 18" being removed.

(b) *Residential Dwelling Limits on AG Land*

Holger Burke stated that the zoning controls the height of residential units (2.5 storey maximum) in Agricultural areas but the City cannot limit the square footage of the dwelling unit. Staff are encouraging the Provincial Government to take the lead by revising the Agricultural Land Commission Act.

(c) *ONNI Maritime Uses*

Mr. Erceg stated that provisional occupancy was granted last month for the eastern building. Staff are working with the Law, Licensing, and Zoning Departments with respect to reviewing any applications received comply with the maritime uses. He also noted that ONNI will be proceeding with the reconstruction of the boardwalk in the near future.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:02 p.m.).

CARRIED

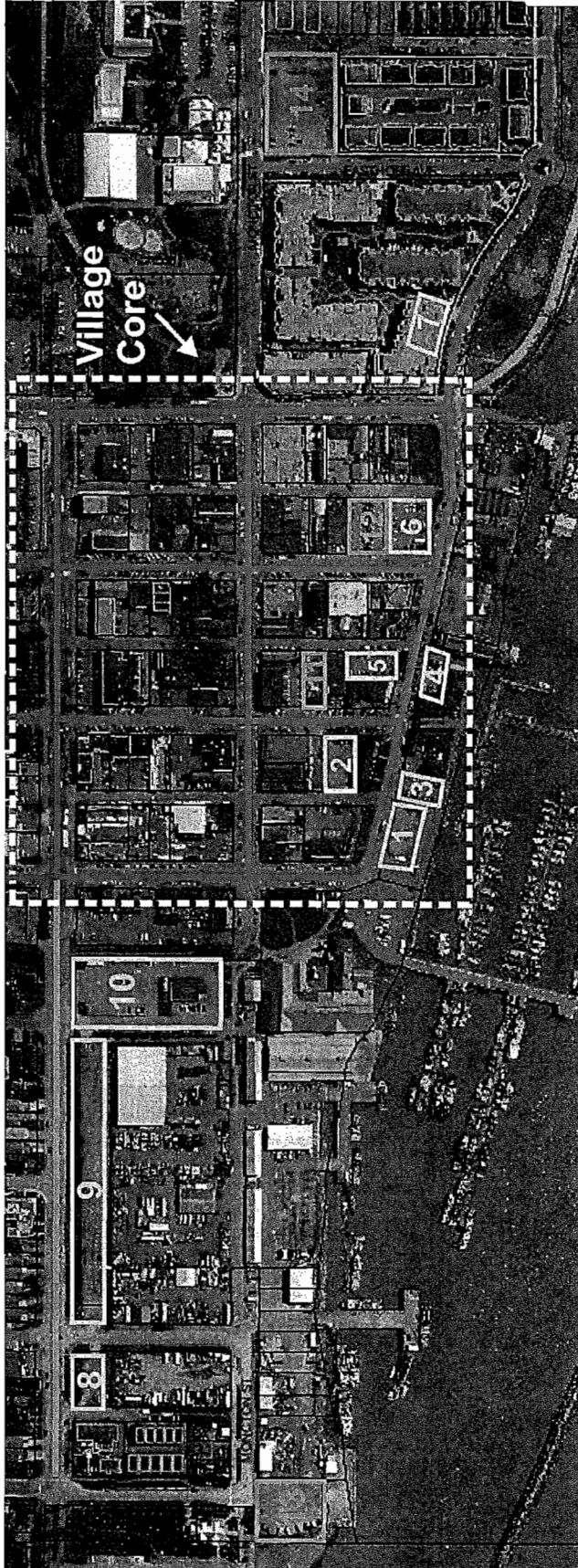
Planning Committee
Tuesday, February 19, 2013

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 19, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk

Public Parking in the Steveston Village Area



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/SHA	18	\$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	\$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	\$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	\$2.00/hr up to 3 hrs
5	3771 Bayview St	DFO/SHA	18	\$2.00/hr up to 3 hrs
6	3971 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	\$2.00/hr up to 3 hrs / \$8.00 all day
		Subtotal within Core	141	
7	4111 Bayview St	Onni Development Corp.	57	\$2.00/hr up to 4 hrs / \$10.00 all day
8	12111 6th Ave	DFO/SHA	45	\$2.00/hr up to 4 hrs / \$10.00 all day
9	3300 Chatham St	DFO/SHA	225	\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
10	12138 4th Ave	Parks Canada	72 (+3 bus)	\$2.00/hr up to 4 hrs / \$10.00 all day
		Subtotal outside Core	399	
11	12200 2nd Ave	City	38 (+5 reserved)	Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City	10	Free with 3-hr time limit
		Subtotal within Core	48	
13	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
14	3720 Moncton St	City	55	Free with no time limit
		Subtotal outside Core	77	
	On-Street Parking	City: within Core	331	Free with 3-hr time limit from 9 am to 6 pm
	On-Street Parking	City: outside Core	65	Free with no time limit
		Subtotal	396	
		TOTAL	1,061	

Mayor and Councillors

From: Ralph and Edith Turner [returner2@shaw.ca]
Sent: Tuesday, 19 February 2013 15:16
To: Mayor and Councillors
Cc: Bruce Rozenhart; Jim Kojima
Subject: Steveston Parking
Attachments: 2012_03_29 009.jpg; 2012_03_29 008.jpg; 2012_03_29 007.jpg

Dear Mayor and Councillors,

I am writing with regard to the parking issues in Steveston. Since the staff report being presented to the Planning meeting of Council this afternoon was not available on the Richmond website until some time Saturday, February 16, 2013, I have had only a cursory look at the options. My concerns include:

1) Do not increase the parking problem by allowing reduced parking requirements for new developments in Steveston, such as the proposed development at 3531 Bayview Street which is noted on page PLN 83:

"With the **potential** for 75 additional on-street parking spaces in the Steveston Village, staff is of the opinion that the proposed reduction in commercial parking will have minimal impacts on the surrounding streets." Just because the local zoning allows a 33% reduction in parking requirements, it doesn't mean that there **has** to be a reduction given.

2) Is the city really suggesting that \$2.4 to \$2.8 million dollars (approximately \$40 to \$50 thousand per spot) be spent to increase on-street parking on Chatham Street for 55 new parking spots as noted on page PLN 154 of the staff report?

Would it not be more fiscally prudent to take this money and build proper parking facilities either on the city owned property on First Ave., south of Moncton and/or opposite the Steveston Community Centre and recoup, in parking fees, some of the cost of taxpayers' money.

An elevated pedestrian walkway could be constructed over Moncton Street to provide community center access.

3) Re the options presented for increased parking on Chatham Street, I note that on page PLN 158 of the staff report that the city has taken the liberty of proposing public parking on private property, i.e. the Common Property of Strata Plan BCS1862 at 3591 Chatham Street and their adjacent strata neighbours. Has the city had discussions with those strata owners?

4) With regard to the idea of proposing angle parking anywhere on Chatham Street, but especially down the centre, I can only predict that this will lead to accidents in the future as there is very little room for angle parking with the volume of traffic, especially buses, along the street. I enclose some photos of a small car that is angle parked on the 3400 block of Chatham. Note the wide berth that vehicles had to make in passing that parked car. Larger vehicles, or pickups like mine that would extend another 4 feet into the driving lane, would make safe passing even more difficult.

To compare the safety of angle parking on First and Second Avenues with that of Chatham (PLN - 161) is totally inappropriate. Both avenues are only one block long - not the half mile straightaway that Chatham is. They are also one-way roads and neither is a bus route.

I hope there will be more public consultation on this issue before the city takes any action.

Respectfully yours,
Ralph Turner



Public Works & Transportation Committee

Date: Wednesday, February 20, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au, Vice-Chair
Councillor Linda McPhail
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Derek Dang

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, January 23, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, March 20, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013 INITIATIVES

(File Ref. No. 01-0100-20-RCYC1/2012) (REDMS No. 3642537 v7)

Victor Wei, Director, Transportation, introduced Larry Pamer, Chair, Richmond Community Cycling Committee, who then spoke about the Committee's initiatives and creating a more robust community with more accessible transit options. Mr. Pamer also stated that the Committee's main purpose is to support and advise the City of Richmond.

A discussion ensued between staff, the delegation and members of Committee about:

- safety, accident and injury prevention. It was noted that much of the research that has been available in the past on the subject has been derived from statistics from the late 1980's, and that today's research indicates that the benefits of cycling outweigh the risk of associated injury;
- how the City promotes the use of helmets starting at the elementary school level. It was noted that there are very limited resources in terms of enforcing the use of helmets;
- how the Richmond Community Cycling Committee has a maximum of 12 members, and since it is an informal committee with an Informal Terms of Reference, Committee members are not appointed by City Council; and
- how the use of skateboards, scooters, and other similar devices is prohibited on public roadways. It was noted that the Committee is reviewing the City's Traffic Bylaw to advise the City regarding amendments that may be appropriate in the future.

It was moved and seconded

- (1) *That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the staff report dated January 18, 2013 from the Director, Transportation, be endorsed; and*
- (2) *That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.*

CARRIED

Public Works & Transportation Committee
Wednesday, February 20, 2013

2. DELTAPORT EXPANSION – POTENTIAL TRAFFIC IMPACTS TO RICHMOND

(File Ref. No. 01-0153-04-04) (REDMS No. 3690210 v6)

Donna Chan, Manager, Transportation was available to answer questions. A discussion ensued about:

- the feasibility of the Deltaport expanding its hours of operation to 24 hours a day. This would allow truck drivers to load their trucks during the night and early morning hours, resulting in a reduction of truck traffic congestion during the day;
- the concept of relocating the Tsawwassen Ferry Terminal to Iona Island. It was noted that this concept was first brought forward to City Council in the 1970's. Staff was requested to research City records for historical documentation related to the concept;
- the concept of tubing the George Massey Tunnel;
- forwarding the following "Proposed Truck Congestion Reduction Measures", presented in part 2.5 of the staff report, to the appropriate Metro Vancouver Committees and affected municipalities:
 - reducing truck trips in peak periods by encouraging truck drivers and companies to shift their pickup and delivery to off-peak delivery times;
 - implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container) in co-operation with trucking associations and companies;
 - utilizing GPS or other tracking technology in co-operation with trucking associations and companies to locate and contact vehicles on a real-time basis in order to anticipate travelling conditions for individual vehicles, thereby creating better arrival and departure strategies; and
 - providing designated sites in the vicinity of Deltaport for waiting trucks; and
- how a potential new Fraser River crossing at No. 8 Road and east Richmond is being considered by various agencies to replace the Pattullo Bridge in the vicinity of Tree Island. It was noted that the City of Richmond should formally register its opposition to any proposal for a crossing at Tree Island, as the crossing has never been a part of Richmond's Official Community Plan (OCP).

Public Works & Transportation Committee
Wednesday, February 20, 2013

It was moved and seconded

- (1) *That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area;*
- (2) *That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report;*
- (3) *That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands;*
- (4) *That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge; and*
- (5) *That the "Proposed Truck Congestion Reduction Measures", presented in part 2.5 of the staff report, be forwarded to the appropriate Metro Vancouver Committees and affected municipalities.*

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

3. ORGANICS RECYCLING/LARGE ITEM COLLECTION PROGRAM IMPLEMENTATION UPDATE

(File Ref. No. 10-6370-10-05/2013) (REDMS No. 3790646)

With the aid of a PowerPoint presentation, Suzanne Bycraft, Manager, Fleet & Environmental Programs, provided an overview and update on various aspects of the Green Cart Program. A copy of the presentation is attached as **Schedule 1** and forms part of these minutes.

4.

Public Works & Transportation Committee
Wednesday, February 20, 2013

A discussion then took place about:

- the frequency of garbage/recycling collection services, as the City of Surrey implemented a similar program with bi-weekly collection cycle. It was noted that no such changes are anticipated for the immediate future in the City of Richmond, however, the concept of bi-weekly pick-up services may be investigated in the future;
- cart size options for single-family homes in comparison to the smaller carts provided to townhouse residents. It was noted that by default residents of townhouses receive smaller carts due to decreased storage options, however, a townhouse resident may request a larger cart;
- a model bylaw which has been developed by Metro Vancouver to require recycling and appropriate disposal of waste generated through demolition and construction activities. It was noted that staff would review the bylaw for potential implementation in Richmond and would be reporting back to Council at a future date with recommendations;
- if residents find that the green cans provided by the City are insufficient, they may supplement what the City provides with their own additional cans; and
- addressing the challenges related to successfully implementing the program at multi-family and small business complexes.

The Chair suggested that staff provide a presentation to Council on the program to increase public awareness.

It was moved and seconded

That the staff report dated January 30, 2013 from the Director, Public Works Operations titled Organics Recycling/Large Item Collection Program Implementation Update be received for information.

CARRIED

4. 2013 PAVING PROGRAM

(File Ref. No. 10-6340-20-P.13201) (REDMS No. 3794070)

It was moved and seconded

That the staff report dated January 25, 2013 from the Director, Engineering titled 2013 Paving Program be received for information.

CARRIED

Public Works & Transportation Committee
Wednesday, February 20, 2013

5. **EXCESS AND EXTENDED SERVICES AND LATECOMER CHARGES
ADMINISTRATIVE PROCEDURE**

(File Ref. No. 12-8060-20-8982/8983) (REDMS No. 3698579 v2)

It was moved and seconded

- (1) *That Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 be introduced and given first, second and third readings; and*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 be introduced and given first, second and third readings.*

CARRIED

6. **MANAGER'S REPORT**

Staffing Reductions / Regulatory Changes at Fisheries and Oceans Canada and effect on City Operations

Lesley Douglas, Manager, Environmental Sustainability, made reference to her memo regarding the impact on City operations as a result of staffing reductions and regulatory changes at Fisheries and Oceans Canada, and noted that further updates will be provided as the situation is better understood. A copy of Ms. Douglas' memo is on file, City Clerk's Office.

Capital Projects Open House

A discussion ensued between John Irving, Director, Engineering, and members of Committee about securing a date for the Capital Projects Open House, and Wednesday, April 17, 2013 was agreed upon.

Lot H

A discussion took place about a filling Lot H with concrete fill prior to the end of March, 2013. As a result of the discussion, the following **referral** motion was introduced:

It was moved and seconded

That staff investigate a plan to add concrete fill to Lot H before the end of March, 2013.

CARRIED

New Hybrid Articulated Buses

Reference was made to a memo from Victor Wei, Director, Transportation, about the new hybrid articulated buses that will be received by the Richmond Transit Centre. A copy of Mr. Wei's memo is on file, City Clerk's Office.

Public Works & Transportation Committee
Wednesday, February 20, 2013

Bridgeport Station Drop Off Area

A discussion took place about a complaint made by a Richmond resident relating to the time allowed for pick-ups and drop-offs at the Bridgeport Station, and the following **referral** motion was introduced:

It was moved and seconded

That staff investigate whether the time permitted for pick-ups and drop-offs at the Bridgeport Station is sufficient.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:01 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, February 20, 2013.

Councillor Linda Barnes
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant, City Clerk's Office

Let's
trim
our
waste!

GREENCART

Implementation Update

Presented by: Suzanne Bycraft
Manager, Fleet & Environmental Programs

February 20, 2013

Program Overview – June 2013

1. Green Cart – New and enhanced service for residents

IMPROVED!

Enhanced service for single-family residents

NEW!

New service for townhome residents



2. New Large Item Pick Up program for single-family & townhomes (with City garbage and/or Blue Box)



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waste!

GREENCART Program Overview



- For recycling food scraps and yard trimmings
- Program was designed based on input from residents, including specific feedback from residents who participated in the recent Green Cart pilot project
- New Green Cart benefits:
 - Wheels make it easy to move
 - Attached and secure lids
 - Sturdy and rodent/animal resistant
 - No weight limit

RICHMOND'S GREEN CART
MAKING IT EASY TO RECYCLE FOOD SCRAPS AND YARD TRIMMINGS!



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our
waste!

Green Cart Program Overview (Cont'd)

IMPROVED!

Enhanced Green Cart for single-family homes

- *Cart size option:* 80 L, 120 L, 240 L, 360 L
- *Standard size:* 240 L (Large)
- Residents can use Green Carts in place of, or in addition to, their existing Green Cans



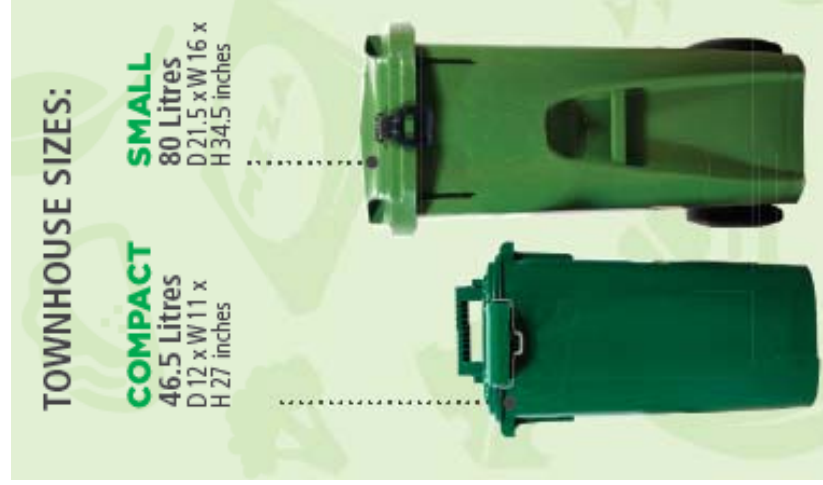
CNCL - 53

Green Cart Program Overview (Cont'd)

NEW!

New Green Cart program for townhome residents (with City garbage and/or Blue Box)

- *Cart size selection:* 46.5 L or 80 L
- *Standard size:* 46.5 L (Compact)



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waste!

Large Item Pick Up Program Overview

NEW! New program for single-family and townhome residents
(with City garbage and/or Blue Box)



CNCL - 55


- Up to 4 large items will be picked up on request per year
 - Acceptable items include mattresses, household furniture and appliances
- Call Sierra Waste Services Ltd.
604-270-4622
- Collection will be on resident's garbage/recycling collection day

Implementation Schedule

Timeline	Activities
Until Feb. 28, 2013	<ul style="list-style-type: none"> Residents have until Feb. 28 to notify the City of their desired cart size Residents who opt not to select a preferred size will receive the standard size of: <ul style="list-style-type: none"> – 240 L for single-family homes – 46.5 L for townhomes
April and May, 2013	<ul style="list-style-type: none"> Carts delivery – about 2 months to complete Residents will receive: <ul style="list-style-type: none"> – A Green Cart, kitchen container with a bin liner – Information brochure: program details and tips on what can be recycled in the Green Cart, what will be accepted under the large item pick up program and how to make arrangements for pick up
June, 2013	Green Cart and Large Item Pick Up Program starts!

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Community Education Program

Phase	Activities
Phase 1: Awareness <i>(November – December)</i>  <p><i>Green Cart outreach at Richmond Centre Mall</i></p>	Raise awareness about the new programs <ul style="list-style-type: none"> Media launch with Mayor Brodie on Dec. 6 Set-up of Green Cart displays at 6 City facilities (City Hall, Recycling Depot, Steveston, Thompson, South Arm and Hamilton Community Centres) Information posted on City's website, use of social media and newspaper ads

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waste!

Community Program Education (Cont'd)

Phase	Activities
Phase 2: Cart Selection <i>(December – February)</i>	<p>Raise awareness of the various cart sizes available and how they can select their desired size</p> <ul style="list-style-type: none">○ Series of ads in local and Chinese language newspapers○ Transit shelter ads○ Direct mail to residents (letter, calendar, brochure and postage paid order card)○ Translated/Chinese brochure on City website○ Information included in City's utility bill



Sample transit shelter ad for Jan. 2013



Community Program Education (Cont'd)

Phase	Activities
Phase 3: Cart Delivery (March – May)	<p>Inform residents of when cart delivery will take place and program details.</p> <ul style="list-style-type: none"> ○ Extensive advertising in local and Chinese language papers, New Home Living magazine, transit shelter ads, etc. ○ Detailed program information will also be provided directly to residents with the delivery of the carts <ul style="list-style-type: none"> • Information brochure with tips and FAQ • 2 Complimentary bin liners and coupons • Information on where to purchase paper yard waste bags and bin liners • Reminder stickers for kitchen container



Kitchen container for temporary storage of food scraps

Community Program Education (Cont'd)

Phase	Activities
Phase 4: Launch (June)	<p>The launch phase will principally be to support residents and answer/clarify questions about the program.</p> <ul style="list-style-type: none">○ Ads in local paper and Chinese language newspapers○ Transit shelter ads○ Potential media program launch event○ Frontline phone support

Resident Feedback

Green Cart Program	Large Item Pick Up Program
<ul style="list-style-type: none">• Positive responses• Pleased to be receiving carts by the City and recognize the convenience they provide• Request for clarification about the program• What to do with Green Cans• Very small minority indicated they do not wish to receive carts• Question if City will provide carts for garbage in the future	<ul style="list-style-type: none">• Well received• Residents are able to easily understand the program• Looking forward to receiving the service

Other Planned Initiatives and Future Considerations

Active Workplan Items

1. Packaging and Printed Paper/Multi-Material BC (MMBC) Stewardship Plan
2. Eco Centres – Funding Equity
3. Review of New/Expanded EPR Programs for Potential Expansion at Recycling Depot
4. Communication Strategy – “Let’s Trim Our Waste”



Let's
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our
waste!

Other Planned Initiatives and Future Considerations (Cont'd)



Planned Activities

5. Review of Organics Collection Option for Multi-Family and Commercial
6. Demolition, Land Clearing Bylaw
7. Eco Centre

Future Considerations

8. Potential Expansion of Municipal Recycling Services
9. Introduce Carts for Curbside Garbage Collection
10. Review of Frequency of Collection Services for Garbage Collection

Let's
trim
our
waste!

Thank You!

Let's trim our waste!

NEW!

RICHMOND'S GREEN CART

For food scraps and yard trimmings recycling

- Easy to use
- Secure lid and wheels
- No weight limits
- Sized to fit your needs



Let's
trim
our
waste!

Cart Size Selection Ad

RICHMOND'S NEW GREEN CART COMING JUNE 2013

FOR RECYCLING FOOD SCRAPS & YARD TRIMMINGS – SELECT YOUR CART SIZE BY FEBRUARY 28, 2013!

FOR SINGLE-FAMILY HOMES

EXTRA LARGE
80 litres
D 34.5" W 25" x
H 44.5 inches

LARGE
48.2 litres
D 27.5" W 24.5" x
H 43 inches

MEDIUM
24.1 litres
D 21.5" W 19" x
H 37.5 inches

SMALL
12.1 litres
D 21.5" W 16" x
H 34.5 inches

COMPACT
46.2 litres
D 27.5" W 11" x
H 27 inches

SMALL
80 litres
D 27.5" W 16" x
H 34.5 inches

FOR TOWNHOMES

COMPACT
46.2 litres
D 27.5" W 11" x
H 27 inches

SMALL
80 litres
D 27.5" W 16" x
H 34.5 inches

ENHANCED PROGRAM FOR
SINGLE-FAMILY HOMES AND
NEW FOR TOWNHOMES!



*STANDARD

Online:

Visit www.richmond.ca/greencart or
scan this QR code

By mail or drop box at City facilities:

Use the Cart Selection postage-paid postcard, which is
available at City facilities and will be mailed in January to
homes in the Green Cart program.

By phone:
Environmental
Sierra Waste Services

Let's trim our waste!

Local newspaper: Richmond Review

2013年6月，列治文將推行全新「有輪綠桶」(GREEN CART) 計劃 循環回收剩菜殘羹及庭院修剪廢物：請在2013年2月28日或之前向市府預訂適合容量的有輪綠桶！

單戶住宅專用

特大桶

380公升

34.5吋深 x 25吋寬 x

44.5吋高

*標準額定容量

大桶

240公升

27.5吋深 x 24.5吋寬 x

43吋高

*標準額定容量

中桶

120公升

21.5吋深 x 19吋寬 x

37.5吋高

*標準額定容量

小桶

80公升

21.5吋深 x 16吋寬 x

34.5吋高

*標準額定容量

特小桶

46.5公升

12吋深 x 11吋寬 x

27吋高

*標準額定容量

城市專用

小桶

80公升

21.5吋深 x 19吋寬 x

37.5吋高

*標準額定容量

特小桶

46.5公升

12吋深 x 11吋寬 x

27吋高

*標準額定容量

小桶

80公升

21.5吋深 x 19吋寬 x

37.5吋高

*標準額定容量

特小桶

46.5公升

12吋深 x 11吋寬 x

27吋高

*標準額定容量

城市專用

小桶

80公升

21.5吋深 x 19吋寬 x

37.5吋高

*標準額定容量

特小桶

46.5公升

12吋深 x 11吋寬 x

27吋高

*標準額定容量

城市專用

小桶

80公升

21.5吋深 x 19吋寬 x

37.5吋高

*標準額定容量

特小桶

46.5公升

12吋深 x 11吋寬 x

27吋高

*標準額定容量

「有輪綠桶」對單戶住宅是
增強的服務，對城市居民是
全新的服務！

*若標準容量綠桶適合，您便不用做
什麼；2013年4月至5月期間，市府
會把標準綠桶送到府上！若需要另
一種容量，請在2013年2月28日或
之前向市府預訂。

電話預訂：

市所環保計劃諮詢熱線電話：604-276-4010
Sierra廢物收集有限公司客戶服務專線：604-270-4722



Chinese dailies: Sing Tao, Ming Pao, World Journal

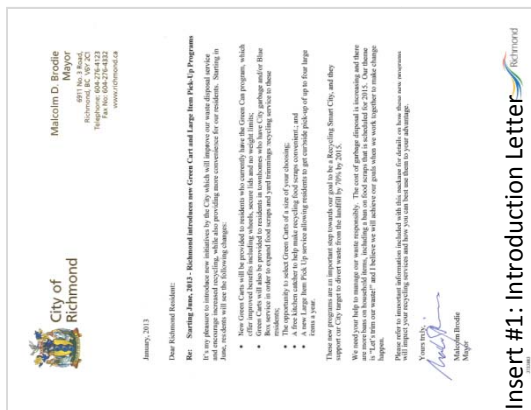
Let's trim our waste!



Insert #3: 2013 Collection calendar



Customized Envelope with 4 inserts



Insert #4: Postage Paid Green Cart
Order Post Card





City of Richmond

Report to Committee

To: Community Safety Committee
From: John McGowan
Fire Chief, Richmond Fire-Rescue

Date: January 30, 2013
File: 09-5000-03-02/2013-
Vol 01

Re: **Proposed Medical Marihuana Access Regulations**

Staff Recommendation

That the Minister of Health be advised, by way of comments through the Health Canada website, that the proposed Medical Marihuana Access Regulations require compliance with applicable Provincial and Municipal laws in order to obtain a license.

John McGowan
Fire Chief, Richmond Fire-Rescue
(604-303-2734)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Business Licences	<input checked="" type="checkbox"/>		
Zoning	<input checked="" type="checkbox"/>		
Community Bylaws	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Building Approvals	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The purpose of this report is to provide Council with information regarding Health Canada's proposed Medical Marihuana Access Regulations. Further to seek approval to submit comments through the Health Canada website.

Findings of Fact

In 2001 the Marihuana Medical Access Regulations (MMAR's) came into effect that authorized those suffering from grave and debilitating illnesses to access marihuana for medical use. The existing MMAR's also authorized licensees to produce marihuana for medical use. The program has been administered and regulated by Health Canada through the issuance of licences to authorize persons to possess and/or produce marihuana for medical use.

The medical marihuana program has experienced significant growth. From 2002 until 2011, the number of production licenses increased from 100 to over 10,000 and the number of individuals authorized to possess marihuana has increased from 477 to 21,986. As the numbers of licenses increased so did the impacts on communities. Consequently, as early as 2009 the stakeholders; including municipalities, police and fire services and the BC and Canadian Fire Chiefs Associations, communicated concerns regarding the health, safety and security issues related to the production of marihuana.

In 2011, Health Canada conducted a public consultation process and the results of the consultation were published in June 2012. Subsequently, on December 16, 2012 Health Canada announced and posted the proposed MMAR's. Health Canada is now accepting comments, until February 28, 2013, on the proposed regulations.

The proposed MMAR's consider marihuana to be much like a medication by shifting the production of medical marihuana into large scale, regulated commercial markets. The authorization to possess will shift from Health Canada to health care practitioners. The proposed MMARs include the following significant changes, with the main objective to reduce the risk to public health, safety and security.

- Possession of dried marihuana for medical use is authorized by health care practitioners.
- The production of medical marihuana in private residences will be discontinued. Current licences will be allowed to expire and not renewed and no new licenses will be issued.
- A potential producer must provide proof of written notification to the local government, police, and fire department of the details of the location and production activities.
- Primary distribution of medical marihuana will be shipped from the licensed producer to the registered client, as retail sales.

The new MMAR's are scheduled to be fully implemented March 31, 2014.

Analysis

Overall the proposed MMAR's are a positive change to improving the health, safety and security in the community by eliminating production licences in private residences. The regulations have been reviewed from a fire and life safety, development, zoning and business licensing perspective and offer the following comments.

Fire & Life Safety

The requirement for producers to inform the Fire Department of the marihuana production operations is positive. Awareness of the location of large marihuana production operations allows the Fire Department to pre-plan for emergency response situations. When called to an emergency at the production location, whether it is fire or first responder, the response activities can be planned and executed in a manner appropriate for the circumstances of the marihuana operation.

The same health, fire and life safety issues, especially electrical safety, can exist in a larger scale commercial operation. The potential risk may be higher due to the property size, number of occupants, volume of hazardous materials on site and the magnitude of the production.

The business licensing process review and inspections typically occur prior to occupancy. Therefore to ensure Fire and Building Codes and Occupational Health and Safety legislations is in compliance post occupancy, regular inspections are necessary. It may be inferred, by stating that the local government and fire department be informed, that the local legislation is to be followed to ensure production facilities are constructed in a manner that meets life, fire, and health safety requirements. Though it is not clearly stated, it is assumed that all commercial producers will be expected to comply with all the municipality's regulatory requirements including regular fire and life safety inspections.

In order to be licensed, the Fire-Rescue Department believes it would be beneficial to clarify the obligation to "comply" with local and provincial laws versus "notification" only.

Development Applications/Zoning

The proposed regulations identify the phasing out of marihuana production within private dwellings. This will address the safety and environmental concerns regarding individuals growing marihuana in single family homes and residential strata lots that are created by the personal production licenses that have been issued by the Federal Government.

The proposed MMARs focus on developing a system that requires the production of marihuana to shift towards commercial scale operations that are contained within a building. The City's zoning bylaw would currently classify the commercial production of medical marihuana, as described in the proposed MMARs, as an "Agriculture" use.

These types of commercial production facilities would likely be permitted as a principal use in the Agriculture (AG1, AG3 & AG4) Zones.

The commercial production of medical marihuana would not be permitted in residential zones as a secondary use because any commercial activity within a residential zoning district must comply with the home business or home based business provisions within the zoning bylaw.

Should Council have any concerns associated with the current classification as an “Agriculture” use within the zoning bylaw, Council could direct staff to investigate the development new zoning regulations to specifically define the use and identify alternative zoning districts where commercial scale medical marihuana production facilities should be located.

The City’s zoning powers, however, may be subject to the Federal Government’s overriding jurisdiction on medical marihuana.

Business licensing

The proposed MMARs transition the production of medical marihuana to a regulated commercial market. Therefore, in Richmond, a medical marihuana production would require the operator to apply for a Business License. The current licensing regime would be followed, hence a review may be necessary to ensure regulatory compliance in Zoning, Building and Fire. This would be the opportunity for the operations to be inspected and the plans reviewed to ensure code compliance before the operations begins.

Financial Impact

None

Conclusion

The proposed MMAR’s have significantly improved and addressed a majority of the concerns presented by the stakeholders.

However, a significant gap in the proposed MMARs was identified. Health Canada does not include a compliance obligation with all municipal and provincial laws for licence issuance, only a notification obligation. The opportunity is available until February 28, 2013 to comment on this gap to Health Canada.

Once the new MMAR's are finalized, staff will conduct a review and report back to Council on commercial production of marihuana in relation to the business licensing regimes, zoning bylaws and fire and life safety inspections.

A handwritten signature in blue ink, appearing to read "K Howell".

Kim Howell
Deputy Chief - Administration
(604-303-2762)

KH:kh



City of Richmond

Report to Committee

TO CIP - Feb. 18 2013

To: General Purposes Committee

Date: January 30, 2013

From: John Irving, P.Eng. MPA
Director, Engineering




File: 10-6600-10-01/2012-
Vol 01

Re: **Provincial Sales Tax Legislation Impacts to Alexandra District Energy Utility Competitiveness**

Staff Recommendation

1. That a letter be sent to the Premier of the province of British Columbia; the Minister of Finance; with copies to the Minister of Environment, three Richmond MLA's, Expert Panel on BC's Business Tax Competitiveness, UBCM and municipalities operating district energy systems, conveying that:
 - a. The City of Richmond requests that the Provincial Sales Tax (PST) be implemented in a way that will ensure that all energy providers are treated equitably so that they may compete on the basis of their respective system efficiencies, technical merit and carbon emissions;
 - b. This goal be achieved by including provisions in the future PST that will:
 - i. Provide for the exemption or the reimbursement of PST charges on energy (gas, electricity) purchased for the purpose of generating energy for resale;
 - ii. Make available the former exemption on Production Machinery and Equipment to equipment purchased by district energy systems; and
 - iii. Maintain, as per the former PST regulation, the PST exemption on the sale of heat to residential district energy customers;
2. That staff continue to work with other district energy providers and provincial government officials on measures that will mitigate negative PST impacts to the competitiveness of district energy systems.

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

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Intergovernmental Relations & Protocol Unit Finance Division		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

BC government has introduced legislation that will return the Provincial Sales Tax (PST) on April 1, 2013.

In 2010, Council adopted the Alexandra District Energy Utility Bylaw No. 8641 establishing the charges that constitute the rate for the service of delivering the energy for space heating and cooling and domestic hot water within the Alexandra District Energy Utility (ADEU) service area.

The purpose of this report is to outline the effects that the PST re-introduction will have on ADEU rates and competitiveness and to present recommendations for further action.

Background

The Province of BC has adopted a Greenhouse Gas reduction target of 33% from 2007 emissions by 2020 and 80% by 2050. Council adopted the provincial greenhouse gas reduction target and endorsed an energy reduction target of 10% from 2007 level by 2020. While most of the necessary action to meet these reduction targets is dependent upon Provincial action (e.g., Building Code changes, transit upgrades, etc.), development of district energy utility systems has been identified as one of the most effective initiatives that the City can implement to achieve these goals.

In summer 2012, phase 1 and 2 of the Alexandra District Energy Utility (ADEU) were completed. ADEU currently provides renewable geothermal energy for space heating and cooling and domestic hot water to over 400 units, with another 450 to be connected by the end of 2013. At full build out, ADEU will service 3.9M sq. ft. of residential (3,100 units) and commercial uses resulting in the reduction of 2,000 to 6,000 tonnes of GHG annually.

The ADEU service rate was established based on the Council's objective to provide end users with annual energy costs that are less than or equal to conventional system energy costs based on the same level of service.

The BC government introduced legislation on May 14, 2012, to meet the government's commitment to return to the Provincial Sales Tax on April 1, 2013. As the PST legislation is proposed, the PST will be re-implemented with all its former permanent exemptions and may impact the competitiveness of the ADEU when compared to the conventional in-building energy systems.

Analysis

Residential customers who acquire energy directly from Fortis BC or BC Hydro and create their own heat in building will not have to pay PST on the energy purchased. While the ADEU is based on a geo-exchange system, some electricity and gas are used for running equipment and provided back-up and peaking capacity. The City, as an energy provider, will have to provide a PST credit to ADEU residential customers, but will have to pay PST on the gas and electrical energy acquired to operate the ADEU. This will effectively increase the ADEU operational cost that may have to be transferred onto ADEU customers.

In a case of future commercial customers, the City will not only have to pay PST on the ADEU energy purchases, but will have to charge PST on the heating and cooling purchased by commercial users, resulting in a double taxation of commercial users.

In addition, under the PST legislation, the City will not receive exemption on the purchase of ADEU energy production machinery or equipment, while BC Hydro, Fortis BC and several other privately owned energy providers will. Without an exemption, PST applies to the purchase of boilers, distribution pipes, heat exchangers, etc., which will be required for future expansion of the ADEU.

Based on the ADEU financial model, after 2014, staff estimate that natural gas and electricity purchases will account between 30% and 35% of total costs invoiced to ADEU customers. A 7% tax on natural gas and electricity purchases implies that customers will be impacted by an amount of over 2% on their invoices. Depending on energy technologies used in the future ADEU phases, this impact may become even higher.

Application of the PST on the energy production machinery or equipment will also impact the future ADEU expansion cost which will reflect on the ADEU customers cost.

Staff have had initial meetings with the representatives of other district energy (DE) owners/operators in Lower Mainland (Lonsdale Energy Corp., City of Vancouver, City of Surrey, University of British Columbia, Central Heat Distribution Ltd. and River District Energy) to discuss their concerns on the re-introduction of the PST. These organizations are also taking action on this issue to bring their concerns to the Province.

Financial Impact

None at this time. However, if the PST legislation is implemented as proposed, the ADEU operating cost will increase by at least 2%.

Conclusion

Alexandra DEU and other sustainable district energy systems are contributing to the economic, social and environmental sustainability of British Columbia. Therefore, it is very important that all energy providers be compared on the basis of energy efficiency rather than the incentives or tax treatment that they receive. Failure to do so is detrimental to the long-term viability of alternative sustainable energy providers such as the ADEU. In addition, it will frustrate federal

and provincial green house gas reduction objectives, national and provincial energy efficiency objectives, and the development of a district energy industry in the Province of BC.

It is recommended that the City of Richmond requests from the Province that the PST be implemented in a way that will ensure that all energy providers are treated equitably so that they may compete on the basis of their respective system efficiencies, technical merit and carbon emissions.



Alen Postolka, P.Eng., CEM
District Energy Manager
(604-276-4283)

AP:ap



To: Mayor and Councillors
From: Robert Gonzalez, P.Eng.
General Manager, Engineering & Public Works
Date: February 20, 2013
File: 10-6600-10-01/2013
Re: **Provincial Sales Tax Legislation Impacts To District Energy Utility Competitiveness**

At the Monday, February 18, 2013 General Purposes Committee meeting, staff was directed to draft a resolution for potential submission to the Lower Mainland Local Government Association (and UBCM). Below is the wording for a proposed resolution:

**PROVINCIAL SALES TAX LEGISLATION IMPACTS TO DISTRICT
ENERGY UTILITY COMPETITIVENESS**

WHEREAS district energy utilities provide sustainable energy sources for British Columbians;

WHEREAS the reimplementation of the Provincial Sales Tax (PST) as proposed creates inequities for district energy utility providers that will impact their ability to compete on the basis of their respective system efficiencies, technical merit, and carbon emissions:

THEREFORE BE IT RESOLVED that the Ministry of Finance reinstate the PST in an equitable manner that will (i) provide exemption or reimbursement of PST charges on energy purchased for the purpose of generating energy for resale, (ii) introduce former exemptions on Production Machinery and Equipment for equipment purchased by district energy systems, and (iii) maintain, as per the former PST regulations, the PST exemption on the sale of heat to residential district energy consumers.

Robert Gonzalez, P.Eng.
General Manager, Engineering & Public Works
Local: 4150

RG:hb

pc: SMT



City of Richmond

Report to Committee

To: Planning Committee **Date:** February 4, 2013
From: Cathryn Volkering Carlile **File:**
General Manager, Community Services
Re: **Housing Agreement Bylaw No. 8995 to Permit the City of Richmond to Secure Affordable Housing Units located at 5440 Hollybridge Way- (Hollybridge Project Nominee Ltd.- Inc. No. 0947509)**

Staff Recommendation

That Bylaw No. 8995 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8995 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 09-506904.

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

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The purpose of this report is to recommend Council adoption of a Housing Agreement Bylaw (Bylaw No. 8995, **Attached**) to secure 25,963 ft² or 29 affordable housing units in the proposed Hollybridge Limited Partnership development located at 5440 Hollybridge Way (**Attachment 1**).

The report and bylaw are consistent with Council's adopted term goal:

Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

They are also consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low end market rental units as a key housing priority for the City.

Hollybridge Project (Nominee) Ltd. (Inc. No. BC 0947509) applied to the City of Richmond to rezone 5440 Hollybridge Way in the City Centre's Oval Village from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) to permit the construction of a high-rise, high-density, mixed-use development. The proposed development includes approximately 557 market residential units and 29 affordable rental housing units.

The rezoning application received third reading at Public Hearing on September 5, 2012 (Rezoning 09-506904 and associated RZ Bylaw 8879). The proposed Housing Agreement Bylaw for the subject development (Bylaw 8995) is presented as attached. It is recommended that the Bylaw be introduced and given first, second and third reading. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject rezoning application involves a three-phased development consisting of approximately 586 dwelling units, including: 557 market residential units and 29 affordable rental (low end market rental) units. In a phased development, it is standard that a developer provides 5% of the required total residential floor area in each phase. Due to the developer's significant contribution to the City's Child Care Reserve Fund during the first phase of the development, it has been agreed that the developer will provide 100% of the affordable housing in its second phase, which defers the phase one requirement and accelerates the phase three requirement.

In addition, the developer will be providing 3,116 ft² additional floor area (over and above the City's basic 5% habitable space requirement) for common areas and ancillary uses to create a stand-alone building (e.g. hallways, lobbies, laundry rooms, indoor amenity space, and mechanical rooms) with additional outdoor amenity space for access and use by the affordable housing residents. All of the affordable housing units must satisfy the Richmond Zoning Bylaw requirements for Basic Universal Housing.

The applicant has agreed to register notice of the Housing Agreement on title to secure the 29 affordable rental housing units. The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low end market rent rates in perpetuity. The agreement also includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The applicant has agreed to the terms and conditions of the attached Housing Agreement.

Financial Impact

Administration of this Housing Agreement will be covered by existing City resources.

Conclusion

In accordance with the Local Government Act (Section 905), adoption



Dena Kae Beno
Affordable Housing Coordinator
(604-247-4946)

DKB:dkb



Housing Agreement (5440 Hollybridge Way)

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 001-794-884 Lot 110, Sections 5 & 6, Block 4, North Range 6 West, New
Westminster District Plan 48002

2. This Bylaw is cited as **“Housing Agreement (5440 Hollybridge Way) Bylaw No. 8995”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (Hollybridge Project (Nominee) Ltd. -Inc. No. BC 0947509) Bylaw No.
8995

HOUSING AGREEMENT BETWEEN the City of Richmond and 0947509 B.C. Ltd-
Hollybridge Project (Nominee) Ltd.

HOUSING AGREEMENT – AFFORDABLE HOUSING
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference February 4th, 2013,

BETWEEN:

HOLLYBRIDGE PROJECT (NOMINEE) LTD. (Inc. No. BC0947509),
a corporation pursuant to the *Business Corporations Act* and having
an address at 9th Floor – 666 Burrard Street, Vancouver, British
Columbia, V6C 2X8

(the "Owner")

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the
Local Government Act and having its offices at 6911 No. 3 Road,
Richmond, British Columbia, V6Y 2C1

(the "City")

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement.

NOW THEREFORE in consideration of the matters referred to in the foregoing recitals, the covenants and agreements herein contained and the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the parties), the parties hereto hereby covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Building"** means a stand-alone 4-storey building on the south side of Lot 2, fronting Pearson Way in the City of Richmond, containing all the Affordable Housing Units and meeting all other construction conditions as specified in this Agreement;
- (b) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on May 28, 2007, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (c) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (d) **"Agreement"** or **"this Agreement"** means this agreement and includes all recitals and schedules to this agreement and all instruments comprising this agreement;
- (e) **"Business Day"** means a day which is not a Saturday, Sunday or statutory holiday (as defined in the *Employment Standards Act* (British Columbia)) in British Columbia;
- (f) **"CCAP"** means the City of Richmond City Centre Area Plan, as may be amended or replaced from time to time;
- (g) **"City"** or **"City of Richmond"** means the City of Richmond and is called the "City" when referring to the corporate entity and "City of Richmond" when referring to the geographic location;
- (h) **"City Personnel"** means the City's officials, officers, employees, agents, contractors, licensees, permittees, nominees and delegates;
- (i) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

- (j) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (k) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since date as per above, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (l) **"Director of Development"** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (m) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (n) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (o) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$33,500 or less;
 - (ii) in respect to a one bedroom unit, \$37,000 or less;
 - (iii) in respect to a two bedroom unit, \$45,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$55,000 or less

provided that, commencing July 1, 2013, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (p) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (q) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) registered against title to the Lands in connection with Rezoning Application No. RZ-09-506904;
- (r) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (s) **"Land Title Act"** means the *Land Title Act*, RSBC 1996, c. 250, and amendments thereto and re-enactments thereof;
- (t) **"Lands"** means parcel identifier: 001-794-884, Lot 110, Sections 5 and 6, North Range 6 West New Westminster District Plan 48002;
- (u) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (a) **"Lot 1"** means that portion of the Lands to be created as Lot 1 upon the subdivision of the Lands, as shown outlined in bold and identified as Lot 1 on the sketch plan attached hereto as Schedule "A";
- (v) **"Lot 2"** means that portion of the Lands to be created as Lot 2 upon the subdivision of the Lands, as shown outlined in bold and identified as Lot 2 on the sketch plan attached hereto as Schedule "A";
- (w) **"LTO"** means the Lower Mainland Land Title Office or its successor;
- (x) **"OCP"** means the City of Richmond Official Community Plan Bylaw No. 7100, as may be amended or replaced from time to time.
- (y) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (z) **"Permitted Rent"** means no greater than:
 - (i) \$837.00 a month for a bachelor unit;

- (ii) \$925.00 a month for a one bedroom unit;
- (iii) \$1,137.00 a month for a two bedroom unit; and
- (iv) \$1,375.00 a month for a three (or more) bedroom unit,

provided that the rents set-out above may be adjusted periodically in amounts as approved by the Council of the City. In the absence of obvious error or mistake, any calculation or determination by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (aa) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (bb) **"Resident Management Plan"** means a plan for the operation and management of the Affordable Housing Units to be submitted by the Owner to the City in accordance with section 3.2 of this Agreement;
- (cc) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (dd) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (ee) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or any portion thereof, the ownership or right to possession or occupation of the Lands, or any portion thereof; into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (ff) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit;
- (gg) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement; and
- (hh) **"Zoning Bylaw"** means the City of Richmond Zoning Bylaw No. 8500, as may be amended or replaced from time to time.

1.2 In this Agreement:

- (a) words importing the singular number only will include the plural and vice versa, words importing the masculine gender will include the feminine and neuter genders and vice versa and words importing persons will include individuals,

V.2

Housing Agreement (Affordable Housing)
 Section 905 *Local Government Act*
 5440 Hollybridge Way
 Application No. RZ 09-506904
 Rezoning Condition No. 11.4

partnerships, associations, trusts, unincorporated organizations and corporations, and vice versa;

- (b) the division of this Agreement into Articles and the insertion of headings are for the convenience of reference only and will not affect the construction or interpretation of this Agreement. The terms "this Agreement", "hereof", "hereunder" and similar expressions refer to this Agreement and not to any particular Article or other portion hereof and include any agreement or instrument supplemental or ancillary hereto. Unless something in the subject matter or context is inconsistent therewith, references herein to Articles are to Articles of this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) all provisions are to be interpreted as always speaking;
- (h) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (i) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided;
- (j) the word "including", when following any general statement, term or matter, will not be construed to limit such general statement, term or matter to the specific items or matters set forth immediately following such word or to similar items or matters, but will be construed to refer to all other items or matters that could reasonably fall within the scope of such general statement, term or matter, whether or not non-limiting language (such as "without limitation", "but not limited to" or words of similar import) is used with reference thereto; and
- (k) any interest in land created hereby, as being found in certain Articles, sections, paragraphs or parts of this Agreement, will be construed, interpreted and given force in the context of those portions of this Agreement:

V.2

Housing Agreement (Affordable Housing)
 Section 905 *Local Government Act*
 5440 Hollybridge Way
 Application No. RZ 09-506904
 Rezoning Condition No. 11.4

- (i) which define the terms used herein;
- (ii) which deal with the interpretation of this Agreement; and
- (iii) which are otherwise of general application.

1.3 Schedules

The following Schedule is attached hereto and forms part of this Agreement:

<u>Schedule</u>	<u>Description</u>
"A"	Sketch Plan of Lot 1 and Lot 2

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect of each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not occupy, nor permit any person to occupy any portion of any building, in part or in whole, on Lot 2, and the City will not be obligated to permit occupancy of any building on Lot 2 until all of the following conditions are satisfied:

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

- (a) the Affordable Housing Building, Affordable Housing Units and related uses and areas are constructed to the satisfaction of the City;
- (b) the Affordable Housing Building and the Affordable Housing Units have received final building permit inspection permitting occupancy; and
- (c) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of Lot 2.

**ARTICLE 3
MANAGEMENT, DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING
UNITS**

- 3.1 The Owner will operate and manage each Affordable Housing Unit in accordance with the Affordable Housing Strategy and guidelines for Low End Market Rental housing in effect from time to time, unless otherwise agreed to by the Owner, the Director of Development and the Manager, Community Social Development.
- 3.2 The Owner may sub-contract the operation and management of the Affordable Housing Units to a qualified and reputable provider of affordable housing, provided that any such sub-contract and affordable housing provider is pre-approved by the Manager, Community Social Development or other authorized City Personnel, in their sole discretion.
- 3.3 The Owner will, or will include a clause in each Tenancy Agreement requiring the Tenant to, repair and maintain the Affordable Housing Units in good order and condition, excepting reasonable wear and tear.
- 3.4 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.5 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.6 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

- (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
- (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor common property, limited common property, or other common areas, facilities that are associated with the Affordable Housing Building or amenities, including parking facilities, in accordance with the Zoning Bylaw, the City's OCP and CCAP policy, as may be amended or replaced from time to time, including all common amenities and facilities located on Lot 2 or any subdivided portion thereof and associated with the Affordable Housing Building;
- (d) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(s) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.6(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(s) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.6(g)(ii) of this Agreement, termination shall be effective (1) on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant and (2) the day before the day in the month, or in the other period on which the tenancy is based, that rent is payable under the Tenancy Agreement, or as otherwise stipulated in the *Residential Tenancy Act*. The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any payments that the Owner may be required to pay to the Tenant under the *Residential Tenancy Act*, whether or not such payments relate directly or indirectly to the operation of this Agreement;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
 - (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.7 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands, Lot 2 or any Subdivided parcel of the Lands or Lot 2 that contain Affordable Housing Units.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 The strata corporation shall not pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 The strata corporation shall not pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not including all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation associated with the Affordable Housing Building.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled

V.2
Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) Business Days following receipt by the Owner of an invoice from the City for the same, and such invoice will be given and deemed received in accordance with section 7.10 [Notice] of this Agreement.

- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet in perpetuity.

7.2 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner hereby releases and indemnifies and saves harmless the City and the City Personnel from all loss, damage, costs (including without limitation, legal costs), expenses, actions, suits, debts, accounts, claims and demands, including without limitation, any and all claims of third parties, which the City or the City Personnel may suffer, incur or be put to arising out of or in connection, directly or indirectly or that would not or could not have occurred "but for":

- (a) this Agreement;
- (b) any breach by the Owner of any covenant or agreement contained in this Agreement;
- (c) any personal injury, death or damage occurring in or on Lot 2, including the Affordable Housing Units;
- (d) the exercise of discretion by any City Personnel for any matter relating to this Agreement;
- (e) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (f) the exercise by the City of any of its rights under this Agreement or an enactment.

7.5 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.6 Priority

The Owner agrees, if required by the City Solicitor, to cause the registrable interests in land granted pursuant to this Agreement to be registered as first registered charges against the Lands, at the Owner's expense, save only for any reservations, liens, charges or encumbrances:

- (a) contained in any grant from Her Majesty the Queen in Right of the Province of British Columbia respecting the Lands;
- (b) registered in favour of the City; or
- (c) which the City has determined may rank in priority to the registrable interests in land granted pursuant to this Agreement,

and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands.

7.7 No Fettering and No Derogation

Nothing contained or implied in this Agreement shall fetter in any way the discretion of the City or the Council of the City. Further, nothing contained or implied in this Agreement shall derogate from the obligations of the Owner under any other agreement with the City or, if the City so elects, prejudice or affect the City's rights, powers, duties or obligations in the exercise of its functions pursuant to the *Community Charter* or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the City's discretion, and the rights, powers, duties and obligations of the City under all public and private statutes, by-laws, orders and regulations, which may be, if the City so elects, as fully and effectively exercised in relation to the Lands and the Owner as if this Agreement had not been executed and delivered by the Owner and the City.

7.8 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of Lot 2 or the Affordable Housing Building or any portion thereof, including any Affordable Housing Unit; and

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.9 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.10 Notice

Any notice or communication required or permitted to be given pursuant to this Agreement will be in writing and delivered by hand or sent by prepaid mail or facsimile to the party to which it is to be given as follows:

- (a) to the City:

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

Attention: City Clerk
Fax: 604 276-5139

with a copy to the Director of Development, the Manager, Community and Social Development and the City Solicitor

- (b) to the Owner, to the address as set out on the title for the Lands,

or to such other address or fax number as any party may in writing advise. Any notice or communication will be deemed to have been given when delivered if delivered by hand, two Business Days following mailing if sent by prepaid mail, and on the following Business Day after transmission if sent by facsimile.

7.11 Enurement

This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective successors, administrators and assigns.

7.12 Severability

If any Article, section, subsection, sentence, clause or phrase in this Agreement is for any reason held to be invalid by the decision of a Court of competent jurisdiction, the remainder of this Agreement will continue in full force and effect and, in such case, the

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

parties hereto will agree upon an amendment to be made to the Article, section, subsection, sentence, clause or phrase previously found to be invalid and will do or cause to be done all acts reasonably necessary in order to amend this Agreement so as to reflect its original spirit and intent.

7.13 No Waiver and Remedies

The Owner and the City acknowledge and agree that no failure on the part of either party hereto to exercise and no delay in exercising any right under this Agreement will operate as a waiver thereof nor will any single or partial exercise by either party of any right under this Agreement preclude any other or future exercise thereof or the exercise of any other right. The remedies provided in this Agreement will be cumulative and not exclusive of any other remedies provided by law and all remedies stipulated for either party in this Agreement will be deemed to be in addition to and not, except as expressly stated in this Agreement, restrictive of the remedies of either party hereto at law or in equity.

7.14 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.15 Further Acts

The parties to this Agreement will do and cause to be done all things and execute and cause to be executed all documents which may be necessary to give proper effect to the intention of this Agreement.

7.16 Equitable Relief

The Owner covenants and agrees that in addition to any remedies which are available under this Agreement or at law, the City will be entitled to all equitable remedies, including, without limitation, specific performance, injunction and declaratory relief, or any combination thereof, to enforce its rights under this Agreement. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement. The Owner acknowledges and agrees that no failure or delay on the part of the City to exercise any right under this Agreement will operate as a waiver by the City of such right.

7.17 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.18 Governing Law

This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.

7.19 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.20 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.21 No Liability

The parties agree that neither the Owner, nor any successor in title to the Lands, or portions thereof, will be liable for breaches of or non-observance or non-performance of covenants contained in this Agreement occurring after the date that the Owner or its successor in title, as the case may be, ceases to be the registered or beneficial owner of the Lands; provided, however, the Owner or its successors in title, as the case may be, shall remain liable after ceasing to be the registered or beneficial owner of the Lands for all breaches of and non-observance and non-performance of covenants in this Agreement if the breach, non-observance or non-performance occurred prior to the Owner or any successor in title, as the case may be, ceasing to be the registered or beneficial owner the Lands.

7.22 City Approval and Exercise of Discretion

Any City approval or consent to be given pursuant to or in connection with this Agreement is not effective or valid unless provided by the City in writing. Any City approval or consent to be granted by the City in this Agreement may, unless stated expressly otherwise, be granted or withheld in the absolute discretion of the City.

7.23 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands, or any subdivided portion thereof, and for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.24 Runs with land

The interest in lands including all covenants, rights of way and easements as the case may be, contained in this Agreement will, unless discharged in accordance with this Agreement, run with and bind the Lands in perpetuity.

7.25 Time of Essence

Time, where mentioned herein, will be of the essence of this Agreement.

7.26 Assignment of Rights

The City, upon prior written notice to the Owner, may assign or license all or any part of this Agreement or any or all of the City's rights under this Agreement to any governmental agency or to any corporation or entity charged with the responsibility for providing or administering the Affordable Housing Strategy or other related public facilities, services or utilities. The Owner may not assign all or any part of this Agreement without the City's prior written consent.

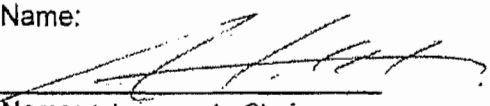
7.27 Counterparts

This Agreement may be signed by the parties hereto in counterparts and by facsimile or pdf email transmission, each such counterpart, facsimile or pdf email transmission copy shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument and may be compiled for registration, if registration is required, as a single document.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

HOLLYBRIDGE PROJECT (NOMINEE) LTD.
by its authorized signatory(ies):

Per: _____
Name: _____

Per: 
Name: Michael Ching

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

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

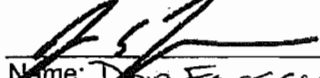
V.2

Housing Agreement (Affordable Housing)
Section 905 Local Government Act
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

HOLLYBRIDGE PROJECT (NOMINEE) LTD.

by its authorized signatory(ies):

Per: 
Name: Don Forsgren

Per: _____
Name: _____

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

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

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A HOUSING
)	AGREEMENT WITH THE CITY OF
PROVINCE OF BRITISH COLUMBIA)	RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____ the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

V.2

Housing Agreement (Affordable Housing)
 Section 905 Local Government Act
 5440 Hollybridge Way
 Application No. RZ 09-506904
 Rezoning Condition No. 11.4

A Commissioner for Taking Affidavits in the
Province of British Columbia

)
)
)
)
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)

DECLARANT

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 905 of the *Local Government Act* between the City of Richmond and Hollybridge Project (Nominee) Ltd. (the "Owner") in respect to the lands and premises legally known and described as:

PID: 001-794-884

Lot 110, Sections 5 and 6, Block 4, North Range 6 West, NWD, Plan 48002

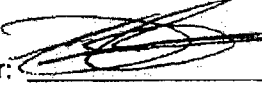
("Lands")


HSBC Bank Canada (the "First Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland Land Title Office under numbers CA2770252 and CA2770253, respectively (together, the "First Bank Charges").

The First Chargeholder, being the holder of the First Bank Charges, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the First Chargeholder) hereby consents to the granting of the covenants in this Housing Agreement by the Owner and hereby covenants that this Housing Agreement shall bind the First Bank Charges in the Lands and shall rank in priority upon the Lands over the First Bank Charges as if the Housing Agreement had been registered prior to the First Bank Charges and prior to the advance of any monies pursuant to the First Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

HSBC Bank Canada

by its authorized signatory(ies):

Per:  **EDWARD Hsiao**
ASSISTANT VICE PRESIDENT
COMMERCIAL REAL ESTATE
Name: _____

Per:  **Derek Li**
Analyst
Commercial Real Estate
Name: _____

RESTRICTED - V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 905 of the *Local Government Act* between the City of Richmond and Hollybridge Project (Nominee) Ltd. (the "Owner") in respect to the lands and premises legally known and described as:

PID: 001-794-884

Lot 110, Sections 5 and 6, Block 4, North Range 6 West, NWD, Plan 48002

("Lands")

TCC Richmond Lender Inc. (the "Second Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands, which Mortgage and Assignment of Rents were registered in the Lower Mainland Land Title Office under numbers CA2770354 and CA2770355, respectively (together, the "Second Bank Charges").

The Second Chargeholder, being the holder of the Second Bank Charges, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Second Chargeholder) hereby consents to the granting of the covenants in this Housing Agreement by the Owner and hereby covenants that this Housing Agreement shall bind the Second Bank Charges in the Lands and shall rank in priority upon the Lands over the Second Bank Charges as if the Housing Agreement had been registered prior to the Second Bank Charges and prior to the advance of any monies pursuant to the Second Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

TCC Richmond Lender Inc.
by its authorized signatory(ies):

Per: _____

Name: _____

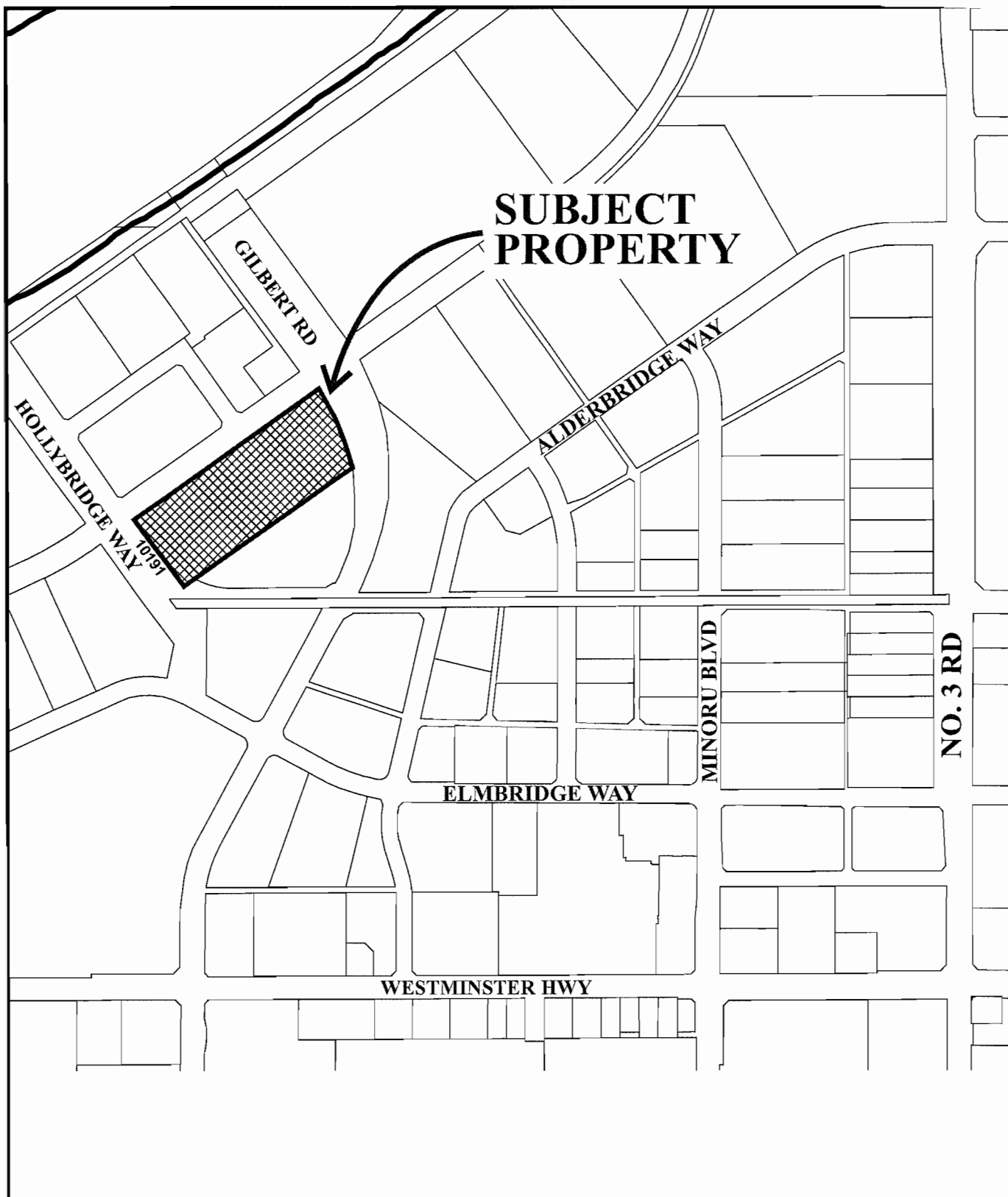
Per: _____

Jeremy Schaefer

Name: Vice President

V.2

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5440 Hollybridge Way
Application No. RZ 09-506904
Rezoning Condition No. 11.4



5440 Hollybridge Way

Original Date: 02/04/13

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Planning Committee **Date:** February 4, 2013
From: Cathryn Volkering Carlile
General Manager, Community Services **File:**
Re: **Housing Agreement Bylaw No. 8996 to Permit the City of Richmond to Secure Affordable Housing Rental Units at Kiwanis Towers - 6251 Minoru Boulevard (Affordable Housing Special Development Circumstance) - Richmond Kiwanis Senior Citizens Housing Society**

Staff Recommendation

1. That Bylaw No. 8996 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8996 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application 11-591685.

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

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The purpose of this report is to recommend Council adoption of a Housing Agreement Bylaw (Bylaw No. 8996, **Attached**) to secure a total of 195,964.8 sf2 for a purpose built affordable housing project with 296 senior affordable rental units, 7,617.87 sf2 indoor amenity space and 21,050.7 sf2 outdoor amenity spaces.

The report and bylaw are consistent with Council's adopted term goal:

Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

They are also consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the primary use of Affordable Housing Reserve Funds for subsidized rental housing (e.g. rental housing affordable to low income seniors).

Polygon Carrera Homes Ltd. ("Polygon"), as authorized by the Richmond Kiwanis Senior Citizens Housing Society ("Kiwanis") has applied to the City of Richmond for permission to rezone 6251 Minoru Boulevard (**Attachment 1**) from School and Institutional Use (SI) to a site-specific zone (ZHR11) in order to permit the development of five high-rise residential towers with 296 seniors affordable rental units in two towers to be owned by Kiwanis and the 335 market housing units in three towers to be owned by Polygon and then sold as market residential units.

The rezoning application received third reading at Public Hearing on July 16, 2012 (Rezoning 11-591685) and associated OCP Amendment Bylaw 8910, Zoning Amendment Bylaw 8914, Zoning Text Amendment Bylaw 8912 and 8913, and repeal of the Housing Agreement Bylaw 8911 (Mayfair Place and Cambridge Park). The proposed Housing Agreement Bylaw for the subject development (Bylaw 8996) is presented as attached. It is recommended that the Bylaw be introduced and given first, second and third reading. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The City has received a Rezoning application from Polygon Carrera Homes Ltd. ("Polygon") in collaboration with the Kiwanis Senior Citizens Housing Society ("Kiwanis") for the development of the Kiwanis Towers low income seniors rental housing at 6251 Minoru Boulevard. The proposed affordable housing portion of the development consists of two concrete towers containing a total of 296 1-bedroom residential units, 617.87 sf2 indoor amenity space and 21,050.7 sf2 outdoor amenity spaces ("Kiwanis Towers").

"Project Specific" - Affordable Housing Special Development Circumstance

On July 16, 2012, the report titled, "Project Specific Financial and Policy Considerations for the Proposed Kiwanis Towers Affordable Housing Development at 6251 Minoru Boulevard," was

received by Council and the associated Bylaws 8915 and 8916 received adoption. The purpose of the approved Bylaws was to provide Council with the authority to endorse the Kiwanis Towers project as a “project specific” Affordable Housing Special Development Circumstance, which is proposing to:

1. Secure rents below what is stipulated in the Strategy for low end market rental units;
2. Seek financial support from other levels of government and/or other partners;
3. Meet the Affordable Housing Reserve Fund Policy funding priority for the provision of subsidized rental housing (i.e. low income seniors); and
4. Align with the Affordable Housing Strategy proposal review and approval criteria.

The Richmond Kiwanis Senior Citizens Housing Society is an eligible non-profit affordable housing provider and their Kiwanis Towers project has met the City’s affordable housing policy requirements to be considered as a “project specific” Affordable Housing Special Development Circumstance.

Municipal Affordable Housing Reserve Fund Contribution Summary

To support the viability of the project and to further Kiwanis’ ability to provide rents below what is stipulated in the Affordable Housing Strategy, the project involves proposed City contributions, as follows:

- Disbursement of funds from the City’s Capital Affordable Housing Capital Reserve Fund (i.e. \$2,147,204);
- Proposed Affordable Housing Value Transfer contributions from current and proposed Polygon projects through the City’s affordable housing policy mechanisms (i.e. up to a maximum \$18,690,406); and
- Reimbursement of Development Cost Charge, Servicing Cost Charge, and Building Permit Fees (i.e. \$3,305,468, approximately, subject to final City verification).

The City’s proposed combined contribution total is a maximum of \$24,143,078 or 41.2% of the estimated \$58,489,000 total construction costs. The City’s proposed contribution will support Kiwanis, an eligible, local non-profit affordable housing provider, to qualify for Provincial Approval for financing from BC Housing and support the delivery of much needed affordable senior rental housing options in Richmond.

Social Programming Considerations

Further, Council approved a recommendation that Staff work with the Richmond Kiwanis Senior Citizens Housing Society applicant team to assist in the development of a tenant management plan to address: operation and tenant management, resident amenity planning, community networking, and partnership opportunities for the delivery of housing and resident programming.

Staff worked with representatives from: Kiwanis, AWM Property Management, Polygon, Dagneault Planning, and BC Housing to develop a tenant management plan, community networking, and grant funding opportunities to:

- Meet the City's Housing Agreement requirements;
- Support Kiwanis' increased capacity to generate sound occupancy and resident management policies, tools, and objectives; and
- Promote social programming for long-term tenant social, emotional, and physical health and well-being.

Kiwanis has met the requirements of the Affordable Housing Strategy proposal review, Affordable Housing Reserve Fund Policy funding priority requirements, and the Council resolution to develop tenant management policies and resident programming. As a result, and through collaborative stakeholder efforts, the Kiwanis Minoru Towers Tenant Manual, Tenancy Agreement Addendum, and Application for Tenancy were generated (**Attachment 2**). It is important to note that the Kiwanis policies are living documents, which will be updated from time to time with revisions being submitted to the City as part of the annual statutory declaration process.

Proposed Project Specific Eligible Senior Couple Income Definition

Kiwanis has requested that a \$44,000 senior couple household income threshold be allowed, due to the fact that some senior couples do have savings or retirement pensions that may provide additional income when combined. The senior single household income would remain at \$38,000. In addition, Kiwanis proposed that any person who resided in the former Kiwanis senior housing project as of August 1, 2011, will be considered as an eligible senior, regardless of their current income. The maximum income levels will be adjusted annually by the Core Need Income Threshold (CNIT), in accordance with the City's Affordable Housing Strategy. The Income Threshold values are consistent with 2013 CNIT data.

Staff has reviewed senior income qualification criteria, which are utilized by other affordable housing providers in Metro Vancouver and Alberta. Based on the review, there doesn't seem to be a standard income threshold criteria applied. However, it does seem that a trend persists with low income seniors in B.C. and Alberta, whether a couple or single person household, of having combined incomes that do not exceed \$38,000. The comparison table is provided below:

Housing Provider	Income Threshold Criteria
BC Housing- Senior Rental Housing Initiative	\$58,000 or less for seniors, who are: 55 years or older, couples where one person is 55 years or older, or eligible adults with disabilities under the age of 55. Rent is geared to 30% of the total household's income.
Beulah Gardens Homes Society (<i>Vancouver</i> ,	The Society houses seniors with very low

B.C.)	incomes (i.e. \$10,800 - \$15,000 per year). It doesn't have a maximum income threshold for senior singles or couples. Rent is geared to 30% of the total household's income.
GEF Senior Housing Society (<i>Alberta's largest senior housing provider</i>)	The Society houses very low-income seniors (i.e. \$10,800 - \$15,000 per year). It utilizes CMHC Core Need Income Thresholds for reference. It doesn't have separate couple and single household thresholds. Rent is geared to 30% of the total household's income.
Senior Services Society (<i>Serving Seniors in Metro Vancouver</i>)	The Society reports that most senior couples requiring affordable housing in Metro Vancouver have a combined income of \$37,000 or less.

Further, 4,135 or 22% of the estimated 18,575 seniors living in Richmond live below the Low Income Cut Off (LICO), as reported in the 2012 United Way Statistical Profile of Richmond Seniors, which utilizes 2001 and 2006 Canada Census data.

Kiwanis will be required to submit annual verification of the tenant income threshold and tenant eligibility criteria as part of the City's Statutory Declaration process outlined in the subject development's Housing Agreement and in accordance with the City's Affordable Housing Strategy's stipulated income thresholds for subsidized rental units.

There is a growing need for senior's housing and as our population ages and is active and living longer, the need for senior housing options will diversify. As proposed, the income threshold limits will enable a wider range of low income seniors to have access to the affordable housing opportunity. Subject to Council's approval of the Kiwanis Towers Housing Agreement, Kiwanis will utilize a senior couple household threshold income of \$44,000 or less and a single senior household threshold of \$38,000 or less, with an exception for seniors who resided in the former Kiwanis senior housing project as of August 1, 2011.

Housing Agreement Terms

The applicant has agreed to register notice of the Housing Agreement on title to secure the 296 senior rental units and access to the adjacent indoor and outdoor amenity spaces. The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units be made available at rates below what is stipulated in the Affordable Housing Strategy for low end market rents in perpetuity. The agreement also includes provisions for annual adjustments and review of the maximum annual housing incomes and rental rates in accordance with City requirements. The applicant has agreed to the terms and conditions of the attached Housing Agreement.

The City's current 1-bedroom low end market rental rate is \$925, as stipulated in the Affordable Housing Strategy. The Kiwanis is proposing rents below the Strategy's current rates with a rent schedule being established by floor, as noted below:

Unit Type	Maximum Monthly Rent
One Bedroom (Location: Floor 2-6)	\$690-\$760
One Bedroom (Location: Floor 7-11)	\$660-\$750
One Bedroom (Location: Floor 12-17)	\$710-\$780

Kiwanis may increase the rents annually based on CPI, to the maximum percentage permitted under the *Residential Tenancy Act*, or by a greater amount with the consent of the City to account for unexpected operating, maintenance or servicing costs.

There is a growing demand for low-income senior housing in Richmond; however, Staff also understands that Kiwanis requires a certain amount of operating revenue to be collected from rents to oversee the management, upkeep and provision of the housing.

Kiwanis has established the targeted range of gross shelter costs, which includes: rent, average typical electrical charges, and tenant liability insurance costs. The range has been established at \$935 to \$985 per month, and is subject to annual review to ensure that rental rates remain:

- Below the City's Affordable Housing Strategy rates for 1-bedroom Low End Market Rental Units; and
- That overall gross shelter costs remain affordable to the intended tenant population (i.e. low-income seniors).

In addition, the Kiwanis affordable housing development was assessed under the BC Hydro Power Smart New Construction Energy Study initiative, which will result in an annual electrical energy savings of \$13,930 per year through design modifications to the building envelope, lighting, and air unit.

Information relating to monthly rent, gross shelter costs, and the Kiwanis resident management plan, including contingency fund, will be required to be submitted as part of the City's Annual Statutory Declaration process for review and approval. Also, Kiwanis will be required to confirm, through the Annual Statutory Declaration, that the income level of residents do not exceed the senior couple household threshold income of \$44,000 or less and single senior household threshold of \$38,000 or less (with the exception of seniors who resided in the former Kiwanis senior housing project as of August 1, 2011).

Aging in Place and Basic Universal Housing Design

Approximately 264 or 89% of the units in the Kiwanis project will be built to satisfy the Richmond Zoning Bylaw requirements for Basic Universal Housing. In addition, the project has incorporated design features to support aging in place, mobility and accessibility for the Kiwanis residents and their guests.

Financial Impact

Administration of this Housing Agreement will be covered by existing City resources.

Conclusion

In accordance with the Local Government Act (Section 905), adoption of Bylaw No. 8996 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure the 296 senior rental housing units that are proposed in association with Rezoning Application 11-591685.



Dena Kae Beno
Affordable Housing Coordinator
(604-247-4946)

DKB:dkb



Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule B to this Bylaw, with the owner of that portion of 6251 Minoru Boulevard, Richmond, BC to be subdivided and, following subdivision, be legally described as:

Lot 2 Section 8 Block 4 North Range 6 West New Westminster District Plan
EPP24105

(see Schedule A to this Bylaw)

2. This Bylaw is cited as “**Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996**”.

FIRST READING

SECOND READING

THIRD READING

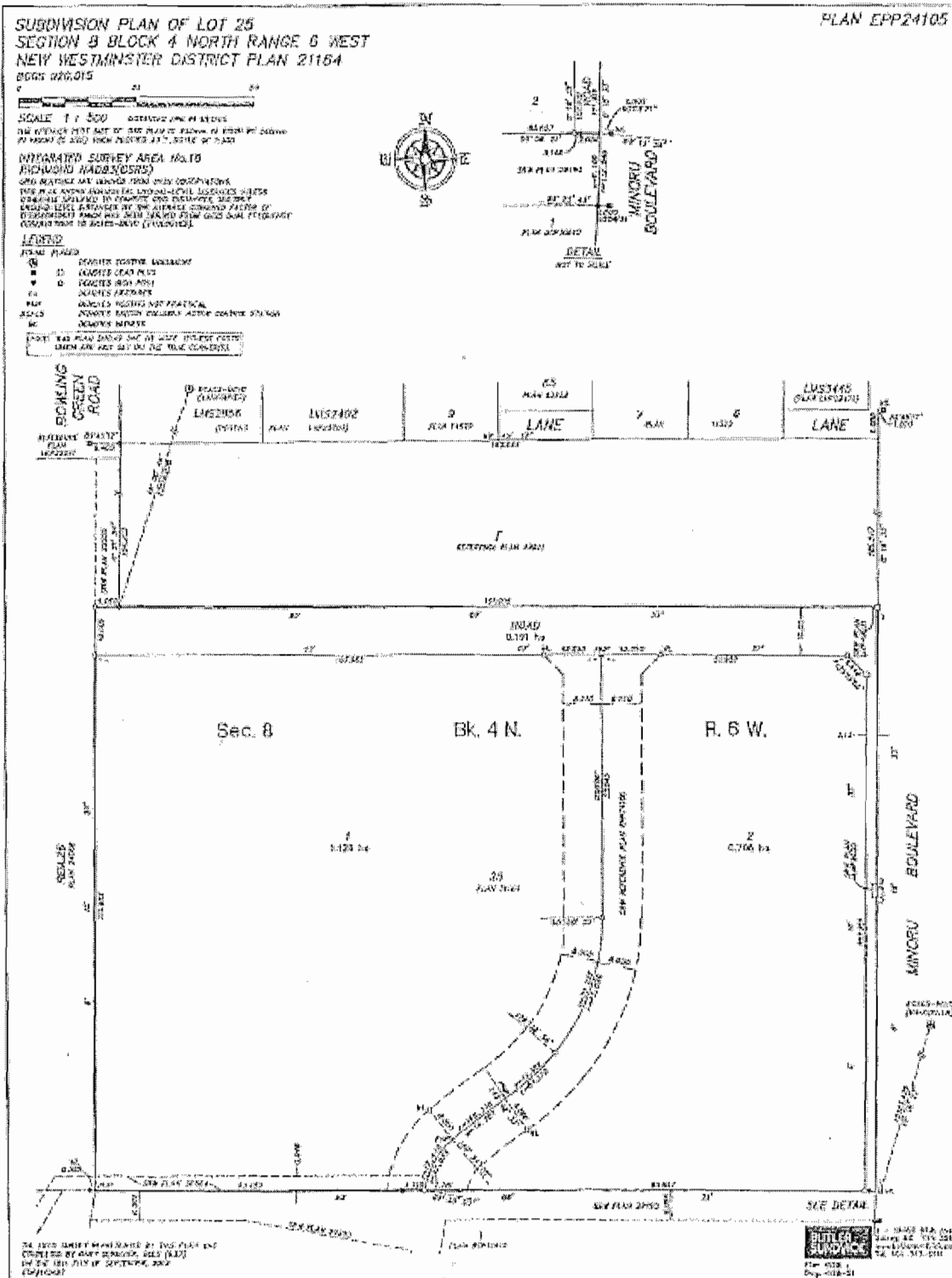
ADOPTED

MAYOR

CORPORATE OFFICER



Schedule A - Subdivision Plan



Schedule B

To Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996

HOUSING AGREEMENT BETWEEN the City of Richmond and Richmond Kiwanis Senior
Citizens Housing Society

HOUSING AGREEMENT
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference the ^{rk} 8th day of February, 2013.

BETWEEN:

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY,

a society duly incorporated under the laws of the Province of British Columbia and having its registered office at 220 – 8171 Cook Road, Richmond, British Columbia, V6Y 3T8

(the “**Owner**” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND,

a municipal corporation pursuant to the Local Government Act and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “**City**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined);
- C. The Owner and the City intend that the Affordable Rental Units (as hereinafter defined) shall be rented by the Owner in perpetuity at rents which would result in the Permitted Rent plus Permitted Tenant Charges (as hereinafter defined) for eligible tenants being less than the Targeted Gross Shelter Costs (as hereinafter defined); and
- D. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide for affordable housing in perpetuity on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy dated May 9, 2007, and approved by the Richmond City Council on May 28, 2007, as amended as of the date of this Agreement, and as may be further amended by the City from time to time in its sole discretion;
- (b) **"Affordable Rental Unit"** means a Dwelling Unit on the Lands that is subject to a Tenancy Agreement and occupied by an Eligible Senior;
- (c) **"Agreement"** means this agreement together with all schedules and attachments attached hereto;
- (d) **"City"** means the City of Richmond;
- (e) **"Core Need Income Threshold"** means the housing income limit established from time to time in the City's Affordable Housing Strategy on the basis of the income level designated by Canada Mortgage and Housing Corporation for the City as the upper income eligibility limit for households living in affordable rental housing;
- (f) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (g) **"Dwelling Unit"** means a one-bedroom residential apartment located or to be located on the Lands;
- (h) **"Eligible Senior"** means an Eligible Senior Individual or a member of an Eligible Senior Couple;
- (i) **"Eligible Senior Couple"** means two persons, both of whom are able to manage their own personal care, have the capacity to walk and are not bedridden, living in a spousal relationship one of whom is 60 years of age or older and who together have an annual income not exceeding \$44,000, as of the reference date of this Agreement, or such other maximum income as may be stipulated in the City's Affordable Housing Strategy from time to time for affordable one-bedroom low end of market rental housing (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to time) in accordance with the Core Need Income Threshold, and for greater certainty, an Eligible Senior Couple includes any person who was a resident of the Former Lands as at August 1, 2011;

- (j) **“Eligible Senior Individual”** means a person 60 years of age or older who is able to manage their own personal care, has the capacity to walk and is not bedridden, and who has an annual income not exceeding \$38,000, as of the reference date of this Agreement, or such other maximum income as may be stipulated in the City’s Affordable Housing Strategy from time to time for affordable subsidized rental housing (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to time) in accordance with the Core Need Income Threshold, and for greater certainty, an Eligible Senior Individual includes any person who was a resident of the Former Lands as at August 1, 2011;
- (k) **“Excess Charges”** means any amount of rent charged in respect of a tenancy of an Affordable Rental Unit that is in excess of Permitted Rent, plus any fees or charges of any nature whatsoever that are charged in respect of the tenancy of an Affordable Rental Unit that are not Permitted Tenant Charges, and includes all such amounts charged in respect of any tenancy since the commencement date of the Tenancy Agreement in question, irrespective of when the City renders an invoice in respect of Excess Charges;
- (l) **“Former Lands”** means Lot 25 Section 8 Block 4 North Range 6 West New Westminster District Plan 21164;
- (m) **“Housing Covenant”** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ____ day of _____, 2013, under number ____;
- (n) **“Lands”** means the following lands and premises situate in the City of Richmond:

Lot 2 Section 8 Block 4 North Range 6 West New Westminster District Plan EPP24105;
- (o) **“LTO”** means the New Westminster Land Title Office or its successor;
- (p) **“Owner”** means Richmond Kiwanis Senior Citizens Housing Society and any subsequent owner of the Lands;
- (q) **“Permitted Rent”** means the maximum rent set out in Schedule B of this Agreement in respect of the floor area and location of the Dwelling Unit in question, provided that the amounts set out in Schedule B of this Agreement may be increased once per year in accordance with any positive change in CPI between January 1, 2012 and the month in which the rent is being increased, but provided always that the average Permitted Rent of all Affordable Housing Units on the Lands does not exceed an amount which is \$75 per month less than the amount established from time to time in the City’s Affordable Housing Strategy as the maximum rent for affordable one bedroom low end of market rental housing, being on the reference date of this Agreement \$950 per month (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to

time), and may be further increased with the prior written consent of the City to cover unexpected increases in operating, maintenance and servicing costs, but subject at all times to sections 3.2(c) and (d);

- (r) **“Permitted Tenant Charges”** means typical monthly insurance premiums for tenant’s household contents and third party liability insurance plus an amount equal to the average monthly charge for electricity supplied to all Dwelling Units on the lands by the B.C. Hydro and Power Authority based on electricity consumption over the previous twelve months only, and excludes without limitation any other amounts charged by the Owner from time to time in respect of any parking, laundry, services or programs provided by or on behalf of the Owner and any other permitted charges as set out in section 3.2(e) whether or not such amounts are charged on a monthly or other basis to the Tenants;
- (s) **“Resident Management Plan”** means all policies, procedures and manuals adopted and used by the Owner for the operation and management of the Affordable Housing Units including without limitation resident eligibility criteria and waiting lists, application procedures and guidelines, tenancy agreements and addenda, tenant regulations and manuals, tenant’s insurance requirements, and details of the contingency fund established pursuant to section 6.4.
- (t) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (u) **“Targeted Gross Shelter Costs”** means a range of \$935 to \$985 per month, as of the date of this Agreement and adjusted annually thereafter on January 1 in each year by adding thereto an amount calculated by multiplying the then current Targeted Gross Shelter Costs by the percentage change in the CPI since January 1 of the previous year, or such other amount as may be established from time to time in the City’s Affordable Housing Strategy as the total cost of housing for affordable one-bedroom low end of market rental housing (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to time);
- (v) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Rental Unit, and all policies and procedures established by the Owner in respect of the occupancy of an Affordable Rental Unit; and
- (w) **“Tenant”** means an occupant of an Affordable Rental Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and vice versa, unless the context requires otherwise;
- (b) gender specific terms include both genders;
- (c) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (d) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (e) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (f) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (g) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (h) time is of the essence;
- (i) all provisions are to be interpreted as always speaking;
- (j) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Senior, agent, officer and invitee of the party;
- (k) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (l) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

1.3 The obligations of the Owner to the City in this Agreement are perpetual and are in addition to and not in substitution for the obligations of the Owner to the City set out in the Housing Covenant. In the event that there is a conflict between the terms and conditions of this Agreement and the terms and conditions of the Housing Covenant, the terms and conditions of this Agreement shall, so far as is necessary to resolve such conflict, prevail.

ARTICLE 2
USE AND OCCUPANCY OF AFFORDABLE RENTAL UNITS

- 2.1 The Owner agrees that each Affordable Rental Unit may, in perpetuity, only be used as a permanent residence occupied by an Eligible Senior.
- 2.2 On or before July 1 in every calendar year, the Owner must, in respect of each Affordable Rental Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Schedule A to this Agreement, sworn by the Owner, containing all of the information required to complete the statutory declaration. Notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as may be requested by the City in respect to an Affordable Rental Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner must, in addition to providing to the City the statutory declarations described in section 2.2 at the times specified in that section, provide to the City a copy of the Owner's current Resident Management Plan.
- 2.4 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.5 The Owner and the City agree that any person who was a permanent resident of the Former Lands as of August 1, 2011, shall, for the purposes of this Agreement, be considered to be an Eligible Senior regardless of that person's age or annual income and any restrictions, limitations or other provisions of this Agreement in respect of any such person and their occupancy of an Affordable Rental Unit shall not apply to that person or their occupancy of the Affordable Rental Unit whether pursuant to a Tenancy Agreement or otherwise.

ARTICLE 3
DISPOSITION AND ACQUISITION OF AFFORDABLE RENTAL UNITS

- 3.1 The Owner will not permit an Affordable Rental Unit to be subleased or an Affordable Rental Unit Tenancy Agreement to be assigned.
- 3.2 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Rental Unit except to an Eligible Senior and except in accordance with the following additional conditions:
 - (a) the Tenancy Agreement shall not permit or grant any rights to a Tenant or any permitted occupants to occupy an Affordable Rental Unit for a period greater than twelve months;

- (b) the Affordable Rental Unit will be used or occupied only pursuant to a Tenancy Agreement;
- (c) the monthly rent payable by a Tenant for the right to occupy an Affordable Rental Unit must not exceed the Permitted Rent in respect of the floor area and location of the Affordable Rental Unit;
- (d) if the Affordable Rental Unit is subject to the requirements of section 41, 42, and 43 of the *Residential Tenancy Act*, the monthly rent payable by a Tenant for the right to occupy an Affordable Rental Unit must not be increased by an amount that would exceed the limits on such increases imposed under the *Residential Tenancy Act*;
- (e) the Owner will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any common areas, facilities or amenities generally, or for sanitary sewer, storm sewer, water, other utilities other than electricity, property or similar tax provided however that the Owner may require the Tenant or any permitted occupant to pay charges and fees in respect of any parking, laundry, services, programs, charges or fees for the exclusive use of common area, facility or amenity space and customary charges and deposits in respect of damages, moving and extraordinary cleaning or maintenance provided by or on behalf of the Owner;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Rental Unit is occupied by a person or persons other than an Eligible Senior;
 - (ii) the annual income of an Eligible Senior rises above the applicable maximum amount specified in section 1.1(i) or (j) of this Agreement;
 - (iii) the Affordable Rental Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Rental Unit given the number and size of bedrooms in the Affordable Rental Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Rental Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent except in circumstances provided for by the Owner in the Resident Management Plan; and/or
 - (v) the Tenant subleases the Affordable Rental Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination effective on the earliest date on which such termination can be made effective under the *Residential Tenancy Act*;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Rental Unit and will stipulate that anyone not identified in the Tenancy Agreement is prohibited from residing in the Affordable Rental Unit for more than 30 consecutive days or more than 45 days total in any calendar year;
 - (h) the Tenancy Agreement will include a provision that the Affordable Housing Unit is the subject of a Housing Agreement made between the Owner and the City pursuant to section 905 of the *Local Government Act* and that a copy of the Housing Agreement is available at the Owner's rental office for review by the Tenant; and
 - (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.3 If the Owner has terminated any Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons who may be in occupation of the Affordable Rental Unit to vacate the Affordable Rental Unit on or before the effective date of termination.
- 3.4 The Owner must not subdivide the Lands or any building constructed on the Lands, by any means howsoever.

ARTICLE 4 DEMOLITION OF AFFORDABLE RENTAL UNIT

- 4.1 The Owner will not demolish an Affordable Rental Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Rental Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Rental Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion, and, in each case, a demolition permit for the Affordable Rental Unit has been issued by the City and the Affordable Rental Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Rental Unit in accordance with this Agreement.

ARTICLE 5 DEFAULT AND REMEDIES

- 5.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Rental Unit is rented at a rate in excess of the Permitted Rent or the Owner imposes in respect of any tenancy of an Affordable Rental Unit any fee or charge of whatsoever nature other than Permitted Tenant Charges, the Owner will pay the Excess Charges to the City. The Excess Charges are due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 6 MISCELLANEOUS

6.1 Housing Agreement

The Owner acknowledges and agrees that this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*.

6.2 Modification

This Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

6.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Rental Units and will permit representatives of the City to inspect the Affordable Rental Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Rental Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that, if the Owner fails to maintain the Affordable Rental Units in accordance with the Resident Management Plan or otherwise in a good state of repair and fit for habitation, following written notice from the City and the expiry of a reasonable cure period having regard for the nature of the breach, the City may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Rental Units.

- 6.4 The Owner shall establish and maintain a separate fund for building repairs and regularly scheduled maintenance of the Affordable Rental Units; shall contribute to such fund in each year; shall permit the City to review the sufficiency of the fund upon request; and

shall implement any reasonable written recommendations that the City may make following such review with regard to the adequacy of the fund unless the Owner provides to the City an opinion from a person qualified to provide strata management services in British Columbia that the fund established by the Owner would be adequate if the Affordable Rental Units were strata lots.

- 6.5 The Owner shall make reasonable efforts to identify, for the benefit of Tenants of the Lands, tenant's insurance underwriters willing and able to provide affordable tenant's insurance in respect of some or all of the Affordable Rental Units, so as to minimize the portion of Permitted Tenant Charges that is attributable to insurance premiums.
- 6.6 The Owner shall not make any rule in respect of the occupancy of a Dwelling Unit on the Lands that would require a Tenant of the Dwelling Unit to pay any fee or charge for the use of any common area, facility or amenity space on the Lands or in any building on the Lands, or that would restrict a Tenant of the Dwelling Unit from using or enjoying any such common area, facility or amenity space except with respect to parking or in respect of any fees or charges for the exclusive use of any common area, facility or amenity space on the Lands and other than as a consequence of the Tenant having breached a reasonable rule with respect to the use of such area, facility or space that the Owner has made for the benefit of all Tenants of the Lands.

6.7 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Rental Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

6.8 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Rental Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

6.9 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

6.10 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

6.11 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Rental Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

6.12 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

6.13 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Corporate Officer, City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor

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

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

6.14 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

6.15 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

6.16 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

6.17 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Rental Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

6.18 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

6.19 Agreement Runs with the Lands

The parties acknowledge that the City is obliged to file a notice of this Agreement in the LTO and that, upon such filing, this Agreement is binding on all persons who acquire an interest in the Lands. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who, after the date of this Agreement, acquire an interest in the Lands.

6.20 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

6.21 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

6.22 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

6.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

6.24 **Limitation on Owner's Obligations**

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY

by its authorized signatory(ies):

Per: _____

Name: *Peter So President*

Per: _____

Name: *Teri Buxton Secretary - Treasurer*

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____

Malcolm D. Brodie, Mayor

Per: _____

David Weber, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>DB</i>
APPROVED for legality by Solicitor
<i>M</i>
DATE OF COUNCIL APPROVAL

Schedule A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Rental Units"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Rental Units.
3. For the period from _____ to _____ the Affordable Rental Units were occupied only by the Eligible Seniors (as defined in the Housing Agreement) whose names and current addresses are shown in the tenant list attached as Appendix "i" to this Statutory Declaration, as a permanent residence.
4. The rent charged each month for each of the Affordable Rental Units is as set out in the form of rent roll attached as Appendix "ii" to this Statutory Declaration.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Rental Units are situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.
6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____)
_____, in the Province of British Columbia, this _____ day of _____)
_____, 20____.)
)
)
)
)

A Commissioner for Taking Affidavits in
the Province of British Columbia

DECLARANT

Appendix “i”

Unit No.	Tenant Name	Tenant Address
1		
2		
3		
4		
...		

Appendix "ii"

Unit No.	Monthly Rent on the date 365 days before date of Statutory Declaration	Monthly Rent on the actual date of Statutory Declaration	Proposed or Actual Monthly Rent on the date 90 days after date of Statutory Declaration
1	\$ _____	\$ _____	\$ _____
2	\$ _____	\$ _____	\$ _____
3	\$ _____	\$ _____	\$ _____
4	\$ _____	\$ _____	\$ _____
...	\$ _____	\$ _____	\$ _____

Schedule B to Housing Agreement

PERMITTED RENT

Kiwanis Towers

Rent Schedule

2/5/2013

Unit Type	A	A-1	B	C/Ca*	C-1/C-1a*	D	
Unit Area (sf)	583	589.3	591.1	616.5	593.6	676.4	
Base Rent (psf)	\$1.19					1.13	
Base unit rent	\$690.00	\$700.00	\$700.00	\$730.00	\$710.00	\$760.00	
				*621.5	*603.6		
Floor							base
2	\$690.00	\$700.00	\$700.00	\$730.00		\$760.00	
3	\$690.00	\$700.00	\$700.00	\$730.00		\$760.00	
4	\$690.00	\$700.00	\$700.00	\$730.00		\$760.00	
5	\$690.00	\$700.00	\$700.00	\$730.00		\$760.00	
6	\$690.00	\$700.00	\$700.00	\$730.00		\$760.00	
	5	5	18	14		5	
	\$3,450.00	\$3,500.00	\$12,600.00	\$10,220.00		\$3,800.00	
							98.5%
7	\$660.00	\$690.00	\$690.00	\$720.00		\$750.00	
8	\$680.00	\$690.00	\$690.00	\$720.00		\$750.00	
9	\$680.00	\$690.00	\$690.00	\$720.00		\$750.00	
10	\$680.00	\$690.00	\$690.00	\$720.00		\$750.00	
11	\$680.00	\$690.00	\$690.00	\$720.00		\$750.00	
	5	5	20	15		5	
	\$3,300.00	\$3,450.00	\$13,800.00	\$10,800.00		\$3,750.00	
							103%
12	\$710.00	\$720.00	\$720.00	\$750.00		\$780.00	
14	\$710.00	\$720.00	\$720.00		\$730.00	\$780.00	
15	\$710.00	\$720.00	\$720.00		\$730.00	\$780.00	
16	\$710.00	\$720.00	\$720.00		\$730.00	\$780.00	
17	\$710.00	\$720.00	\$720.00		\$730.00	\$780.00	
	5	5	20	3	12	5	
	\$3,550.00	\$3,600.00	\$14,400.00	\$2,250.00	\$8,760.00	\$3,900.00	
Unit Totals	15	15	58	32	12	15	147
Revenue Totals	\$10,300.00	\$10,550.00	\$40,800.00	\$23,270.00	\$8,760.00	\$11,450.00	\$105,130.00

Average Rent	\$715.17	Range	\$660 - \$780	AH Rent	\$925
Typical Electrical	\$45.00				
Tenant Insurance	\$25.00				
Total tenant cost	\$785.17				

Average Rent % of Current Affordable rent 77.32%



City of Richmond

Report to Committee

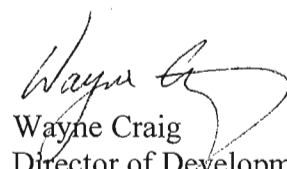
To: Planning Committee **Date:** January 22, 2013
From: Wayne Craig **File:** RZ 12 – 615239
Director of Development
Re: **Application by Cotter Architects Inc. for Rezoning at 3531 Bayview Street**

Staff Recommendation:

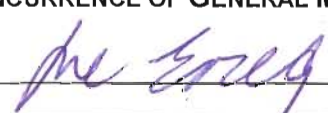
That Richmond Zoning Bylaw 8500 Amendment Bylaw 9001 to:

1. Amend the regulations specific for Affordable Housing Contributions related to the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone; and
2. Create “Commercial Mixed Use (ZMU22) – Steveston Commercial” and for the rezoning of 3531 Bayview Street from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial ”

be introduced and given first reading.


Wayne Craig
Director of Development
(604-247-4625)

Att. 6

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

Staff Report

Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3531 Bayview Street (**Attachment 1**) from “Light Industrial (IL)” to “Commercial Mixed-Use (ZMU22) Steveston Commercial”, to permit the development of a two (2) storey mixed use commercial/residential building with ground floor retail uses and six (6) residential units over a partially in-ground parking structure (**Attachment 2**).

Background

- The proposed development generally conforms to the permitted land uses and incentive package contained in the *Steveston Village Conservation Strategy*, (the Strategy) and policies in the *Official Community Plan – Steveston Area Plan (SAP)*. The application also responds to comments provided on a previous application considered at the June, 21, 2011 Planning Committee meeting.
- The applicant organized a community consultation meeting to engage the community in discussion, review and comment upon the revised proposed rezoning and development.
- The site-specific zone is proposed for this application as the proposed use is consistent with the Steveston Village and various OCP and Steveston Area Plan policies. In addition, the proposed density is less than the 1.2 FAR permitted under the Strategy, and the proposal exceeds the parking required under the Strategy.

Findings of Fact

A *Development Application Data Sheet*, providing specific details about the proposed development, is attached (**Attachment 3**).

Description

Proposed Development:

- The proposed development is located at the north-east corner of Bayview Street and 3rd Avenue in the Steveston Village.
- The proposed development is a two (2) storey mixed use building over a partially in-ground parking structure. The parking would be almost fully below grade on the south (Bayview Street) side and would be fully exposed on the north side of the property. The parking structure is not considered for floor area and density calculations, consistent with the Richmond Zoning Bylaw, but is considered a storey for the overall height of the building.
- The project would achieve a maximum density of 1.18, which is less than the permitted 1.2 FAR – including the density bonus – in the existing Steveston Conservation Strategy.
- The proposed design features approximately 37% commercial (708.8 m² or 7,629 ft²) and 63% residential (1,192.4 m² or 12,835 ft²).
- The commercial uses would be general retail commercial.
- The proposed development would have a total of six dwelling units:
 - 2 two-storey apartment units of 122 m² (1,315 ft²) and 132 m² (1,421 ft²) which would be oriented to the east of the site;

- 1 suite of 99 m² (1,065 ft²) located at the north of the building, located behind the main floor commercial units;
 - 2 suites on the second storey- one of 183 m² (1,968 ft²) on the south-east of the building and one of 528.5 m² (5,689 ft²) for the remainder of the upper floor; and
 - A housekeepers unit of 57.6 m² (620 ft²) connected to the large apartment unit. As this housekeeper's unit would have a separate at-grade entrance and has dedicated cooking facilities, the housekeeper's unit is considered a dwelling unit.
- Based on the proposed density of 1.18 FAR, no contribution to the Steveston Heritage Conservation Grant Fund will be required for this project.
 - A contribution of \$53,948 is proposed to the Affordable Housing Developer Contribution.
 - The proposed development meets or exceeds the reduced off-street parking required as per the Strategy, and the requirements of the proposed ZMU22 zone.
 - Building form, materials, and building details generally comply with the approved *Steveston Area Plan – Development Permit Guidelines*.

Surrounding Development

The site is located directly east of the Gulf of Georgia Cannery complex at the corner of Bayview Street and 3rd Avenue in Steveston Village.

To the North: Existing commercial buildings (3): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the East: Existing commercial building(1): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the South: Vacant remediated parcel zoned “Light Industrial (IL)”;

To the West: Existing industrial historic site zoned “Light Industrial (IL)” for Gulf of Georgia Cannery National Historic Site.

Related Policies

Steveston Village Conservation Strategy:

Council adopted the Steveston Village Conservation Strategy in 2009. The Strategy is incentive-based and emphasizes that the City will work co-operatively with all property owners to balance interests and achieve heritage conservation in the Village. Key measures in the Strategy include:

- A revised *Steveston Area Plan* with heritage and non-heritage conservation policies and establishment of the Steveston Village Heritage Conservation Area to better manage identified heritage resources;
- An implementation program which established new financial incentives, design guidelines and permit requirements for new developments or alterations to buildings and property within the Heritage Conservation Area; and
- As outlined in a separate report from the Policy Planning Division, the Strategy is generally maintained for the Village Core area, with some minor amendments to parking requirements and the height of buildings.
- Parking reductions as an incentive to retain the historically small scale of development in the Village, and to encourage new development.

Staff will present a separate to the Planning Committee outlining a Review Concept for the Steveston Village Conservation Strategy. The proposed changes are to revise the parking reductions permitted, and to fine-tune allowed density and building height throughout the Steveston Village. The proposed development generally conforms to the Review Concept as presented by staff.

Official Community Plan-Steveston Area Plan (SAP):

- The site lies within the *Steveston Village Heritage Conservation Area*. The *OCP-Steveston Area Plan* designates the site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” which allows commercial uses at grade, with residential uses above. As the proposed design features a partially in-ground parking structure, all residential units are either above the proposed commercial units, or above the parking structure, and therefore the proposed development complies with the land use designation.
- To guide redevelopment on sites without a heritage resource, the *Development Permit Guidelines* in the *Steveston Area Plan* were revised to update the “Sakamoto Guidelines” including:
 - promoting a return to small scale development in the Village Core Area and Moncton Street.
- Detailed design specifications to implement the updated guidelines include:
 - buildings to be built to the street line,
 - horizontal or vertical siding (wood or cement products),
 - heritage colours to be coordinated with adjacent buildings,
 - signage to be integral to the façade,
 - doors to be glass panel and framed with solid wood, wood panel, or aluminum,
 - upper floor windows are to be framed and in a historic rhythm, different from ground floor windows and proportional to building elevations,
 - fabric canopies or awnings, and
 - selective use of modern materials.

The proposal for 3531 Bayview Street meets a number of these design criteria.

- The *Development Permit Guidelines* state that no residential units shall be within the first 12 m of a building, measured from the fronting street. The proposed development meets this guideline, as the residential units are all set back more than 12 m from the fronting property line on Bayview Street.

Public Input

- The Site Sign has been posted as required.
- No correspondence was received concerning the project description on the site signage.

Consultation

The developer held a Public Information Meeting on November 27, 2012, at the Steveston Community Centre. Attendees at the consultation meetings for the previous application and local community groups were contacted and invited to the meeting. A newspaper ad was run in the November 14 and 23, 2012 editions of the Richmond Review, and in the November 21 and 23, 2012 editions of the Richmond News. A mail drop was done with approximately 1,670 flyers delivered. Twenty-six (26) residents attended the meeting. Comments were positive regarding the proposed design and project density. No opposition or concerns were raised by any residents attending the meeting. Correspondence has been received from the Gulf of Georgia Cannery, the Britannia Heritage Shipyard Society, and the Steveston Community Society in support of the design and character of the building (**Attachment 4**).

Staff Comments

The proposed design attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Rezoning application. In addition, it would comply with the intent of the applicable sections of the Official Community Plan (OCP) and would be in compliance with a number of the policies for the Steveston Area Plan (**Attachment 5**).

While the proposed building meets the allowed parking reductions outlined in the revised Steveston Village Conservation Strategy, the required engineering improvements for the Bayview Street frontage will result in the creation of additional on-street parking spaces, further addressing concerns regarding on-street parking.

The larger review of the Chatham Street and Bayview Street streetscape design by the Transportation Division will examine additional opportunities to reconfigure the existing road design to provide additional on-street parking in the Steveston Village. A report from the Transportation Division will be presented at the February 19, 2013 meeting.

Analysis**Planning:****Proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial Bylaw**

The proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial” zone is based on the the Steveston-specific toolkit in the Steveston Village Conservation Strategy (the Strategy).

- The proposed Commercial Mixed-Use (ZMU22) zone is tailored to the characteristics of the site and aims to achieve the density, height and building character proposed by the owner.
- The maximum density permitted under the proposed Commercial/Mixed-Use (ZMU22) bylaw is 1.2 FAR, calculated on the net site area after a minor road dedication at the intersection of Bayview Street and 3rd Avenue. The proposed density is consistent with the density bonus permitted under the Strategy.

- The proposed maximum building height is measured using geodetic datum (Geodetic Survey of Canada datum) rather than physical building height, to take into account the sloping site, which results in a two-storey building with a height of 12 m to roof ridge facing Bayview Street to the South, and a 3-storey, 13.6 m building facing north. The maximum roof ridge height is 15m GSC for the entire structure.
- Parking – the proposed building would provide parking as follows:

Use	Required under Strategy	Spaces Required	Proposed
Non-residential	33% of requirements under Zoning Bylaw - 2 per 100 sq.m	18	18
Residential	1.0 spaces per dwelling plus 0.2 for visitors (shared with non-residential parking)	6 (plus 1 shared visitors' space)	11 (plus 1 shared visitors' space)
TOTAL		25	30

The proposed development would exceed the minimum requirements under the Strategy, and should pose no impact on adjacent streets.

- *Form & Character:* The form and massing of the proposed two-storey mixed use over parking structure development complies with the *Steveston Area Plan Guidelines* as follows:
 - A pedestrian-oriented streetscape is provided on both Bayview Street and 3rd Avenue with commercial “storefronts” reflecting the historical character of the site and previously existing grade/sidewalk level access to 3rd Avenue;
 - The facade design for the south (Bayview Street) elevation has been handled in such a way as to suggest three separate structures, reminiscent of the historic lot lines for the site;
 - The proposed location and orientation of the building respect the massing of the existing commercial buildings to the south and east;
 - The commercial slab elevation would be 3.9 m GSC, which is approximately 0.7 m above the existing 3.2 m GSC elevation of Bayview Street south of the site. The 0.7 m grade difference will be addressed through a landscaping transition and ramped entryways;
 - The proposed commercial slab elevation would be 3.9 m GSC datum fronting on Bayview Street. The Strategy establishes the objective of retaining the “Existing Grade” throughout the Village. The existing 3.2 m GSC elevation of Bayview Street is identified in the Strategy as a significant Character Defining Element of the Village. In order to accommodate the parking structure below the commercial area and have a floor system

- depth that is adequate to incorporate servicing for the commercial units, the lowest elevation possible for the commercial slab off Bayview Street is the proposed 3.9 m GSC. Although higher than the existing road grade, the technical requirements of the construction of parking and water table restrictions mean that 3.9 m GSC is the lowest possible elevation for the floor slab;
- For the commercial unit facing onto 3rd Avenue, the proposed elevation would be no more than 1.4 m GSC, or the elevation of the existing sidewalk;
 - The retention of the existing grade of 1.4 m GSC (the same elevation as Moncton Street) along the north of the site acknowledges a significant feature of the site identified in the *Steveston Village Conservation Strategy* as a Character Defining Element of the Village;
 - The building mass is articulated with a combination of differentiated facades, balconies and projections (with some recesses) to break up the larger Bayview Street and 3rd Avenue facades. This is generally in keeping with the *Steveston Village Core Sub-area Development Permit Guidelines* in the *Steveston Area Plan*;
 - The proposed dwelling unit on the north side of the building and the two proposed two-storey units on the east of the site provide further opportunities to break up the massing of the building;
 - Proposed building materials (a mixed palette of hardie shingle and lap siding, with hardie board and batten cladding for a variety of materials, hardie trim and fascia, wood textured doors and windows for upper floors) and colour scheme (regional heritage colours) are consistent with the *Steveston Area Plan - Official Community Plan Guidelines*; and
 - Required parking would be located below the commercial floor and the townhouse units, accessed from the lane to the east of the site.
- **Development Permit:** A comprehensive list of architectural features and components requiring further review and design development during the Development Permit Stage are as follows:
 - Bayview Street elevation with further articulation of the facade, and design changes to strengthen the reference to the historic lot lines;
 - Roof pitch and massing to be further detailed;
 - Glazing on north facade (main entrance to second floor apartment);
 - Sustainability measures; and
 - Signage to be reviewed by staff to ensure compliance with the Steveston Village Conservation Strategy and the Sign Bylaw.
 - **Consultation:** The Development Permit will be reviewed by the Advisory Design Panel (ADP) and the Richmond Heritage Commission. A Heritage Alteration Permit is also required for the proposed development, and this will be presented at the same time as the Development Permit.
 - **Sustainability:** The proposed development meets a number of sustainability criteria, including: combining multiple uses into a single development of a brownfield site; the site is within walking distance of a neighbourhood service centre and recreation opportunities; and is located within the Steveston Village which is a well-served by several different bus routes.

Other sustainability features (listed below) will be considered for inclusion during the Development Permit and Building Permit stages:

- On-site bicycle storage;
 - Secured common areas for recycling, organics and garbage storage;
 - Rapidly renewable wood-frame construction for upper stories;
 - High-albedo roofing will be installed;
 - Low-emissions paints and sealers will be used;
 - Low-E double pane windows throughout the building;
 - Drought-resistant planting requiring minimal irrigation;
 - Energy-efficient LED lighting used in common areas;
 - Energy star appliances in all units;
 - Programmable thermostats; and
 - Adaptable housing compliance.
 - Further sustainability features will be investigated as part of the Development Permit review.
- *Accessibility/Aging-In-Place:* Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) will be provided in both the apartment units proposed on the second floor (excluding the housekeepers unit in the larger of the proposed apartments).
 - During the Development Permit review, the potential for adaptable housing will be identified in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 - *CPTED:* Possible areas of concealment have been eliminated with the incorporation of window and balcony location to facilitate casual surveillance opportunities for the site.
 - As part of the building permit submission, a lighting plan for pedestrian entrances, access walkways and parking access aisles will be provided to ensure uniform levels of coverage and security.
 - *Affordable Housing:* The Affordable Housing Strategy requires a cash-in-lieu contribution of \$4.00 per square foot of the total residential building area for apartment developments involving 80 or less residential units. Based on the floor area proposed for this project, a cash-in-lieu contribution of approximately \$51,340 would be provided.
 - *Amenity Space:*
 - The project is largely exempt from the provision of indoor amenity space or cash-in-lieu contribution, as 4 of the six units are larger than 148 sq. m. The two units would require a total contribution of \$2,000 contribution in lieu of actual facilities being provided, based on OCP requirements and Council Policy.
 - No outdoor amenity space has been provided for this small-scale mixed use development, consistent with the dense urban character of existing development in the Moncton Street and Core Area sub-zones of Steveston Village.
 - The proposed apartment residential units would all feature private balconies, and the two two-storey units on the east would have patio areas at the same grade as the building

entrance. The two-storey units and the apartment shown at the south-east corner of the second floor would also have access to private roof decks.

Transportation:

- A 4m x4m corner cut at Bayview and 3rd Avenue will be dedicated to enhance pedestrian safety.
- Frontage improvements to Bayview Street and 3rd Avenue apply including sidewalk, boulevard, and on-street parking. The design submitted by the owner illustrates the creation of 8 angle parking stalls on the Bayview Street frontage of the site.
- The Transportation section has reviewed the design and supports the proposal for angle parking in this location. It should be noted that the current configuration of the street in this location is a 'no-parking' area for a loading zone for the former EA Towns building. The conversion of the loading zone to angle parking would create 8 new spaces, and no loss of existing parallel parking on adjacent streets.
- To maintain the character of the lanes in accordance with the Steveston Village Conservation Strategy, minimal upgrades will be required (e.g., no curb and gutter with paving up to the building). Transportation staff recommends incorporating the lighting into the building to preserve the historic condition of the lane. Lanes in Steveston Village will be assigned as permit parking spaces to local businesses.
- Under the proposed ZMU22 zone and the Steveston Village Conservation Strategy, commercial parking may be reduced by up to 33%. Subsequent to the adoption of the Strategy, concerns have been raised about the potential impacts of this reduction in required on-site parking. The proposed design illustrates that the project exceeds the minimum required residential parking requirements of the Zoning Bylaw, and meets the proposed requirements for off-street non-residential parking.
- The Transportation Division has advised staff that the preliminary analysis of potential streetscape improvements in the Steveston Village could result in approximately 50 new on-street parking spaces on Chatham Street and 25 new spaces on Bayview Street. With the potential for 75 additional on-street parking spaces in the Steveston Village, staff is of the opinion that the proposed reduction in commercial parking will have minimal impacts on the surrounding streets.
- A private access easement is being negotiated between the property owners of 3420 Moncton Street and the subject property at 3531 Bayview Street to provide access through the subject site from 3rd Avenue to the rear of the commercial property at 3420 Moncton Street. Historically, access to the rear of the property at 3420 Moncton Street has been provided through the subject site. Staff has requested that the owner enter into an easement with the adjacent property owner to ensure access is maintained. This proposed easement would be registered over the existing municipal statutory right-of-way for utilities, and would be 3.0 m wide and 18.6 m long.
- An angled crosswalk will be required across Bayview Street at the intersection of 3rd Avenue and Bayview Street. The incorporation of stamped asphalt material is to be provided for the frontage and new crosswalk.
- Bicycle parking as shown meets bylaw requirements.
- All accessible ramps to have a maximum grade of 5%.

Engineering:

Sanitary Sewer / Water Upgrades:

- No upgrades are required to sanitary sewer or water system for this application.
- The existing Sanitary Right of Way at the north side of the property (at 3rd Avenue frontage) must be retained to maintain sanitary service to 3400 and 3420 Moncton Street.

Storm Sewer Upgrades:

- An existing concrete box culvert is located within the 5m wide statutory right-of-way along Bayview Street. A strategy for retention should be prepared

Dike Issues :

- A 5.0 m statutory right-of-way over the south portion of the site is required for dike access and maintenance.

Technical Considerations for Development Permit/Building Permit Stage:

- The site is well-situated and accommodates fire-fighting requirements.
- An internal recycling and garbage room with direct exterior access (to the lane at the east property line) has been provided.
- Full code analysis and technical permitting issues will be clarified during the DP and BP stages.

Details of Rezoning Considerations are provided in **Attachment 6**.

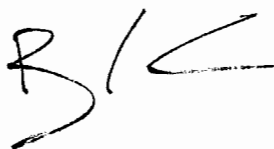
Financial Impact

None.

Conclusion

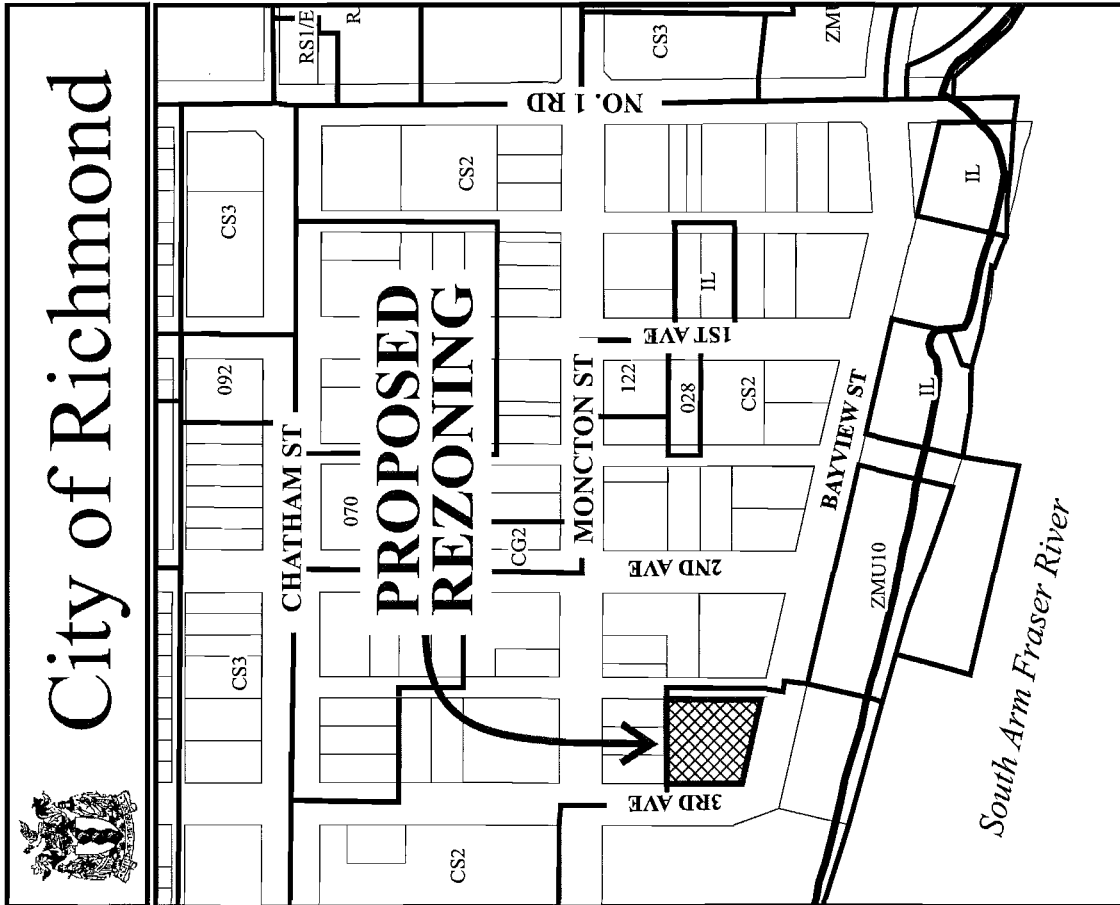
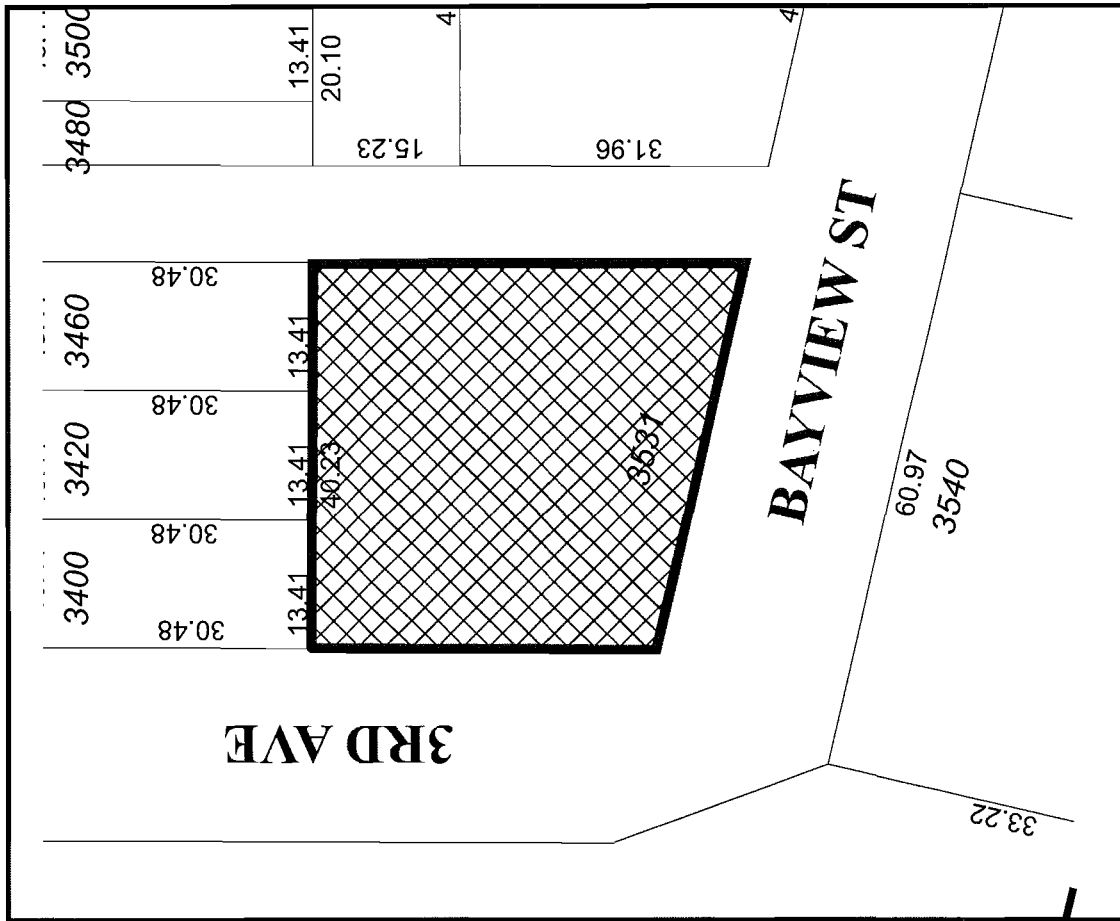
Staff recommend support for this application. The proposal is generally in conformance with the policies and guidelines of the *Steveston Area Plan* and complies with the terms of the proposed Steveston Conservation Area (SC3) Core Area zone. Staff recommend that Bylaw 8780 be introduced and given first reading.

Barry Konkin
Planner 2
(604-276-4279)

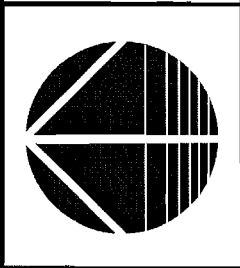


BK:cas

Attachment 1:	Location Map
Attachment 2:	Building Proposal
Attachment 3:	Development Application Data Sheet
Attachment 4:	Correspondence Received
Attachment 5:	Steveston Policy Requirements Table
Attachment 6:	Rezoning Considerations



CNCL - 147



RZ 12-615239

Original Date: 08/02/12

Revision Date: 08/07/12

Note: Dimensions are in METRES



RZ 12-615239

Original Date: 08/07/12

Amended Date:

Note: Dimensions are in METRES

RESIDENTIAL / COMMERCIAL DEVELOPMENT

3531 Bayview Street, Richmond, BC

PROJECT DIRECTORY

OWNER:
Penta Bayview Holdings Ltd
Richmond, BC
(604) xx, F(604) xx

ARCHITECTURAL:
Cotter Architects Inc.
11555 150th Street, Richmond, BC V7A 5J7
(604) 272-1477; F(604) 272-1471

LANDSCAPE:
Van Der Zalm + Associates Inc.
Suite 110, 150th Street, Richmond, BC V7A 5J7
(604) 882-0024 ext.22; F(604) 882-0042

SURVEYOR:
Olsen & Associates
204 - 15505 24th Avenue, Surrey, BC V4A 2J6
(604) 531-4897; F(604) 531-5811

DEVELOPMENT DATA

GROSS SITE AREA: (1,619 m²)
DEDICATION AREA: (7.50 m²)
NET SITE AREA: (1,611.12 m²)
BUILDING FOOTPRINT: (1084.10 m²)
SITE COVERAGE: 67%

COMMERCIAL AREA: (708.76m²)
RESIDENTIAL AREA: (1192.41)
GROSS FLOOR AREA: (1901.2 m²)
FLOOR AREA RATIO: 1:18

GFA SUMMARY

CRU 1:	1951	S.F.
CRU 2:	1247	S.F.
CRU 3:	1008	S.F.
CRU 4:	1131	S.F.
CRU 5:	968	S.F.
CRU 6:	1228	S.F.
TOTAL CRU	7,639	S.F. (708.76 m²)
2-STORY APT 1:	1250	S.F.
2-STORY APT 2:	1098	S.F.
RESIDENCE 1:	1060	S.F.
HOUSEKEEPING:	860	S.F.
RESIDENCE 2:	1200	S.F.
RESIDENCE 3:	1098	S.F.
TOTAL RES.	12,856	S.F. (1192.41 m²)

DRAWING LIST

ARCHITECTURAL	
A-000	Cover Page / Data sheet
A-010	Area Overlays
A-020	Copy of Survey
101	Site Plan
111	Parking Level P1
112	Level L1 Floor Plan
113	Level L2 Floor Plan
114	Roof Deck Plan
115	Roof Plan
A-201	Building Elevations
A-202	Building Elevations
301	Building Sections
LANDSCAPING	
L-1	Landscape plan

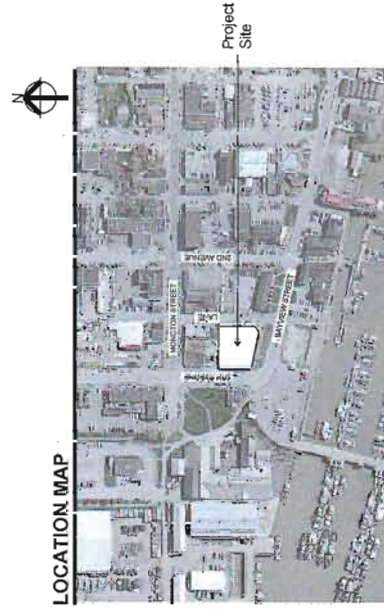
PARKING CALCULATIONS

REQUIRED:	
2 STOREY APT 1:	2 RES. 0.2 V/S.
2 STOREY APT 2:	2 RES. 0.2 V/S.
APARTMENT 1:	1.5 RES. 0.2 V/S.
APARTMENT 2:	1.5 RES. 0.2 V/S.
APARTMENT 3:	1.5 RES. 0.2 V/S.
TOTAL RES. REQUIRED	9 RES. 1 V/S.
REQUIRED COMMERCIAL @ 3/100 SM	21 COM.
LESS CONSERVATION REDUCTION	7 COM.
TOTAL COMMERCIAL REQUIRED	14 COM.
TOTAL PARKING REQUIRED:	24 SPACES
PROVIDED:	
RES. PROVIDED	11 RES. 2 V/S.
COMMERCIAL PROVIDED	17 COM.
TOTAL PARKING PROVIDED	38 TOTAL

*16 stalls (53%) provided with electric plug in outlets.

BICYCLE PARKING CALC.

REQUIRED:	
CLASS 1	CLASS 2
1 HOUSING UNIT:	3 HOUSING UNIT:
7.5 CLASS 1 STALLS	1.5 CLASS 2 STALL
TOTAL RES. REQUIRED:	9 STALLS
CLASS 1	CLASS 2
0.27 / 100 SM	0.4 / 100 SM
2 CLASS 1 STALLS	3 CLASS 2 STALLS
TOTAL COMMERCIAL REQUIRED:	8 STALLS
PROVIDED:	
RESIDENTIAL	12
COMMERCIAL	18
TOTAL BIKE STALLS PROVIDED	30 STALLS



RE-ISSUED FOR DEVELOPMENT PERMIT APPLICATION
NOVEMBER, 2013

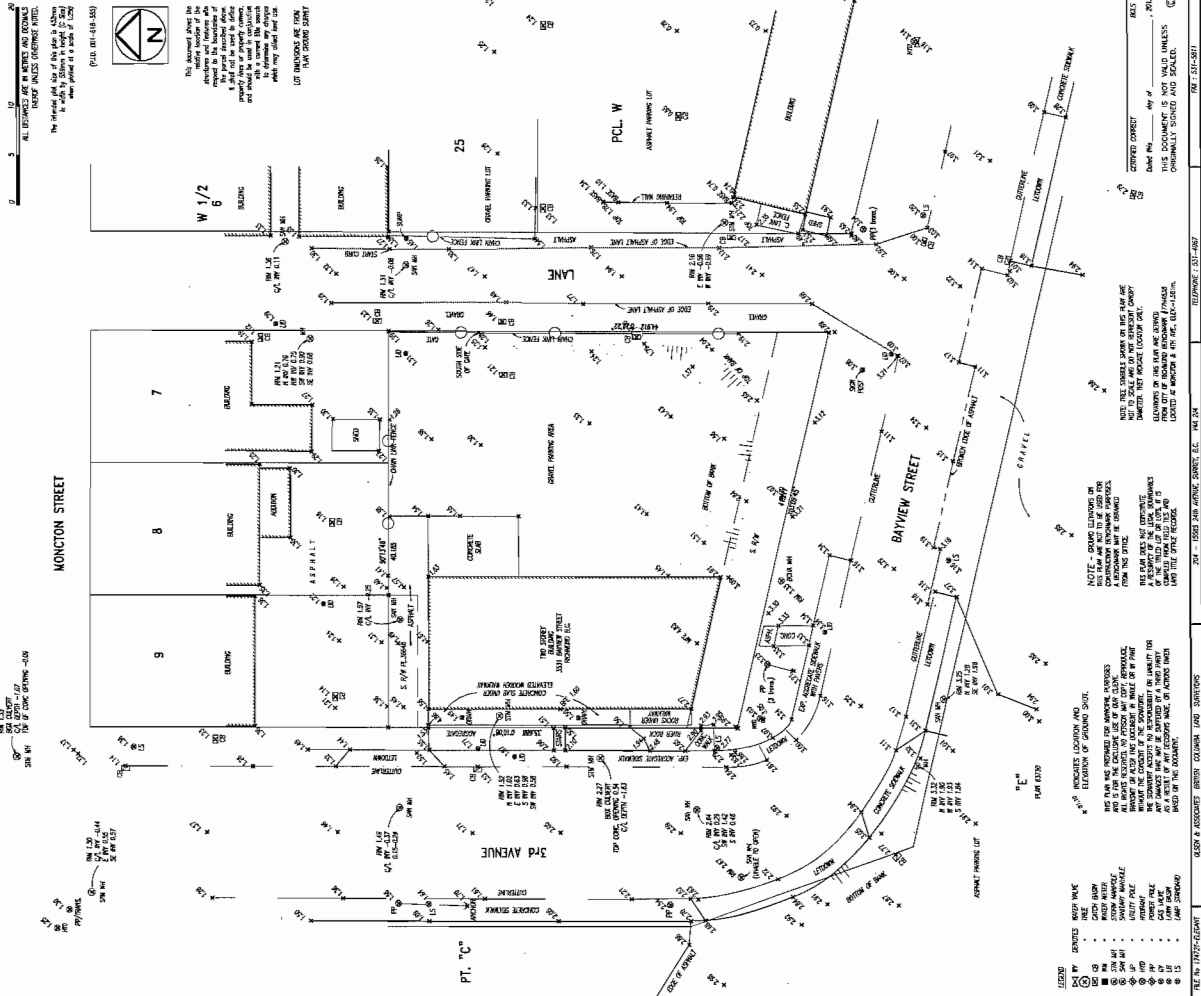


1. **DATE** _____
 2. **BY** _____
 3. **SCALE** _____
 4. **AREA OVERLAYS** _____
 5. **NOTES** _____
 6. **REVISIONS** _____
 7. **APPROVED** _____
 8. **DATE** _____

Total GFA:
20,464 SQ. FT.

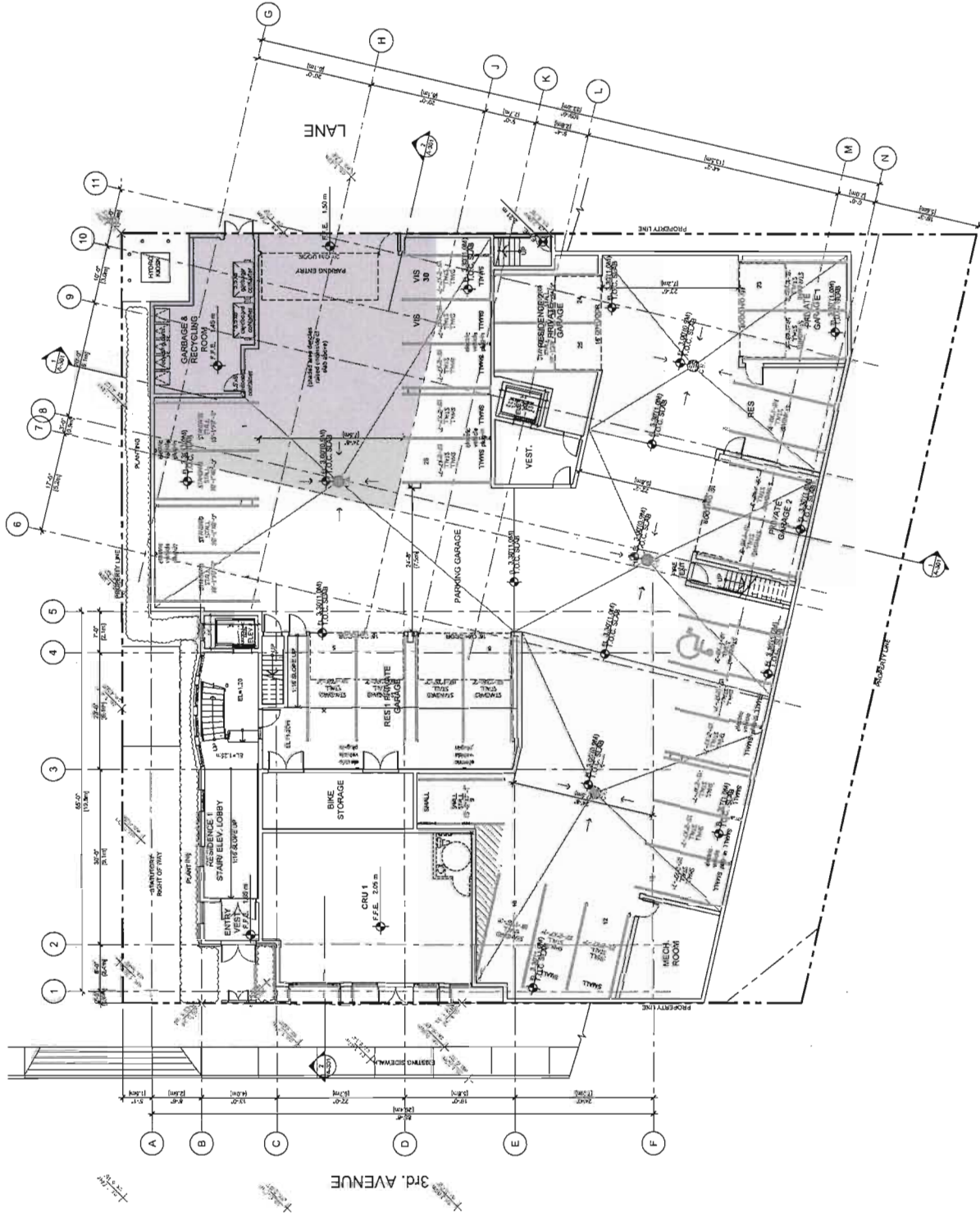
NOTES:

TOPOGRAPHIC PLAN OF LOT "A" (Y60944E) BLOCK 6 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST N.W.D., PLAN 249



NOTES:

NOTES:



CNCL - 153

1	REVISIONS	DATE	BY	CHKD	APP'D
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100	REVISIONS	DATE	BY	CHKD	APP'D

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ARCHITECTS

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

PROJECT
BAYVIEW

CLIENT
Penta Bayview Holdings Ltd.

DATE
2017.07.12

SCALE
1/8"=1'-0"

DATE
2017.07.12

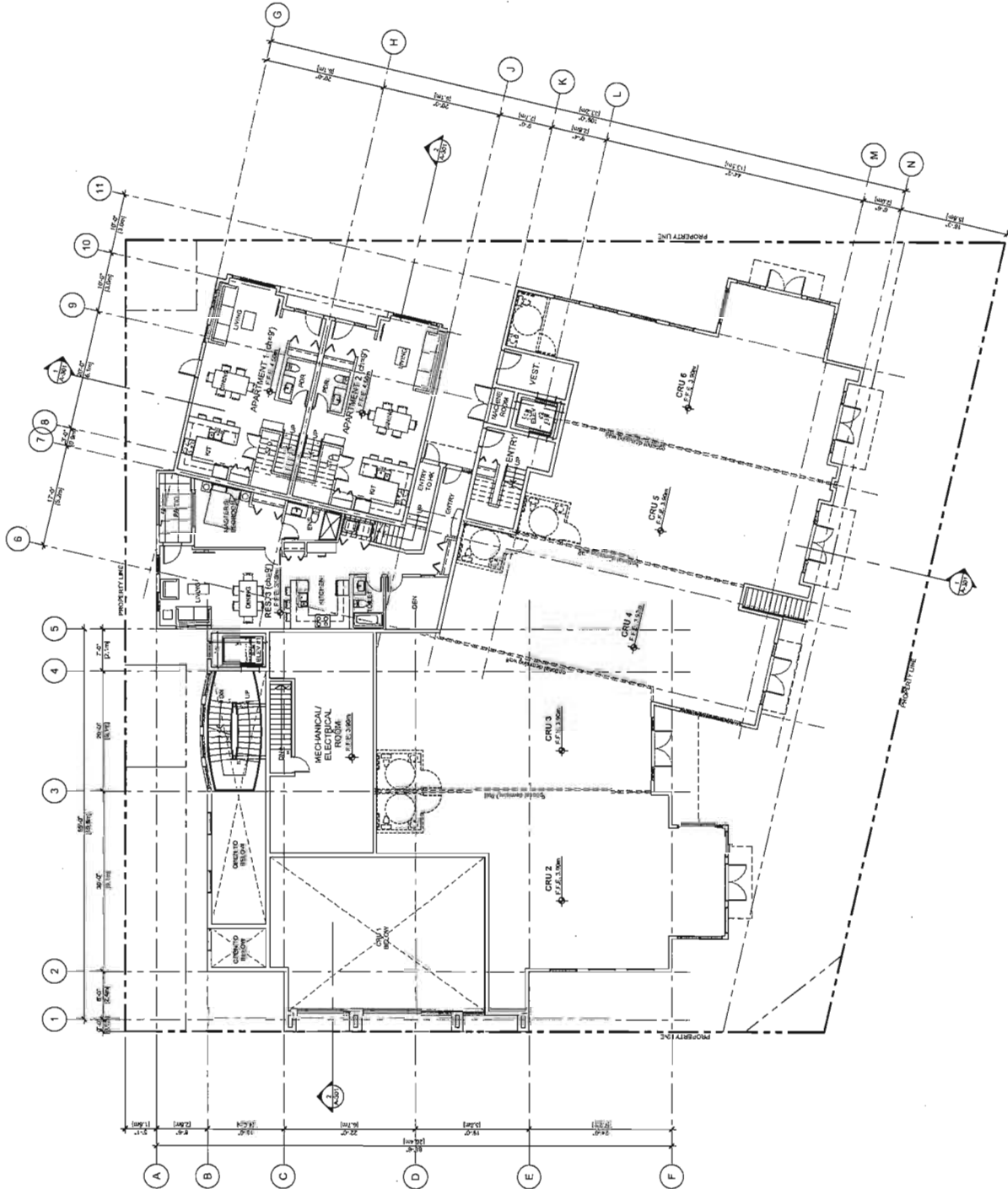
SHEET NO.
LEVEL P1 FLOOR PLAN

1 LEVEL P1
1/8"=1'-0"

A-111

REV.

NOTES:



1 LEVEL 1
1/8"=1'-0"

1. SITE PLAN	2. FLOOR PLAN	3. SECTION	4. ELEVATION	5. DETAIL	6. SCHEDULE	7. FINISHES	8. MATERIALS	9. NOTES	10. INDEX	11. APPENDICES
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ARCHITECTS

4125 - 138th St. S.W. #100
Richmond, BC V6X 3E9
Tel: 604-271-1111
Fax: 604-271-1112
www.cotterarchitects.com

PROJECT:
BAYVIEW

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

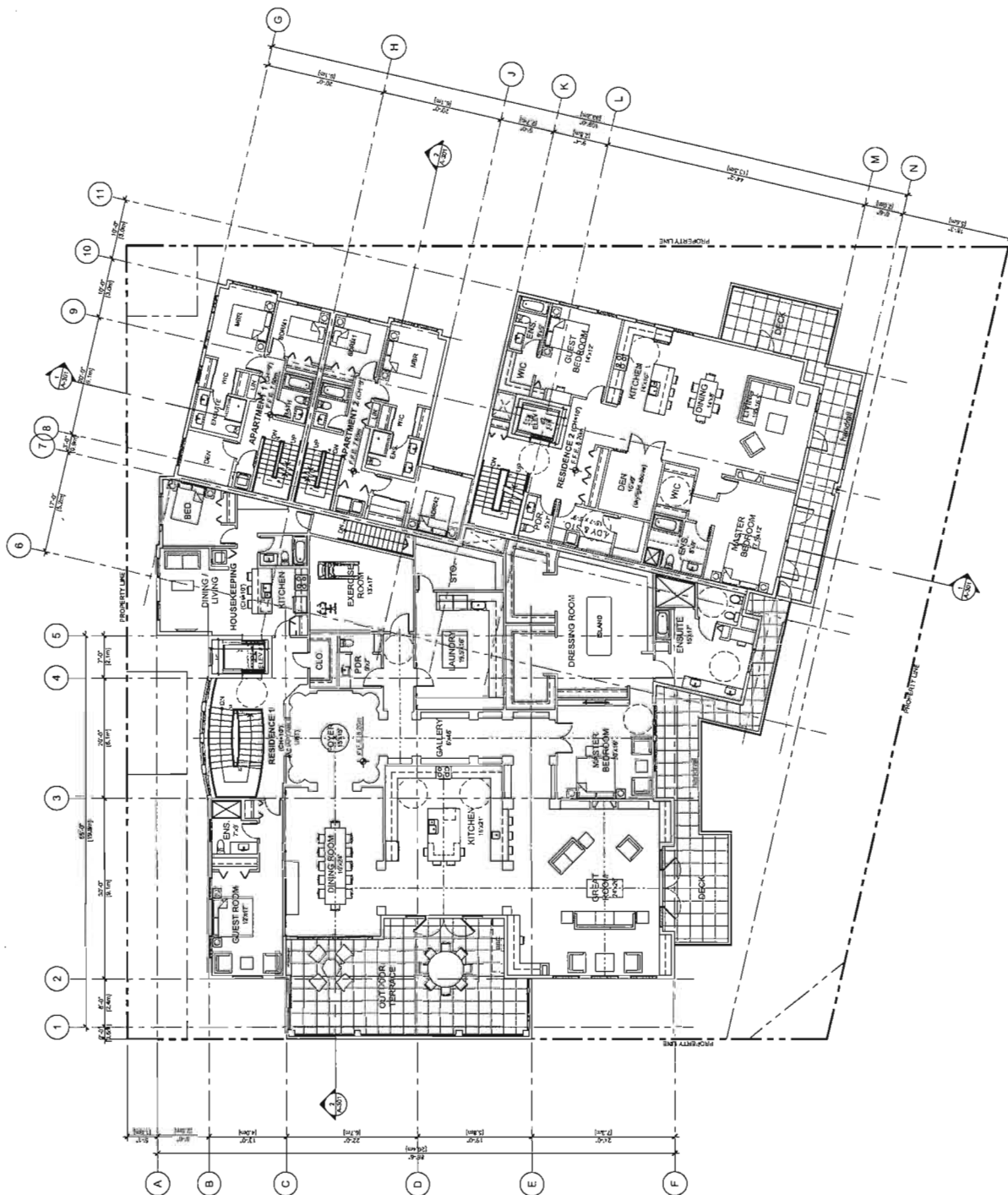
CLIENT:
Penta Bayview Holdings Ltd.

DATE:
2014-07-10

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

PROJECT NAME:
LEVEL 1 FLOOR PLAN







NOTES:

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2024.08.01	MM	MM
2	ISSUED FOR PERMIT	2024.08.01	MM	MM
3	ISSUED FOR PERMIT	2024.08.01	MM	MM
4	ISSUED FOR PERMIT	2024.08.01	MM	MM
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4075 - 1450 AVENUE 5 ROAD, RICHMOND, BC V6X 4G9
TEL: 604.273.1000 FAX: 604.273.1001
WWW.COTTERARCHITECTS.COM

PROJECT:

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

CLIENT:

Penta Bayview Holdings Ltd.

DESIGNED BY: MM
CHECKED BY: MM
DATE: 2024.08.01
SCALE: AS SHOWN
SHEET: 11 OF 12

NOTES: SEE SHEET 10 FOR DETAILS OF ROOF STRUCTURE AND FINISHES. SEE SHEET 11 FOR DETAILS OF ROOF DRAINAGE AND VENTILATION. SEE SHEET 12 FOR DETAILS OF ROOF ACCESS AND SAFETY FEATURES.

REVISIONS: SEE SHEET 10 FOR DETAILS OF ROOF STRUCTURE AND FINISHES. SEE SHEET 11 FOR DETAILS OF ROOF DRAINAGE AND VENTILATION. SEE SHEET 12 FOR DETAILS OF ROOF ACCESS AND SAFETY FEATURES.

ROOF PLAN



1 ROOF PLAN
1/8"=1'-0"

NOTES:

MATERIAL LEGEND

- | | | | |
|----|-----------------------|----|----------------------|
| 1 | MATRIX, LEGEND | 1 | WET, WET, WET |
| 2 | 2 "WARM UP" SOUNDS | 2 | 2 "WET, WET, WET" |
| 3 | 3 "GATED" INPUTS | 3 | 3 "WET, WET, WET" |
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| 77 | 77 "GATED | | |

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#215 • 13505 NO. 51RD, RICHMOND, BC V7A 3J7
TEL: 604 276-1547 FAX: 604 271-1101 EMAIL: info@cotterarch.com
WEB: www.cotterarch.com

PROJECT:
BAYVIEW

**RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT**
3531 Bayview Street
Richmond, BC.

Penta Bayview Holdings Ltd.

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SCAU	
Examiner	
Onsite/Offsite	PC

1/1-1/2-1/2	7/10/20
1/1-1/2-1/2	7/10/20

BUILDING ELEVATIONS
7/10/13/14

DRAWING NO.: **A-201**
 REV.



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ARCHITECTS

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
531 Bayview Street
Richmond, BC

Penta Bayview Holdings Ltd.

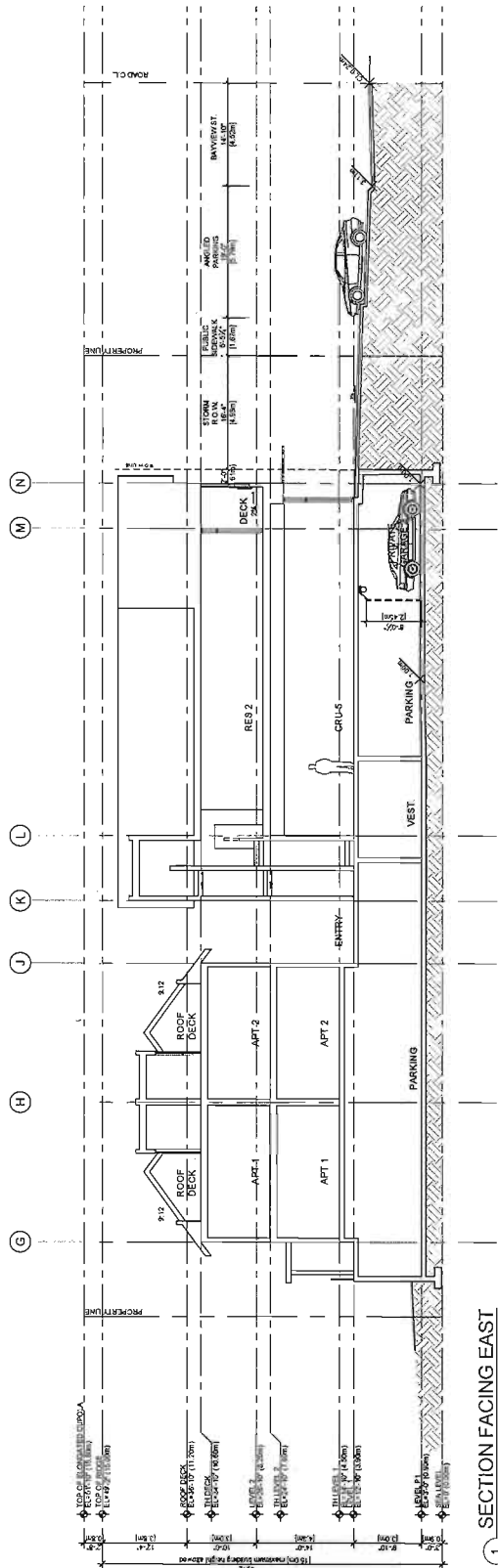
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FIELD NAME	DATE
PAID	PAID BY
*BANK OF AMERICA	
CASH	RECEIVED
TOTAL	

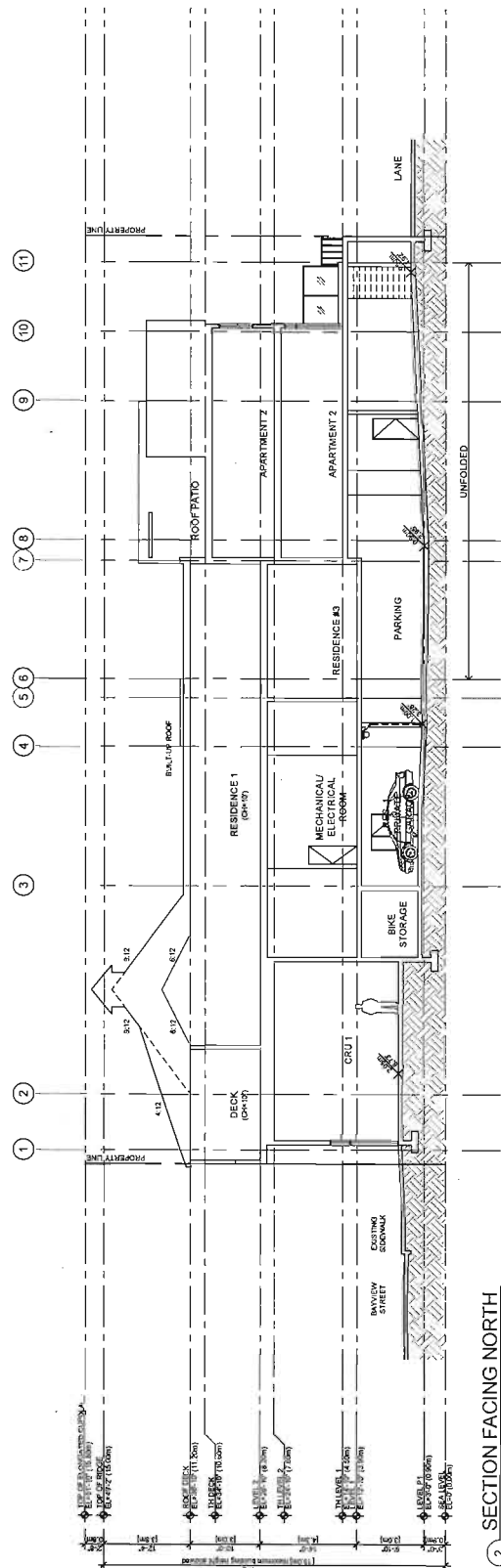
BUILDING ELEVATIONS

REV. A-202





1 SECTION FACING EAST
1/8"=1'-0"



2 SECTION FACING NORTH
1/8"=1'-0"

1	FOUNDATION	1/4"=1'-0"
2	FIRST FLOOR	1/4"=1'-0"
3	SECOND FLOOR	1/4"=1'-0"
4	THIRD FLOOR	1/4"=1'-0"
5	FOURTH FLOOR	1/4"=1'-0"
6	FIFTH FLOOR	1/4"=1'-0"
7	SIXTH FLOOR	1/4"=1'-0"
8	SEVENTH FLOOR	1/4"=1'-0"
9	EIGHTH FLOOR	1/4"=1'-0"
10	NINTH FLOOR	1/4"=1'-0"
11	TENTH FLOOR	1/4"=1'-0"
12	ROOF	1/4"=1'-0"

cotter
ARCHITECTS
4035 - 12300 RD. 3, SUITE 100, RICHMOND, BC V6X 3J7
TEL: 604-271-1100 FAX: 604-271-1101 WWW.COTTERARCHITECTS.COM

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

OWNER:
Penta Bayview Holdings Ltd.

DATE:
2018-01-10

DATE	2018-01-10
BY	1/10/18-JP
CHKD	1/10/18-JP
APP	1/10/18-JP
DATE	2018-01-10

BUILDING SECTIONS

A-301

An architectural rendering of a proposed multi-story building, likely a hotel or commercial structure, featuring a mix of brick, stone, and wood siding. The building has a complex roofline with multiple gables and a prominent sign on a tall pole in front. The rendering shows the building from a street-level perspective, with a road, sidewalk, and some landscaping in the foreground.

[illegible]

BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
125 WEST 4TH STREET
NEW YORK, N.Y. 10012

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SUM

104 CHAMBER	A-901	NEW
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City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ12-615239

Attachment 3

Address: 3531 Bayview Street

Applicant: Cotter Architects Inc.

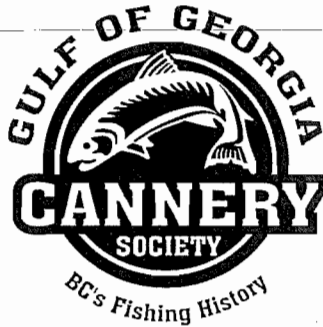
Planning Areas: OCP-Steveston Plan – Steveston Village Sub-Area “Core Area”

	Existing	Proposed
Owner:	Penta Bayview Holdings Ltd.	No change
Site Size (m²):	1,619 sq. m (17,426 sq.ft)	1,611 sq. m (17,342 sq.ft) after dedication
Land Uses:	Vacant site	2-storey mixed-use building over a partially in-ground parking structure
OCP Designation:	Neighbourhood Service Centre	Neighbourhood Service Centre
Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)
702 Policy Designation:	NA	NA
Zoning:	Light Industrial (IL)	ZMU22 – Commercial Mixed - Use Steveston Commercial
Number of Units (Commercial)	Vacant site	6 Commercial units including Retail
Number of Units (Residential)	Vacant site	6 Residential
Other Designations:	NA	NA

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Density (units/acre):	NA	NA	NA
Floor Area Ratio:	1.2	1.18 FAR	none
Lot Coverage – Building:	70%	67%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front Yard (m) 3 rd Avenue:	0 m	0 m	none

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Setback –Side & Rear Yards (m):	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	none
Height (m):	15 m GSC (2 and 3 Storeys)	15 m GSC (2 and 3 Storeys)	none
Off-street Parking Spaces - Residential (R) / Visitor (V)*:	11 spaces (R 1 spaces (V) (shared with commercial)	11 spaces (R 1 spaces (V) (shared with commercial)	none
Commercial (C)	18	18	
Off-street Parking Spaces – Total:	30 spaces	30 spaces	Variance: None
Amenity Space – Indoor:	Cash In Lieu	Cash In Lieu	none
Amenity Space – Outdoor:	N/A	N/A	N/A

*NOTE – The commercial parking provided would meet the requirements under the 33% reduction permitted through the Steveston Village Conservation Strategy.



ATTACHMENT 4
TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE



PC: Wayne
Craig -
for approval
action
PC: Joe
Erceg for
Info.

December 17, 2012

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

PHOTOCOPIED

JAN 2 / 13
JN
& DISTRIBUTED

Dear Mayor and Council,

Recently the Board of Directors of the Gulf of Georgia Cannery Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

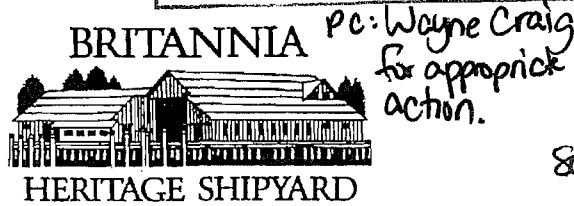
At our board meeting last week this development proposal was discussed and we would like to advise you that the Gulf of Georgia Cannery Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

Sincerely,

Kimberley Evans, Chair

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

		INT.
	DW	
✓	MJ	mb
	DB	



8060-20-8780

January 18, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council,

Recently the Board of Directors of the Britannia Heritage Shipyard Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

At our board meeting, this development proposal was discussed and we would like to advise you that the Britannia Heritage Shipyard Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

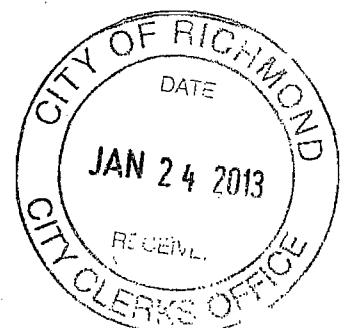
Sincerely,

Bob James
Chair
Britannia Heritage Shipyard Society
604-718-8038

PHOTOCOPIED

JAN 29 / 2013
W.

& DISTRIBUTED
CNCL - 165





STEVESTON COMMUNITY SOCIETY

4111 Moncton Street, Richmond, BC V7E 3A8

Tel: 604-238-8080 Fax: 604-718-8096

Salmon Festival Tel: 604-238-8094

stevestoncommunitysociety.com

stevestonsalmonfest.ca

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

PC: Wayne Craig for
Appropriate action.

		INT
	DW	
✓	MJ	
	DB	

8060-20-8780

January 21, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council;

RE: Development proposal for 3531 Bayview Street

The Steveston Community Society Board of Directors had the opportunity to review the development proposal for 3531 Bayview Street, at our meeting of December 20, 2012. The proposal was discussed in detail, and a resolution was passed to agree in principle with the project design. The Board was very pleased with the overall design and that it will be a positive new addition to the landscape in Steveston.

Thank you for this opportunity to provide input to this important development in our community. We will continue to participate in any meetings that are held regarding the development of the site, and will offer additional feedback should there be further calls for public comment.

Sincerely,

Jim Kojima, President
Steveston Community Society

PHOTOCOPIED

JAN 29/2013
w.

& DISTRIBUTED



STEVESTON POLICY REQUIREMENTS

Issue	Assessment
Dike Elevation	<ul style="list-style-type: none"> City of Richmond may increase dike height in future Commercial slab to be set at 3.9 m GSC Parking slab to be no higher than 1.4 m GSC. Proposal complies with general objectives for elevation and road grade
Grade	<ul style="list-style-type: none"> Maintain existing grade at North Property Line for purposes of setting height envelope Set Finished Floor Level of Commercial on Bayview at 3.9 m GSC Proposal complies
Height	<ul style="list-style-type: none"> Maintain height and number of storeys as per requirements of Steveston Village Conservation Area Zone and OCP 2 storeys and 12 m max proposed at South Building Face (Bayview Street) Parking included as a storey Parking is located partially below grade Envelope – Bayview/South BF: 12m max from 4.0m Finished Floor Level of Commercial fronting on Bayview Street at South Building Face Envelope - North PL: 15 m GSC from 1.4 m GSC datum
Site Planning	<ul style="list-style-type: none"> Site planning should read as if there were different building blocks, with distinct massing, roof detail, etc. Proposal complies
Streetwall (2 or 3 storey)	<ul style="list-style-type: none"> Design development to streetwall to reflect historic land use and lot pattern Streetwall to incorporate a sense of connection with depth of uses behind Streetwall to be reviewed in relation to limited range of bold massing blocks, distinctive materials, and window design and handling Further design development of Bayview Elevation and 3rd Avenue Elevation to occur at DP Stage
Materials	<ul style="list-style-type: none"> Reflect historic Steveston typology in the handling of streetwalls and cladding materials/detailing. Analyse Gulf of Georgia Cannery site planning, massing and architectural details/materials. Project generally complies Cladding, railings, cornices, parapets, windows, etc. to be further reviewed at DP stage
Roof Profile	<ul style="list-style-type: none"> Roof profile to be compatible with existing heritage structures in the Village. A variety of roof profiles can be used, including flat roof with false front to street. Proposed pitched roof and slope generally complies Design development to occur at Development Permit stage
Massing	<ul style="list-style-type: none"> Project generally reads as a two storey building on Bayview, and three storeys on the north (rear)
FAR Density Incentive	<ul style="list-style-type: none"> Not applicable – density is 1.18. No contribution required
Contributions	<ul style="list-style-type: none"> Affordable Housing Amenity Space

REZONING CONSIDERATIONS

Prior to final adoption of Zoning Amendment Bylaw No. 8780, the developer is required to complete the following:

1. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise from potential commercial activity on the ground floor within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
2. Resolution of dike issues, including:
 - a) Registration Statutory right-of-way (SRW) for Dike and Utilities, an agreement granting the City permission and access to maintain or remove City infrastructure and privately owned encroaching structures, and to complete any dike upgrades that the City may require;
 - b) Approval from the Ministry of Environment (Inspector of Dikes) if required; and
 - c) The Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.
3. Registration of a flood indemnity / flood plain covenant on title.
4. Registration of a cross-access easement and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the north west portion of the site in favour of 3420 Moncton Street.
5. Contribution of \$2,000 in-lieu of on-site indoor amenity space.
6. City acceptance of the developer’s offer to voluntarily contribute \$4.00 per buildable square foot for apartment units (\$51,340) to the City’s affordable housing fund.
7. The submission and processing of a Development Permit* and Heritage Alteration Permit completed to a level deemed acceptable by the Director of Development.
8. 4 m by 4 m road dedication (truncation) at the south-west corner.
9. Enter into a Servicing Agreement* for the design and construction of all road works and infrastructure on Bayview Street, 3rd Avenue, and the lane to the east of the site. Works include, but may not be limited to

- a) *Frontage Improvements:*

- *Bayview Street:* Works include installation of a 2m sidewalk along the property line edge from Third Avenue east to Second Avenue, removing the partial existing sidewalk. The balance of the area out to the curb is to be a grassed boulevard with no trees. The remainder of the frontage area to the existing curb is to be landscaped boulevard, curb and gutter. A 2.5m wide layby for vehicular parking is to be created along Bayview St. with appropriate clearances from the lane and 3rd Ave. Extension of sidewalk along the frontage of the adjacent property at 3711 Bayview Street is required, but is subject to public consultation by the Transportation Division, and determination of the ultimate road cross section and street design in this location.
- *Third Avenue:* new concrete sidewalk at Property Line (2.0m) remainder to existing curb location to be landscaped boulevard with new curb and gutter with a 2.5m parking bay constructed. The curb extension at the corner of Bayview Street./3rd Avenue is supported, however a turning template for a truck making the right turn from Bayview Street to 3d Avenue is to be submitted indicating the wheel path does not cross over the centre lane into opposing traffic.
- *Lane Works:* To maintain the character of the Lanes in accordance with the Steveston Village Conservation Program, minimal upgrades will be required. The lane will require paving up to the new Property Line with new asphalt. No curb and gutter or sidewalk will be required. Laneway lighting is required. Staff recommend incorporating the lighting into the building to preserve the historic condition of the lane.
- A crosswalk will be required across Bayview Street at an angle at the intersection of 3rd Avenue/Bayview Street. This will require frontage works across the street at the Steveston Harbour Authority parking area. The exact location of the sidewalk and design and construction of frontage improvements to be part of the servicing agreement to the satisfaction of the Director of Transportation. Stamped asphalt material should be used for the frontage and new crosswalk.
- All accessible ramps to have a maximum grade of 5%.

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

1. As part of the Building Permit Submission, the sustainability features listed below are to be detailed and included in the drawings submitted for the Building Permit stage:
 - Landscaping and permeable paving that may assist in diverting storm water run-off from the storm sewer system and reducing the urban heat island effect;
 - Reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads;
 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, with increased occupant control (heating zones within functional areas) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction waste management to be implemented to divert waste from landfills; products made out of recycled material or with recycled content to be used where applicable and concrete with fly ash content to be specified where possible; locally/regionally harvested and manufactured products to be preferred throughout the project;

- Low emitting materials sealants, adhesives, paints, carpets and composite wood to be used where applicable;
 - Low albedo roofing to all flat surfaces;
 - Operable windows specified to contribute to the quality of the indoor environment; and
 - Further sustainability features will be investigated as part of the Development Permit review.
2. As part of the Development Permit review and Building Permit submission, aging-in-place and adaptability features (listed below) are to be detailed and included in the drawings during the Building Permit stage:
 - Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) to be incorporated in all units; and
 - Single-level units with renovation potential identified which could be fully adaptable (e.g., corridor/door widths, fully accessible bathroom/bedroom, finishes) in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 3. As part of the Building Permit submission, a lighting plan for pedestrian entrances, access walkways (including pedestrian SRW) and parking access aisles will be required to ensure uniform levels of coverage and security. All lighting fixtures are to be hooded and downcast to prevent ambient light pollution and located to minimize conflict with neighbouring single family dwellings
 4. 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.
 5. 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.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9001 (RZ 12-615239)
3531 Bayview Street**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a. Inserting the following into the table contained in Section 5.15.1, after ZMU21:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU22	\$4.00"

b. inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.22 Commercial Mixed Use (ZMU22) – Steveston Commercial

20.22.1 Purpose

The **zone** provides for **commercial**, residential and industrial **uses** in the Steveston Village.

20.22.2 Permitted Uses

- child care
- education
- education, commercial
- government service
- health service, minor
- industrial, general
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair

20.22.3

Secondary Uses

- boarding and lodging
- community care facility, minor
- home business
- housing apartment

- service, personal
- studio
- veterinary service

20.22.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0.
2. Notwithstanding Section 20.22.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” if, if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU22 zone.
3. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

20.22.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 70% for **buildings**.

20.22.6 Yards & Setbacks

1. The minimum north side **setback** is 1.5 m.
2. The minimum south side **setback** is 5.6 m.
3. There is no minimum east side **setback**.
4. There is no minimum west side **setback**.
5. **Building** front facades facing a public **road** shall not be set back from the public **road lot line**, except for the following elements:
 - a) there shall be a 1.5 m maximum **setback** of ground floor **building face** (to underside of floor or roof **structure** above), accompanied with support posts at the **front lot line**;
 - b) the entrance to a ground level public access or egress shall have a maximum width of 2.4 m, but shall not be more than 25% of facade width;
 - c) a recessed **balcony** opening shall have a maximum width of 2.4 m, and the total aggregate width shall be a maximum 25% of **lot width**; and
 - d) the aggregate area of all recesses and openings in items a), b), and c) shall not exceed a maximum of 33% of **building** facade as measured from the ground level to parapet cap by the facade width.

6. A **parking structure** may project into the **side yard** or **rear yard setback** up to the **property line**. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.22.7 Permitted Heights

1. The maximum **height** for **buildings** is three **storeys** at the north face of the building and two storeys on the south face (Bayview Street) but not to exceed a **height** to roof ridge of 15.0 m Geodetic Survey of Canada (GSC) datum.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 8.0 m Geodetic Survey of Canada (GSC) datum.

20.22.8 Subdivision Provisions/Minimum Lot Size

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

20.22.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.22.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared; and
 - b) On-site **vehicle** parking shall be provided at the following rate:
 - i) non-residential **uses** – on-site parking requirements contained in this bylaw are reduced by 33%;
 - ii) residential **uses** - 1.3 spaces per **dwelling unit**; and
 - iii) residential visitors - 0.2 space per **dwelling unit**.

20.22.11 Other Regulations

1. For **housing, apartment**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting** a **road** (excluding a **lane**) shall be used for residential purposes.

2. For **housing, apartment**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 2.0 m in width.
 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
 4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the Steveston Commercial (CS2) zone."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMMERCIAL MIXED USE (ZMU22) – STEVESTON COMMERCIAL**
- P.I.D. 001-618-555
Lot "A" (Y60944E) Block 6 Section 10 Block 3 North Range 7 West New Westminster District Plan 249
3. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 8500, Amendment Bylaw No. 9001"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



To: Planning Committee

Date: January 22, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6455-01/2012-Vol
01

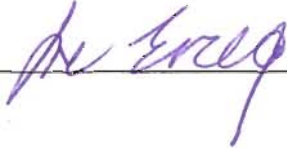


**Re: TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS –
REPORT BACK ON REFERRAL**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):
 - to permit a maximum of 75% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking),
 - to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft), and
 - to require visitor parking for residential uses be identified by signage,be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.

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

Att. 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Building Approvals	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At the regular Council meeting held September 26, 2011, Council considered a report on tandem parking (i.e., where one standard parking space is located behind the other) in new townhouse developments and resolved:

That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:

- *impacts of regulating the extent of tandem parking provided;*
- *minimum dimensions of parking stalls; and*
- *measures to better define visibility of visitor parking.*

This report outlines the results of and recommendations arising from the consultations and proposes amendments to Richmond Zoning Bylaw 8500 to realize the recommendations.

Analysis

1. Meetings with and Feedback from Stakeholders

In February 2012, staff met with members of the Urban Development Institute (UDI), other small townhouse builders and the Richmond Parking Advisory Committee to discuss the three (3) identified parking-related topics. Members of the Greater Vancouver Home Builders Association (GVHBA) were unable to attend a meeting but were provided with presentation materials and invited to submit comments to staff. The discussion included gathering feedback on potential options and measures prepared by staff to address the perceived concerns as shown in Table 1 below.

Table 1: Existing and Potential Provisions to Address Parking Concerns

Issue	Existing Bylaw Provision	Potential Option(s)
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Outside of site specific zones, 0% of units with two (2) parking spaces may have tandem arrangement (i.e., any tandem parking requires a variance, which would typically be supported if there are no existing/anticipated parking or traffic problems nearby) • Within site specific zones, up to 100% of units with two (2) parking spaces may have tandem arrangement (i.e., no variance required) 	<ul style="list-style-type: none"> • Maintain up to 100% of units may have tandem parking within site specific zones • Outside of site specific zones, the percentage of units that may have tandem parking: <ul style="list-style-type: none"> ○ Maximum of 100% of units ○ Maximum 75% of units ○ Maximum 50% of units ○ Status Quo (0% of units)
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Minimum Dimensions: 2.5 m by 5.5 m • Clearance to Walls at Sides: 0.3 m on each side (for total width of 3.1 m) • Clearance to Walls at Front/Back: None 	<ul style="list-style-type: none"> • Dimensions: remain unchanged • Clearance to Walls at Sides: increase by 0.3 m to 0.6 m on each side • Clearance to Walls at Front/Back: increase to 0.3 m at each end

Issue	Existing Bylaw Provision	Potential Option(s)
Visibility of Visitor Parking	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Standardized wayfinding signage from the entrance at maximum 50 m spacing and/or key decision points Standardized signage and pavement markings at each stall Minimum lighting requirements

1.1 Feedback from Developers

Attachment 1 summarizes the key comments from developers regarding each issue as well as the impacts of the potential options. The general tenor of the developer feedback was:

- Extent of Tandem Parking Provided: prefer to maintain the status quo, as variances are typically supported, and let the market (rather than the City) decide how much tandem parking to provide;
- Size of Tandem Parking Stalls: prefer to maintain the status quo, as increasing the clearance may increase the unit size and thus decrease affordability; and
- Visibility of Visitor Parking: support the standardization of signage and pavement markings.

In addition, Polygon Homes compiled a list of 29 completed projects located in 10 different municipalities (including four in Richmond that are shaded in grey) where the percentage of units in each development that have tandem parking ranged from 31 to 100 per cent of the units constructed (see **Attachment 2**). For these projects, the company's in-house Customer Service Group received 1,364 customer responses on various aspects of the developments. As shown in the last column of the table, there were minimal customer responses (a total of nine, or 0.7 per cent of total responses) regarding tandem parking. For the four Richmond developments that have an average of 74 per cent of the units with tandem parking, a total of 172 customer responses were received with only one response related to tandem parking. Polygon therefore concludes that there is no compelling evidence from customers of a perceived problem with tandem parking.

1.2 Feedback from Richmond Parking Advisory Committee

Staff also met with the Richmond Parking Advisory Committee in February 2012 to discuss the parking-related topics and the potential options and measures. **Attachment 3** summarizes the comments provided by members, which are similar in tone to those provided by the developers.

2. Proposed Recommendations

The proposed recommendations for Richmond seek to maintain and enhance the liveability of the city for both existing and new residents in terms of housing affordability, range of housing type available and parking impacts of new residential developments, while at the same time streamlining the provision of tandem parking and avoiding undue hardship for the development industry.

2.1 Extent of Tandem Parking Provided in Townhouse Developments

For all options, the current bylaw provision whereby up to 100 per cent of units with two parking spaces in site specific zones may have those spaces in a tandem arrangement would be

maintained (see **Attachment 4** for the location of these specific zones, which are generally located within the City Centre area with the exception of two site specific zones in the Hamilton area and on Francis Road just east of No. 3 Road). The following three options would apply to townhouse developments outside of the existing site specific zones.

In addition, for each option, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis based on the following criteria:

- *Size of Development*: size of the site and/or the extent of street frontage, which impacts the flexibility for site planning. For example, for small infill projects, particularly in the City Centre, the size and configuration of the site would likely trigger the need for more tandem parking in order to make the proposed project feasible and to achieve the density envisioned in the relevant area plan;
- *Site Constraints*: site geometry and other specific constraints (e.g., ground floor is non-habitable due to the minimum flood construction level requirement, tree retention); and
- *Site Location*: the extent of parking restrictions on the fronting and/or side streets and the proximity of the development to existing single family neighbourhoods.

In developing the options, staff also considered the practice of other municipalities in the Metro Vancouver area. As noted in the previous report considered by Council in September 2011, three municipalities (i.e., Vancouver, Surrey and Delta) specifically permit tandem parking arrangements for residential developments in their bylaws while other jurisdictions (e.g., Burnaby, New Westminster, Coquitlam) do not identify tandem parking in their bylaws but do support the arrangement in practice. Only the City of Vancouver specifies a maximum percentage of units that are permitted to have tandem parking, which is 50 per cent.

Option 1: Status Quo – 0 % of Units Permitted for Tandem Parking Unless Variance is Granted

Based on current practice, any proposal beyond the permitted zones for a development with a townhouse unit that has two (2) parking spaces to have the spaces in a tandem arrangement would require a variance (even if only one (1) unit in the entire complex is proposed to have tandem parking), and developers may seek a variance to provide tandem parking for up to 100 per cent of the units.

As there had been general support of the City in the past for variances to permit tandem parking, this option is supported by local developers who oppose any perceived limit on the extent of tandem parking permitted in townhouse developments. Supporting variances for tandem parking helps reduce lot coverage, particularly for smaller sites, and maintain unit variety and affordability. Conversely, maintaining the status quo is administratively cumbersome as a variance is necessarily generated each time thus diminishing the effectiveness of the existing bylaw provision.

Option 2: Up to a Maximum of 75 % of Units Permitted for Tandem Parking (Recommended)

Under this option, a maximum of 75 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 75 per cent of the units would require a variance. As an example, a 40-unit townhouse development could have up to 30 units with parking in a tandem arrangement

with the remaining 10 units having any combination of single or side-by-side parking spaces that sums to the total number of required parking spaces, unless a variance is requested that the remaining 10 units have tandem parking instead of side-by-side parking.

Based on staff's review of 49 existing townhouse developments randomly selected throughout Richmond, an average of 61 per cent of townhouse units have tandem parking (see **Attachment 5**). Staff's assessment of applications processed within the past three years indicates that this percentage has increased, likely due to rising land prices. Therefore, the proposed maximum limit would be generally consistent with the current practice of developers. While this maximum rate is higher than that permitted by the City of Vancouver, staff believe this figure is appropriate for Richmond as it reflects existing conditions which, as noted in the prior report on this topic, have not resulted in a lack of on-street parking capacity.¹

This option would benefit developers by significantly reducing the current number of variance requests as such a request would not be triggered until the threshold of 75 per cent of the units is passed, as opposed to the current threshold of one or more units. As noted above, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis. More importantly, permitting a higher percentage of townhouse units to have tandem parking would help maintain the affordability of these units, as this parking arrangement typically allows a greater unit yield on a given site.

Option 3: Up to a Maximum of 50 % of Units Permitted for Tandem Parking

Under this option, a maximum of 50 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 50 per cent of the units would require a variance. This option is not recommended as staff deem the limit too onerous for developers in terms of the viability of a project. More importantly, the lower the permitted limit on the extent of tandem parking allowed, the greater the negative impact on affordability as units with tandem parking typically cost less for homebuyers.

2.2 Size of Tandem Parking Stalls

As survey respondents² cited concerns regarding the width of parking stalls in a tandem arrangement, staff explored options to improve the accessibility of the stalls.

Per the City's existing bylaw requirement, the minimum width of a parking space shall be increased by 0.3 m where the parking space adjoins a wall. Thus, for a tandem parking space in a townhouse that has a wall on either side, the minimum parking stall width of 2.5 m would be increased by 0.3 m on either side for a total width of 3.1 m. As shown in Table 2 below, these lateral clearance requirements are generally consistent with those of other municipalities in the region. In addition, other municipalities typically do not require any additional clearance at the front or back of the parking space.

¹ Staff site visits to 35 existing townhouse developments with both tandem and conventional side by side parking in August 2011 concluded that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.

² As summarized in the report considered by Council in September 2011, staff distributed a survey in July 2011 to owners and occupants of 35 existing townhouse developments in Richmond with both tandem and conventional side-by-side parking seeking their feedback regarding on-site vehicle adequacy and convenience.

Table 2: Tandem Parking Clearance Provisions in Other Greater Vancouver Municipalities

Municipality	Min. Dimensions of Parking Space (L x W)	Lateral Clearance Requirement for Tandem Parking Stall	Overall Parking Space Width
Vancouver	5.5 m x 2.5 m	0.2 m on each side	2.9 m
Surrey	6.1 m x 2.6 m (inside) 6.0 m x 2.6 m (outside)	0.2 m on each side	3.0 m
Delta	5.5 m x 2.75 m	minimum stall width of 3.0 m where parking space abuts a wall	3.0 m
Richmond	5.5 m x 2.5 m	0.3 m on each side	3.1 m
Burnaby	5.5 m x 2.6 m	0.3 m on each side	3.2 m
New Westminster	5.3 m x 2.59-2.74 m	0.3 m on each side for entire length except for 1.22 m at each end on sides that abut the wall	3.19-3.34 m
Coquitlam	5.8 m x 2.6-2.9 m	0.3 m on each side	3.2-3.5 m

Each option below pertains to the lateral clearance provided for a tandem parking stall. Staff do not propose adding a clearance requirement for the front and/or back of a tandem parking stall, as survey respondents who have tandem parking spaces did not indicate a desire for greater clearance at the front or back; rather, the consistent comment was that the parking spaces were not wide enough.

Option 1: Status Quo – Maintain Minimum Overall Parking Space at Width 3.1 m

The width of a typical compact sedan (e.g., late model Honda Civic) is 1.85 m and its doors, when opened to the first spacing, typically add another 0.60 m on either side resulting in an overall width of 3.05 m. While the City's existing requirement of 3.10 m for the overall parking space width would allow both doors of this typical compact sedan to be opened on both sides at the same time, this may not be achievable for a larger vehicle.

Option 2: Increase Minimum Width plus Clearance from 3.1 m to 3.4 m for One Stall Only for Units Greater than 4.57 m in Width (Recommended)

Under this option, the overall minimum width plus clearance for one of the tandem parking stalls would be increased from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m as a narrower width for one of the stalls is necessary to accommodate the adjacent foyer which is typically wider than the staircase in order to provide a comfortable and functional space at the door entrance. This was confirmed with staff's review of relevant development plans and field tests at a new townhouse unit of width greater than 4.57 m (15 feet). As such, staff concluded that the proposed wider width of 3.4 m can only be accommodated adjacent to the staircase.

While a width of 3.1 m can accommodate a typical compact vehicle (i.e., so that both doors of the vehicle can open to the first spacing at the same time) as noted in Option 1, it cannot accommodate a larger vehicle such as a minivan or sport utility vehicle. Using a late model Dodge Caravan, staff confirmed that an overall width of 3.4 m is needed to allow both doors of the vehicle to be opened to the first spacing at the same time.

Staff reviewed further typical floor plans of narrower townhouse units and consulted with several developers and architects who specialize in townhouse developments in Richmond to determine whether or not the proposed 3.4 m minimum width for only one of the stalls would be viable without increasing the overall width of the dwelling unit. The consensus is that typical

townhouse units greater than 4.57 m (15 feet) on the ground floor could accommodate the recommended increased width of one of the two tandem stalls.

Given the industry feedback and the relatively small number of units (estimated at less than 20%) built with tandem parking that are 4.57 m (15 feet) wide or less, staff propose that townhouse units that are 4.57 m (15 feet) or narrower in width be exempt from the proposed change to increase the minimum width to 3.4 m. With this approach, staff would assess any parking variance requests on a case-by-case basis.

Staff further recommend that the proposed new requirement should allow developers the flexibility to determine which of the two tandem parking spaces would be provided with the increased overall width of 3.4 m based on the internal layout of the unit.

Option 3: Increase Minimum Width plus Clearance from 3.1 m to 3.7 m

Under this option, the lateral clearance would be increased by 0.3 m to 0.6 m on each side such that existing minimum width plus clearance would be increased from 3.1 m to 3.7 m, which would be appreciably wider than the existing minimum widths of the surveyed municipalities shown in Table 2. While this option would allow the opening of both doors of vehicles larger than a typical minivan such as a full size SUV, it is not recommended due to its estimated negative impact upon construction costs and thus affordability. The development community indicated that increasing the width of a tandem garage by 0.3 m (one foot) would increase overall construction costs by up to five per cent given a three-storey unit that is 6.1 m (20 feet) in length (i.e., 20 square feet multiplied by 3 storeys). This additional cost would be reflected in the ultimate market price for the potential homebuyer.

2.3 Visibility of Visitor Parking

As all stakeholders consistently support the development of standardized signage and pavement markings to better identify the location of visitor parking within multi-family residential developments, staff propose to define the design and placement of these items including the following elements:

- size, wording and colour of the signage;
- size of text for the signage and pavement markings; and
- location and spacing of wayfinding signage.

2.4 Further Consultation with Stakeholders

Staff met again with members of UDI in November 2012 to review the recommended measures. As indicated in **Attachment 6**, the agency fully supports the proposed changes.

3. Proposed Amendments to Bylaws

Richmond Zoning Bylaw 8500, Amendment Bylaw 8993, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994, are based on the recommended options for the extent of tandem parking provided and the size of tandem parking stalls, as well as the measures to improve the visibility of visitor parking.

Financial Impact

None.

Conclusion

As directed by Council, staff consulted with stakeholders regarding three parking-related topics specific to multi-family developments: (1) the impacts of regulating the extent of tandem parking provided; (2) the minimum dimensions of tandem parking stalls; and (3) measures to better define visibility of visitor parking. Based on stakeholder feedback and staff analysis, staff recommend the following amendments to Richmond Zoning Bylaw 8500 and Richmond Official Community Plan Bylaw 9000:

- establish that a maximum of 75 per cent of the total townhouse units with two (2) parking spaces in an enclosed garage may have those parking spaces in a tandem arrangement for those areas outside of the existing site specific zones, with requests for variances of this limit to be considered on a case-by-case basis;
- increase the minimum width plus clearance for one of the tandem parking stalls from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m for townhouse units greater than 4.57 m in width; and
- require standardized signage and pavement markings to better define the location and visibility of visitor parking.

The recommended changes in townhouse parking requirements are considered to achieve an optimal balance between enhancing liveability of existing and new residents, maintaining the affordability of new townhouses, reducing bureaucracy in the provision of tandem parking, and precluding hardship on the development industry.



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Senior Transportation Engineer
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JC:rg

Feedback from Developers

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Would not support changes or limits to existing bylaw provisions • Issue is a perceived (not actual) problem as there is no clear evidence that on-site tandem parking creates spill-over of parking to the adjacent streets • Use of on-street parking can be attributed to residents of all housing types regardless of the parking arrangement due to: <ul style="list-style-type: none"> ○ residents with more vehicles than parking spaces ○ residents using the garage for storage of items rather than vehicles ○ rental units in the area • Site observations documented by staff in previous report indicate there is sufficient on-street parking • Let the market (not the City) decide how much tandem parking to provide • Developers are sensitive to the market and will not build something that buyers do not want • Already striving to achieve a balance between affordability and tandem versus side-by-side parking • No indication from clients/buyers that tandem parking is unacceptable • Given the geometry of a particular site and the restraints of FSR, site coverage, setback, and tree retention, it is not always possible to provide only side-by-side parking • A “one size fits all” regulation for all sites would not be equitable, instead consider each development on its own merits • Consider regulating on-street parking (e.g., implement pay parking, a 2-hour time limit or increased enforcement of three hour time limit) to ensure there is turnover and spaces available • Undertake further review of particular locations that have generated complaints to determine if tandem parking is really the source or is it really the increase in density • As units with side-by-side parking are wider than those with tandem parking (typically 300-500 sq ft larger), any limits on extent of tandem parking provided will decrease the: <ul style="list-style-type: none"> ○ range of housing choices available ○ affordability due to larger size of unit ○ amount of open space on development site
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Would prefer to maintain existing bylaw provisions but some developers would consider an option to increase the clearance on one side only by 0.3 m to 0.6 m with no change in the clearance at the front and back • No indication from clients/buyers that size of tandem parking stall is unacceptable • Any trend towards buying smaller vehicles will mitigate this issue • As the size of the garage dictates the size of unit above, increasing the clearance will increase the unit size and, in turn, will decrease affordability and the amount of open space
Visibility of Visitor Parking	<ul style="list-style-type: none"> • Agree that standardized signage and pavement markings should be developed and would not impose any negative impacts • Do not support the consolidation of visitor parking in one location; prefer to distribute spaces around the site to maximize proximity to ultimate destination • Consolidation of visitor parking may inconvenience some guests as they would have to walk farther to their destination

Feedback from Richmond Parking Advisory Committee

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • No need for City to regulate as developers know the market and will not build units that are undesirable. • Not clear there is evidence of spill-over parking on to the street from townhouse developments with tandem parking as staff were unable to establish a correlation between the type and extent of parking arrangements in a townhouse development and the adjacent street occupancy rate. • Agree that changing from the status quo would reduce the number of variances required but also acknowledge that, should a maximum limit be established, developers are concerned that any applications for more than that limit will be subject to greater scrutiny by staff than currently.
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • No need to revise size of tandem parking stall as residents knew what they were buying and have the option of trading their current vehicle for a narrower one. • Not clear this is a significant issue as, outside of the targeted survey, the City has rarely received complaints regarding the stall size. • Some of the survey responses may be somewhat misleading as phrasing of question invited response of desiring more space.
Visibility of Visitor Parking	<ul style="list-style-type: none"> • Agree that better signage is needed and it is important to include the word "only" on the sign (i.e., "Visitor Parking Only"). • Agree that pavement markings are also needed, not just signage. • Upon implementation, will need strata councils to take responsibility for enforcing the proper use of the visitor parking.

**Multi-Family Residential Development Projects Completed by Polygon Homes:
Customer Feedback re Tandem Parking**

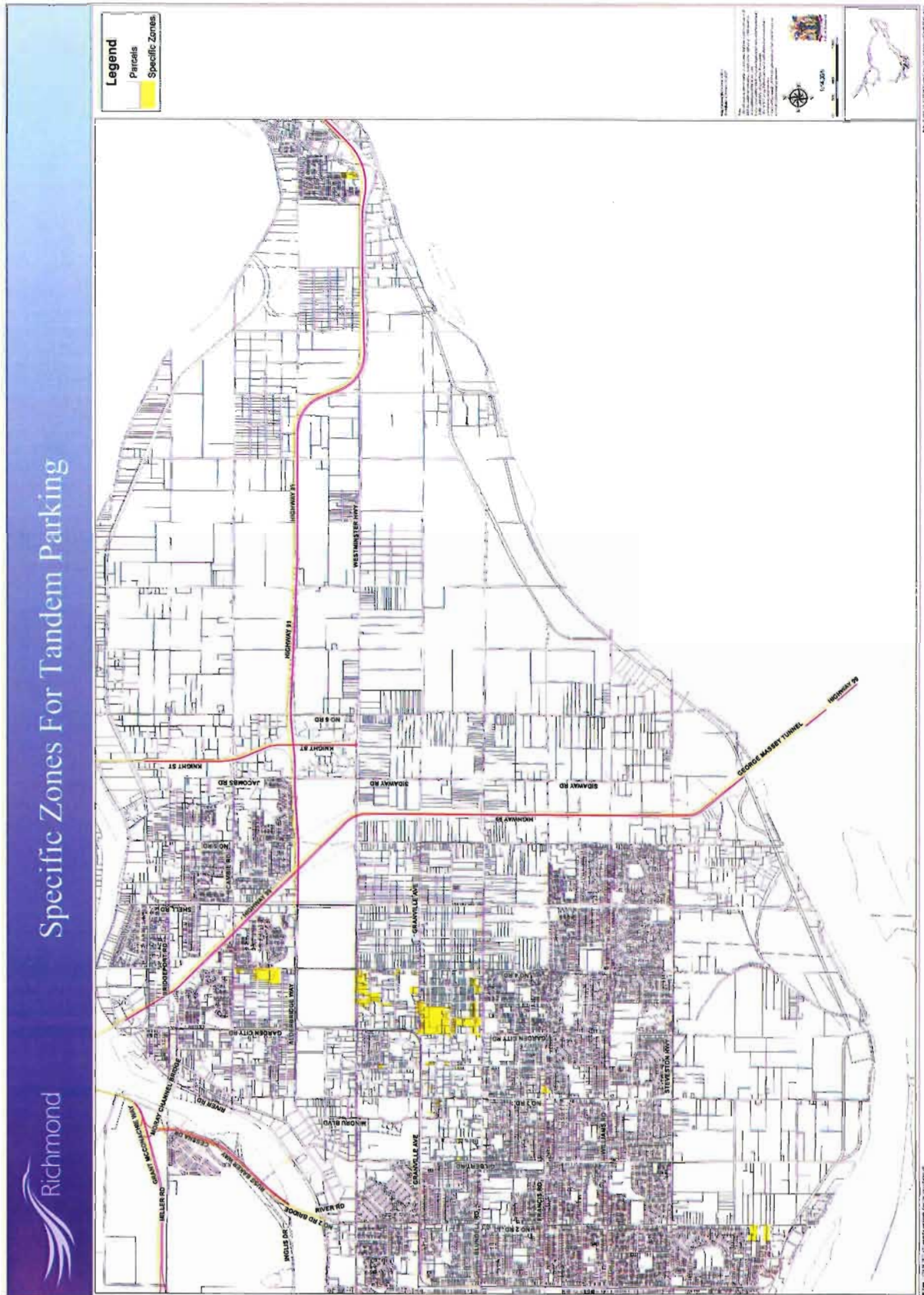
	Project Name	Location	Total Homes Surveyed (Ti. No. Units)	Total Responses	Total Units With Tandem Parking	Percent Units With Tandem Parking	Comments on Tandem Parking
1	Tyneridge Phase 1	Coquitlam	41	6	37	90%	0
2	Kinfield	Abbotsford	69	1	69	100%	0
3	Red Maple Park Phase 1	Township of Langley	51	1	44	86%	0
4	Equinox Phase 1 & 2	Delta	80	34	79	99%	0
5	Wishing Tree Phase 1 & 2	Richmond	68	27	68	100%	0
6	Kensal Walk Phase 1, 2, & 3	Port Moody	119	32	83	70%	0
7	Wedgewood	North Vancouver	55	22	36	65%	0
8	Spyglass Phase 1 & 2	Delta	91	47	28	31%	0
9	Kaleden Phase 1, 2, 3 & 4	Surrey	185	82	176	95%	0
10	Whitetail Lane Phase 1-4	Coquitlam	230	92	116	50%	1
11	Radiance Phase 1 & 2	Delta	89	44	85	96%	0
12	Hennessy Green Phase 1 & 2	Richmond	98	51	53	54%	0
13	Pepperwood Phase 1, 2, & 3	Township of Langley	157	57	152	97%	0
14	Currents	Port Moody	36	12	36	100%	0
15	Oaklands Phase 1 & 2	Surrey	123	54	123	100%	3
16	Bannister Mews	Vancouver	28	13	16	57%	0
17	Terramor Phase 1, 2, & 3	Burnaby	177	78	144	81%	0
18	Whisper Ridge	Coquitlam	85	46	30	35%	0
19	Sagebrook	Township of Langley	164	83	164	100%	0
20	Brooklands	Surrey	137	81	137	100%	1
21	Uplands	Surrey	124	60	91	73%	0
22	** Jasmine Lane	Richmond	59	32	59	100%	1
23	Southpointe	Burnaby	42	24	20	48%	0
24	Indigo Phase 1 & 2	Port Moody	127	74	77	61%	1
25	Churchill Gardens Phase 1 & 2	Vancouver	70	39	22	31%	0
26	Huckleberry Phase 1 & 2	Surrey	82	48	82	100%	0
27	Steeplechase Phase 1 & 2	Township of Langley	88	49	88	100%	0
28	Amberleigh Phase 1 & 2	Township of Langley	187	113	187	100%	2
29	Leighton Green Phase 1 & 2	Richmond	94	62	56	60%	0

Total Overall	2,956	1,364	2,358	80%	9
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Total For Richmond Projects	319	172	236	74%	1
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** The comment from the Richmond homeowner was "Better to have a side-by-side garage."

Site Specific Zones where Tandem Parking Permitted in up to 100 % of Units



**Proportion of Tandem Parking in Sample Townhouse Developments
Completed in Richmond**

Address	# Units	% Tandem Parking
22380 Sharpe Ave	35	0.0%
22386 Sharpe Ave	17	52.9%
22711 Norton Court	33	100.0%
22728 Norton Court	9	55.6%
22788 Norton Court	24	83.3%
22788 Westminster Hwy	54	72.2%
9800 Odlin Road	92	54.3%
6111 No. 1 Road	34	88.4%
6179 No. 1 Road	35	
6331 No. 1 Road	33	81.8%
6511 No. 1 Road	12	0.0%
7231 No. 2 Road	26	53.8%
8171 No. 2 Road	10	80.0%
7171 Steveston Hwy	50	76.0%
9600 No. 3 Road	16	75.0%
12251 No. 2 Road	50	55.6%
12311 No. 2 Road	54	77.8%
8691-8791 Williams Road	31	51.6%
8080 Blundell Road	8	50.0%
9131-9151 Williams Road	9	33.3%
6180 Alder Street	20	10.0%
6199 Birch Street	40	100.0%
9333 Ferndale Road	30	36.7%
9420 Ferndale Road	24	87.5%
9580 Alberta Road	13	46.2%

Address	# Units	% Tandem Parking
9400 Ferndale Road	8	87.5%
9551 Ferndale Road	58	86.2%
9751 Ferndale Road	21	100.0%
6188 Birch Street	59	50.8%
9451 Granville Ave	30	96.7%
9791 Granville Ave.	7	57.1%
7393 Turnill Street	45	75.6%
9333 Sills Ave	59	57.6%
7331 No. 4 Road	22	18.2%
9308 Keefer Street	31	87.1%
9688 Keefer Street	32	56.3%
7533 Turnill Street	15	91.7%
7533 Heather Street	45	91.7%
9051 Blundell Road	12	66.7%
7840 Garden City Road	10	60.0%
7820 Ash Street	5	40.0%
7071 Bridge Street	17	0.0%
9651 Alberta Road	22	100.0%
7060 Ash Street	17	0.0%
7771 Bridge Street	22	81.8%
9699 Sills Avenue	45	0.0%
7373 Turnill Street	24	62.5%
6100 Alder Street	21	38.1%
6099 Alder Street	52	38.5%
7051 Ash Street	40	100.0%

Overall Average = 60.5 per cent tandem parking



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November 23, 2012

Victor Wei, P. Eng.
Director, Transportation
City of Richmond
6911 NO.3 Road
Richmond, BC V5Y 2C1

Dear Mr. Wei:

Re: Tandem Parking Regulations

I would like to thank you and your staff for working with representatives from the Urban Development Institute (UDI) on new regulations for tandem parking spots in townhouse unit garages. UDI and the City have had several meetings this past year, and the result is a balanced and progressive package of proposals in three areas –reducing the need for parking variances, increasing width of parking stalls, and improvements to visitor parking.

Reducing the Need for Variances:

UDI strongly endorses the proposals to permit tandem parking spaces for up to 75% of dwelling units in townhouse developments without a variance. Currently, almost every project with tandem parking requires a variance, which unnecessarily consumes staff resources and delays the development review process.

In the September 6, 2011 Report to Council on *Tandem Vehicle Parking in Multi-family Residential Units*, staff report on their analysis regarding the spillover impacts of townhouse projects with tandem parking on on-street parking in adjacent areas. Staff found the impact to be minimal, noting “*On-site observations indicate that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.*”

There are affordability considerations as well. Tandem parking is needed to reduce the width of units to lower costs. Narrow units have lower construction costs and are therefore more affordable for homebuyers. On typical three story units, an additional foot in width adds 80 square feet to the floor area of a unit. The average sales price for a new townhouse unit in Richmond is approximately \$400 per square foot, so that additional 80 square feet represents an increase of \$32,000 to the price of a unit.

Increasing the Width of Stalls:

As noted above, UDI is concerned about the cost implications of widening units. However, we believe the proposal by City staff to widen parking stalls in townhouse garages will not result in wider units and higher costs. It is a balanced proposal that will provide better parking for residents. At the same time, staff have noted that they still allow 15 foot-wide affordable townhouse units to continue to be built within the City.

Visitor Parking:

UDI supports the enhancements to residential visitor parking to provide guidance/wayfinding signage to visitor parking; ensure the visitor parking area is well lit; and provide pavement marking and signage for visitor parking stalls. These improvements add value without increasing the costs of townhouse projects.

UDI has also suggested that the City and industry work together to encourage strata corporations to maintain their signage and pavement markings for visitor parking stalls.

I thank you again for working with UDI's Liaison Committee on the proposed tandem parking regulations. We support your proposals and look forward to working with Richmond on this and other issues.

Yours truly,



Anne McMullin
President and CEO

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**Richmond Official Community Plan Bylaw 9000,
Amendment Bylaw 8994
(Residential Visitor Parking Signage)
City of Richmond**

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by inserting the following new subsections in Section 14.0 Development Permit Guidelines:
 - “14.4.5.A.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City.”
 - “14.5.1.E.c) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City.”
 - “14.5.13.C.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City.”
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor D

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500, Amendment Bylaw 8993
(Townhouse Tandem Parking)
City of Richmond**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following new subsections in Section 7.5 Development & Maintenance Standards for On-Site Parking:

“7.5.6.A. Where residents of a single **dwelling unit** reside in a **building** used for **housing, town** and intend to use two **parking spaces**, a maximum of **50%** of the spaces may be provided in a **tandem arrangement** within an enclosed garage except in **site specific zones** ZT45, ZT48 to ZT53, ZT55 to ZT65 and ZT67, with one standard **parking space** located behind the other, and both standard **parking spaces** may be perpendicular to the **adjacent** manoeuvring aisle and **housing, town dwelling units** with a width greater than 4.57 m shall have the following clear minimum dimensions for one of the **parking spaces** provided in a **tandem arrangement**:

One Parking Space	Length	Width	Lateral Clearance	Total Space Width
Standard Space	5.5 m	2.5 m	0.9 m	3.4 m”

- “7.5.19. Visitor parking required for multiple-family residential **uses** shall be:
- a) marked with a clearly visible sign a minimum size of 300 mm by 450 mm with the words “VISITORS ONLY” in capital letters identifying the spaces; and
 - b) marked on the parking surface with the words “VISITORS ONLY” in capital letters a minimum 30 cm (12 in) high and 1.65 m (65 in) in length.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8993**”.

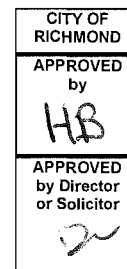
FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: January 22, 2013

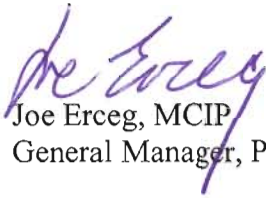
From: Joe Erceg, MCIP
General Manager, Planning and Development

File: 08-4200-03/2012-Vol 01

Re: **Proposed Changes to the Steveston Village Conservation Strategy**

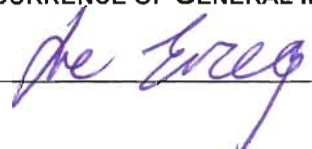


Staff Recommendations

1. That the proposed Review Concept to amend the Steveston Village Conservation Strategy outlined in this report be endorsed in principle for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.



Joe Erceg, MCIP
General Manager, Planning and Development

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Development Applications	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Purpose

The purpose of this report is to present a proposed Review Concept to address Council's concerns regarding the Steveston Village Conservation Strategy (the Strategy). The Review Concept proposes several changes to clarify the Conservation Strategy and implementation, and seek permission to proceed to public consultation.

Origin

At the June 21, 2011 meeting of the Planning Committee, staff presented a report for the rezoning of 3531 Bayview Street (application RZ 10-547513). The Committee considered the proposal and referred the application back to staff. Staff were directed to re-examine the Steveston Village Conservation Strategy and the rezoning proposal, specifically to review the parking reductions, permitted density, building height policies and general design guidelines of the Strategy. In addition, staff was to provide information on how the rezoning proposal could be amended to better conform to the Strategy.

The rezoning proposal was withdrawn by the new property owner on May 11, 2012. The new owner has submitted a modified proposal under a new rezoning application, which is being reviewed to ensure that it is compatible with the proposed Village Conservation Strategy Review Concept described in this report.

Background

The Steveston Village Conservation Strategy was developed to provide an incentive-based program to support and facilitate heritage conservation in the Steveston Village, and in particular preservation of 17 heritage buildings identified as important features of the community. The Strategy was approved by Council on June 22, 2009. In the process Council designated the Steveston Village Core as a Heritage Conservation Area and established development application requirements for the alteration of land and buildings located within the Conservation Area. Council also adopted revisions to the Development Permit Guidelines in the Steveston Area Plan (Schedule 2.4 of the Official Community Plan). The new development permit guidelines are intended to preserve the exteriors of the 17 identified heritage buildings in the Village, and provide general guidelines for the alteration or re-development of the other 73 non-heritage buildings in the Village Conservation Area.

Findings of Fact

The Strategy provides incentives for heritage preservation and new development which respect the historic character and value of Steveston Village including:

- Density bonus provisions to increase density from a base density of 1.0 FAR to 1.2 FAR to promote heritage conservation and retain the small scale character of the Village and for a contribution to affordable housing;

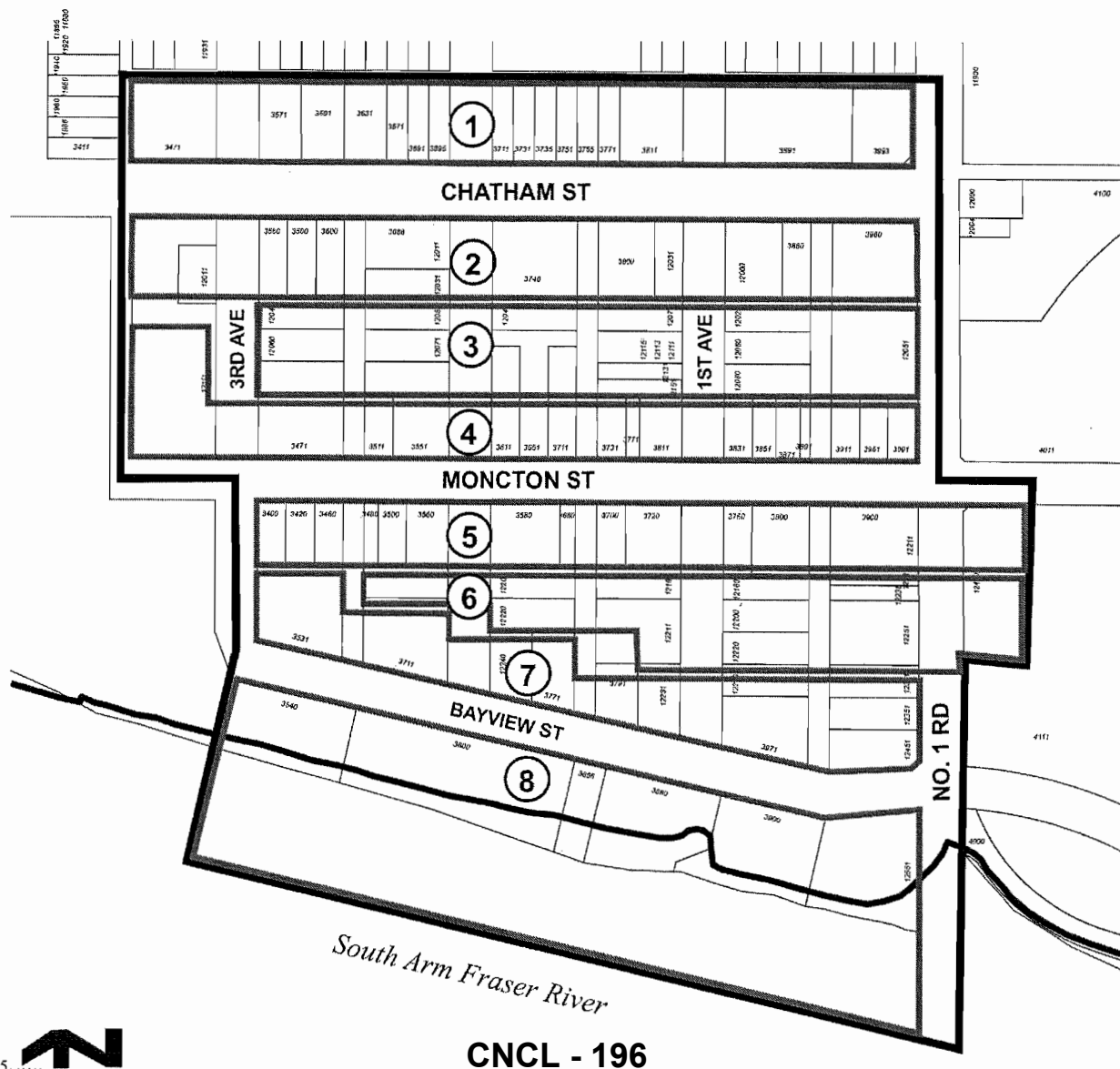
- Additional density bonus provision of 0.4 FAR for a maximum of up to 1.6 FAR for the preservation of an existing heritage resource, contributions to a Heritage Grant Program, and a contribution to affordable housing;
- Parking reductions of up to 33% of the Zoning Bylaw parking requirement for residential and non-residential uses as an incentive for heritage conservation and to encourage a compact and walkable community and;
- Ground floor (non-residential) slab elevation is to be measured from the existing street grade.

Analysis

1. Village Sub-Areas

For the purposes of this report, Conservation Strategy policies have been categorized based on 8 Village sub-areas, as shown on the following map:

Figure One – Sub-Areas in the Steveston Village



These areas are:

1. Chatham Street North
2. Chatham Street South
3. Chatham Street Midblock
4. Moncton Street North
5. Moncton Street South
6. Moncton Street Midblock
7. Bayview Street North
8. Bayview Street South / Riverfront

A larger version of this map and a detailed table summarizing how the proposed Review Concept applies to these sub-areas is provided in **Attachment 1**.

2. Parking - General

As an incentive for heritage conservation and to encourage the retention of the small scale of development, the existing Strategy permits a reduction in off-street parking of up 33% as follows:

- Residential use: from 1.5 to 1 space per dwelling unit plus 0.2 visitors' space per unit. In mixed-use buildings, residential visitors' parking is shared with non-residential parking.
- Non- residential uses:
 - General and Convenience Retail, Office, and Service Uses - from 3 to 2 spaces per 100 sq. m of floor area;
 - Restaurant - from 8 to 6 spaces per 100 sq. m of floor area; and
 - General Industrial - from 1 space per 100 sq. m of floor area to 0.66 space per 100 sq. m of floor area.

Planning Committee Concerns

Concerns were raised at Planning Committee regarding the residential parking reduction allowed under the existing Strategy. Committee members expressed a range of opinions regarding the parking reductions in the Strategy: some members had no concerns with the 33% reduction permitted; some Committee members supported some level of parking reduction; and some were not in favour of any reduction to required off-street parking. One concern was that the permitted reduction for residential parking would result in too much residential parking occurring on the streets, creating a shortfall in available on-street parking.

The issue of improving on-street parking in the Steveston Village will be further examined in a separate report from the Transportation Division at the February 19, 2013 Planning Committee meeting which will outline the proposed streetscape improvements for Chatham and Bayview Streets including options to increase on-street parking.

3. Future Parking Demand

Staff in Transportation Division have carried out a review of the current parking relaxation permitted in the Strategy to determine if revised parking rates would be more suitable to better represent the unique characteristics of Steveston Village. The key factors considered for assessing parking rates for the Steveston Village core are:

- The Steveston Village will continue to be a complete community with the commercial and retail establishments offering a variety of goods and services in close proximity to each other and area residents resulting in fewer vehicles trips generated;
- There is good transit service for residents, employees and visitors to and from Steveston Village; (currently, 401,402,407 410 and C93 bus lines are available that provide an eight minute frequency in the peak and 15 minute intervals in the off peak times); and
- The recommendations of the *Institute of Transportation Engineer's Parking Generation Guide* are followed wherever possible specifically for smaller scale retail uses in a village setting in order to assist in managing parking and parking reductions.

The Steveston Village Core area used for parking analysis is defined as the area within the black outline of the following map and the properties on the south side of Bayview Street between No. 1 Road and Third Avenue.



This analysis was carried out to determine if the projected future parking supply in the Village could accommodate the future parking demand anticipated at full build-out of permitted land use and density in the Village. Based on the updated analysis which took into account the above noted factors, the estimated demand for residential parking in the Village has been determined to be 1.3 parking spaces per dwelling unit.

The results of this analysis are:

Residential Uses – Staff have determined that with the range of densities permitted under the Strategy, all required residential parking spaces could be accommodated on-site, based on the rate of 1.3 parking spaces per residential unit plus 0.2 visitors' space per unit (shared with non-residential parking). If a developer wished to provide less parking on-site, there is the option to provide parking within 150 m of the property (secured in perpetuity through legal encumbrance), or the developer could choose to pay \$25,000 cash-in-lieu of each parking space not provided to the Steveston Off-Street Parking Reserve. In no case would on-street parking be used to meet residential parking requirements. Staff opinion is that cash-in-lieu payments for parking shortfall would likely be limited to non-residential spaces.

Non-Residential Uses - Based on future build-out, non-residential parking demand would exceed the future Steveston Village overall parking supply by approximately 30 parking spaces.

This non-residential parking shortfall is attributed to several properties that appear not able to meet the non-residential on-site parking requirements including properties with heritage buildings.

For those properties where required non-residential parking cannot be accommodated on-site, a cash-in-lieu payment of \$25,000 for each stall not provided can be made. In addition, it is also proposed that these non-residential shortfall cases could be partially addressed through on-street parking initiatives throughout Steveston Village, plus redevelopments which do not maximize the potential density available where additional parking on-site can be provided, and can be shared / leased to those sites with a non-residential parking shortfall.

While the Transportation Division will make efforts to increase the supply of on-street parking within the Village Core, it should be noted that there are currently sufficient public parking spaces available just outside the core area which could absorb the potential 30 space non-residential parking shortfall. These parking spaces are located within a five- to eight- minute walking distance of the Village, on Chatham Street between 3rd Avenue and 7th Avenue.

Proposed Concept:

Based on the above updated staff analysis and previous comments made at Planning Committee, staff propose to adjust the parking reduction permitted in the Strategy as follows:

Table 1 – Proposed Amendments to Parking Requirements in the Village Conservation Strategy

Use	Parking Required Under Existing Strategy	Parking Required Under Proposed Review Concept
Mixed Use - Residential	33% reduction from Zoning bylaw - 1.0 space per dwelling	13% reduction from Zoning bylaw - 1.3 spaces per dwelling. Minimum of one space per dwelling on-site
Mixed Use – Residential Visitors'	0.2 space per dwelling unit (shared with non-residential uses)	No change
Mixed Use – Non-Residential	33% reduction from Zoning bylaw	No change

Under the proposed Review Concept, if a development proposal is unable to provide the 1.3 parking spaces per dwelling unit, cash-in-lieu of parking contribution can be made, but in no case will less than 1 parking space per dwelling unit be permitted. Cash-in-lieu of parking payment would be at the established rate of \$25,000 per space not provided on site.

4. Streetscape Improvements

Based on Transportation's analysis of the streetscape improvements to Chatham Street and Bayview Street, it is expected that improvements could result in approximately 55 additional parking spaces on Chatham Street, and approximately 20 new parking spaces on Bayview Street, for a total of up to 75 additional parking spaces in the Steveston Village. As noted earlier, Transportation Division staff will present a separate report on the proposed streetscape improvement concepts in conjunction with this report, at the February 19, 2013 Planning Committee meeting.

5. Geodetic Building Elevation Point

The existing Strategy requires that the constructed floor slab for new non-residential construction meet existing road elevation. While the ground elevation throughout the Steveston Village is relatively consistent, there is a rise in grade from Moncton Street south to Bayview Street, which is the municipal dike. This change in grade is approximately 1.8 m from the grade at the intersection of Moncton Street and 3rd Avenue – which is 1.4 m GSC (Geodetic Survey of Canada) - to 3.2 m GSC at Bayview Street. The grade makes a traditional measurement of height and determination of a vertical building envelope challenging.

Planning Committee Concerns

Members of the Planning Committee expressed concerns regarding the elevation to be used as the base for determining building height. It was suggested that the Moncton Street elevation of 1.4 m GSC be used as the baseline elevation throughout the Steveston Village.

Proposed Concept:

The Review Concept proposes that the maximum slab elevation for any parking structure or non-residential floor slab be no higher than the greater of 1.4 m GSC, or the elevation of the existing adjacent sidewalk, ensuring full mobility access to non-residential areas and respecting the existing character of the area. Future development applications are to conform to this 1.4 m GSC

measurement datum. Flood protection requirements under Flood Plain Designation and Protection Bylaw No. 8204 would still apply to all developments in the Steveston Village. The 1.4 m GSC measurement datum will apply to most areas of the Village, including properties on the north side of Bayview Street.

This measurement datum will not apply to lands on the south side of Bayview Street (Area 8), as the current road elevation of 3.2 m GSC is applicable to that area. For these properties, non-residential floor slab will be the greater of 3.2 m GSC or the elevation of the adjacent sidewalk, if one exists. Establishing the 1.4 m GSC as the base elevation provides certainty of the grade benchmark in the Village and reinforces the existing road elevation as a character-defining heritage feature.

Dike Master Plan

The Engineering Department is currently preparing the Dike Master Plan, which will have implications for the Steveston area. The primary options under consideration are to improve dikes in their current location, or build a new dike on Steveston Island. Engineering staff will be reporting to Council in 2013 on the results of stakeholder consultation and provide recommendations for a future strategy. Any potential implications for heritage conservation in the Steveston Village will be identified at that time.

6. Building Height

Building height and massing are key aspects of the character of Steveston Village, particularly on Moncton and Bayview Streets as the two main streets of Steveston Village. The existing Strategy allows building heights as shown in the following table:

Table 2 – Building Height Permitted Under the Existing Steveston Village Conservation Strategy

	Before Strategy (pre – 2009)	Existing Strategy
Areas 1 to 3 Chatham St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Areas 4 and 5 Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)
Area 6 S of Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 7 Bayview St (N)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 8 Bayview St (S)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m) ZMU10 – 2 storeys (9 m)	Up 3 storeys – height not to exceed 20 m GSC

Planning Committee Concerns

Planning Committee has expressed concerns about building height in the Steveston Village including the potential impacts of having three storey buildings on Moncton and Bayview Streets. Comments from the Committee included:

1. Moncton Street should remain generally at 2 storeys. While the existing Strategy permits a limited amount (1/3 of a block) to be 3 storeys, the existing 2 storey character was strongly supported.

2. North side of Bayview Street should have a maximum building height of 2 storeys. Any non-residential slab elevation should match existing Bayview Street elevation.

Proposed Concept:

The Review Concept outlined in this report would generally maintain the height guidelines established in the Strategy, with changes proposed for Moncton Street (Areas 4 and 5) and properties on the north side of Bayview Street (Area 7) as follows:

Table 3 – Proposed Building Height in the Steveston Village

	2009 Strategy	Proposed Review Concept
Areas 1, 2 and 3 Chatham St	3 storeys (12 m)	No change
Areas 4 and 5 Moncton St	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)	2 storeys (9 m) max. Additional height and density may be considered on a case by case basis Change from existing Strategy
Area 6 S of Moncton St	3 storeys (12 m)	No change
Area 7 – North Side of Bayview Street	Up to 3 storeys (12 m)	2 storeys facing Bayview Street (1/2 of building) stepping back to 2 ½ storeys (in gable or roof only) North portion of site – 3 storeys (1/2 of building) 2 ½ storeys limited to 1/3 of a block (1 building in 3) Maximum height 15 m GSC (height of structure 13.6 m) Change from existing Strategy
Area 8 – South side of Bayview Street	Up 3 storeys – height not to exceed 20 m GSC	No change

The maximum building height for Moncton Street (Areas 4 and 5) is proposed to be limited to 2 storeys and 9 m (29.5 ft). This reflects the comments of the Planning Committee regarding the existing character of the street. However, it should be noted that applications to rezone for a taller building could still be submitted, and would be reviewed on a case-by-case basis. These applications would have to clearly demonstrate community benefit and exceptional heritage conservation measures as part of any application submitted for Council consideration.

The proposed Strategy would allow a maximum building height of 15 m GSC for lots on the north side of Bayview Street (Area 7) reflecting the changing grade of these properties. A 2-storey building with below-structure parking fronting onto the north side of Bayview Street will result in a three storey building on the north property line, as the site grade drops from Bayview Street moving north. The height of the structure from grade at the north property line would be a maximum of 13.6 m, and 12 m from grade at the south property line.

The Review Concept also proposes new controls for upper storey massing of buildings in Area 7 (the north side of Bayview Street). Up to ½ of the building fronting Bayview Street can be 2 storeys stepping back to 2 ½ storeys and the north ½ of the building can be up to 3 storeys. Any 2 ½ storey element would be limited to gable roof elements, to ensure that the floor area of the ½ storey is contained in the roof structure. It is proposed that a 2 ½ storey structure would be limited to 1/3 of the block, to ensure a variety of roof lines and building height along the north side of Bayview Street.

Staff will work with individual development applications to ensure that this proposed concept is met, recognizing that site specific issues and design concepts may result in some variation. However, the two storey limit for the immediate frontage of Bayview Street will be applied.

For the south side of Bayview Street (Area 8), the allowed height would remain unchanged at 3 storeys with a maximum height of 20 m GSC. The 20 m GSC height limit would result in a height of structure above grade of 16.8 m.

For the purposes of measuring height in the Village Conservation Area, an under-structure parking area (if one is provided) will be considered a storey, but the floor area of the parking structure will not be used in calculations of Floor Area Ratio.

7. Density

Existing Zoning - The existing CS2 and CS3 mixed-use zones in the Steveston Village allow a maximum Floor Area Ratio (FAR) of 1.0. The CS2 zone allows a building height of two or three storeys / 9m and the CS3 Zone allows 3 storeys / 12 m.

The existing Strategy includes two levels of density bonusing, achievable through rezoning properties to a new Steveston Conservation Zone.

1. Rezoning a site to the heritage conservation zone grants an automatic increase in FAR of 0.2 to a total of 1.2 as an incentive for heritage conservation and to encourage the retention of the historical small scale of development in the Village, and for a contribution to affordable housing, as per Richmond Zoning Bylaw requirements.
2. A further 0.4 FAR density bonus is also available resulting in a total potential density of 1.6 FAR in support of heritage conservation, contribution to the Heritage Grant program, and for a contribution to affordable housing.

Table 4 summarizes the density permitted under the existing Strategy:

Table 4 – Maximum Density (FAR) Permitted in the Existing Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Moncton Street - Areas 4 and 5	1.2 base, limited (up to 1/3 of a block) potential for up to 1.6 FAR for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Riverfront Area – Area 8	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing

Planning Committee Concerns

Planning Committee has not expressed specific concerns regarding the density bonusing provided under the existing Strategy, but concerns were raised regarding the potential impact of three-storey buildings on Moncton Street. However, the maximum 1.6 FAR permitted cannot likely be achieved without a three-storey building, and utilizing the full parking reductions as

provided in the existing Strategy. As a result, accommodating buildings in the Village which achieve the maximum 1.6 FAR will likely result in larger, taller buildings which may not be consistent with Council's or the community's vision for the Steveston Village.

Proposed Concept:

Staff proposes to change the permitted density in the Strategy for Moncton Street (Areas 4 and 5) as follows:

Table 5 – Proposed Maximum Density (FAR) in the Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing
Moncton Street - Areas 4 and 5	1.0 base FAR up to 1.2 as incentive to retain small scale of development and for contribution to Affordable Housing Change from existing Strategy
Riverfront Area – Area 8	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing

For Moncton Street (Areas 4 and 5) staff propose that the maximum density be reduced to 1.2 FAR, eliminating the outright provision for 3-storey buildings and 1.6 FAR on portions of Moncton Street. The proposed change reflects the high value placed on the existing character of this street, and the Planning Committee's concerns regarding building height and compatibility with the overall character of Steveston. The 0.2 FAR density bonus is retained as an incentive to retain the small scale of development in the Village and encourage heritage conservation.

However, it should be noted that applications to amend the Area Plan and rezone to allow higher density and a 3-storey / 12 m building height for properties on Moncton Street could still be submitted. These applications would be reviewed on a case-by-case basis, and applicants would have to clearly demonstrate community benefit and heritage conservation measures or provide the required contribution to heritage funding as part of any application submission for Council consideration.

8. Design Guidelines

The Planning Committee did not request specific changes to the existing Development Permit Guidelines for the Steveston Village. The Strategy includes Development Permit Guidelines for:

- 1 – preservation of the exterior 17 existing heritage buildings; and
- 2 - enhanced 'Sakamoto' guidelines for the remaining buildings in the Village.

Staff suggest that these guidelines are adequate and appropriate to assist in achieving the design quality and character envisioned for the Village, and no changes are proposed.

Summary

In summary, staff has reviewed the existing Steveston Village Conservation Strategy, and the Steveston Area Plan. This review finds that the majority of the objectives and policies of the Strategy and the Area Plan remain valid, and that some minor changes are proposed to address the concerns of the Planning Committee:

- Residential parking: amend the residential parking reductions permitted under the Strategy from 33% of bylaw requirements to 13%, minimum of 1.0 space per dwelling unit must be provided on site;
- Non-residential parking: no change for non-residential parking;
- Residential density: reduce the maximum allowed density along the North and South sides of Moncton Street to 1.2 FAR;
- Building Height: reduce the maximum building height for buildings on Moncton Street to 2 storeys and 9 m;
- Amend the maximum height for buildings on the north side of Bayview Street (Area 7) to allow the south ½ of the building to be 2 storeys, stepping back to 2 ½ storeys in and allow 3 storeys for the north ½ of the building;
- Establish a 15 m GSC maximum building height for lots on the north side of Bayview Street (Area 7); and
- Confirm the 1.4 m GSC datum elevation – determined by the road elevation at the intersection of Moncton Street and 3rd Avenue – or the elevation of the adjacent sidewalk as the base datum point for the Village. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC would be used.

Proposed Benefits

The proposed amendments to the Strategy would have the following benefits to on-going heritage conservation and development in Steveston Village:

- Revised parking requirements will ensure that real demand for residential parking is provided on-site wherever possible, and for cases where this is not possible, a cash-in-lieu of parking contribution can be made.
- Addresses concerns raised by the Planning Committee regarding the potential for 3 storey buildings on Moncton Street. Applications for three storey buildings would still be possible, but projects will be assessed on individual merit and proposed benefits to heritage conservation and preservation, rather than be an outright provision in the Strategy.
- Clarifies the existing geodetic elevation of the Village – 1.4 m GSC as measured at the intersection of Moncton Street and 3rd Avenue as the baseline for the Village, and reinforces an important character-defining historical feature of the Steveston Village. Properties on the south side of Bayview Street will be subject to the 3.2 m GSC datum.
- Clarifies and simplifies the determination of maximum building height for the properties on the north side of Bayview Street which are sloped from south to north. The proposed height of 15m GSC is a moderate height limit that would permit a two storey façade on

Bayview Street, and a three storey building to the north of properties on the north side of Bayview Street.

Financial Impact

None.

Next Steps / Public Consultation

Should the proposed Steveston Village Conservation Strategy Review Concept be endorsed for further consultation, staff propose that the review concept be presented for public feedback. Staff propose one open house be jointly held to also present the findings and recommendations set out in the Long-Term Streetscape Visions for Bayview Street and Chatham Street report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and that relevant material be posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback received, and report back by July 2013 with the proposed amendments to the Steveston Village Conservation Strategy, and the Steveston Area Plan as required. The Transportation Division would also report back at the same Planning Committee meeting in July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy.

Conclusion

As directed by Planning Committee, staff has reviewed the Steveston Village Conservation Strategy, and are of the opinion that the intent of the Strategy policies are still valid.

It is recommended that the changes to the Strategy as outlined in this report be received, and that staff be directed to consult with Steveston residents and businesses and the Urban Development Institute, and report back to Planning Committee by July 2013 with results and recommendations.



Terry Crowe
Manager, Policy Planning
(604-276-4139)

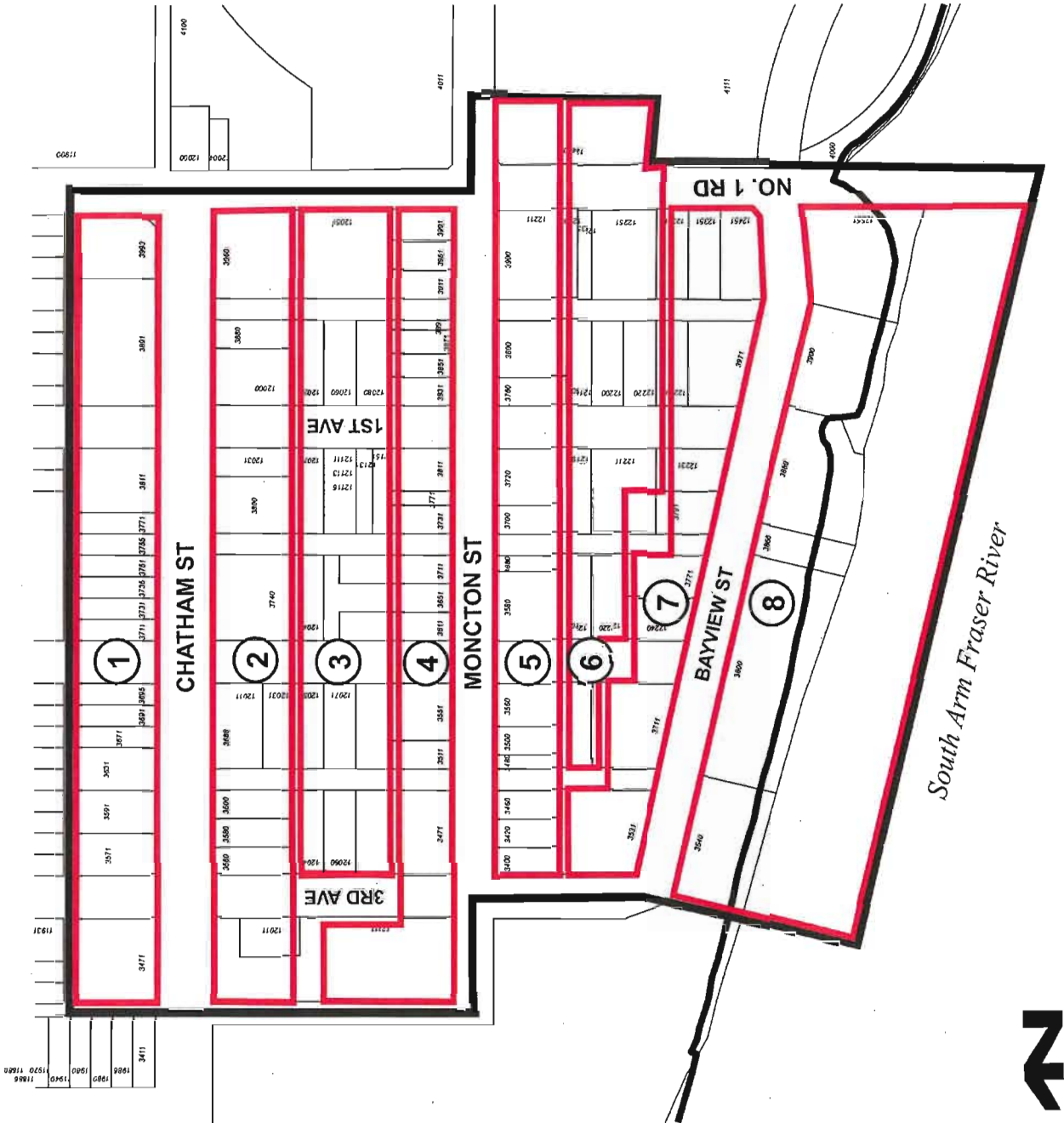


Barry Konkin
Planner 2
(604-276-4279)

BK:cas

Attachment 1: Map and Chart of Heritage Policies

Proposed Review Concept - Steveston Village Conservation Strategy



Area 1

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 2

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 3

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 4

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	OK	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	1.4 m GSC (or adjacent sidewalk)

Area 5

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Some concerns 2 storey max south of Moncton Street	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR ; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 6

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	Some concerns 2 storey max south of Moncton Street	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 7

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns 2 storey max south of Moncton Street Concerns regarding three storey height	Facing Bayview - 2 storeys stepping back to 2 ½ storeys (in gable or roof element only) (50% of building) Rear (north) of Bayview sites – 3 storeys (50% of building) Max. height 15 m GSC / 13.6 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	1.4 m GSC (or adjacent sidewalk)

Area 8

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone / ZMU10– 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	Up to 3 storeys Maximum height- 20 m GSC – 16.8 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	3.2m GSC or adjacent sidewalk



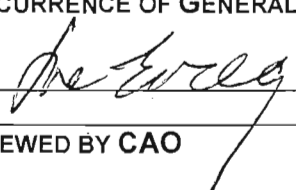


To: Planning Committee **Date:** February 13, 2013
From: Joe Erceg, MCIP, General Manager, **File:**
Planning and Development
Re: **City Centre Study To Explore the Implications of Increasing Building Height**

Staff Recommendation

1. That Council authorize staff, as a one-time exception, to receive a rezoning application, at 6560-6700 No. 3 Road, from Townline Homes and, as part of the review, analyze the potential implications and benefits of possibly increasing the maximum City Centre building height and density, as outlined in the report, dated February 13, 2013, by the General Manager, Planning and Development;
2. That, to avoid property owner, developer and public speculation regarding any actual increase in City Centre building height and density, staff not receive any other similar zoning or Development Permit applications beyond that identified in Recommendation 1 above, until the Federal government and Council authorize any increase in City building height and density;
3. That to ensure co-ordination with the Vancouver International Airport Authority (YVR), City staff notify YVR and invite comments;
4. That City staff post a notice on the City's Web site and notify the Urban Development Institute (UDI) to advise that property owners, developers and the general public, that they are:
 - A. to recognize that the above proposed approach is a one-time exception;
 - B. not to assume that there will be an increase in City Centre building height and density as, it is the Federal government who authorizes any increase in the height allowed by Vancouver Airport International Zoning Regulations and Council has not decided whether or not to amend the City Centre Area Plan (CCAP) to increase building height and density (beyond that currently identified in the CCAP) and
 - C. to assume that the full lift in land value associated with any future increase in building height or density (beyond that currently identified in the CCAP) will be directed to provide additional community benefits beyond those currently identified in the CCAP.

Joe Erceg, MCIP, General Manager,
Planning and Development

Att. 4

REPORT CONCURRENCE			
ROUTED TO: Development Applications Real Estate		CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY DIRECTORS		INITIALS: 	REVIEWED BY CAO
			INITIALS: 

Staff Report

Purpose

The purpose of this report is to seek Council's approval to undertake a City study as part of a rezoning application review to explore the implications and benefits of increasing building height in a portion of the City Centre.

2012 – 2014 Council Term Goals

This report addresses the Council Term Goal # 7. Managing Growth and Development

Origin

On May 25, 2005, Council approved the following motion:

That, staff be authorized to explore, along with the Vancouver International Airport Authority (VIAA), the possibility and implications of increasing building height in Richmond, (as stated in the report dated May 4th, 2004 from the Manager of Policy Planning).

Since 2005, City staff have repeatedly requested YVR to undertake the necessary Federal study to enable an increase in building height. To date, YVR has not started the study. Over the years, staff have provided Council with updates regarding this matter. This report recommends next steps for Council's consideration.

Findings of Fact

Developer Interest To Study Increasing Building Height In the City Centre

Townline Homes has indicated that it wishes to apply for a rezoning at 6560 - 6700 No. 3 Road which involves increasing the building height above what the current Transport Canada Vancouver International Airport Zoning Regulations allow (e.g., 47m: 150 ft). As part of the review, City staff propose to study the implications and benefits to the City of any increased building height with the developer's participation (e.g., technical information, design options). The developer's reason for this rezoning is that they wish to develop beyond 47m and in an area where it is anticipated that Transport Canada will eventually allow such an increase.

City Reasons To Do The Proposed Study Now

As well, from time to time, Council and others (citizens, community groups, developers) have expressed an interest having buildings higher than what the existing Transport Canada regulations allow for a variety of reasons (e.g., a more varied skyline, efficient building forms, improved architecture, a better use of limited City Centre space). Also, if Council approves the submission of the rezoning application, it will signal to YVR that increasing building height is a high City priority and may prompt them to begin their study to increase building height. In addition, by the City doing its analysis well in advance of Transport Canada increasing building height, Council will have ample time to establish how to manage the implications and maximize the benefits.

Relevant Policies and Regulations

– *Existing Federal Building Height Limitations*

Transport Canada has the Federal authority through the Federal Aeronautics Act to regulate building height around airports. More specifically, Transport Canada has registered “The Vancouver International Airport Zoning Regulations” in the BC Land Titles Office to regulate building height. Generally, the current building height limit in the City Centre is 47m.

Relevant City Policies

– *2041 OCP Building Height Increase Study Policies*

The 2041 OCP policies indicate that Council acknowledges that Transport Canada regulates building heights around the airport and that the City wishes to explore with YVR, increasing building height in a portion of the City Centre as shown in area which YVR identified in 2004 (**Attachment 1**). YVR has not yet finalized the actual study area, but it is believed to be centred around City Hall (**Attachment 2**). The OCP objective is to improve City Centre viability by studying the implications and benefits of increased building height.

– *City Centre Area Plan (CCAP) Building Height Increase Study Policies*

Consistent with the 2041 OCP, the CCAP contains similar policies which support studying an increase in building height (e.g., to reinforce Village Centre prominence, help accommodate higher densities, encourage architectural excellence, obtain community benefits and amenities).

– *City Zoning Bylaw Building Height Limitations*

Currently, the City also regulates building height through its Zoning Bylaw. The Zoning Bylaw height limits are imposed partly to achieve airport safety (e.g., “The Vancouver International Airport Zoning Regulations”) and partly to achieve 2041 OCP and 2009 CCAP policies. In the City Centre, the City’s Zoning Bylaw identifies the maximum building height in certain places (e.g., 47m around the Canada Line stations where high density urban villages are planned). Outside the City Centre, maximum building heights vary, but are generally lower to achieve preferred lower density development areas.

Analysis

Federal Study and Roles (Transport Canada, YVR)

As Transport Canada establishes building height limits and any increases, only YVR can request Transport Canada to undertake a study to increase building height and only Transport Canada can approve YVR’s request. Since 2004, after repeated City requests to do so, YVR has not yet requested Transport Canada to let them begin the Federal study. The Federal study would determine if and where an increase may occur, and the safety implications for the airport and City. If Transport Canada allows an increase, it is the City who would determine how high the increase would be.

The 2004 YVR Identified Area To Explore An Increase In Building Height

In 2004, when the OCP Aircraft Noise Sensitive Development (ANSD) Study was completed, YVR identified an area generally around City Hall where an increase in building height might occur (**Attachment 1**). YVR's 2012 preliminary research continues to support an area around City Hall (**Attachment 2**). YVR staff advise that there is no precedent in Canada for doing such a Federal study and that it may take three or more years to complete it. Background information regarding the Federal study process is provided in **Attachment 3**.

YVR staff also indicate that the Federal study would mainly address airport and community safety issue. Thus, if the Federal government eventually allows an increase in building height, YVR advises that it is the City who would determine how much higher building heights would be and the implications and benefits - hence the proposed City study in this report.

The Proposed City Led Analysis Of Increased Building Height As Part Of The Rezoning Application

To be proactive and in anticipation that eventually the Federal government may allow an increase in building height, City staff recommend that Council authorize that the City undertake, with developer participation, an analysis to identify the implications and benefits of increasing building height. The proposed analysis will address a range of matters including:

– *Study Area:*

The recommended City Study Area is at 6560-6700 No. 3 Rd (**Attachment 4**). The site is chosen as Townline Homes has expressed an interest in rezoning it and exploring increased building height, and it lies within the area where it is expected that the Federal government may eventually allow an increase in building height.

– *What Would The Study Address?*

The study would address the following matters:

- Aircraft Safety: Note that the anticipated Federal YVR study will address this matter,
- Maximum Increased Building Height: the maximum allowable building height,
- Land Uses: the range of land uses (e.g., residential, commercial, office) best suited to occupy any increased building height,
- Parks: address any needed parkland and park improvements, and how these will be provided,
- Urban Design: improving urban design including architecture, City skyline variations, public and private views, shadowing and building footprint size,
- What Community Benefits and Amenities To Secure: (e.g., more mixed uses, affordable housing, child care, community facilities, parking),
- How To Secure Community Benefits and Amenities: explore density bonusing and additional required and voluntary community amenity contribution formula. The proposed City analysis will address matters associated with any increase in building height and/or density beyond what is currently allowed in the CCAP. An economic proforma analysis of the increase in land value associated with increased building height and/or density beyond what is currently permitted within the CCAP will be conducted to

determine what appropriate community and livability benefits should be secured. Staff anticipate and propose that 100% of any increase in land value associated any increase in height and density (above what is currently allowed within the CCAP) will be provided as community benefits to the City through required and voluntary developer contributions (e.g., affordable housing, community space, publicly accessible parkland, increased sustainability features, cash contributions) which will be determined at Council's discretion,

- Other, as may be required.

Note that the following matters would be addressed later, as part of actual rezoning applications, if Transport Canada approves of an increase in building height:

- Sustainability Matters: reviewing district energy, GHG reduction opportunities, etc,
- Infrastructure Concerns: address needed infrastructure (e.g., water, sanitary, drainage) and how these will be provided,
- Transportation Concerns: address transportation, transit and parking improvements.

The City's study findings can be extrapolated for their implications for a larger area, once the Federal Government identifies it.

– *Study Products*

The Study products would include: (1) a report outlining the Study research findings, implications, community benefits and recommendations, and (2) draft amendments to affected City bylaws and policies.

– *Study Timing*

City staff suggest that the analysis, under City control, can be completed in 2013.

– *What To Do with The Study Findings*

As the proposed analysis would be mainly technical in nature, to avoid false expectations and speculation, it is suggested that during the review process there be limited public consultation and after it is completed Council can determine an appropriate consultation approach.

– *Why The Proposed Approach*

City staff propose that no other rezoning and Development Permit applications which involve an increase in building height be received, until after the Federal government has completed consideration of an increase in building height and the City Centre Area Plan (CCAP) is amended. The reason for this approach to avoid property owner and developer speculation that there will automatically be an increase in building height and density and that they will be the main beneficiaries of the increase. Such is not intended as the full lift in land value associated with an increase in building height or density is proposed to offset by increased community benefits.

– *Next Steps*

If Council approves the proposed recommendations:

- The developer will apply for the rezoning and participate in the City led analysis of increased building height for a site specific development proposal,
- That to ensure co-ordination, City staff will notify the Vancouver Airport Authority (YVR) that the above study will be undertaken and invite comments,
- City staff are not to receive any other zoning or Development Permit applications that propose an increase in building height beyond the currently permitted maximum building height all owed by the Vancouver International Airport Zoning Regulations until: (1) the Federal government has approved an increase in permitted building height and (2) Council has amended the City Centre Area Plan (CCAP) accordingly,
- City staff will post a notice on the City's web site and notify the Urban Development Institute (UDI) to advise property owners, developers and the general public that: (1) the proposed City study is a one-time, site specific exception (2) they are not to assume there will be an increase in City Centre building height as, it is the Federal government who authorizes any increase in building height, the City's study is not completed and Council has not decided to amend the City Centre Area Plan (CCAP) to increase building height, and (3) the full lift in land value associated with any future increase in building height or density is to go to the City (e.g., as required and voluntary amenity contributions).

Financial Impact

Funding is available in existing approved budgets to undertake the proposed City study.

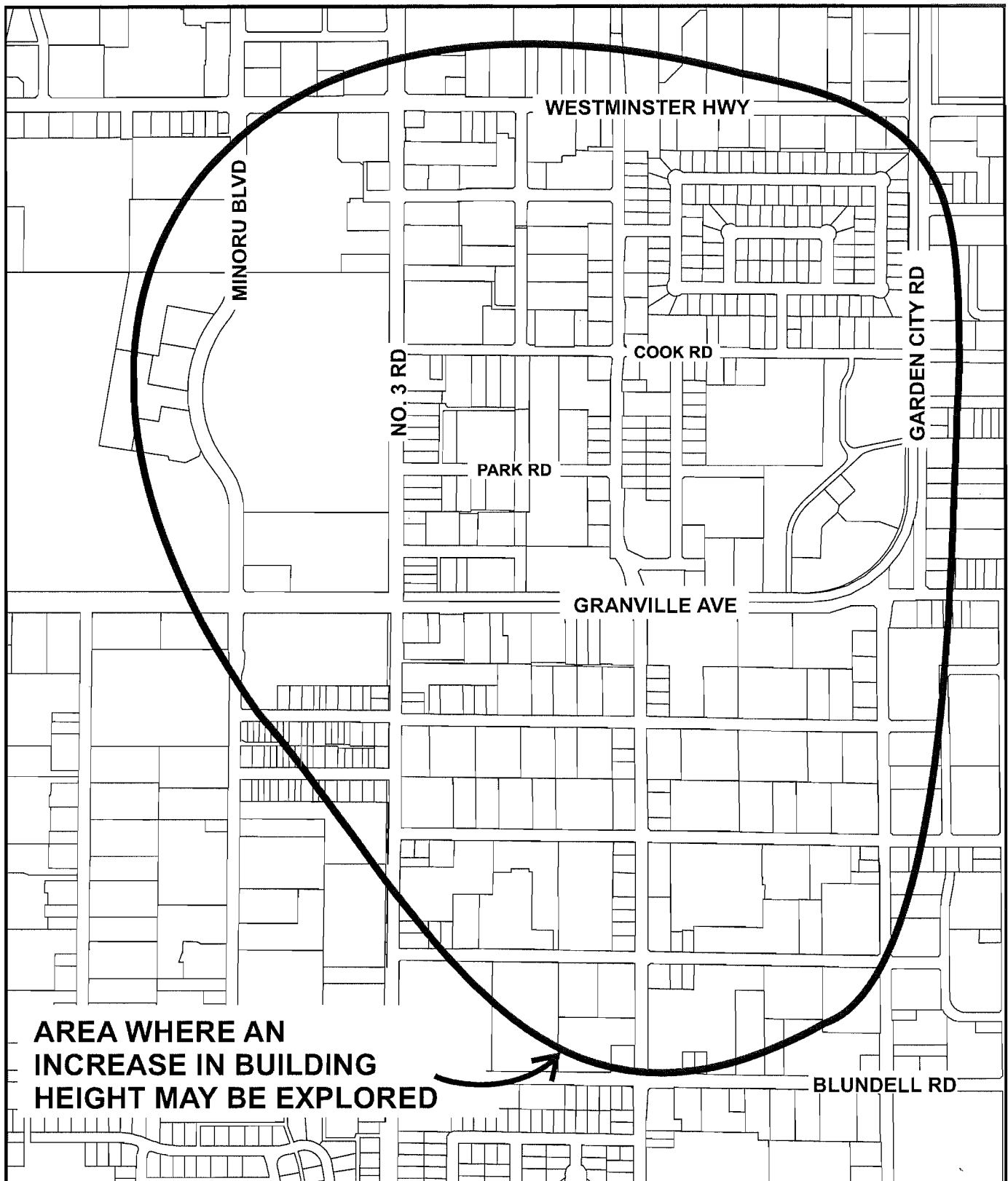
Conclusion

In response to a developer's request rezone a City Centre site and explore the implications and benefits of increasing building height, staff recommend that the City accept the rezoning application from 6560-6700 No 3 Road and analyse, as part of the application, the implications and benefits of increased building height. It is understood that any proposed rezoning can only be approved, if the Federal government first approves of an increase in building height and Council approves the necessary bylaw amendments (e.g., CCAP). Steps are proposed to avoid false expectations and speculation while the study is being conducted before the Federal government and Council enable any increase in City Centre building height.



Terry Crowe
Manager, Policy Planning
(604-276-4139)

TTC:cas

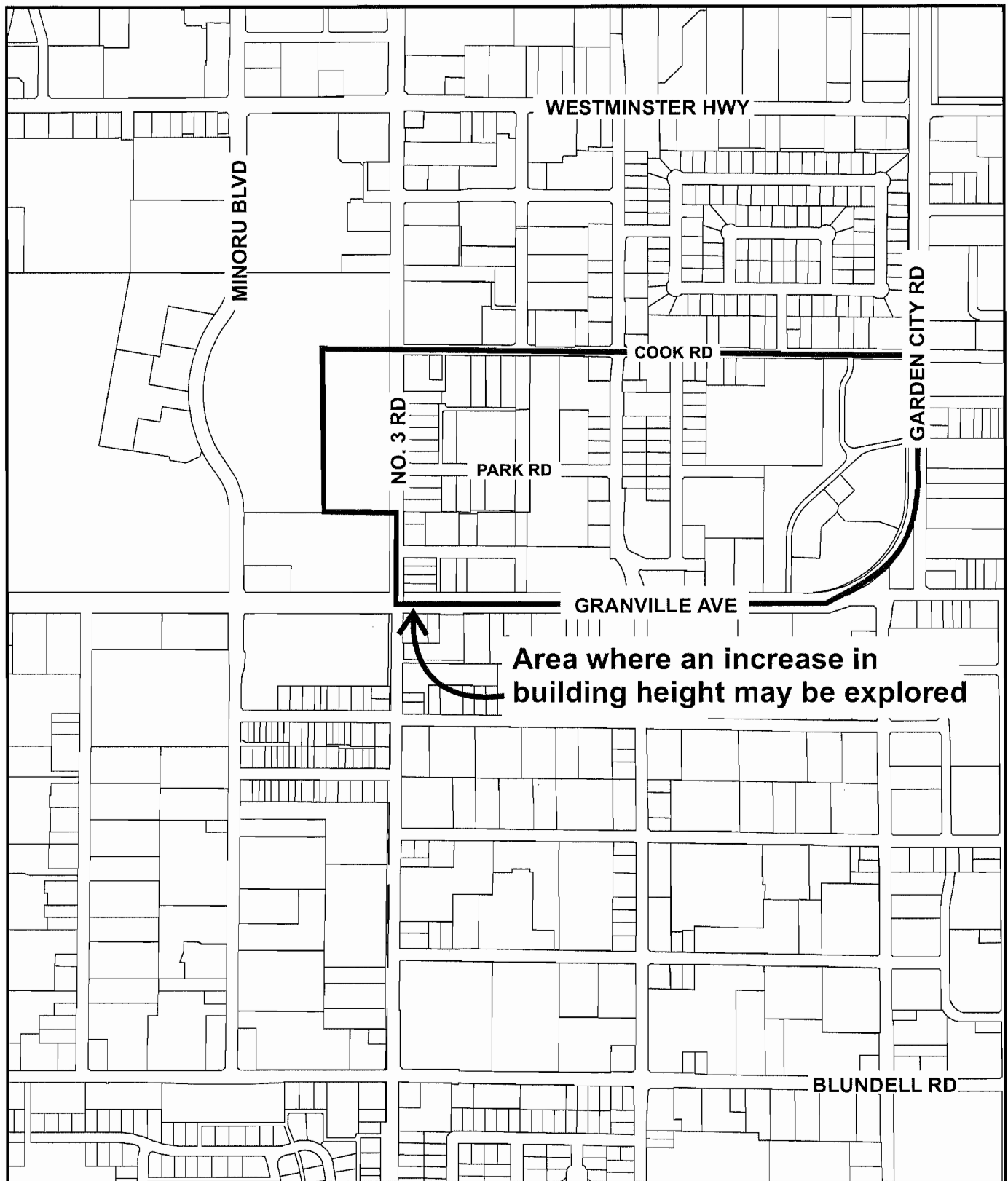


2004 YVR Identified Area where
a Building Height Increase may
be Explored

Original Date: 12/18/12

Revision Date: 02/07/13

Note: Dimensions are in METRES



2013 Possible Building Height
Increase Area (Not Final)
Prepared by City of Richmond

Original Date: 02/07/13

Revision Date:

Note: Dimensions are in METRES

**General Background Information
Regarding The Federal Government's Role In Managing Building Height Around Airports**

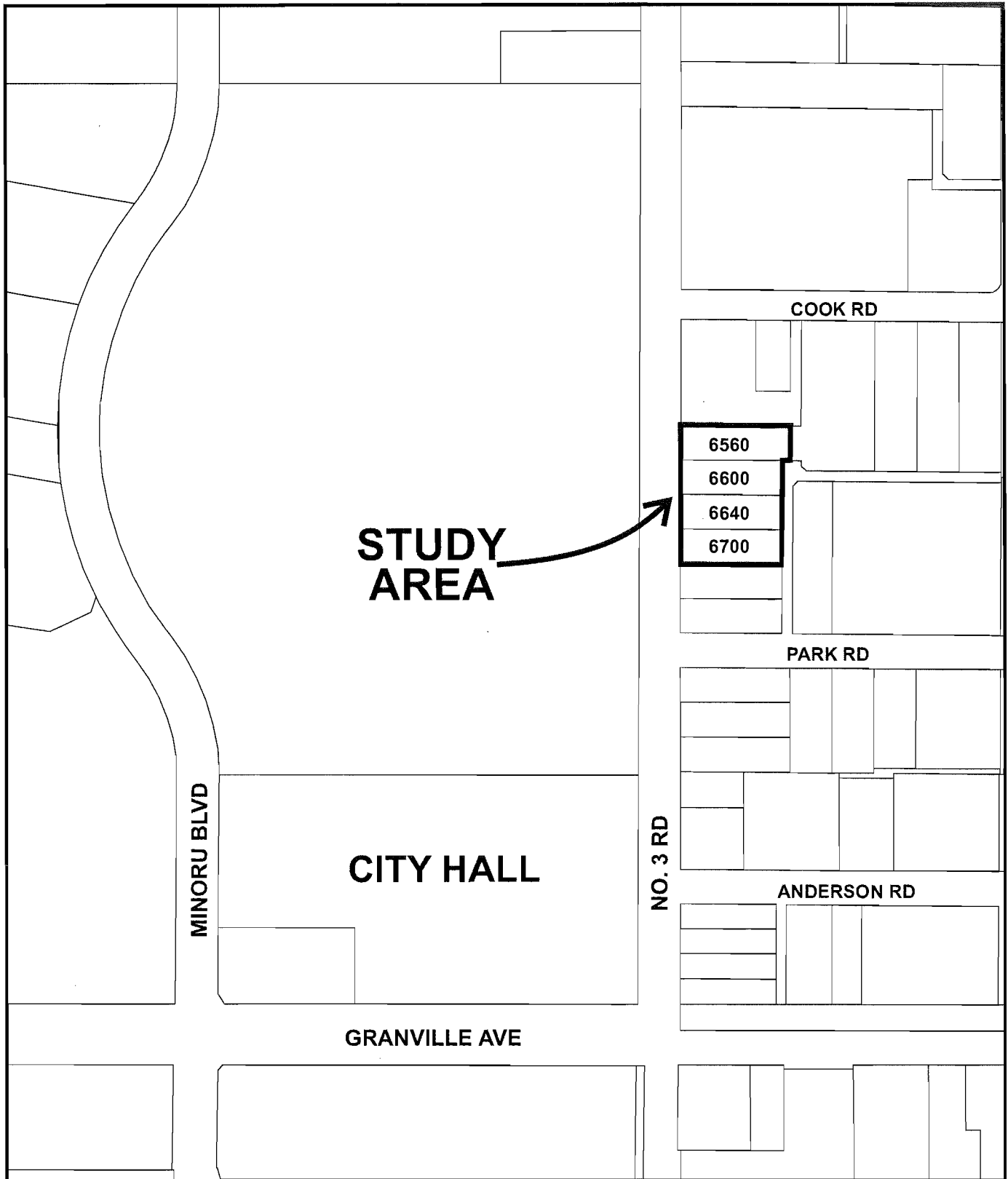
Relevant Questions and Answers

- 1. Who has the authority to make the final decision on building height around YVR?**
The federal Transport Canada) makes the final decision to start and allow any building height increase.
- 2. What Federal criteria are used to decide, if an increase in building height will occur?**
The Federal criteria involve determining, if an increase in building height:
 - 1. Is it in the public interest?*
 - 2. Will overall negatively affect aviation safety?*
- 3. Who may make an application to request an increase in building height?**
Only YVR (the Federal certificate holder) may make an application to Transport Canada to increase building height.
- 4. What is the role of the YVR in changing building height regulations?**
YVR is responsible for making the application, along with:
 - a commitment to pay study costs,*
 - Note, that Richmond will be asked to pay some costs which are yet TBD by YVR.*
 - the posting of a surety bond,*
 - submitting drawings, maps or charts, and*
 - other - TBD.*

Transport Canada is responsible for providing some technical assistance.

Affected land owners rights:

 - Airport Zoning Regulations do not apply to pre-existing non-conforming uses,*
 - Federal information indicates for those properly owners affected, no compensation in land value or any other loss will be compensated.*
- 5. What is the application process?**
 - A Federal process is required for amending existing Federal Airport Zoning building height requirements.*
 - The process involves YVR study, developer and community consultation, option analysis, Federal department assistance and some City research and information (TBD).*
- 6. What matters must be addressed in YVR preparing an application and the study?**
The study matters include:
 - understanding the existing airport building height restriction model and its purpose and the impacts;*
 - identifying where in Richmond a building height increase might be possible;*
 - identifying the new building height(s) might be (TBD);*
 - identifying the implications, benefits and costs of an increase in building height;*
 - identifying how to address the concerns of the YVR and stakeholders;*
 - addressing the Federal criteria regarding an increase in building height (e.g., demonstrating that an increase is in the public interest and does not adversely affect aviation safety); and*
 - other, as necessary.*
- 7. What are the City's costs involved in requesting an application?**
 - The City's costs are yet TBD in consultation with YVR.*
 - To assist, the City may be able to provide study request support, data, analysis, engineering information, and property owner information and.*
 - Council would be able to first approve of any assistance and costs.*
- 8. How long will a Federal decision to increase building take?**
 - The Federal study process can be quite lengthy and take at least three years.*



City Study Area
To Explore the Implications
and Benefits of Increased Building Height

Original Date: 12/18/12

Revision Date: 02/07/13

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: PWT - Feb. 20, 2013

To: Public Works and Transportation Committee

Date: January 18, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0100-20-
RCYC1/2012-Vol 01

Re: RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013
INITIATIVES

Staff Recommendation

1. That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the report, be endorsed.
2. That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.

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

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks		<input checked="" type="checkbox"/>	
Recreation		<input checked="" type="checkbox"/>	
Sustainability		<input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS		INITIALS: 	REVIEWED BY CAO
			INITIALS:

Staff Report

Origin

The report reviews the 2012 activities of the Committee and identifies an expanded mandate and new name for the Committee to allow for members' consideration of other human-powered or electric motor-assisted wheeled devices when providing feedback on the planning and design of the City's transportation infrastructure and encouraging more people to cycle and roll in Richmond. The report then identifies a number of initiatives for 2013 that would reflect its broader mandate.

Analysis

1. Summary of 2012 Committee Activities and Achievements

The RCCC undertook and participated in a number of activities in 2012 that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of cycling in Richmond.

1.1 Expansion and Improvement of Cycling and Rolling Network

The City continued to add to the active transportation network in 2012, which now comprises nearly 60 km of on- and off-street bike and rolling routes, with the support of funding grants from external agencies including TransLink and the Ministry of Transportation & Infrastructure (MoTI). The Committee provided feedback on the design and construction of the following facilities.

- Granville Ave-Garden City Road Intersection Improvements: installation of new traffic signal, multi-use pathway, crosswalks, green bike lanes, and delineator posts to improve the safety and north-south cycling and pedestrian movements through the intersection.
- Parkside Neighbourhood Bike Route (Phase 1): modification of the existing diagonal diverter on Ash Street at Dayton Ave (Figures 1 and 2) to permit passage by through cyclists as part of Phase 1 of this second neighbourhood bike route that connects the South Arm area (Williams Road at Ash Street) to Garden City Park.



Figure 1: Diagonal Diverter on Ash Street at Dayton Avenue - Before



Figure 2: Diagonal Diverter on Ash Street at Dayton Avenue - After

- Massey Tunnel Cycling Connection: installation of bike lanes and signage to designate a cycling route through Riverside Industrial Park (via Hammersmith Gate-Hammersmith Way-Horseshoe Way-Machrina Way) and then via signage on No. 5 Road-Rice Mill Road to connect the Shell Road Bike Route with the pick-up/drop off location of MoTI's bike shuttle service through the George Massey Tunnel.
- Railway Avenue Greenway: design of this major north-south pedestrian, cycling and rolling greenway that will connect Steveston with the Middle Arm Greenway.
- Development Applications and Road Improvement Projects: the Committee provided input on proposed cycling facility improvements associated with new developments and road improvement projects including the Lansdowne Road extension (Minoru Blvd-Alderbridge Way).

1.2 Education and Promotion

The Committee participated in the following activities to promote cycling in Richmond.

- Bike to Work Week (May and November 2012): the Committee worked with organizers of this region-wide annual initiative to successfully stage these events in Richmond. Despite rain during both the May and November events, four bike commuter stations recorded a total of 344 cyclists (i.e., stopping at the commuter station or passing by) during a 2-hour period in May and 152 cyclists were recorded at two bike commuter stations during a 2-hour period in November (see Figure 3). As shown in Table 1, the number of registered participants at Richmond workplaces and trips by bike shows a continued increase over the past few years.

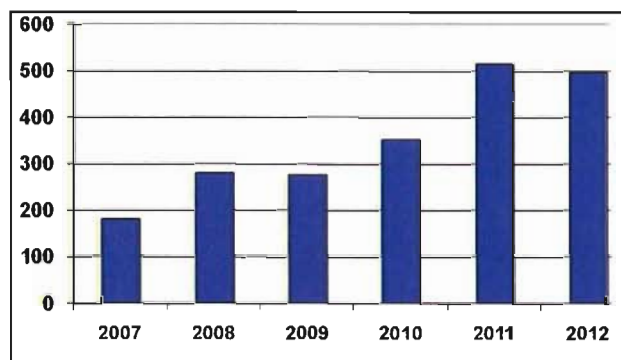


Figure 3: Cyclists Counted at Commuter Stations

- 12th Annual "Island City, by Bike" Tour (June 10, 2012): each year in June, as part of regional Bike Month activities and the City's Environment Week events, the Committee and the City jointly stage a guided tour for the community of some of the city's cycling routes. The 12th annual "Island City, by Bike" tour was based at Terra Nova Rural Park and offered short (7-km) and long (18-km) rides that both featured the newly completed Crabapple Ridge Neighbourhood Bike Route. Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish. Local businesses donated goods and services to the raffle draw and the event attracted a record number of 137 cyclists of all ages and cycling ability (see Figure 4).

Table 1: Annual Bike to Work Week Statistics for Richmond Workplaces

Statistic	2009	2010	2011	2012
# Richmond Workplace Teams	71	105	76	81
Est. GHGs not Emitted (tonnes)	3.8	3.0	5.6	5.5
# Kms Ridden	19,350	24,831	26,121	26,566
# Trips by Bike	1,002	1,925	1,883	1,903



Figure 4: Participants on Long Ride of the 2012 Bike Tour

- *Richmond 2013 Trails & Cycling Map*: provided input into the update of the 2010 edition of the Richmond cycling map that will incorporate recent improvements to the local cycling network including the Crabapple Ridge Neighbourhood Bike Route, and be integrated with the City's trails map to create a single comprehensive cycling and trails map that features safety tips as well as suggested scenic routes. The new map will be distributed in early 2013 to community centres, libraries and other civic facilities as well as handed out at various City events.



2013 TRAILS & CYCLING MAP



1.3 Expansion of Committee Scope beyond Bicycling to include Personal Mobility Devices

At the January 23, 2012 regular Council meeting, the following referral was made: *That staff examine the possibility of expanding the Richmond Community Cycling Committee beyond bicycling.* As part of the Committee's 2012 initiatives, members and staff jointly investigated the definition of "personal mobility devices" and examined the expansion of the Committee's scope to include these users in response to the Council referral.

There are many diverse types of human-powered or electric motor-assisted wheeled devices, collectively called personal mobility devices (PMDs), including bicycles, electric motor-assisted cycles or e-bikes (see Figure 5), wheelchairs (manual or motorized), motorized mobility scooters, skateboards, in-line skates, and kick-scooters. As PMDs are not



Figure 5: Types of E-Bikes

classified as vehicles, they do not require registration, insurance or a driver's licence.

As shown in Table 2, the provincial *Motor Vehicle Act* specifies that bicycles and motor-assisted cycles are the only PMDs that can legally operate on roadways with e-bikes limited to electric motors and a maximum speed of 32 km/h. All other PMDs are restricted to off-street facilities with limited exceptions (e.g., as wheelchair and scooter users are classified as pedestrians, these users may travel on the roadway facing traffic only if no pedestrian facilities are present).

Table 2: Where PMDs Can Operate per Provincial and City Legislation

Personal Mobility Device	Where Permitted		
	Roadway	Sidewalk	Trail/Path
Bicycle / Motor-Assisted Cycle	✓ ⁽¹⁾	x ⁽²⁾	✓
Motorized Scooter / Wheelchair	x ⁽³⁾	✓	✓
Skateboard / Skis with Wheels / Kick-Scooter	x ⁽⁴⁾	x	x
Roller Skates / In-line Skates	x ⁽⁴⁾	x	x

(1) Unless otherwise signed.

(2) Unless otherwise signed or by bylaw.

(3) Unless no pedestrian facilities.

(4) Unless by bylaw.

The City's *Traffic Bylaw* currently prohibits the use of skateboards, skates and other devices that coast or slide on any street, lane or "other public place." The latter phrase effectively prohibits the use of skateboards, skates or kick-scooters on off-street paved pathways or in parks and thus limits their use to private property only. A future expanded role for the Committee would be to provide input to staff on any needed amendments to City bylaws that regulate PMDs to ensure that their use is permitted where appropriate infrastructure exists.

The Committee is enthusiastic about and supportive of broadening its scope to include the consideration of other PMDs beyond the bicycle. With the recent adoption of the City's updated Official Community Plan (OCP), the Committee considers the timing quite appropriate as the expanded scope would better enable the Committee to help the City advance the goals of the OCP, particularly with respect to the travel mode share targets.

Staff and Committee members also agree that a new Committee name that better reflects the proposed expanded mandate would be appropriate and both support "Richmond Active Transportation Committee" as the new name. The proposed new name conveys the Committee's focus on human-powered or motor-assisted travel modes that have health benefits ("active") and can be used for utilitarian trips ("transportation").

An expanded scope of the Committee would be to provide input and advice to the City on cycling- and rolling-related issues throughout the city, including the following:

- development, implementation and update of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- identification of local issues and opportunities related to cycling and the use of PMDs;
- development of planning concepts, implementation strategies and design for new and/or improvements to facilities for cycling and PMDs;
- evaluation and prioritization of improvement strategies for cycling and the use of PMDs;
- promotion of cycling and PMD's as a viable means of transportation; and
- promotion of education, integration, awareness, and safety amongst drivers, pedestrians, cyclists, and PMD users.

The Committee currently has a staff liaison from Transportation. As the expanded scope would entail greater consideration of off-street facilities such as paths, trails and greenways, a staff liaison from Parks will attend Committee meetings as needed. New members that use or have experience with PMDs other than bicycles will be sought through internal contacts (e.g., Minoru Seniors Centre, community centres and associations) and external means (e.g., placing a notice in the City Page that appears bi-weekly in the *Richmond Review* newspaper).

1.4 Other Cycling-Related Initiatives

The Committee provided input on the following City initiatives with elements related to active transportation:

- Official Community Plan (2041) Update: review of and feedback on the draft cycling policies to be included in the Mobility & Access section of the OCP update including the conceptual long-term cycling network.

2. Proposed Committee Initiatives for 2013

In addition to providing input on the planning, design and implementation of major capital infrastructure projects designed for active modes of transportation, the Committee proposes to undertake various activities in co-operation with the City and external agencies that encourage and raise awareness of active transportation, and educate all users how to safely share facilities.

2.1 Active Transportation Network Expansion & Improvement Projects

The expanded Committee will provide input at the earliest conceptual stage on the prioritisation, planning, design, and implementation of the following projects that expand and/or improve the network of infrastructure that can be used by active transportation modes:

- Planned Active Transportation Network Expansion: continuation of implementation of the Parkside Neighbourhood Bike Route to provide a multi-use pathway connection (for cycling, walking and rolling) from the north end of Ash Street to Garden City Park as well as the detailed design of the Railway Avenue Greenway;
- Cycling Network Improvement Projects: localised improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage and installation of delineators to prevent motorists from encroaching into bike lanes;
- Planned Park, Road and Development Projects: review of additional projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project; and
- Promotion of Completed Routes: develop new and/or enhanced promotional campaigns to raise the awareness of new active transportation facilities both locally and regionally such as news releases, regular City notices in local newspapers and wide distribution of the trails and cycling map.

2.2 Education and Encouragement Initiatives

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities:

- Review of City Bylaws and Policies: provide feedback on any needed updates of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- 13th Annual "Island City, by Bike" Tour: assist in the planning, promotion and staging of the thirteenth annual bike tour of Richmond during Bike Month in June 2013, which is set for Sunday, June 9th at Woodward's Landing. The long route will utilize the Parkside Neighbourhood Bike Route to raise community awareness of this new cycling connection, which will also include improved multi-use pathways that can accommodate PMDs;
- Bike to Work & School: assist in the planning, promotion and staging of this region-wide event during May and November 2013, which includes the provision of bike commuter stations throughout the city;
- Adult Learn to Ride Courses: work with HUB (formerly the Vancouver Area Cycling Coalition) and a variety of community agencies to host and promote safe cycling education courses in Richmond; and
- City Page and City Website: provide education and awareness notices regarding active transportation in the City Page of the *Richmond Review* and continue to update, revise and enhance related information on the City's website and Facebook site.

Financial Impact

None.

Conclusion

The Richmond Community Cycling Committee has been an effective community forum for enhancing the city's cycling environment and promoting safe cycling in Richmond. Broadening the scope of the Committee to include the consideration of personal mobility devices and renaming it to the Richmond Active Transportation Committee would not only give recognition to the growing use of these travel modes but also assist the City in safely integrating and accommodating these users within the city's transportation system. The Committee's proposed 2013 initiatives would continue efforts to further encourage greater and safer use of active transportation modes in Richmond, which in turn will support progress towards meeting the City's target for the reduction of greenhouse gas emissions as well as the travel mode share targets of the City's Official Community Plan.



Joan Caravan
Transportation Planner
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City of Richmond

Report to Committee

To PAOT - Feb 20 2013

To: Public Works and Transportation Committee

Date: January 15, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0153-04-04/2012-
Vol 01

Re: Deltaport Expansion – Potential Traffic Impacts to Richmond

Staff Recommendation

1. That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area.
2. That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report.
3. That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands.
4. That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge.

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

Att. 8

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

CNCL - 229

Staff Report

Origin

At the December 7, 2011 meeting of the Planning Committee, the following referral was made:

That staff provide updates to the Planning Committee and to the Public Works and Transportation Committee regarding the expansion of the Delta Port, and the potential for expansion of Southlands, and potential traffic from Tsawwassen First Nation.

This report responds to the referral and provides additional requested information regarding the alignment of the South Fraser Perimeter Road and its connections to major highways as well as the potential for a new Fraser River crossing in the vicinity of No. 8 Road and the east Richmond area.

Analysis

1. Planned or Potential Developments in Delta

Currently, there are several planned or potential large-scale developments in the south Delta area (i.e., planned expansion of Deltaport and potential development of Southlands and the Tsawwassen First Nation lands) that could add a significant amount of traffic to the regional road network and thus have a secondary impact on conditions in Richmond, particularly at the George Massey Tunnel (the Tunnel). The South Fraser Perimeter Road, which is planned for completion in December 2013, will directly and indirectly link these developments to south Fraser River crossings, including the Tunnel and Alex Fraser Bridge, and could help to distribute some of the existing and potential traffic demand on these crossings.

2. Expansion of Deltaport

Port Metro Vancouver (PMV) estimates that container traffic through Canada's Pacific Gateway will double over the next 10 to 15 years and nearly triple by 2030. PMV's current projections indicate that approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet West Coast container demand by 2030. The Container Capacity Improvement Program (CCIP) is PMV's long-term strategy to meet this anticipated growth and comprises two main approaches:

- improvements to existing terminals and infrastructure to accommodate growth; and
- new infrastructure that may be required as demand continues to increase.

2.1 Deltaport Terminal, Road and Rail Improvement Project

Deltaport, at Roberts Bank in Delta, is the largest container terminal in Canada with a current capacity of 1.8 million TEUs. The Deltaport Terminal, Road and Rail Improvement Project (DTRRIP), which is part of CCIP noted above, consists of upgrades to existing port infrastructure to increase container capacity by one-third for a total of 2.4 million TEUs by 2015 (see Attachment 1).

2.2 Roberts Bank Terminal 2 Project

Building on DTRRIP above, the Roberts Bank Terminal 2 Project (T2) is a proposed new multi-berth container terminal at Deltaport that would provide an additional 2.4 million TEUs of container capacity for a combined total capacity of 4.8 million TEUs, which would meet forecast demand to 2030. Terminal 2 would be located west of the existing Roberts Bank terminal facilities approximately 5.5 kilometres offshore from the mainland (see Attachment 2).

PMV undertook consultation for the Project Definition phase during October 22 to November 30, 2012 (staff attended one of the sessions) and anticipates submitting a Project Description to regulatory agencies in mid-2013. Based on the current project schedule and subject to regulatory approvals, the project could be fully operational by 2024. The recent public consultation material prepared by PMV indicates that the agency will develop a transportation plan for the proposed T2 project, which will include “traffic counts and an analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities.”

Staff currently sit on the Richmond PMV Technical Liaison Committee, which provides a forum to exchange technical information as project planning proceeds and ensure that the City’s interests relating to technical information can be raised and discussed.

2.3 Current and Forecast Truck Traffic at Deltaport

Based on information from a traffic distribution report¹ (the Report) prepared for Port Metro Vancouver in September 2012, approximately 45 per cent of all import and export containers to and from Deltaport were handled by truck in 2010. Table 1 below summarizes the existing and forecast truck trips per day with the planned expansions of Deltaport.

Table 1: Existing and Forecast Total Two-Way Truck Trips to/from Deltaport

Year	Truck Trips/Day
2010: existing	3,000
2014: without DTRRIP	3,500
2014: with DTRRIP	4,500
2030: with T2	8,200

2.4 Road Traffic Distribution

The above noted Report established the current and forecast traffic volumes generated by Deltaport at the cargo horizons of: (1) current capacity of 1.8 million TEUs; (2) planned capacity of 2.4 million TEUs after completion of DTRRIP; and (3) future capacity of 4.8 million TEUs after completion of T2. The Report then identified the impacts that the Deltaport traffic would have on key roadways including the South Fraser Perimeter Road (SFPR), Highways 99 and 91, and crossings of the Fraser River under different operating scenarios.

Attachment 3 illustrates the general traffic distribution through the Tunnel while Attachment 4 focuses on the distribution of container truck traffic from Deltaport. Of the container truck traffic, 55 per cent is dispersed to destinations south of the Fraser River while the remaining 45 per cent travels either via the Tunnel (35 per cent) or the Alex Fraser Bridge (10 per cent) for destinations north of the Fraser River. Staff spoke further with the Report authors who estimate

¹ *Container Capacity Improvement Program: Road Traffic Distribution Report*, prepared by Mainline Management, Inc., Delcan, Collings Johnston Inc., WorleyParsons, and Port Metro Vancouver (September 27, 2012).

that of the port-related truck traffic travelling through the GMT, about 60 per cent is destined for PMV's Richmond Logistics Hub. Currently, the Tunnel (rather than the Alex Fraser Bridge) is the preferred crossing for trucks destined to the Richmond Logistics Hub as travel times are shorter due to congestion along River Road in Delta and fewer potential traffic signal or weigh scale delays. While a fully operational SFPR will reduce congestion on River Road, the Report authors estimate that port-related truck traffic heading to Richmond will still prefer to use the Tunnel rather than the Alex Fraser Bridge due to fewer traffic signals and no requirement for scaling.

The Report states that over the course of October 2010 (a peak month for container flows), the maximum tunnel flow was 5,600 vehicles per hour in three lanes or 1,900 vehicles per hour in one lane. The Report also states that port-related traffic through the Tunnel in both directions currently amounts to 170 vehicles during the AM peak-hour period (i.e., 8:00 am to 9:00 am) and 120 vehicles during the PM peak-hour period (i.e., 4:00 pm to 5:00 pm). These figures will increase by two-thirds with a capacity of 2.4 million TEUs and more than triple when capacity reaches 4.8 million TEUs.

In the context of overall traffic through the George Massey Tunnel, the study concludes that:

- Roberts Bank port-related traffic does not have a significant effect on operations as the main traffic loads are commuter and ferry-related; and
- current conditions are not, and future potential improvements to terminal facilities at Roberts Bank will not be, a major cause of congestion.

2.5 Proposed Truck Congestion Reduction Measures

PMV is exploring the following truck congestion reduction measures to reduce container truck traffic in local communities and on local roads:

- reducing truck trips in peak periods by encouraging truck drivers and companies to shift their pickup and delivery to off-peak delivery times;
- implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container) in co-operation with trucking associations and companies;
- utilizing GPS or other tracking technology in co-operation with trucking associations and companies to locate and contact vehicles on a real-time basis in order to anticipate travelling conditions for individual vehicles, thereby creating better arrival and departure strategies; and
- providing designated sites in the vicinity of Deltaport for waiting trucks.

Collectively, these measures have the potential to reduce container truck traffic and PMV should be encouraged to implement them as soon as feasible.

2.6 Staff Comments

Staff reviewed the Report cited in Section 2.3 and note the following observations with respect to the planned expansion of Deltaport.

- Congestion at George Massey Tunnel: while the Report concludes that current conditions and future potential improvements to terminal facilities at Roberts Bank will not be a major cause

of congestion at the Tunnel, the added port-related traffic will increase vehicle queues in the peak periods, particularly in the off-peak direction. The Report states that fewer than 2,000 vehicles per hour can traverse the Tunnel with only one lane open in the non-peak direction but, conversely, also indicates that the single lane will carry over 2,000 vehicles per hour in future projections in both AM and PM peak hour periods, indicating that increased queuing will occur. When questioned on this forecast condition, the main author of the Report advised that the Report assumes that queuing would be ameliorated by motorists changing their travel behaviour in response to traffic conditions (e.g., shift to using the Alex Fraser Bridge) and/or the implementation of truck congestion reduction measures and land use changes that may reduce truck traffic (see Section 4.1 for further discussion of this latter scenario). Furthermore, a new improved crossing that replaces the existing tunnel, the planning of which was recently announced by the Province, may increase capacity in the area and alleviate much of the existing and forecast congestion.

- *Truck Traffic to/from Richmond Logistics Hub*: the Report identifies that most (57 per cent or more) of the port-related truck traffic using the Tunnel is destined for or coming from the Richmond Logistics Hub (Fraserport area) and, accordingly, truck traffic to/from the site will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs. The main author of the Report has confirmed that while truck traffic volumes will increase threefold at 4.8 million TEUs, the current scope of the Nelson Road widening project between Westminster Highway and Blundell Road will increase roadway capacity to adequately accommodate a fourfold growth in truck traffic associated with the foreseeable expansion of Deltaport. However, should Deltaport or Fraserport expand to beyond the highest level currently forecast, further road improvements would likely be required. Staff also note that further road improvements would likely include the Nelson Road-Highway 91 Interchange ramps.
- *Impact of Truck Traffic on Local Roads*: overall, the Report has a relatively narrow focus on major highways only and ignores the impacts to the local road network in each municipality. It is therefore essential that staff work with PMV to ensure that the impacts of port-related traffic growth on local roads are adequately addressed.

While the SFPR will help to accommodate port-related truck traffic growth south of the Fraser River, there are as yet no complementary plans for similar roadway improvements north of the Fraser River. Current truck volumes at the Tunnel already significantly impact traffic conditions, particularly during peak periods, as illustrated in Figure 1. The forecast magnitude of the truck traffic growth due to the planned expansion of Deltaport will only exacerbate these conditions.

Given the potential impacts to Richmond, PMV should therefore be advised of the City's desire to work with the agency to ensure that plans are developed for the timely implementation of any



Figure 1: Highway 99 Southbound Vehicle Queue at Steveston Highway Overpass (weekday at 8:30 am)

future road improvements to accommodate any port-related traffic growth in Richmond, including municipal roads in the Fraserport area. Staff will also work with PMV and the Ministry of Transportation and Infrastructure (MoTI) to address any required highway improvements to accommodate the T2 project and, in future, if necessary any unforeseen expansion of Deltaport.

3. Potential Development of Southlands

Southlands is a 218 ha (537 ac) private property site located in south Tsawwassen (see Attachment 5) and owned by Tsawwassen-based Century Group. The site generally falls within the area bounded by Boundary Bay, the US border, 56th Street, and Boundary Bay (see Attachment 6). The site is currently designated Agricultural but is not within the Agricultural Land Reserve.

3.1 Proposed Land Uses

According to material prepared by the Corporation of Delta for a public information meeting held on October 25, 2012, Century Group has prepared a development plan that would transfer 80 per cent of the Southlands properties (173.7 ha or 429 ac) to Delta. Of this land, close to two-thirds (108.1 ha or 267 ac) would be used for farming and the remaining lands would be designated for public open space and greenways (19.1 ha or 47 ac) and a natural habitat area (46.5 ha or 115 ac). On the remaining 20 per cent of the site (43.4 ha or 107 ac), Century Group is proposing 950 homes to be developed over a number of years including cottage style homes, cluster houses, fee simple row-houses, townhouses, country flats, live work units, and condominiums. Approximately 7,432 m² (80,000 ft²) of ground oriented commercial space is also proposed, which would be concentrated primarily along a High Street and a market square.

An amendment to the Regional Growth Strategy would be required for the proposed Southlands development as the subject lands are located outside of the Urban Containment Boundary and designated Agricultural, which does not permit mixed use residential and commercial developments. The amendment to the Regional Growth Strategy would be considered a Type 2 Minor Amendment that would require an affirmative two-thirds weighted vote of the Regional Board and regional public hearing. An amendment to Delta's Regional Context Statement (part of its Official Community Plan) would also be required.

A transportation review prepared for the application states that at full build-out in 2031:

- Southlands is anticipated to generate 482 vehicle trips during the AM peak and 895 vehicle trips during the PM peak; and
- all relevant intersections will operate within capacity except for:
 - Highway 17-56 Street due to the impact of the development of Tsawwassen First Nation (TFN) lands; and
 - 56 Street-12 Avenue where intersection improvements will be required to accommodate overall growth.

The review does not mention any potential impact of the development on the George Massey Tunnel. As part of the planning for the replacement of the Tunnel, staff will consult and liaise with MoTI to ensure that any traffic increases due to the proposed Southlands development or other major developments in Delta can be accommodated.

3.2 Consideration by Delta Council

At its December 17, 2012 regular meeting, Delta Council received an update from staff on the Official Community Plan amendment and rezoning application including the status of the application, a summary of public input received and next steps. Staff advised that additional design and project data details are needed from the applicant in order for staff to prepare the various bylaws and Development Permit Area Guidelines. Prior to submitting the staff report and bylaws to Council for consideration of first and second readings, staff recommended that another public information meeting be held in early 2013 once these issues have been addressed and draft bylaws prepared.

4. Potential Development of Tsawwassen First Nation Lands

Under the terms of the Tsawwassen First Nation (TFN) Final Agreement, the TFN land base comprises 724 ha (1,789 ac). Of this land, TFN will have law-making authority over 662 ha while the remaining 62 ha (comprised of the Boundary Bay and Fraser River parcels) will be also owned by TFN but be subject to municipal regulatory authority.

4.1 Proposed Land Uses

The TFN Land Use Plan (Attachment 7) designates the land uses summarized in Table 1 below.

Table 1: Designations of TFN Land Use Plan

Designation	Land Use
TFN Community	<ul style="list-style-type: none"> 48 ha (117 ac) to accommodate present and future generations of TFN members Build-out would provide 720 units and accommodate up to 1,800 TFN members
Commercial Enterprise/ Residential Area	<ul style="list-style-type: none"> 51 ha (126 ac) for series of commercial clusters and residential neighbourhoods Commercial clusters would include business park and office uses, as well as commercial uses that are compatible with surrounding uses
Single Family and Multiple Family Housing	<ul style="list-style-type: none"> Existing residential developments south of Highway 17 Further 16.8 ha of underdeveloped land south of Highway 17 that could be used for multiple and single family housing
Industrial	<ul style="list-style-type: none"> 135 ha of industrial land for port-related logistics development and other types of industrial development such as warehousing, an intermodal rail yard, truck servicing, and other port associated activities
Mixed Use	<ul style="list-style-type: none"> 71 ha (175 ac) that will include hotel, retail and business park uses, including a specialty retail outlet mall
Agriculture and Managed Forest	<ul style="list-style-type: none"> 157 ha (388 ac) that preserve the lands identified as Agricultural Land Reserve (ALR) for crop growing/harvesting related activities
Bluff Area	<ul style="list-style-type: none"> 12 ha (30 ac) environmentally and culturally significant area that is intended to remain undeveloped

With respect to the designated industrial area, access would be limited to Deltaport Way with no connections through the TFN community area. This industrial development could reduce port-related traffic on the major road network as containers would be transloaded at the TFN facilities and transported back to the terminal; currently, this type of traffic is moved inland. The Road Traffic Distribution Report prepared for PMV analyzed a scenario whereby: (1) an empty container transfer and stuffing facility is developed on TFN land to intercept empties and minimize truck trips to/from the rest of Metro Vancouver; and (2) 25 per cent of Roberts Bank trips are destined to/from the TFN industrial lands. Based on those assumptions, container traffic

having to make a river crossing via the GMT could be reduced by as much as 60 per cent, which would likely have a positive impact of reducing the volume of truck traffic going to and coming from the Richmond Logistics Hub. Therefore, as part of the proposed letter to PMV noted in Section 2.6, staff recommend that PMV be encouraged to pursue this land use scenario with TFN.

With respect to the lands designated mixed use, the TFN Economic Development Corporation (TEDC, the economic development arm of TFN), entered into a Memorandum of Agreement with Ivanhoe Cambridge and Property Development Group in April 2011 to develop up to all of the lands as a significant new mixed-use project comprising approximately 1.8 million square feet of the following retail, office, entertainment and other uses:

- Tsawwassen Mills (Shopping Mall): 1.2 million sq ft and 6,200 parking stalls;
- Tsawwassen Commons (Big Box Retail): 600,000 sq ft and 2,300 parking stalls; and
- Tourist Commercial (Movie Theatres, Restaurants, etc): 100,000 sq ft.

This scale of development would be equivalent to all three floors of Metrotown or six times larger than Richmond Centre. Following the approval of TFN members in January 2012 to grant a 99-year lease to allow the complexes to be built on TFN land, site preparation began in November 2012 with completion anticipated in 2015.

4.2 Consideration by Delta Council

At its May 7, 2012 meeting, Delta Council considered a staff report regarding the estimated transportation impacts arising from the planned mixed-use developments. Delta staff advised that significant increases in traffic will be generated by 2015 and continue to 2031 as full build-out is reached. While TFN is proposing major intersection upgrades and a widening of Highway 17 (i.e., three lanes in each direction) to accommodate the traffic growth, Delta staff conclude that even with the proposed upgrades to provincial highways and municipal-TFN roads, traffic congestion and delays are anticipated to worsen over existing conditions. At many of the intersections in the area, PM and Saturday peak hour traffic is estimated to double and even triple by 2015. Significant increases to Tunnel traffic are also anticipated with up to 700 and 900 vehicles being added in the northbound and southbound directions respectively by 2031.

Delta Council unanimously resolved that:

- a letter be sent to the TFN and the Minister of Transportation and Infrastructure requesting details on how the transportation impacts to Delta will be addressed;
- the TFN revise its transportation plan to ensure traffic is directed off Delta roads and onto provincial highways; and
- the use of Delta road dedications for the proposed TFN road improvements not be supported.

5. South Fraser Perimeter Road

Approximately 40 km long, the South Fraser Perimeter Road is a new four-lane, 80 km/hr route along the south side of the Fraser River from Deltaport Way in southwest Delta to 176 Street (Highway 15) in Surrey, with connections to Highways 1, 15, 17, 91, and 99 (see Figure 2

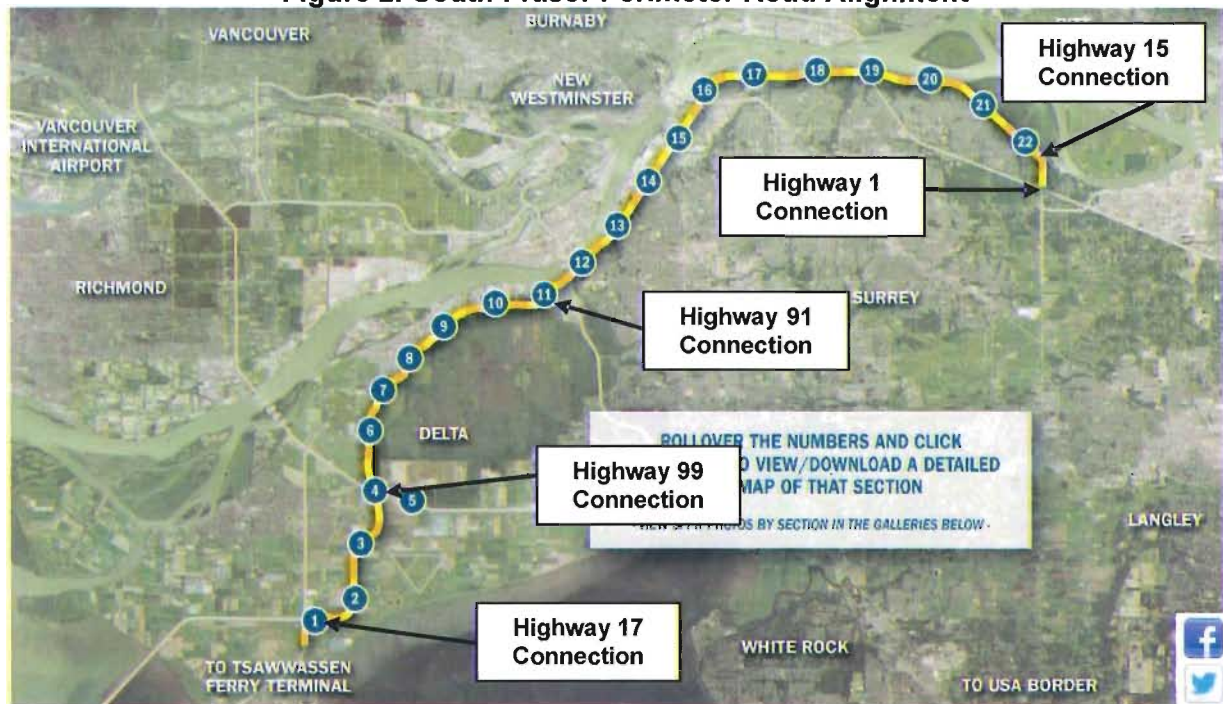
below). A staff memorandum to the Public Works & Transportation Committee, distributed at its October 17, 2012 meeting, identified these highway connections in detail.

The SFPR is opening to traffic in two phases:

- December 1, 2012: the section east of 136 Street to 176 Street in Surrey was opened; and
- December 2013: the section west of 136 Street to Deltaport Way is anticipated to be opened.

When the SFPR is fully completed at the end of 2013, container trucks departing from Deltaport will be routed onto the new highway, removing them from Highway 17 north of Deltaport Way and from Highway 10 west of Highway 91. As noted in Section 2.4, container truck traffic destined for PMV's Richmond Logistics Hub would still likely use the Tunnel as the preferred Fraser River crossing as travel times are shorter than the alternative of the Alex Fraser Bridge even when the South Fraser Perimeter Road is fully operational.

Figure 2: South Fraser Perimeter Road Alignment



6. Potential Fraser River Crossing in the Vicinity of No. 8 Road and East Richmond Area

The concept of a potential new Fraser River crossing in the vicinity of No. 8 Road and east Richmond area continues to be considered by various agencies, including as a potential option for the replacement of the Pattullo Bridge in the vicinity of Tree Island as noted below.

- ***Pattullo Bridge Replacement:*** in 2011, TransLink initiated plans to replace the Pattullo Bridge with a new 6-lane structure and identified options immediately upstream and downstream of the existing bridge. As part of the update of its Master Transportation Plan (MTP), the City of New Westminster identified a further six preliminary options, one of which included demolition of the existing bridge and replacement with a new crossing outside the city in the vicinity of Tree Island (see Attachment 8). New Westminster

acknowledges that the support of affected municipalities (i.e., Richmond and Burnaby) would be required for considering this preliminary option any further. All of the options were presented for feedback at a public open house for the MTP Update held in May 2012 with the consultation results to be used to articulate New Westminster's response to TransLink and the Province regarding the Pattullo Bridge.

Staff currently sit on TransLink's Pattullo External Advisory Committee², which in January 2013 was presented with a number of potential replacement/rehabilitation options for comment, including a concept that paired a new Tree Island crossing with refurbishment of the existing Pattullo Bridge. Staff advised TransLink staff that any alternatives that include Tree Island as part of a replacement option would not be supported as the crossing has never been part of the City's Official Community Plan (OCP); Burnaby's OCP also does not identify such a potential crossing. Moreover, a new crossing that expands private vehicle capacity may impact progress towards the goals of the Regional Growth Strategy. As the Pattullo Bridge replacement project is actively underway, staff recommend that the City formally register its opposition to any alternatives that include a new Tree Island crossing as part of a replacement option to preclude any further consideration.

- Road Traffic Distribution Report for Deltaport: the Report (previously cited in Section 2.3 and prepared in 2012) also cited a number of possible measures to reduce port-related truck traffic crossing the Fraser River that have been identified through PMV's ongoing community and stakeholder engagement. One of the potential measures cited is an alternative bridge crossing close to 80th Street in Delta (and No. 8 Road-Nelson Road in Richmond) that would connect the warehouse and transload areas north (Richmond Logistics Hub) and south (Tilbury Island) of the Fraser River via the SFPR and Highway 91 via Nelson Road. Staff spoke with the study authors who advise that while the concept has been identified, no further action has proceeded.
- George Massey Tunnel Replacement: staff contacted MoTI to clarify if the agency has any plans for a potential Fraser River crossing in the vicinity of No. 8 Road. Ministry staff confirmed that an option for such a crossing is not being studied at this time. However, in November 2012, MoTI announced the initiation of a multi-phase consultation process for the replacement of the George Massey Tunnel. Phase 1, which sought input regarding the collective interests that need to be considered in developing requirements and potential options, was completed in December 2012. Phase 2 is scheduled to occur in January-February 2013 and will present a range of potential options based on the feedback received in Phase 1 and further technical analysis. The consultation is intended to identify a preferred option in 2013, likely after the provincial election in May 2013. While a new crossing further east of the present Highway 99 corridor could be a potential option, no further design details of the crossing replacement are known at this time until the tunnel project is advanced to the design phase. As part of the work on the Tunnel replacement, a new crossing in the vicinity of the No. 8 Road corridor may be raised as an option in which case, as with all proposed options, it will be subject to a technical cost-benefit analysis to determine the more feasible options.

² The Committee comprises representatives of the surrounding municipalities and other interested stakeholders such as the Ministry of Transportation & Infrastructure.

Financial Impact

None.

Conclusion

Each of the identified developments in Delta has the potential to generate increased traffic volumes through the George Massey Tunnel and, in the case of the expansion of Deltaport, may in turn impact Richmond's local road network as truck traffic to/from the Richmond Logistics Hub will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs.

A pro-active response by Port Metro Vancouver towards reducing container truck traffic through the George Massey Tunnel and on local roads as well as planning for any road improvements to accommodate port-related traffic growth should be encouraged in order to minimize impacts to community liveability. To ensure that Richmond's interests are recognized, staff will continue to liaise with Port Metro Vancouver and the Ministry of Transportation and Infrastructure regarding these major development and infrastructure projects that may impact traffic volumes within Richmond.

A letter to TransLink would formally record the City's opposition to the identification of a potential new Fraser River crossing in the vicinity of Tree Island as an alignment option for the replacement of the Pattullo Bridge.

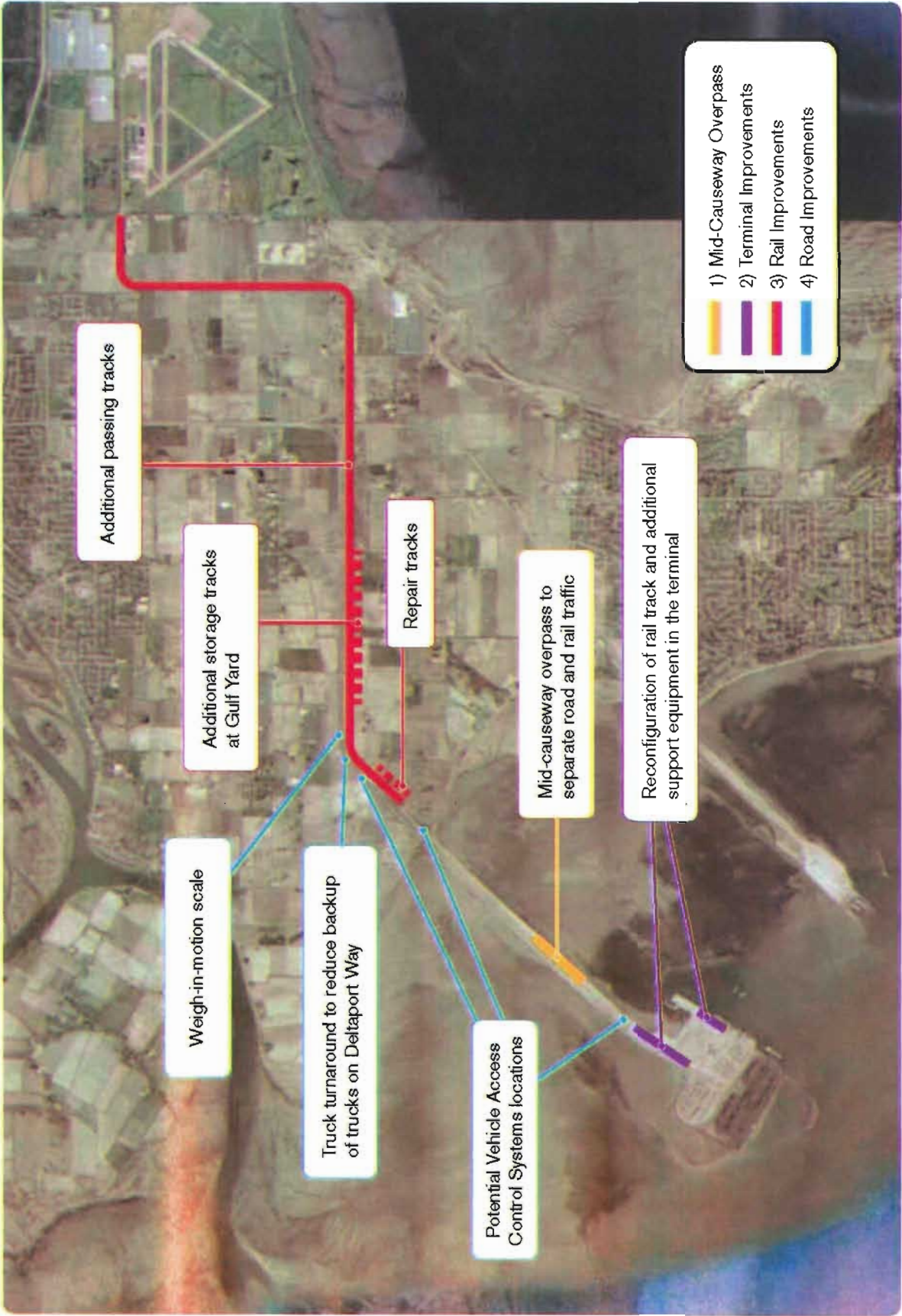


Joan Caravan
Transportation Planner
(604-276-4035)

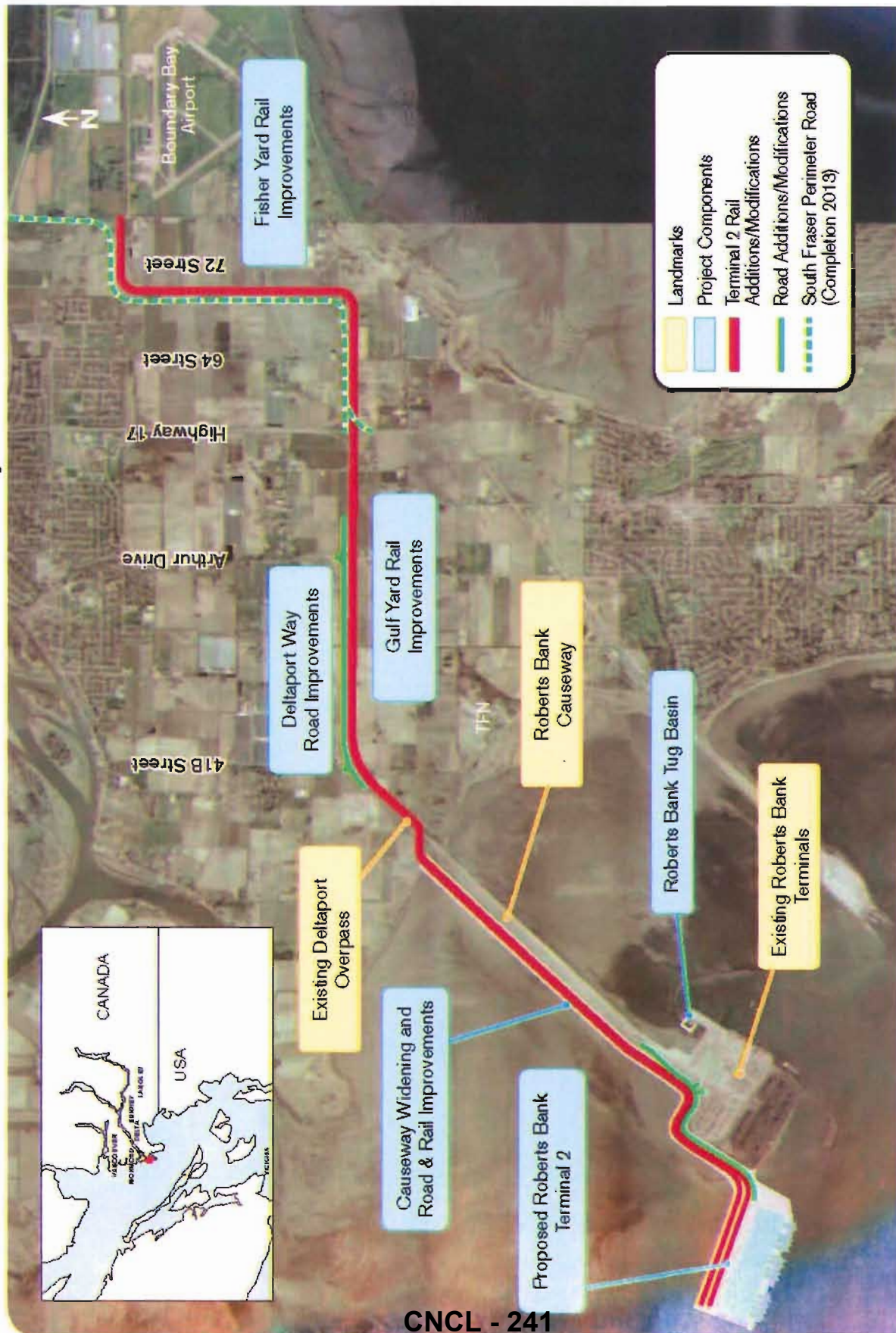


Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)

Deltaport Terminal, Road and Rail Improvement Project

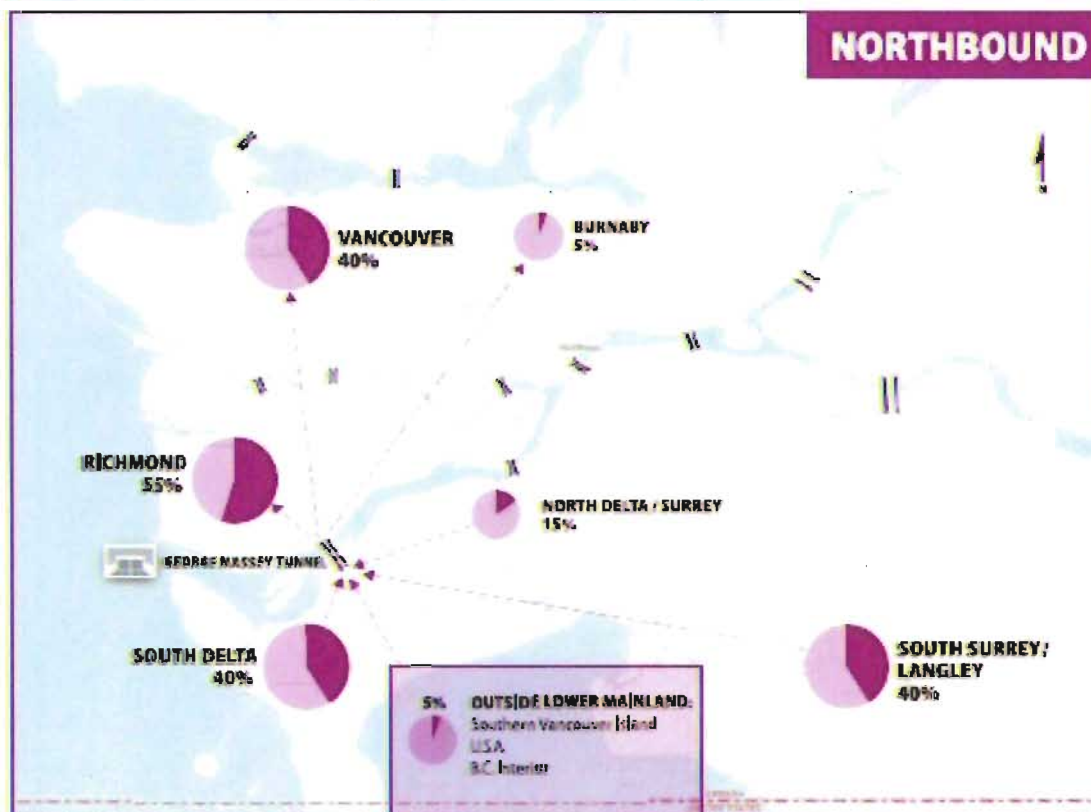
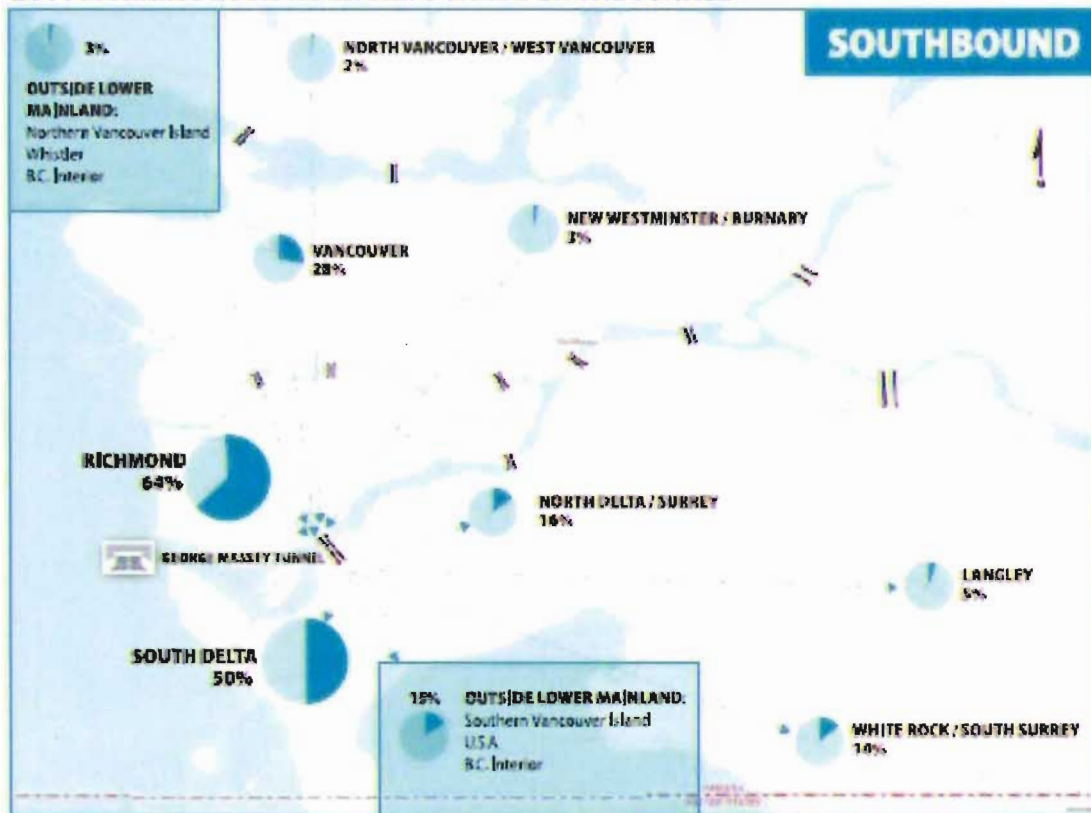


Roberts Bank Terminal 2 Project



CNCL - 241

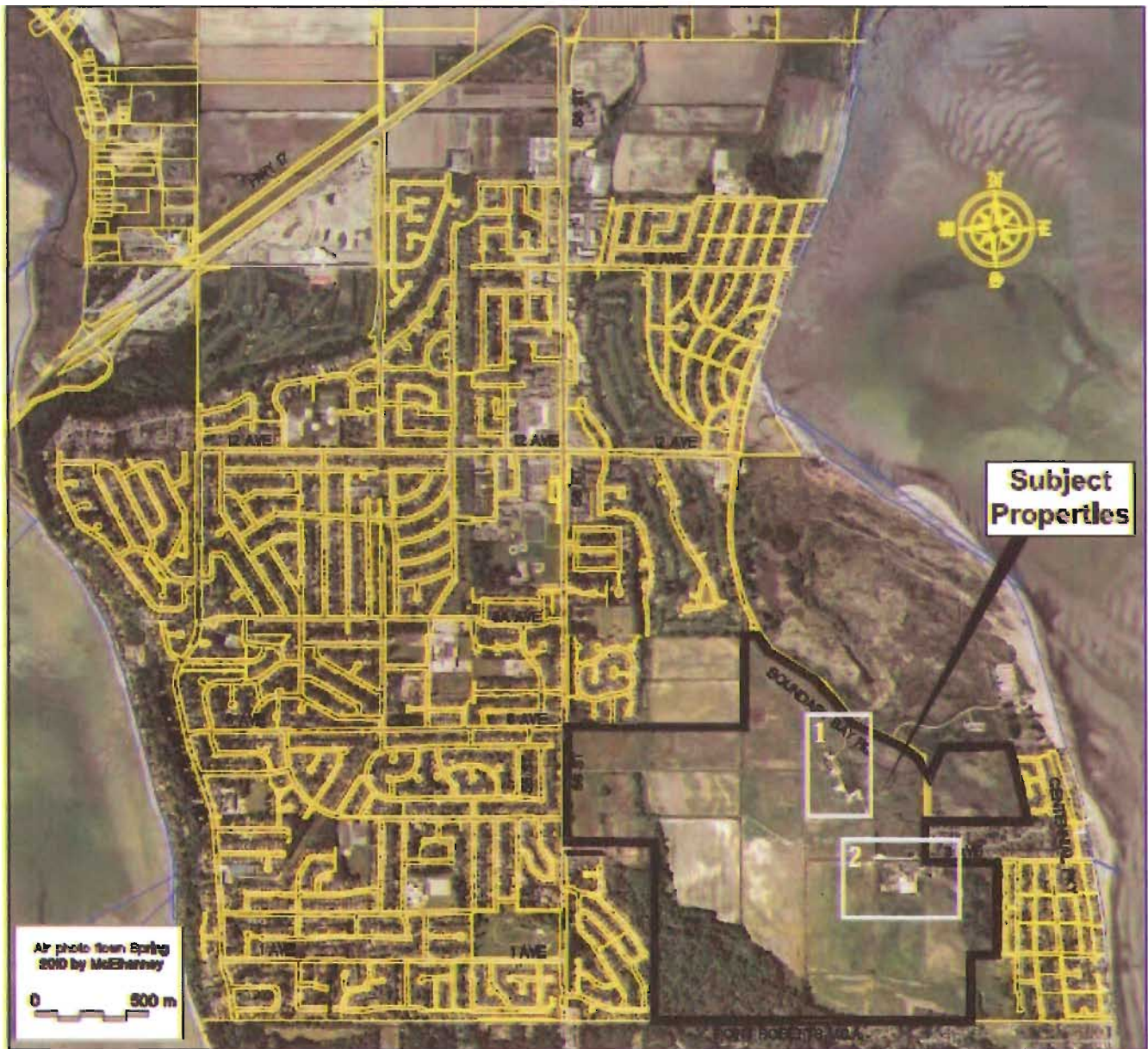
2011 MORNING RUSH HOUR TRIPS THROUGH THE TUNNEL



Distribution of Container Truck Traffic from Deltaport



Context Map: Tsawwassen and Southlands Properties



Southlands Farmstead



Alexander/Gunn Farmhouse and Earthwise Garden



CNCL - 244

Southlands Land Use Plan

The working ideas plan presented on 20 June 2011 at Delta Municipal Hall

Southlands



537 acres
Total land area

430 acres
Land transferred to public ownership

107 acres
Land designed for neighbourhoods

950
Number of townhomes, cottages and small family residences

1 PUBLICLY-OWNED COMMUNITY FARM

The working plan secures agricultural land for public ownership through a direct transfer to the Municipality of Delta. The parcels designated for farming have the highest soil quality and the best agricultural potential once improvements to irrigation and drainage are completed.

The contiguous nature of the land, and its vast scale, allows farmers flexibility in determining various farm sizes. If managed to its full potential, Southlands can represent a form of farming of an earlier era in Delta, when farming was more connected to the community and a part of the local culture.



2 NEIGHBOURHOOD CENTRE & THE MARKET SQUARE

At the neighbourhood centre, a total commercial precinct would provide Southlands, Monterra and the Boundary Bay neighbourhood with a cafe, a convenience store with farm-fresh food, and artisan shops within walking distance.

By connecting the agricultural with local community, this district space could support galleries and cultural activities, a farmers' market, a culinary education kitchen and a farming school.

This Market Square will be an important link between the agricultural activities on the land and everyday life in Townwest.



3 INTEGRATED NEIGHBOURHOODS

The revised working plan reduces the number of homes in the development component from 1,900 units to 950 units.

This number, with the minimum Century Group needs to make the transfer of 430 acres to be viable and to pay for the agricultural upgrades needed to cultivate the best farmland on the property.

A range of housing choices planned in three distinct neighbourhoods will provide a mix of townhomes, cottages, small family homes, apartment-style residences, and live-work and artist studios.



4 PARKS, TRAILS & OPEN SPACE

Three new parks, located adjacent to all residential areas, will provide natural buffer zones and walkable green areas to local residents in all neighbourhoods, including Monterra and Boundary Bay.

Open spaces will maintain the sitting views from upper Townwest and Boundary Bay Road.

These parks will provide Townwesters, and a broader number of visitors to the area, to get outdoors, relax and reconnect with nature. Protected wilderness areas, similar to what is found at Boundary Bay Regional Park, will preserve habitat for local plants and animals.



City of New Westminster: Proposed Option for Pattullo Bridge



Option 8:

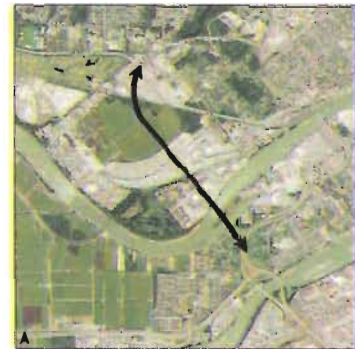
Demolish the Pattullo Bridge and replace it with a Tree crossing outside of the City (ie. Tree Island)*

* Requires consultation with affected Municipalities

The Pattullo Bridge would be demolished and a new bridge constructed connecting Richmond and Burnaby via Tree Island.

Benefits

- Through traffic through downtown New Westminster would be reduced
- Land currently used for approaches to the Pattullo Bridge could be reallocated for urban use
- Possibility for improved neighbourhood connectivity within New Westminster



Concerns

- Inconvenience for existing bridge trips that start or end in New Westminster
- Circuitous routes for **New Westminster** businesses to access growing markets south of the Fraser River
- Less direct pedestrian/cyclist connections
- Impacts recent property development in the City of Burnaby
- Require support from the affected Municipalities such as Richmond and Burnaby
- Changes established **pattern for** inter municipal traffic
- High capital cost



City of Richmond

Report to Committee

TO PWT - Feb. 20 2013.

To: Public Works and Transportation Committee

Date: January 10, 2013

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6060-00/Vol 01

Re: **Excess and Extended Services and Latecomer Charges Administrative Procedure**

Staff Recommendation

1. That Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 be introduced and given first, second and third readings.
2. That Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 be introduced and given first, second and third readings.

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

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Building Approvals	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: SI

Staff Report

Origin

Developments that significantly alter land use or increase density on a property often require infrastructure improvements to support the new or improved land use. Infrastructure improvements required for development are generally supplied or financed by the development that makes them necessary.

From time to time developers are required to perform an infrastructure upgrade that benefits properties beyond their own with an upgraded size in excess of that required to support their development. Section 939 of the Local Government Act gives local governments the ability to require excess or extended services (EES) and it also allows the providing developer the ability to recover the cost of EES from benefitting property owners through latecomer charges.

While the Local Government Act lays out the legal framework for recovery of EES, there are a number of details and process issues that are left to the municipality. Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure which addresses those elements and outlines a process that will guide staff and developers through development of latecomer agreements. Over the last 15 years, the City has entered into and managed a small number of latecomer agreements which were developed on an as required basis.

Analysis

Section 939 of the Local Government Act allows local governments to require property owners that are subdividing or developing land to provide EES. EES are defined as:

- A) A portion of a highway system that will provide access to land other than the land being subdivided or developed, and
- B) A portion of a water, sewage or drainage system that will serve land other than the land being subdivided or developed.

Section 939 also allows for those providing EES to recover the cost of the EES from benefiting property owners through latecomer charges. Latecomer charges are collected by the local government and paid to the provider of the EES on an annual basis. Section 939 limits the period that latecomer charges can be collected to 15 years from completion of the EES.

Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure that builds on Section 939 and outlines a process for developers in the City of Richmond to enter into and manage latecomer agreements that recover costs for the EES. The administrative procedure identifies:

- The requirement relating to latecomer agreement application;
- The form of the latecomer agreement;
- How the latecomer charges will be calculated;
- What costs can be included in a latecomer charge;

- When latecomer charges will be collected;
- When accrued latecomer charges will be forwarded to the developer providing the EES;
- The notification process for benefiting properties; and
- The payment of a fee to the City for administering a latecomer agreement for EES.

The Excess and Extended Services and Latecomer Charges Administrative Procedure will add consistency and certainty to the development of future latecomer charges.

The current Subdivision and Development Bylaw No. 8751 enables the General Manager of Engineering to enter into latecomer agreements on behalf of the City.

The current Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936 prescribes the interest rate to be utilized for latecomer charges.

Bylaw Amendments

The Excess and Extended Services and Latecomer Charges Administrative Procedure identifies a fee for administering latecomer agreements for excess or extended services. The following two City Bylaw amendments are required to facilitate collection of the administration fee:

1. Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 (Attachment 1), requires those entering into a latecomer agreement for excess or extended services to pay an administration fee specified in the Consolidated Fees Bylaw No. 8636.
2. Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 (Attachment 2), identifies the fee for administration of a latecomer agreement as \$5,000. The administration fee is intended to offset City expenses required during the approval process and up to 15 year administration of the latecomer agreement.

Stakeholder Consultation

The Excess and Extended Services and Latecomer Charges Administrative Procedure was presented to both the Urban Development Institute (UDI) and the Small Builders Association for feedback. The response was generally positive, with some concerns registered regarding the Latecomers Administration Fee.


Financial Impact

None.

Conclusion

Section 939 of the Local Government Act allows local governments to require developers to provide EES and also allows developers to recover the cost of EES they provide from benefiting properties. Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure that builds on Section 939, outlining a process for developing and executing latecomer agreements within the City of Richmond that adds clarity and improves

consistency for the latecomer process. It also identifies an administration fee that will be required from proponents entering a latecomer agreement. Amendments to the Development Application Fees Bylaw No. 8951 and the Consolidated Fees Bylaw No. 8636 are required to implement the administration fee.



Lloyd Bie, P.Eng.
Manager, Engineering Planning
(604-276-4075)

LB:lb



**Development Application Fees Bylaw No. 8951,
Amendment Bylaw 8982**

The Council of the City of Richmond enacts as follows:

1. **Development Application Fees Bylaw No. 8951** is amended by:
 - (a) deleting the title of section 1.12 and substituting "**Servicing Agreements and Latecomer Agreements**"; and
 - (b) adding the following after section 1.12.2:

"1.12.3 Every **applicant** for a latecomer agreement for excess or extended services, as defined in section 939 of the *Local Government Act*, must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 prior to execution of the latecomer agreement."
2. This Bylaw is cited as "**Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 8982**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983

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

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by deleting the heading "**Servicing Agreements**" and substituting "**Servicing Agreements and Latecomer Fees**" in the schedule entitled "Schedule – Development Application Fees".
2. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by adding the following after Section 1.12.1 in the schedule entitled "Schedule – Development Application Fees":

<u>Section</u>	<u>Application Type</u>	<u>Base Fee</u>	<u>Incremental Fee</u>
Section 1.12.3	Latecomer Agreement	\$5,000	Not Applicable

3. This Bylaw may be cited as "**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8983**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: February 4, 2013

File: RZ 10-523713

Re: **Proposed Amendments to the Light Industrial (IL) Zoning District and Application by Berane Construction Ltd. for Rezoning at 16360 River Road from Golf Course (GC) to Light Industrial (IL)**

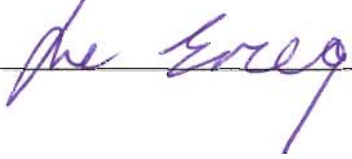
Staff Recommendation

That Bylaw 8998, to amend the "Light Industrial (IL)" zoning district and to rezone 16360 River Road from "Golf Course (GC)" zoning district to the amended "Light Industrial (IL)" zoning district, be introduced and given first reading.



Wayne Craig
Director of Development

WC:ke
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

Berane Construction Ltd has applied to the City of Richmond to rezone 16360 River Road from Golf Course (GC) zoning district to the Light Industrial (IL) zoning district in order to permit commercial truck parking, outdoor storage and development of a limited area light industrial building on the subject site in the future (**Attachment 1** – Location Map). Amendments to the Light Industrial (IL) zoning district are also being proposed as part of this application.

Background Information – Interim Action Plan and Rezoning in the 16,000 Block of River Road

Timeline – Rezoning and Council Direction for the 16,000 block of River Road

- 2008 – Richmond City Council approves the Interim and Long-Term Action Plans for the 16,000 block of River Road, which outlines provisions for the consideration of commercial vehicle truck parking, outdoor storage and limited light industrial development in this area as an interim use prior to intensive industrial redevelopment (i.e., warehousing and manufacturing) in the future when City services and infrastructure is available. Both the interim land uses proposed and future light industrial redevelopment comply with the 2041 Official Community Plan.
- September 2010 – 16780 River Road (RZ 09-503308) received rezoning approval for commercial truck parking (no restrictions). The approved zoning for the site also permits outdoor storage under certain conditions. Currently, this site is being utilized for truck parking only.
- 2011 – Staff undertakes a Council directed review of the Interim Action Plan for the 16,000 block of River Road.
- November 2011 – 16540 River Road (RZ 10-524476) received rezoning approval for commercial truck parking (with restrictions on type and number of commercial vehicles) and a limited area light industrial building (i.e., cabinet manufacturer).
- January 23, 2012 – Council reaffirms the Interim Action Plan as a result of the staff review conducted in 2011. Council also requested traffic counts in 2012 with results to be reported back at the end of 2012 to determine if any changes should be considered to the Interim Action Plan.
- July 2012 – 16540 River Road (ZT 12-610945) received zoning text amendment approval that removed previous restrictions on the type and number of trucks that could be parked on this property. Currently, truck parking is occurring on the subject site.
- December 2012 – Council consideration of a report on traffic counts around the 16,000 block of River Road and staff recommendation to continue processing rezoning applications for commercial truck parking, outdoor storage and other interim uses in accordance with the Interim Action Plan.
- January 21, 2013 (Public Hearing) – 16700 River Road (RZ 12-603740) received 2nd and 3rd reading of the zoning bylaw to permit commercial truck parking and outdoor storage on this site.
- A map of approved and in process rezoning applications in the 16,000 block of River Road is contained in **Attachment 2**.

Recent Council Direction on the Interim Action Plan for the 16,000 block of River Road

In December 2012, a report was forwarded to Council that provided:

- Information on truck traffic counts undertaken in 2012 along River Road (east of Nelson Road) and No. 7 Road (between Bridgeport Road and River Road) and comparison of historical traffic counts taken in this area.
- Recommended that no revisions be made to the Interim Action Plan for the 16,000 block of River Road that permitted commercial truck parking so long as provisions identified in the Interim Action Plan are addressed through the processing of rezoning applications.

A summary of the truck traffic count data and map of traffic count locations forwarded to Council in December 2012 is contained in **Attachment 3** for reference. Based on the two weekly traffic counts undertaken in 2012, there is no observed increase in truck traffic movements along River Road (east of Nelson Road) or No. 7 Road (between Bridgeport Road and River Road) in comparison to historical traffic counts completed in 2006 and 2011 along River Road and 2010 and 2011 along No. 7 Road.

Traffic control measures implemented at two sites approved for truck parking at 16780 and 16540 River Road to ensure that truck travel would occur only on portions of River Road west of each site's vehicle access and out to No. 6 Road supports the traffic count data completed in 2012, which shows an actual decrease in truck movements at both locations along River Road and No. 7 Road. Staff will continue to secure these traffic control measures, including physical channelization at each site's vehicle access and signage, through rezoning applications to ensure truck travel only occurs on permitted portions of River Road.

Background Information – 16360 River Road

This property was rezoned in 1994 to Golf Course (GC) zoning based on a proposal submitted by the owner at the time. However, no golf course or driving range facility was developed on the site and the existing Golf Course (GC) zoning has remained on the subject site. The subject site was excluded from the Agricultural Land Reserve along with remaining properties in the 16,000 block of River Road as part of one application that was approved by the Agricultural Land Commission in 2000.

Project Summary

The proposal is to utilize a majority of the existing property (current area 35,698 sq. m or 8.8 acres) for commercial truck parking, general outdoor storage and a future limited area light industrial building (**Attachment 4** – Preliminary Site Plan).

The subject site is primarily vacant and consists of a level compacted gravel surface on top of fill that was previously brought on the subject site. An existing culvert crossing is located at the northwest corner of the site providing access from River Road. An existing chain link fence is located around the perimeter of the subject site. Along the site's River Road frontage, there is an existing Riparian Management Area (RMA) (15 m) associated with the canal between the site and road. There have been some modifications to the RMA on the subject site consisting of a culvert crossing, raising the elevation through previous filling activities, implementation of fencing/landscape hedging and the placement of 3 mobile trailers located along the north edge of the site. These modifications and works were done prior to the 2005 establishment of the

Provincial Riparian Area Regulations and subsequent City of Richmond Riparian Management Area response in 2006. The approach to addressing these modifications to the RMA is addressed in latter sections of this report.

The applicant proposes to utilize the site for general commercial truck parking. Other proposed activities include outdoor storage, on a longer term basis, for recreational vehicles, boats, storage containers, general machinery and equipment. The total number of commercial trucks that can be parked at one time on the subject site is not known as the proposed operation involves a mix of activities and is subject to market demand for either longer term outdoor storage activities or daily commercial truck parking. In general, the applicant has indicated that truck parking activities involving more frequent vehicle movements will be organized to enable ease of accessing and exiting the site while longer term outdoor storage uses and recreational vehicle/boat storage activities will be located on remaining areas of the site.

The applicant has also requested in the rezoning application that a limited area light industrial building be permitted on the subject site. Currently, the applicant does not have any specific plans for development of a light industrial building (i.e., location of building or proposed use), but has included this potential for development in the rezoning application. Staff analysis of permitting limited area industrial development is contained in a latter section of this report. A Development Application Data Sheet is contained in **Attachment 5**.

Findings of Fact

Community Bylaws – Property Use Compliance/Truck Enforcement Measures along River Road
Community Bylaws staff have confirmed that the subject site is in compliance with current Golf Course (GC) zoning on the property that does not allow truck parking or outdoor storage. Removal of all non-compliant uses (i.e., truck parking and general vehicle/equipment storage) was confirmed in November 2010 by Community Bylaws staff and 16360 River Road has remained in compliance with zoning throughout the processing of the rezoning application.

Future Traffic Counts

Continued monitoring of truck traffic through traffic counts taken at previous locations (River Road east of Nelson Road and No. 7 Road between Bridgeport Road and River Road) will be undertaken by Transportation staff in 2013 and 2014. The additional monitoring over the next two years will be able to account for the approved and in process rezoning applications for truck parking in the 16,000 block of River Road to ensure all approved operations are adhering to truck travel restrictions. Data collected in the next two years will also be compared to past traffic count trends. Staff will update Council on any significant increase or change in truck traffic counts in this area.

Surrounding Development

To the North: River Road, 15 m RMA associated with the adjacent open canal and the foreshore of the Fraser River.

To the East: An Agriculture (AG1) zoned neighbouring property containing an existing dwelling (16500 River Road). Further east and adjoining the south portion of the subject site is a Light Industrial (IL) zoned property at 16540 River Road

(RZ 10-524476 – Approved November 2011; ZT 12-610945 – Approved July 2012) that contains a caretaker residence and area being utilized for truck parking and a future limited area light industrial building.

To the South: An existing rail right-of-way and active rail line. Further south are Agriculture (AG1) zoned properties contained in the ALR.

To the West: A Light Industrial (IL) zoned property (pre-existing zoning) with commercial vehicle parking activities.

Related Policies & Studies

2041 Official Community Plan

The existing 2041 Official Community Plan (OCP) land use designation is “Industrial” for the subject site and 16,000 block of River Road. The proposal for truck parking, outdoor storage and a limited area light industrial building complies with the 2041 OCP land use designation.

Agricultural Land Reserve Status

The subject site and entire 16,000 block of River Road is not contained in the Agricultural Land Reserve (ALR) as an exclusion application was approved in 2000. At the time of this ALR exclusion application, no properties were concurrently rezoned as it is up to each individual property owner to pursue a development proposal or change of use that requires a rezoning.

Interim and Long-Term Action Plans for the 16,000 Block of River Road

The Interim and Long-Term Action Plans applicable to the 16,000 block of River Road is a Council approved land use strategy to consider interim land use activities (i.e., commercial truck parking, general outdoor storage and limited area light industrial development) in the area now given the limited availability of City infrastructure and services. Each property in this area requesting these interim uses are required to go through a rezoning application (only permitting the identified interim uses) and processed to ensure compliance with provisions in the Interim Action Plan. In the future, the Long-Term Action Plan and zoning restrictions implemented now will require additional rezoning applications to be submitted for more intensive light industrial uses when City services and supporting transportation infrastructure can be implemented in conjunction with industrial redevelopment. A copy of the Interim and Long-Term Action Plan is contained in **Attachment 6**.

Council originally approved the Interim and Long-Term Action Plan's in 2008. Based on a comprehensive review of the land use strategies for the 16,000 block of River Road completed by staff in 2011 and as part of the 2041 OCP process, Council endorsed the Interim Action Plan to allow for consideration of rezoning applications in this area until the end of 2012 subject to collection and examination of traffic count data along River Road and No. 7 Road. Findings of the traffic count data indicated no increases in truck traffic volumes in this area; therefore, no revisions to the Interim Action Plan were deemed necessary and Council endorsed the Interim Action Plan in conjunction with the approval of the rezoning application at 16700 River Road at the January 21, 2013 Public Hearing.

The Interim Action Plan also required rezoning applications to submit appropriate traffic studies, environmental assessments and landscape/buffer schemes with each proposal. Staff confirm that the above referenced studies and materials has been submitted and reviewed to the satisfaction of City staff for the rezoning application at 16360 River Road. The original landscape plan submitted with the rezoning application is not applicable to this application based on the review of the proposal by staff. The landscape approach applicable to this project is outlined in latter sections of this report.

Flood Plain Designation and Protection Bylaw 8204

Registration of a Flood Plain Covenant on title of the subject site identifying a minimum flood construction level of 3.1 m is required to be secured as a rezoning consideration on the subject application (refer to **Attachment 7** for a consolidated list of rezoning considerations).

Public Notification of Rezoning Application

Staff recommend that the normal consultation and notification process be utilized for this rezoning application, which involves posting of a rezoning sign, advertisements in the local paper and mailed notification within a 50 m radius of the subject property. Should it be deemed necessary to expand the public notification beyond what is required, Council has the option to expand the public notification (at their directive) when considering the rezoning application prior to the Public Hearing at either Planning Committee and/or Council.

Public Input and Consultation

At the time of the preparation of the staff report, no public correspondence has been received through the processing of the rezoning application. Staff will keep Council updated on any public correspondence submitted as part of this rezoning application.

This rezoning application was not submitted to the City's Agricultural Advisory Committee (AAC) as the subject property is not contained in the ALR and is designated for Industrial in the 2041 OCP and the proposal complies with this land use designation. Furthermore, all other rezoning applications that have been considered by Council in the 16,000 block of River Road were not forwarded to the AAC.

Examination of Issues

Proposed Zoning Approach

The proposed zoning approach is summarized as follows:

- Permit commercial vehicle parking and storage on the site.
- Permit outdoor storage on the site.
- Implement a restrictive density to limit light industrial development (i.e. warehousing, manufacturing or activities related to truck parking/outdoor storage) to 1,948 sq. m (20,968 sq. ft.) at 16360 River Road.
- In conjunction with the proposed commercial truck parking and outdoor storage uses, the following regulations will also be applicable to the subject site:
 - Does not permit outdoor storage of hazardous materials, food products, goods that can be transferred by the elements (i.e., wind, water) or wrecked/salvage goods.

- Prohibited from emitting, discharging or emitting noise, odours, vibrations, radiation or electrical interference that would constitute a disturbance to neighbouring properties and surrounding activities.
- Servicing and repair of vehicles and equipment is not permitted.
- Tractor trailers with integrated refrigeration/heating units are not permitted to be operational while being parked/stored on the subject site.
- Maximum height of 4.5 m applicable to commercial vehicles and outdoor storage activities.

For the three rezoning applications that have been approved or proceeded to Public Hearing in the 16,000 block of River Road, all have requested commercial vehicle parking as an interim use at 16780, 16540 and 16700 River Road. Two of these applications also permitted outdoor storage activities (16780 and 16700 River Road). One of the applications at 16540 River Road requested a limited area light industrial building (1,860 sq. m or 20,000 sq. ft.) to enable the future relocation for their wood manufacturing business.

The rezoning proposal at 16360 River Road is requesting uses that have been previously granted and is consistent with the Interim Action Plan allowing for interim uses in the 16,000 block of River Road. The same regulations specific to commercial truck parking and outdoor storage will apply to the subject site.

In relation to the applicant's request for light industrial development, staff propose that the Light Industrial (IL) zone be limited to allow for a maximum of 1,948 sq. m (20,968 sq. ft.) building area for the subject site only. Based on the total area of the subject site (minus any applicable land dedications) and above referenced maximum building area, the density would be limited to 0.06 Floor Area Ratio and represents a small amount of developable area when compared to the total size of the property. This density limitation is similar to the restriction implemented in the neighbouring rezoning approved at 16540 River Road (RZ 10-524476).

Based on information from the applicant, there are no immediate plans to develop a limited area light industrial building on the subject site. If the property owner decides to develop a light industrial building on the site, a building permit will be required to confirm compliance with zoning regulations and other provisions secured through this rezoning proposal.

Engineering Capacity Analysis

An engineering capacity analysis is not required for the proposed rezoning as the existing City storm sewer and water systems are adequate for the interim uses and limited building area proposed for the subject site. The subject site is not serviced by a City sanitary sewer service system; therefore, no analysis is required. Any proposed building to be located on the subject site is required to be serviced by an on-site septic disposal system.

Statutory Right-Of-Way (10 m)

A 10 m (33 ft.) wide statutory right-of-way (SRW) for dike and utility purposes is required along the subject site's River Road frontage. The existing dike is generally aligned with River Road in this area and the SRW is being secured now as part of this proposal in the event that the City requires dike or utility related infrastructure works in the future. The subject site contains two

mobile trailers and one recreational vehicle located at the north edge of the site that are all owned by the applicant. Currently these structures and recreational vehicle would likely encroach entirely into the proposed 10 m (33 ft.) wide SRW proposed to be secured through this rezoning. To address this issue, these structures and recreational vehicle will be removed from the proposed SRW area and relocated elsewhere on the subject site prior to final adoption of the rezoning.

Transportation Requirements

As required by the Interim Action Plan, a traffic impact and assessment study was submitted and reviewed as part of this rezoning application. City Transportation staff support the following recommendations of the traffic report and required traffic control measures to be implemented as part of the application at 16360 River Road:

- Modification of the existing River Road vehicle access to the subject site to channelize the driveway which would only permit eastbound to southbound (right-in) and northbound to westbound (left-out) for all commercial trucks, tractor trailers and dump-trucks. This traffic control measure would prevent truck travel along River Road east of the site's driveway.
- The above referenced modification to channelize the site's driveway access requires the submission and approval of an access design by the applicant's professional traffic consultant to ensure compliance with turning restrictions. This design submission will determine the extent of proposed works to the existing driveway and culvert crossing to the subject site.
- The approved access design is required to be constructed and inspected by Transportation Division staff prior to final adoption of the rezoning.
- Registration of a legal agreement on title of the subject property to identify that the existing vehicle access/driveway from River Road must be removed at the sole cost of the property owner, once the new industrial road proposed along the south edge of the site is constructed and services the subject site.
- Voluntary contribution of \$1,000 for the generation and posting of necessary traffic control signs along River Road by City Transportation staff.
- Voluntary contribution of \$25,000 to be utilized by the City to undertake future examination and study of River Road, which would take into account the 2041 OCP and transportation objectives relating to use of River Road by a wide range of users (i.e., vehicles, bikes and pedestrians). This study would also take into account the future implementation of the industrial road that is proposed to be located to the south of and parallel to the existing alignment of River Road in this area. The terms of reference for the examination of River Road will be determined in the future when it is feasible to undertake the study. The contribution amount being secured as part of this rezoning application is proportionate to the total area of the subject site compared to the combined area of all properties that could be rezoned in the 16,000 block of River Road and is based on the same calculation applied to other rezoning applications that have been approved by Council in this area.

Future City Industrial Service Road

As supported by the Interim Action Plan and through this rezoning application to allow for interim land uses at 16360 River Road, staff are securing only the land required for the future industrial road now along the southern edge of properties in the 16,000 block of River Road. In future when redevelopment occurs in this area for intensive light industrial activities, additional rezoning applications will be required. Securing a means to make this 20 m wide industrial road operational will be achieved through these rezoning applications in the future, which is supported by the provisions of the Council approved Long-Term Action Plan for the 16,000 block of River Road. The Long-Term Action Plan outlines the objectives to provide a means of access to make the industrial road operational, including provisions for design and construction once possible. This approach for 16360 River Road is consistent with other rezoning applications for interim land uses in this area that have been approved by Council.

Options to Facilitate Future Access to 16500 River Road

The smaller property immediately to the east of the subject site at 16500 River Road does not currently extend all the way to the south where the 20 m road dedications are being secured for the future industrial standard road. Should the property at 16500 River Road submit a rezoning proposal to permit outdoor storage or commercial vehicle parking, similar provisions of permitting the site to utilize the existing driveway access to River Road (with implemented modifications to restrict truck movements) will apply.

In the long-term, a means to secure access from 16500 River Road to the future industrial standard road running parallel to River Road will be required. The following options exist to provide access for 16500 River Road to the future industrial standard road once it has been constructed and is operational:

- Lot consolidation associated with a future land assembly for more intensive light industrial development. This option will require rezoning and therefore enable access to all properties to be consolidated.
- In future, should 16360 River Road rezone to redevelop into more intensive light industrial uses, the necessary legal agreements can be secured on 16360 River Road to grant access to 16500 River Road (i.e., cross access agreement or public rights-of-passage statutory right-of-way).

License and Road Dedication

The applicant has requested the right for temporary use of the lands being granted to the City (for future road) so that the owner can utilize this area for commercial truck parking and outdoor storage activities. In order to facilitate this request, the following is being secured:

- Subject to the License, the owner (Berane Construction Ltd.) is required to dedicate to the City a 20 m (66 ft.) wide road dedication along the entire southern edge of the subject property for the purposes of a future road.
- A License is required and will secure all necessary provisions and obligations of all parties involved in the agreement over the road dedication area.
The rezoning considerations for the subject application include provisions for a License to be applicable over the 20 m (66 ft.) wide road dedication area to be secured through this rezoning (refer to **Attachment 7** for the rezoning considerations and terms and conditions for the License).

Riparian Management Area (15 m or 49 ft.)

A 15 m (49 ft.) wide Riparian Management Area (RMA) exists along the subject site's River Road frontage. A survey plan of the 15 m (49 ft.) RMA setback measured from the high-water mark identifies that the RMA encroachment ranges from approximately 10 m (33 ft.) to 15 m (49 ft.) onto the north portion of the subject site (refer to **Attachment 4** – Preliminary Site Plan). The existing RMA contains an existing landscape hedge and chain link fence located on the north edge of the property. Aside from the existing mobile structures and recreational vehicle, there are no other existing buildings/structures in the RMA on the subject site. Other modifications to the RMA on the subject site consist primarily of previous fill activities and gravel surface treatment.

The approach to managing the existing 15 m RMA on the subject site is to implement the following measures to be secured as part of this rezoning proposal:

- Remove and relocate all existing structures and the recreational vehicle outside of the existing 15 m RMA on the subject site.
- Implementation of a physical barrier to be installed outside and along the edge of the 15 m RMA on the subject site to prevent any future incursions, modification or future disturbance of this area from truck parking or outdoor storage activities. The rezoning applicant will be required to submit a design of the barrier (to be approved by the City) and construct the works prior to final adoption of the rezoning.
- Submission of a landscape plan to be reviewed and approved by City staff to undertake the following mitigation/enhancement work within the RMA:
 - Existing landscaping (i.e., hedging, natural ground covers and fencing previously installed by the property owner) can remain in the area.
 - Removal of existing gravel surfaced areas within the RMA, placement of clean topsoil and seeding with an approved native grass seed mix.
 - To ensure completion of the above referenced landscape works, the applicant is required to submit the appropriate plan for review and approval by City staff and either complete the works in accordance with the plan or submit a landscape bond that covers the costs to undertake the works prior to final adoption of the proposed rezoning.

Landscape/Buffer Approach

Along the north edge of the subject site, the applicant has planted evergreen hedging in behind an existing 1.8 m (6 ft.) high chain link fence. This landscape buffer and fencing extends along the entire north edge of the site's River Road frontage, which is also located within the 15 m RMA. Rather than undertaking additional modifications to the protected RMA area involving the removal of existing hedging and fencing in the RMA and establishing a new planted buffer outside of the RMA setback area, the applicant has requested that the existing landscaping and fencing be permitted to remain. City staff have reviewed this request and considers it reasonable as the existing hedging and fencing are pre-existing works in the RMA and their removal will likely result in increased disturbance to the RMA.

Allowing the existing hedging and fencing to remain in conjunction with the above referenced management approach of the RMA on the subject site to develop a physical barrier to prevent

further disturbance achieves the objectives of implementing a solid visual screen from the public road frontage to the subject site. Fencing (chain-link) exists around the perimeter of the subject site and is proposed to remain. No additional landscape screening is proposed along the east and west edge of the site based on the applicant's consultation with the neighbouring property owners (16300 and 16500 River Road) who have confirmed that they do not want additional planted trees, shrubs or hedging between the subject site and their lots.

Environmental Site Assessment Report

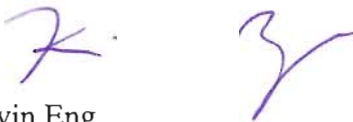
An Environmental Site Assessment report (Phase 1 and 2) was conducted by the applicant's environmental consultant to determine if there was existence of any site contaminants on the subject property as required in the Interim Action Plan. The report concluded that the site would not represent a contamination risk and that rezoning the site to facilitate future use of the site for industrial development would be appropriate given the environmental examination undertaken. Furthermore, the submitted Site Profile and Environmental Site Assessment report did not identify any Schedule 2 uses on the subject site; therefore, no further comments from or consultation with the Ministry of Environment is required.

Financial Impact or Economic Impact

None.

Conclusion

The rezoning application at 16360 River Road complies with the provisions of the Interim Action Plan and 2041 Official Community Plan, which supports the activities proposed as part of this project for commercial truck parking, outdoor storage and a limited area industrial building. All site specific issues have been addressed and transportation control measures are being implemented to ensure all trucks travel to and from the west of the subject site. On this basis, staff recommend approval of the proposed amendments to the Light Industrial zone (IL) and rezoning application at 16360 River Road.



Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: 16,000 Block of River Road Context Map

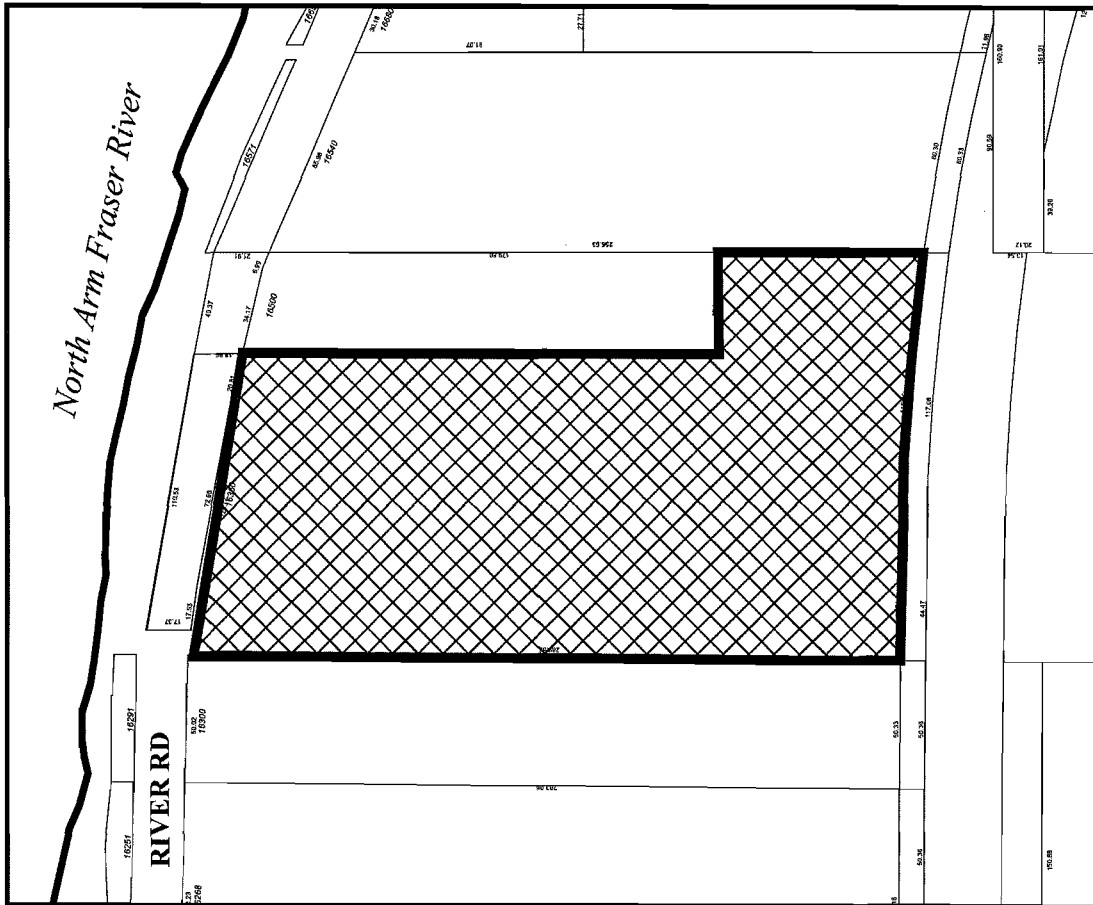
Attachment 3: Summary of Traffic Counts and Supporting Map

Attachment 4: Preliminary Site Plan

Attachment 5: Development Applications Data Sheet

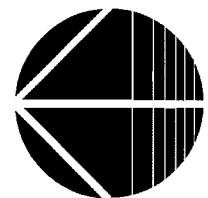
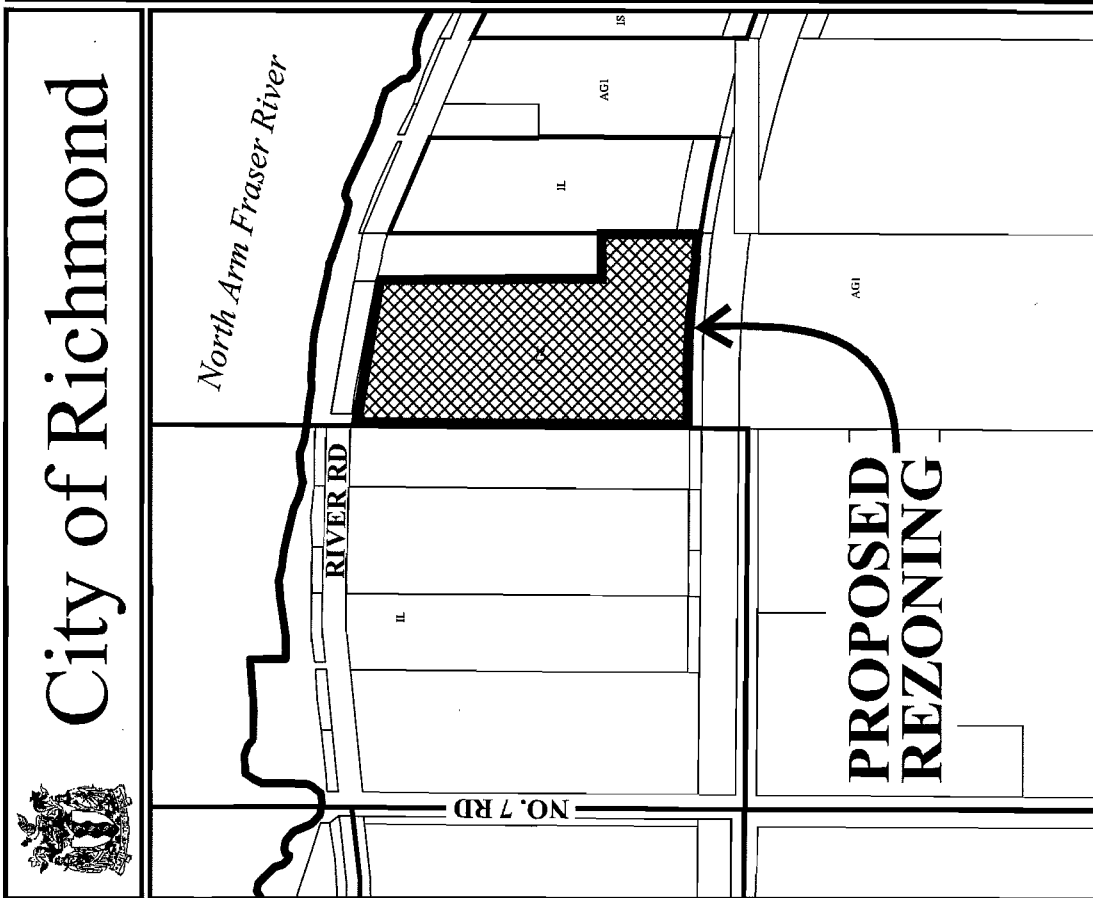
Attachment 6: Interim and Long-Term Action Plan

Attachment 7: Rezoning Considerations



Original Date: 04/01/10
 Revision Date: 02/06/13
 Note: Dimensions are in METRES

RZ 10-523713



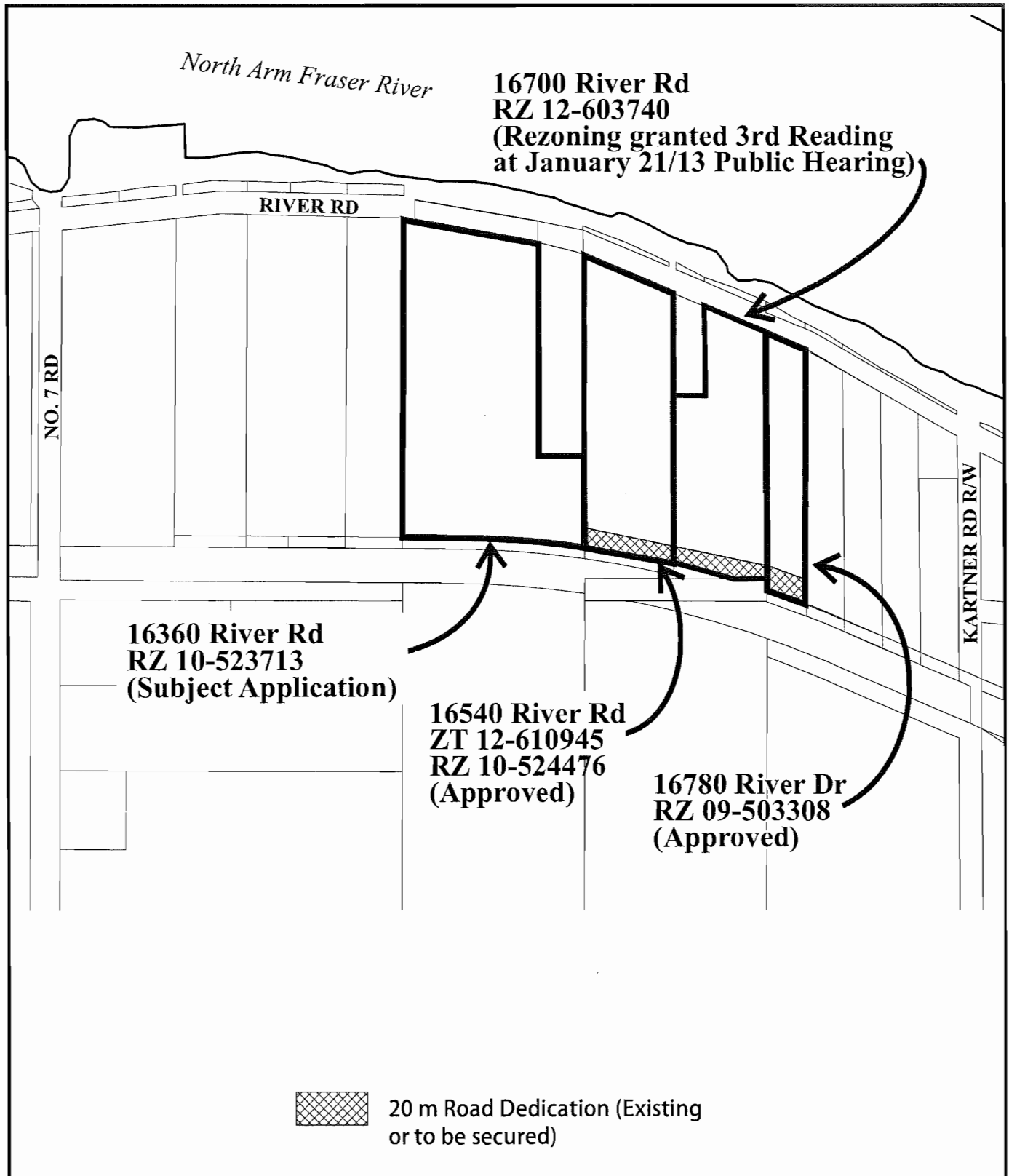


RZ 10-523713

Original Date: 04/06/10

Amended Date: 02/06/13

Note: Dimensions are in METRES



Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 02/08/13

Note: Dimensions are in METRES

Summary of Traffic Count Data – River Road and No. 7 Road

River Road east of Nelson Road

Date	Average Daily Total Number of Trucks (24 hour period)
April 2006 (7 day period)	68
September 2010 – Rezoning approved for 16780 River Road	
January 2011 (7 day period)	59
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	35
September 27, 2012 to October 4, 2012 (7 day period)	59

No. 7 Road between Bridgeport Road and River Road

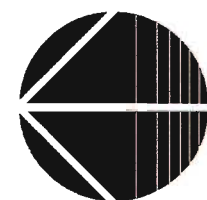
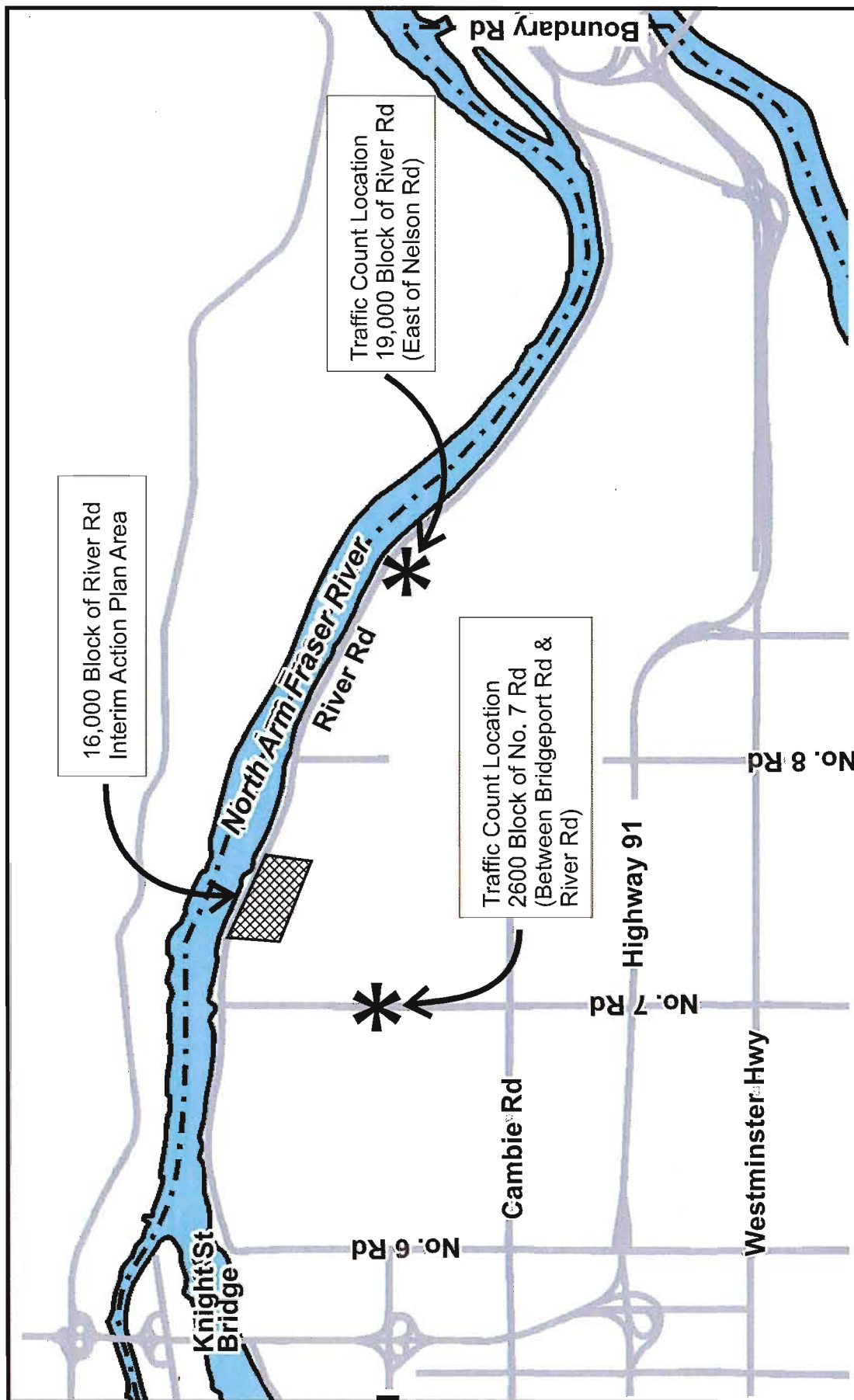
Date	Average Daily Total Number of Trucks (24 hour period)
March 2010 (7 day period)	26
September 2010 – Rezoning approved for 16780 River Road	
September 2011 (7 day period)	19
November 2011 – Rezoning approved for 16540 River Road	
April 28, 2012 to May 5, 2012 (7 day period)	16
September 27, 2012 to October 4, 2012 (7 day period)	14

Assessment of Traffic Data

Based on the two weekly truck traffic counts undertaken in 2012, there is no observed increase in truck movements along River Road east of Nelson Road or No. 7 Road (between Bridgeport Road and River Road). In fact, the truck traffic numbers show some decrease compared to traffic counts conducted in April 2006 and January 2011 for River Road and March 2010 and September 2011 for No. 7 Road.

The traffic data for River Road in 2012 indicated that truck movements have remained steady and decreased overall from 68 trucks per day in April 2006 to 35 (49% reduction) and 59 (13% reduction) trucks per day in April/May 2012 and September/October 2012 respectively.

The traffic data for No. 7 Road in 2012 indicate that truck movements have reduced overall since data collected in March 2010 from 26 trucks per day to 16 and 14 trucks per day counted during the two periods in 2012, which is an approximate 40% reduction since traffic data collection commenced in March 2010 for No. 7 Road. Furthermore, the volume of trucks on River Road and No. 7 Road is not considered to be high compared to truck volumes on other major roads.



Road Network Map and 2012 Traffic Count Locations

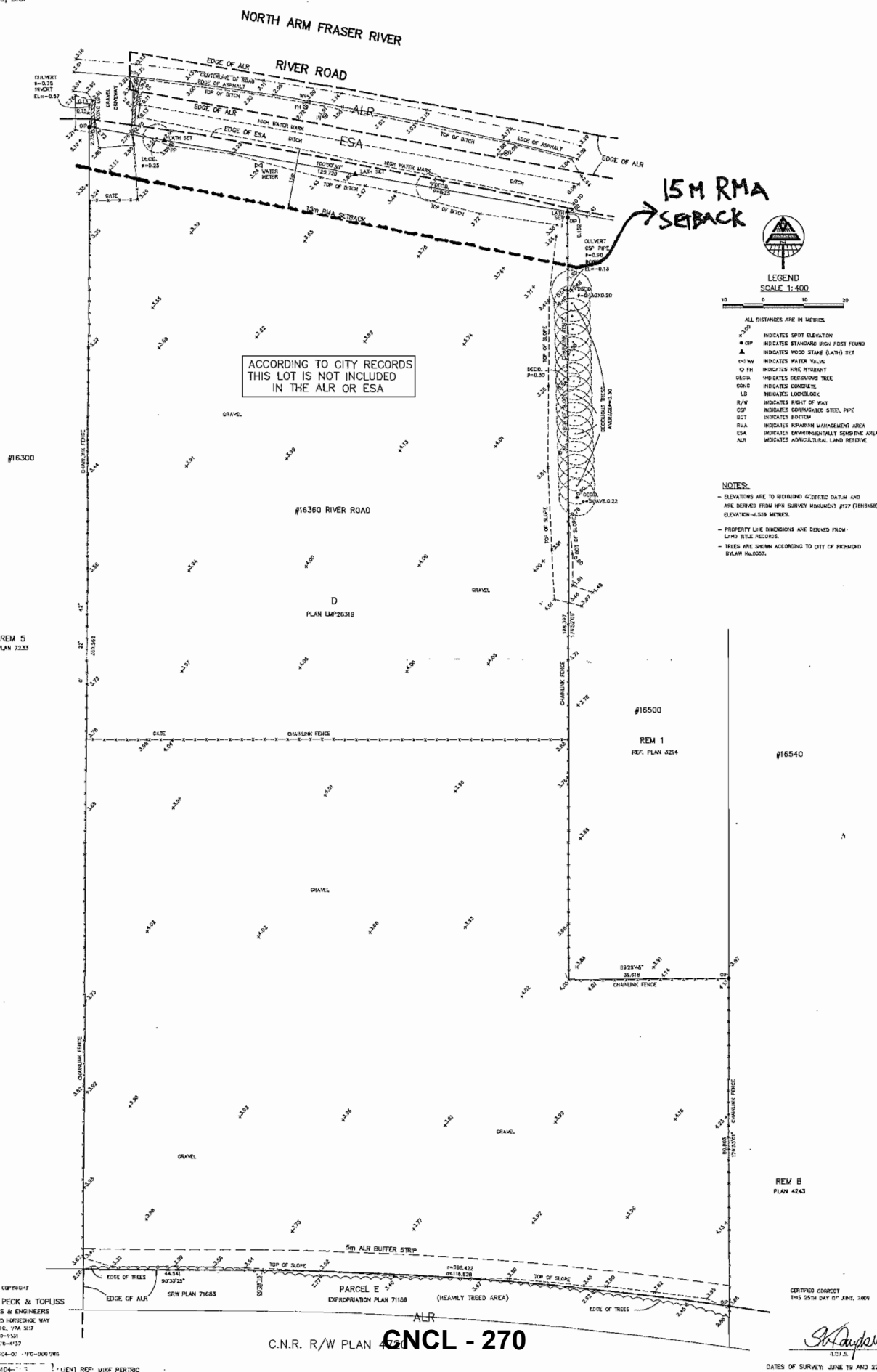
Original Date: 11/13/12

Revision Date:


Note: Dimensions are in METRES

PID: 023-325-178

CIVIC ADDRESS
#16360 RIVER ROAD,
RICHMOND, B.C.



CERTIFIED CORRECT
THIS 25TH DAY OF JUNE, 2009


S.A.C.

OF SURVEY: JUNE 19 AND 22, 2009



RZ 10-523713

Attachment 5

Address: 16360 River Road

Applicant: Berane Construction Ltd.

	Existing	Proposed
Owner:	Berane Construction Ltd. (Inc. No. 301945)	No change
Site Size (m²):	35,698 m ²	32,472 m ² (approximately after land area secured for future industrial road)
Land Uses:	Vacant parcel with mobile structures and recreational vehicle located (all owned by the proponent) on the north portion of the site.	<ul style="list-style-type: none">Commercial vehicle truck parking and outdoor storage.Accessory uses to support the proposed truck parking and outdoor storage activities.Future limited area light industrial building.Total buildable density on the site cannot exceed 1,948 m².
OCP Designation:	Industrial	No change – rezoning proposal complies with OCP.
Zoning:	Golf Course (GC)	Light Industrial (IL)

On Future Rezoned Lot	Bylaw Requirement	Variance
Floor Area Ratio:	Max. 0.06	none permitted
Lot Coverage – Building:	Max. 60%	none
Setback – Public Road (m):	Min. 3 m	none
Setback – Side & Rear Yards (m):	No setback requirement	none
Height (m):	12 m	none
Off-street Parking Spaces – Total:	Off-street parking in accordance with Zoning Bylaw 8500	none

Other: _____

The City of Richmond
Interim Action Plan
16,000 Block of River Road
(Revised based on Public Consultation Feedback)

Land Use

- The 16,000 block of River Road:
 - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
 - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
 - This land is not within the Agricultural Land Reserve.
 - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- The 17,000 block of River Road:
 - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

Proposed Approach to Rezoning Applications

- The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

Technical Objectives and Issues

Engineering

- The 16,000 block of River Road is currently **not** adequately serviced by City storm and sanitary systems to sufficiently support intensive light industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- Rezoning proposals proposing outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

Transportation

- Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

Existing Soil/Fill Conditions

- Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

Rezoning Considerations (To be completed by the rezoning applicants)

- ☐ Submit an acceptable fence and landscape buffer scheme.
- ☐ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additional consideration based on public feedback*).
- ☐ Complete a traffic assessment of **River Road** from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ☐ Complete a traffic assessment of **No. 7 Road** from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block)(*additional consideration based on public feedback*).
- ☐ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No.7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ☐ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

Forthcoming Process

- ☐ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
 - o Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
 - o Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
 - o A buffer and landscaped screen plan for the properties under rezoning application.
- ☐ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.

**The City of Richmond
Long-Term Action Plan
16,000 Block of River Road**

(Revised based on Public Consultation Feedback)

Land Use Examination

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) 'Business & Industry' land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

Technical Objectives and Issues

Traffic and Transportation

- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

City Servicing

- ❑ Intensive light-industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

Forthcoming Process

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.



City of Richmond

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

Address: 16360 River Road

File No.: RZ 10-523713

Prior to final adoption of Zoning Amendment Bylaw 8998 , the developer is required to complete the following at their sole cost:

License and Road Dedication

- Subject to the non-exclusive License described below, the owner (Berane Construction Ltd.) dedicate to the City a 20 m wide road dedication (the “Road”) along the entire southern edge of the subject property for the purposes of a future road. The License shall be on the following terms and conditions:
 - Parties – City of Richmond, as Licensor and Berane Construction Ltd., as Licensee.
 - Term – subject to the City’s right of early termination below, no longer than 3 years from the date of adoption of Zoning Amendment Bylaw 8998; provided that if both parties agree to the same, the term may be extended for up to 3 additional years. The Director of Development is, on behalf of the City, hereby authorised to make the decision to extend the term for up to 3 additional years.
 - License Area – the Road.
 - License Fee - \$10, plus HST to be paid on or before the commencement of the License.
 - Use – commercial vehicle parking and storage and outdoor storage only (based on the permitted use definitions and all applicable regulations contained in the City’s Zoning Bylaw 8500). No buildings or structures or other improvements are permitted on the License Area.
 - Termination – The City has the right to terminate the License at its sole discretion on 30 days’ notice or immediately in the event of an emergency. Upon termination or expiry of the License, the Licensee must forthwith cease all activities, remove all vehicles and all materials and improvements
 - Insurance and Indemnification – Licensee to obtain and maintain throughout the Term not less than \$5,000,000 comprehensive general liability insurance. Full indemnification and release of the City and City Personnel to be provided.
 - Assignment – Not permitted.
 - Other – The License shall be in a form and contain such other terms and conditions acceptable to the Director of Development in his absolute determination.

Statutory Right of Way

- The granting of a 10 m wide Statutory Right of Way (SRW) along the subject site’s River Road frontage for dike and utility purposes.

Legal Agreements

- Registration of a legal agreement on title identifying that the existing vehicle access and culvert crossing providing access to the subject site from River Road must be removed at the sole cost of the property owner once the new road, running south of and parallel to River Road, servicing the subject site is constructed and operational.
- Registration of a legal agreement on title identifying that the parking of commercial trucks and trailers with refrigeration units are not permitted to be operational while parked on the subject site.
- Registration of a Flood Plain Covenant on title identifying a minimum Flood Construction Level of 3.1 m.

Riparian Management Area (RMA – 15 m)

- Remove all existing structures, buildings, equipment and trailers out of the existing Riparian Management Area (15 m wide measured from high-water mark for watercourse along River Road). If these structures and buildings are to be relocated on the subject site, they are required to be located outside of the existing RMA, in compliance with zoning and the owner is required to obtain all the necessary building permits from the City for the placement of these buildings and structures on the subject site.
- Submission of a plan to be reviewed and approved by the City to implement a physical barrier to prevent any future incursion or development within the designated RMA. This physical barrier must be designed to prevent any incursion or further disturbance into the RMA and is required to be installed and inspected by City staff prior to final adoption of the rezoning bylaw.
- Submission of a landscape plan to be reviewed and approved by City staff to undertake the following mitigation/enhancement work within the RMA:
 - Existing landscaping (including existing hedging, natural ground covers and fencing) previously installed by the owner can remain.
 - Removal of existing gravel surfaced areas within the RMA, placement of clean top-soil and seeding with an approved native grass seed mix.
 - Full installation of the above referenced RMA mitigation/enhancement works prior to final adoption of the rezoning bylaw **OR** submission of an appropriate landscape letter of credit (or security bond) that covers the costs of works within the RMA to be implemented.

Access/Egress from River Road

- Submission and approval (from the Director of Transportation) of a finalized design (prepared by the appropriate professional transportation engineer) and completion of construction for a driveway vehicle access design to the subject site from River Road that prohibits right-out (northbound to eastbound) and left-in (westbound to southbound) commercial vehicle turning movements to and from the subject site as recommended by the applicant's Traffic Impact Assessment.
 - (NOTE: Completion of construction of the approved access design and traffic control measures and follow-up inspection and approval by City Transportation staff is required prior to final adoption of the rezoning).
 - If applicable, submission and approval of an appropriate ditch/culvert-crossing permit based on the approved River Road vehicle access design for installation of associated

structures and works (to be required if driveway access design requires a new culvert crossing or widening of the existing culvert crossing).

Applicable Cash Contributions

- Voluntary contribution of \$1,000 for the generation and posting of the necessary traffic control signs and structures as recommended in the applicant's Traffic Impact Assessment and approved and implemented by the City of Richmond's Transportation Division.
- Voluntary contribution of \$25,000 for the purposes of undertaking future City examination of River Road.

Note:

- The developer/applicant is required to submit all necessary legal plans for all identified road dedication and statutory right-of-ways in the above referenced rezoning considerations and file at Land Titles Office at their sole cost.
- 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.

Signed Copy on File

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8998 (RZ 10-523713)
16360 River Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - i. Adding Additional Uses (Section 12.2.3.B) and renumbering previous sections accordingly and inserting the following text into the Additional Uses (Section 12.2.3.B)

“outdoor storage”

- ii. Inserting the following text into the Permitted Density (Section 12.2.4)

“12.2.4.3

The following **site** is limited to a maximum **floor area ratio** of 0.06:

16360 River Road

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319”

- iii. Inserting the following text into the Other Regulations (Section 12.2.11)

“12.2.11.2

16360 River Road

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319”; and

“12.2.11.3

Outdoor storage shall only be permitted at the following **site** and subject to the restrictions in Sections 12.2.11.4 and 12.2.11.5:

16360 River Road

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319

12.2.11.4

The following are prohibited from occurring on **sites** zoned IL where **outdoor storage** is a **site-specific** permitted **use**:

- a) **Outdoor storage** of wrecked or salvaged goods and materials;
- b) **Outdoor storage** of food products;
- c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
- d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
- e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
- f) Servicing of **vehicles** or equipment.

12.2.11.5

Commercial vehicle parking and storage and **outdoor storage uses** are not permitted to be stored, stacked or piled in any manner that exceeds 4.5 m in height.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LIGHT INDUSTRIAL (IL)**.

P.I.D. 023-325-178

Parcel D Section 14 Block 5 North Range 5 West New Westminster District Plan LMP 26319

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8998”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>MB</i>
APPROVED by Director or Solicitor <i>ul</i>

MAYOR

CORPORATE OFFICER



CITY OF RICHMOND

5 YEAR FINANCIAL PLAN (2013-2017)

BYLAW NO. 8990

EFFECTIVE DATE – February 25, 2013



City of
Richmond

Bylaw 8990

5 Year Financial Plan (2013-2017)

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B", Schedule "C" which are attached and form part of this bylaw, are adopted as the 5 Year Financial Plan (2013-2017)
2. 5 Year Financial Plan (2012 - 2016) Bylaw 8867 and all associated amendments are repealed.
3. This Bylaw is cited as "**5 Year Financial Plan (2013-2017) Bylaw 8990**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

FEB 12 2013

FEB 12 2013

FEB 12 2013

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

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN (2013-2017)
(In \$000's)

	2013	2014	2015	2016	2017
Revenues					
Property Taxes	174,825	181,481	188,176	194,641	201,023
Transfer from Capital Equity	43,185	43,085	43,161	43,539	44,819
Utilities	90,940	97,101	103,095	108,625	113,876
Transfer from Capital Equity	6,621	6,504	6,387	6,310	6,219
Fees and Charges	26,738	27,080	27,479	27,889	28,311
Investment Income	16,199	16,280	16,361	16,443	16,525
Grant-in-lieu	13,199	13,199	13,199	13,199	13,199
Gaming Revenue	12,364	12,394	12,436	12,475	12,516
Grants	4,556	4,556	4,556	4,556	4,556
Penalties and Interest on Taxes	990	1,010	1,030	1,051	1,072
Miscellaneous Fiscal Earnings	25,191	22,286	22,224	22,568	23,023
Capital Plan					
Transfer from DCC Reserve	20,125	15,159	13,566	11,431	14,501
Transfer from Other Funds and Reserves	47,265	41,362	38,424	43,771	41,491
External Contributions	4,378	650	170	195	195
Carryforward Prior Years	97,522	54,142	37,206	32,411	31,009
TOTAL REVENUES	\$ 584,096	\$ 536,288	\$ 527,470	\$ 539,103	\$ 552,336
Expenditures					
Utilities	97,561	103,605	109,482	114,934	120,095
Law & Community Safety	85,041	87,218	89,568	91,945	94,328
Community Services	66,702	68,224	69,934	71,658	73,661
Engineering & Public Works	61,609	63,001	64,027	65,159	67,055
Finance and Corporate Services	24,330	24,075	24,447	24,828	25,221
Planning & Development	12,513	12,561	12,789	13,025	13,262
Fiscal	23,292	23,422	24,474	24,360	24,064
Transfer to Funds: Statutory Reserves	32,207	33,955	35,770	37,652	39,598
Corporate Administration	8,082	7,493	7,612	7,733	7,856
Municipal Debt					
Debt Interest	1,114	366	-	-	-
Debt Principal	2,355	1,056	-	-	-
Capital Plan					
Current Year Capital Expenditures	71,768	57,170	52,160	55,397	56,187
Carryforward Prior Years	97,522	54,142	37,206	32,411	31,009
TOTAL EXPENDITURES	\$ 584,096	\$ 536,288	\$ 527,470	\$ 539,103	\$ 552,336
Proposed Property Tax Increase*	2.98%	2.95%	2.86%	2.90%	2.97%

Note: Including additional 1% for infrastructure replacements

CITY OF RICHMOND
5 YEAR CAPITAL PROGRAM (2013-2017)
(In \$000's)

	2013	2014	2015	2016	2017
Infrastructure Program					
Drainage	16,393	10,131	10,620	8,254	8,114
Infrastructure Advanced Design & Land	7,880	8,125	4,863	7,001	13,720
Minor Public Works	9,463	8,480	8,580	8,120	8,680
Roads	3,970	5,600	4,340	6,580	4,010
Sanitary Sewer	1,411	1,194	1,184	1,184	1,184
Water Main Replacement	250	250	250	250	250
Total Infrastructure Program	39,367	33,780	29,837	31,389	35,958
Building Program					
Major Building	4,390	1,377	250	250	250
Minor Building	250	-	-	-	-
Total Building Program	4,640	1,377	250	250	250
Parks Program					
Major Parks/Streetscapes	4,230	4,250	2,700	2,200	2,154
Minor Parks	700	500	600	600	600
Parkland Acquisition	-	3,500	3,500	3,500	2,000
Public Art	256	-	-	-	-
Total Parks Program	5,186	8,250	6,800	6,300	4,754
Land Program					
Land Acquisition	5,000	5,000	5,000	5,000	5,000
Total Land Program	5,000	5,000	5,000	5,000	5,000
Affordable Housing Project					
Affordable Housing Project	750	975	975	975	975
Total Affordable Housing Project	750	975	975	975	975
Equipment Program					
Annual Fleet Replacement	3,055	2,230	4,450	3,149	2,130
Computer Capital	1,597	597	341	330	330
Fire Dept Vehicles	84	1,173	891	1,432	892
Miscellaneous Equipment	5,217	1,101	1,101	3,601	3,601
Technology	864	350	400	450	-
Total Equipment Program	10,817	5,451	7,182	8,961	6,953
Child Care Program					
Child Care Program	50	275	275	275	50
Total Child Care Program	50	275	275	275	50
Internal Transfers/Debt Payment					
Internal Transfers/Debt Payment	5,958	2,062	1,840	2,247	2,247
Total Internal Transfers/Debt Payment	5,958	2,062	1,841	2,247	2,247
Total Capital Program	71,768	57,170	52,160	55,397	56,187

**City of Richmond
2013-2017 Financial Plan
Statement of Policies and Objectives**

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Tax increases will be at CPI + 1%.
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce tax rate.

Table 1:

Revenue Source	% of Total Revenue*
Property Taxes	67.5%
User Fees & Charges	9.1%
Investment Income	6.7%
Grants in Lieu of Taxes	5.0%
Gaming Revenue	4.7%
Grants	1.8%
Other Sources	5.2%
Total	100.0%

**Total Revenue consists of general revenues*

Table 1 shows the proportion of total general revenue proposed to be raised from each funding source in 2013.

Distribution of Property Taxes

Table 2 provides the estimated 2013 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.
- Continue economic development initiatives to attract businesses to the City of Richmond.

Table 2: (based on the 2013 Completed Roll figures)

Property Class	% of Tax Burden
Residential (1)	53.9%
Business (6)	35.8%
Light Industry (5)	8.6%
Others (2,4,8 & 9)	1.7%
Total	100.0%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the Community Charter. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the Community Charter.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8879 (09-506904)
5440 HOLLYBRIDGE WAY**

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

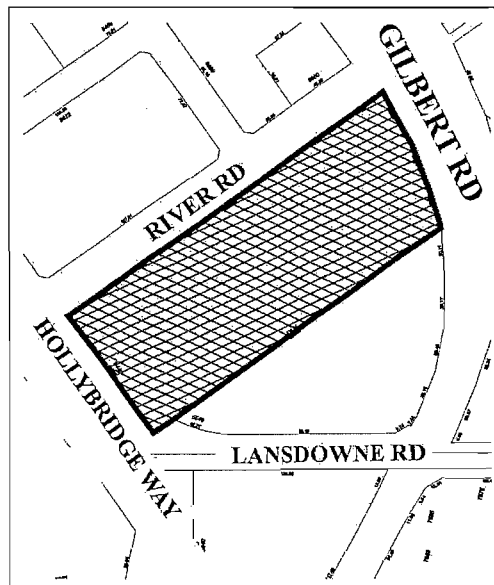
1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - 1.1. Deleting the following statement from Section 9.4.4.5:

“so as to increase the maximum **floor area ratio** to 2.0 or 2.5 respectively,”
 - 1.2. Inserting Section 9.4.4.6 as follows:

“6. Notwithstanding Section 9.4.4.3, for the RCL3 **zone** the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.463, provided that the **owner**:

 - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
 - b) dedicates not less than 3,862.9 m² of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**.

P.I.D. 001-794-884

Lot 110 Sections 5 and 6 Block 4 North Range 6 West New Westminster District Plan 48002

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8879**”.

FIRST READING

JUL 23 2012

A PUBLIC HEARING WAS HELD ON

SEP 05 2012

SECOND READING

SEP 05 2012

THIRD READING

SEP 05 2012

OTHER REQUIREMENTS SATISFIED

FEB 20 2013

ADOPTED

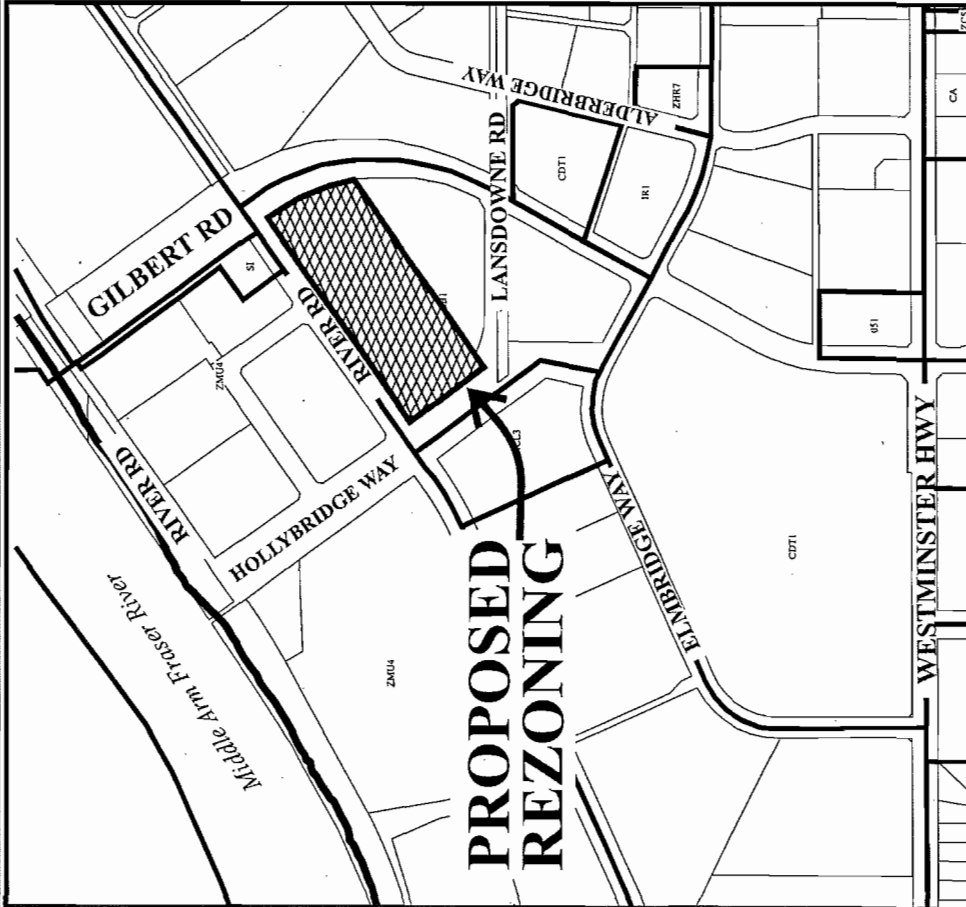
MAYOR

CORPORATE OFFICER

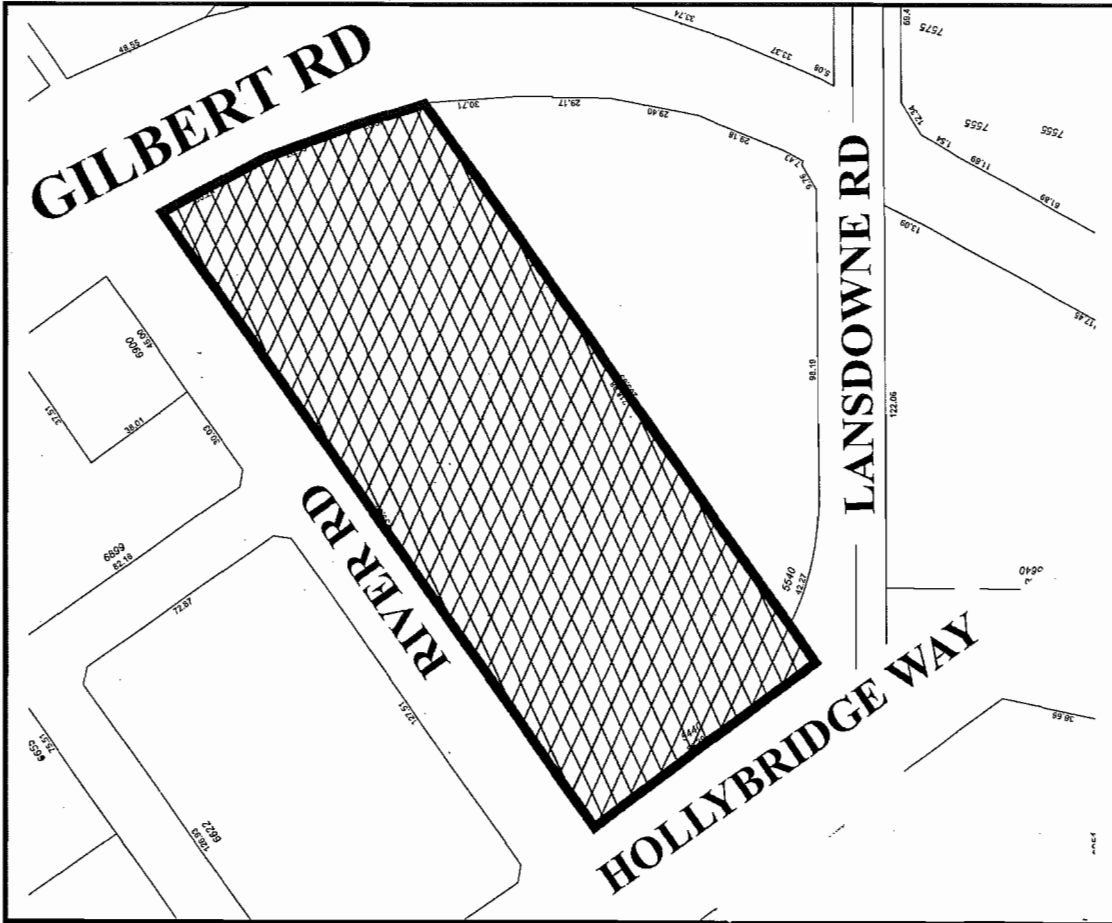
CITY OF RICHMOND
APPROVED by 
APPROVED by Director of Solicitor 



City of Richmond



CNCL - 289



RZ 09-506904

Original Date: 01/20/10

Revision Date: 06/20/12

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, February 13, 2013**

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.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, January 30, 2013, be adopted.

CARRIED

2. Development Permit DP 12-611486

(File Ref. No.: DP 12-611486) (REDMS No. 3791126)

APPLICANT: Paul Goodwin, GBL Architects

PROPERTY LOCATION: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960
Patterson Road and 3240, 3260, 3280, 3320 and 3340
Sexsmith Road

INTENT OF PERMIT:

1. Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)", which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and

Development Permit Panel
Wednesday, February 13, 2013

2. Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:
 - (2.1) Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
 - (2.1.1) For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
 - (2.1.2) For Patterson Road, reduced from 4.9 m to 1.9 m.
 - (2.2) Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - (2.2.1) For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
 - (2.2.2) For Patterson Road, reduced from 3.9 m to 0.3 m.
 - (2.3) Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - (2.3.1) For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
 - (2.3.2) For Patterson Road, reduced from 4.3 m to 0.3 m.
 - (2.4) For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:
 - (2.4.1) Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
 - (2.4.2) Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:
 - (2.4.2.a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
 - (2.4.2.b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.

Applicant's Comments

Amela Brudar, GBL Architects, and Grant Brumpton, PWL Partnership Landscape Architects Inc., provided the following information regarding the salient features of the proposed development:

Development Permit Panel

Wednesday, February 13, 2013

- the proposed development is the first phase of a five-phase high density development;
- phase one on the northwest corner of the site incorporates: (i) the two towers facing Sexsmith Road and Patterson Road; (ii) upgrades to Sexsmith and Patterson Roads; and (iii) the construction of the Hazelbridge Road extension and the northern portion of an interior road;
- the elevation rises heading into the site which lends to fully concealing two levels of on-site parking;
- a temporary park will be located on Phase 5 and the permanent neighborhood park will be constructed as part of Phase 2;
- landscaping features include: (i) a large lagoon; (ii) an outdoor amenity deck and associated indoor amenity space; (iii) a play area; (iv) a pavilion on its own island, an iconic tea house-like feature in the centre of the lagoon, designed to be a fully accessible open space shade structure; (v) rooftop gardens located on levels 9 and 10 of the towers including some urban agricultural garden spaces with the required support functions; and (vi) generous plantings around the large private deck spaces;
- a gateway architectural water feature, incorporated into the building façade, is located at the corner of Sexsmith Road and Hazelbridge Way;
- the courtyard design is open to the south sunlight exposure; and
- the development has various housing options: (i) ARTS units; (ii) 1, 2 or 3-bedroom units; and (iii) townhouse units.

Panel Discussion

After inquires from the Panel, the following information was provided by Ms. Brudar and Mr. Brumpton:

- the developer has designed the project to accommodate the future development of the corner lot building (3200 Sexsmith Road) to the property line to provide a continuous streetwall in the future facing Sexsmith Road, a break between the developments facing Patterson Road, and to provide cross access for parking and services;
- the interim park will be constructed during Phase 1;
- the triangular wall facing the proposed new road will be heavily landscaped until such time as phase 5 is constructed;
- the development will meet LEED (Silver) equivalency;
- the permanent private courtyard will be the water component with the lawn area being converted during Phase 5 construction;
- the water component will be less than a foot in depth and the edge will be treated to discourage public access; in particular, the lower water feature related to the children's play area has a seating wall along its edge;

Development Permit Panel

Wednesday, February 13, 2013

- the development has an integrated planting scheme related to the private patios and the centre area featuring both raised and lowered plantings to create visual interest;
- the streetscape along Sexsmith has a standard width of planted median, an off-street bike path, a narrow textured buffer strip, and a 2-metre wide sidewalk, as well the Patterson and Sexsmith ARTS units have a terraced, linear plaza along the frontage;
- 15% of the proposed units will be basic universal units in accordance with the Zoning Bylaw provisions; and
- the variances requested are a result of an increase in the extent of rights of way, on-site technical zoning requirements related to right of way setbacks instead of property line setbacks, and design development related to the urban nature of the project and the architectural features of the ARTS units.

Staff Comments

Wayne Craig, Director of Development, stated there is a comprehensive Transportation Demand Management Strategy related with the proposal involving offsite improvements such as: (i) sidewalk extension on Sexsmith; and (ii) 30% of the residential vehicle stalls being electric vehicle ready complete with vehicle charging stations within the bicycle storage area. He noted there are urban agricultural plots on the roof podiums on levels 9 and 10 which will allow residents the opportunity for outdoor gardening. He further noted the development will provided funding for the future Capstan Station in keeping with the zoning for this area; the per dwelling unit charge will be assessed at the building permit issuance and later transferred to the Transit Authority. He also stated there was a comprehensive Storm Water Management Plan to reduce storm water flow from the site.

Mr. Craig advised that the variances requested were a result of technical aspects of the zoning. The zoning, for example, requires setbacks to be measured from public rights of passage right-of-ways established on the site. When, at Development Permit stage, staff determined that additional rights-of-way should be required along Sexsmith and Patterson Roads to improve public access to the ARTS units, staff understood that this would necessitate various setback relaxations.

Panel Discussion

In response to an inquiry Mr. Craig advised that the applicant was unsuccessful in acquiring the property on the site's northwest corner (3200 Sexsmith Road) and as a result was required to provide development concepts for the property and register a right-of-way for shared driveway access.

Mr. Craig noted that timing for the construction of the Capstan Canada Line Station would be at approximately 50% build out of the Capstan Village area.

Correspondence

None.

Development Permit Panel
Wednesday, February 13, 2013

Gallery Comments

None.

Panel Discussion

The panel noted the project had attractive design elements creating an urban village and the temporary park will be a significant amenity to the area.

Panel Decision

It was moved and seconded

That a Development Permit be issued, which would:

1. *Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)", which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:*
 - (2.1) *Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:*
 - (2.1.1) *For Sexsmith Road, reduced from 7.6 m to 4.6 m; and*
 - (2.1.2) *For Patterson Road, reduced from 4.9 m to 1.9 m.*
 - (2.2) *Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:*
 - (2.2.1) *For Sexsmith Road, reduced from 6.6 m to 3.0 m; and*
 - (2.2.2) *For Patterson Road, reduced from 3.9 m to 0.3 m.*
 - (2.3) *Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:*
 - (2.3.1) *For Sexsmith Road, reduced from 7.0 m to 2.8 m; and*
 - (2.3.2) *For Patterson Road, reduced from 4.3 m to 0.3 m.*

Development Permit Panel
Wednesday, February 13, 2013

- (2.4) *For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:*
- (2.4.1) *Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and*
- (2.4.2) *Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:*
- (2.4.2.a) *For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and*
- (2.4.2.b) *For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.*

CARRIED

3. Development Permit DP 12-609958

(File Ref. No.: DP 12-609958) (REDMS No. 3601261)

APPLICANT: Polygon Carrera Homes Ltd.

PROPERTY LOCATION: 6251 Minoru Boulevard

INTENT OF PERMIT: To permit the construction of 5 high-rise residential towers with a combined total of approximately 631 dwelling units including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society and 335 market housing units in three towers to be owned by Polygon Carrera Homes Ltd. at 6251 Minoru Boulevard on a site to be zoned High Rise Apartment (ZHR11) Brighthouse Village (City Centre).

Applicant's Comments

Robert Ciccozzi, Robert Ciccozzi Architecture Inc., and Bruce Hemstock, PWL Partnership Landscape Architects Inc., provided the following information regarding the prominent features of the proposed Kiwanis development:

- there are 148 units including one caretaker suite in each of the two identical towers;
- there is a strong vertical emphasis to the towers;
- the materials used are mainly glass with distinctive blue spangled panels linked with the Kiwanis blue and gold logo;

Development Permit Panel

Wednesday, February 13, 2013

- there is a one-storey podium linking the two towers with parking at the rear and amenity areas at the front;
- on the second level there is a large landscaped podium;
- there are large architectural canopies at each entryway to provide protection and to strongly emphasize the entries;
- 89% of the units will meet the Zoning Bylaw's Universal Housing design standards;
- the public edge along Minoru has integrated landscaping including seating, plantings, and significant public art elements;
- the podium level has a number of functions including a large amenity space with fire pit, large open landscaped area, and smaller seating areas;
- there is a north-south asphalt road leading to the plaza between Carrera and Kiwanis with trees, planters, and benches along the Kiwanis edge;
- there is a pedestrian circulation that accesses the townhomes adjacent to the park with a water feature along the wall, the origin of the water coming from the podium area dropping down into a water element, with a small seating area with trees and plantings creating a visual connection to Minoru Park;
- on the plaza/podium level there is the main amenity building, a large open green space, and a large water feature with an infinity edge; and
- a children's play area is incorporated into the open green space.

Paul Goodwin, GBL Architects, and Chris Ho, Vice President Development - Polygon, gave a brief overview of the Polygon Carrera development as follows:

- the project is comprised of three buildings: (i) an L-shaped building consisting of 11-storeys is Phase 1; and (ii) two tower components, each 15-storeys, making Phases 2 & 3;
- the parking structure is surrounded by townhouse units with two small portions exposed where plant screenings and a small water feature are planned;
- there are pedestrian routes through the project that connect the buildings, the podium, and the park;
- on the northwest corner of the plaza there is a sculptured staircase incorporated from the parking structure to the plaza;
- the upper floors are setback to create interest; and
- the materials used in the project are glass, lighter color metal panels, brick, and stone masonry.

Development Permit Panel

Wednesday, February 13, 2013

Panel Discussion

After inquires from the Panel, Mr. Ciccozzi and Mr. Ho gave the following additional information:

- the new dedicated road running east and west replaces the old public walkway from Minoru Park to Minoru Boulevard;
- the proposed westerly walkway is to run the length of the property and through to the Minoru Community Precinct;
- the Carrera amenity building will be constructed during phase 1 but will not be occupied until phase 2 is completed;
- market studies indicated that there has not been a demand for community gardens and therefore Carrera has not provided for community gardens in their development;
- the east-west road is intended to provide pedestrian/bike access to the park and provision for emergency vehicles but is a dead-end road for regular vehicular traffic;
- the architectural design between the two projects were meant to be distinct without diminishing the quality of either development; and
- the two levels of amenity space for the Kiwanis project along Minoru include an arts and crafts room, a games room, and upper level exterior open space.

Staff Comments

Wayne Craig advised that through the rezoning process there were no requirements to improve Minoru Park but that significant Development Cost Charges were applicable. He noted that 40% of the total units are designed to be basic universal housing units in accordance with the Zoning Bylaw provisions and meet all of the requirements of the Zoning Bylaw. He further noted there is a Transportation Demand Management package primarily focused on the market side of the development including provisions for a future bus shelter and 20 stalls on the market development will be electric vehicle ready including charging equipment in the bicycle storage area. The new east/west road will provide permanent access to the park as well as temporary access during the construction phase. The applicant has worked with the Vancouver Coastal Health Authority, who owns the property to the north, with relocating access to this site from Minoru to the new east/west road requiring a signalized intersection at Minoru Boulevard.

Panel Discussion

The panel recommended that Parks Department staff work with the applicants to provide a more complete concept plan with respect to the proposed pedestrian walkway connections with the existing and any future walkways in Minoru Park before proceeding to Council.

Development Permit Panel

Wednesday, February 13, 2013

Correspondence

Yu Cui L & Zhao Yong, #803 – 6088 Minoru Blvd, (Schedule 1) were opposed to the development based on obstruction to the park.

Gallery Comments

Peter Mitchell, 6271 Nanika Crescent, who supports the project, raised concerns with the massing of the project obstructing views and closing off public access from the park to public transit.

Panel Discussion

The Panel were supportive of the project and the numerous sustainable features proposed. The Panel directed staff to work with the applicant and Parks Department staff to bring forward a more complete concept plan with respect to the proposed pedestrian walkways and to have further discussions with Polygon to incorporate community gardens in their design.

Panel Decision

It was moved and seconded

That a Development Permit be issued to permit the construction of 5 high-rise residential towers with a combined total of approximately 631 dwelling units including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society and 335 market housing units in three towers to be owned by Polygon Carrera Homes Ltd. at 6251 Minoru Boulevard on a site to be zoned High Rise Apartment (ZHR11) Brighthouse Village (City Centre).

CARRIED

4. New Business

None.

5. Date Of Next Meeting: Wednesday, February 27, 2013

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:07 p.m.

CARRIED

Development Permit Panel
Wednesday, February 13, 2013

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 13, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk

Yu Cui L
Zhao Yong
6088 Minoru Blvd, #803
Richmond, BC, V6Y 4A8

To Development Permit Panel		
Date:	February 13, 2013	
Item #	3	
Re:	DP 12-609958	
	6251 Minoru Blvd.	

		INT
	DW	
✓	MJ	MA
	DB	

Schedule 1 to the Minutes of the
Development Permit Panel
Meeting of Wednesday, February
13, 2013.

Address to
David Weber
Director, City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1

Subject: Submission on Notice of Application For a Development Permit DP 12-609958

Dear Sir,

We are **opposed** to permit the construction of 5 high-rise residential towers at 6251 Minoru Blvd., Richmond, because the noticed construction would badly destroy the park landscape, which is a unique treasure not only for the city centre area but also for the whole city.

Yours sincerely,

Yu Cui L
Zhao Yong

Feb. 12 / 2013

CNCL - 300





City of Richmond

Report to Council

To: Richmond City Council

Date: February 21, 2013

From: Dave Semple
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: **Development Permit Panel Meeting Held on January 30, 2013**

Staff Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i. a Development Permit (DP 12-604012) for the property at 3391 and 3411 Sexsmith Road and a portion of unopened City lane;

be endorsed, and the Permit so issued.



Dave Semple
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on January 30, 2013.

DP 12-604012 – PINNACLE INTERNATIONAL (RICHMOND) PLAZA INC.
– 3391 AND 3411 SEXSMITH ROAD AND A PORTION OF UNOPENED CITY LANE
(January 30, 2012)

The Panel considered a Development Permit application to permit the construction of a high-rise, multi-family project consisting of 200 dwelling units on a site zoned “Residential/Limited Commercial (RCL4)”. No variances are included in the proposal.

Architect, Mr. John Bingham, of Bingham Hill Architects, and Landscape Architect, Mr. Peter Kreuk, of Durante Kreuk Ltd. Landscape Architects, provided a brief presentation of the proposal, including:

- Major elements have been the stepping of the buildings, the varied setbacks to provide streetscape variation, greening of the roofs; the breaking of the length of the block to give greater visual interest.
- The vertical elements associated with individual townhouse entrances were designed to provide the framework for future artistic components including signage.
- The proposed streetscapes are developed along Capstan Way, with combination bikeway/pedestrian pathway to be part of a City-wide network. The walkway along the west of the site is, again, a combined bikeway/pedestrian pathway that will connect to the future park and transit station to the north. Sexsmith Road is developed primarily as a pedestrian route.
- The proposed feature on the Capstan Way frontage is a greenscape sloping green wall system linking the roof deck space with the ground plane.
- The main roof deck area includes the amenity space which consists of swimming pool, outdoor sunning spaces, kids play area, open lawn area (sized for a badminton court), and roof deck with private gardens.
- They have taken advantage of every roof and incorporated various functions including urban agricultural/gardening recreational facilities.
- Along Sexsmith Road, which is a pedestrian zone, the residential patio spaces are above grade and separated by a guardrail screen with a hedge/planting at the lower edge providing an urban feel along the walkway and privacy for the outdoor uses.
- The Capstan Way units are setback further from the street and separated from the pedestrian/bikeway by granite sets. The edge condition along the base of the townhouse patios is essentially the same as along Sexsmith Road, with a hedge at ground level adjacent to the patio space above.

In response to Panel queries, Mr. Bingham and Mr. Kreuk provided the following information:

- The townhouse units do not have handicap accessibility from the street. The buildings have been designed to meet handicapped accessibility requirements to all units and to the roof top areas.
- The proposed pathway along the western edge of the site will not extend northward beyond the edge of the subject property at this time. Further extension of this walkway will occur with subsequent phases.
- The amenity building has a swimming pool, an exercise room, a community room leading out to the play area, associated support areas (dressing/change rooms), and an outdoor children's play area to the east of the building.
- To meet a mid-point LEED silver equivalency on the energy points, the project is using a hot water system with air-conditioning, glazing to solid wall is a 60/40 relationship, insulation levels will be adjusted after an envelope review, 50-52% greening of the total roof space, will be built to hook-up to a District Energy Utility (DEU), and parking is in accordance with requirements for development within proximity of Capstan Station.
- There is sufficient space to add additional area to the current recycling/garbage area, if required, to accommodate organic composting in the future.
- There are several access points to the roof deck. Off the ends of buildings there are covered access routes to the amenity building. The overall roof deck has a pathway system that rings it and connects various program spaces.
- The proposed urban agricultural roof top spaces are accessible from the building core and are supported with garden tool storage, composting facilities and water connection.
- There is street level lighting, as well as a level of pedestrian lighting proposed for the project which will define the public realm, entrances to the townhouse units will have lighting integrated into the individual unit stairways, and each lobby or main entrance will be well lit with canopies above.

Staff supported the Development Permit application and advised that there will be 13 affordable housing units provided. The project provides funding for the future Capstan Station, as well as a temporary off-site neighbourhood park. The project is part of a multi-phase approach to development within the area. The driveway currently shown to Sexsmith Road will be closed in the future upon redevelopment of the site to the north, with the ultimate driveway access coming from the future Hazelbridge Way extension. Two (2) public open spaces are being provided on the site, one (1) along the western edge, which will form part of a pedestrian network within the neighbourhood, and the second, being the public plaza in front of the green sloping green wall. Buildings are designed to mitigate aircraft noise in keeping with the City's Official Community Plan (OCP) and the applicant has submitted an associated acoustics report.

In response to Panel queries, staff advised:

- The change in elevation between townhouse unit patios and the adjacent ground level is in keeping with the City Centre Guidelines and through the Servicing Agreement, staff will continue to work with the applicant to minimize the change in grade along the west walkway.
- Developers of the first approximately 3,250 dwelling units in the area contribute to the Capstan Station funding initiative at the Building Permit stage. TransLink receives the funds to construct the station, which is anticipated to be triggered at approximately 50% area build out of the area.
- The Zoning Bylaw defines live/work, as units that have designated commercial portions that are registered with covenants on them. These units are intended to support home-based business uses, which, in the City Centre Area, allows for Artists studios.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel commented that the development has been well thought out with impressive roof top design and progression from townhouse units to residential towers. The project will be an anchor for the area and has set the bar for future development within the City Centre area.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: February 21, 2013

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

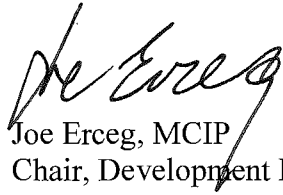
Re: **Development Permit Panel Meeting Held on February 13, 2013**

Staff Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i. a Development Permit (DP 12-611486) for the property at 8800, 8820, 8840, 8880, 8900, 8920, 8940 & 8960 Patterson Road and 3240, 3260, 3280, 3320 & 3340 Sexsmith Road;

be endorsed, and the Permit so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on February 13, 2013.

DP 12-611486 – PAUL GOODWIN- GBL ARCHITECTS – 8800, 8820, 8840, 8880, 8900, 8920, 8940 & 8960 PATTERSON ROAD AND 3240, 3260, 3280, 3320 & 3340 SEXSMITH ROAD
(February 13, 2013)

The Panel considered a Development Permit application to permit the construction of the first phase of a five-phase residential development on a site zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”. Phase 1 incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space. Variances are included in the proposal for reduced setbacks; increased projections for porches, balconies and architectural features; and physical design elements associated with the Artist Residential Tenancy Studio (ARTS) Units.

Architect, Ms. Amela Brudar, of GBL Architects, and Landscape Architect, Mr. Grant Brumpton, of PWL Partnership Landscape Architects Inc., provided a brief presentation of the proposal, including:

- Phase 1, on the northwest corner of the site, incorporates: (i) the two (2) towers facing Sexsmith Road and Patterson Road; (ii) upgrades to Sexsmith Road and Patterson Road; and (iii) the construction of the Hazelbridge Road extension.
- The elevation rises heading into the site which fully conceals two (2) levels of on-site parking.
- A temporary park will be located on Phase 5 and the permanent neighbourhood park will be constructed as part of Phase 2;
- Landscaping features include: (i) a large lagoon; (ii) an outdoor amenity deck and associated indoor amenity space; (iii) a play area; (iv) an iconic tea house-like feature on an island in the centre of the lagoon, designed to be a fully accessible open space shade structure; (v) rooftop gardens located on levels 9 and 10 of the towers including some urban agricultural garden spaces with support functions; and (vi) generous plantings at the private deck spaces.
- A gateway architectural water feature, incorporated into the building façade, is located at the corner of Sexsmith Road and Hazelbridge Way.
- The courtyard design is open to the south, maximizing sunlight exposure.
- The development has various housing options: (i) ARTS units; (ii) 1, 2 or 3-bedroom units; and (iii) townhouse units.

In response to Panel queries, Ms. Brudar and Mr. Brumpton provided the following information:

- The developer has designed the project to accommodate the future development of the corner lot (3200 Sexsmith Road) building to the property line to provide a continuous streetwall in the future facing Sexsmith Road, a break between the developments facing Patterson Road, and the project provides cross-access for parking and services;
- The interim park will be constructed during Phase 1.

- The triangular wall facing the proposed new road will be heavily landscaped until such time as Phase 5 is constructed;
- The development will meet LEED (Silver) equivalency.
- The permanent private courtyard will be the water component with the lawn area being converted during Phase 5 construction.
- The water will be less than a foot deep and the edge will be treated to discourage public access; the lower water feature related to the children's play area has a seating wall along its edge.
- The development has an integrated planting scheme related to the private patios and the centre area featuring both raised and lowered plantings to create visual interest.
- The streetscape along Sexsmith Road has a standard width of planted median, an off-street bike path, a narrow textured buffer strip, and a 2 m wide sidewalk, as well the Patterson Road and Sexsmith Road ARTS units have a terraced linear plaza along the frontage.
- 15% of the proposed units will be Basic Universal Housing units in accordance with the City's Zoning Bylaw.
- The variances requested came as a result of design development related to the urban nature of the project and the architectural features of the ARTS units.

Staff supported the Development Permit application and requested variances. Staff advised that there is a comprehensive Transportation Demand Management Strategy related with the proposal involving off-site improvements such as: (i) sidewalk extension on Sexsmith Road; and (ii) 30% of the residential vehicle stalls being electric vehicle ready complete with additional vehicle charging stations within the bicycle storage area. He noted that there are urban agricultural plots on the roof podiums on levels 9 and 10 which will allow residents the opportunity for outdoor gardening. He further noted the development will provide funding for the future Capstan Station in keeping with the zoning for this area; the per dwelling unit charge will be assessed at the Building Permit issuance and later transferred to the Transit Authority. He also stated that there was a comprehensive Storm Water Management Plan to reduce storm water flow from the site.

Staff advised that the variances requested were a result of technical aspects of the zoning. The zoning, for example, requires setbacks to be measured from public rights-of-passage (PROP) right-of-ways (ROWs) established on the site instead of property lines due to the numerous privately maintained publically accessible streets in the development. At Development Permit stage, staff determined that the ARTS units along Sexsmith Road and Patterson Road should have publically accessible areas along their unit frontages to enhance pedestrian circulation; staff understood that this would necessitate various setback relaxations.

In response to a Panel query, Staff advised that the applicant was unsuccessful in acquiring the property on the site's northwest corner (3200 Sexsmith Road) and as a result, was required to provide development concepts for the property and register a right-of-way for shared driveway access.

Staff noted that timing for the construction of the Capstan Canada Line Station would be at approximately 50% build out of the Capstan Village area.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel noted the project had attractive design elements creating an urban village and the temporary park will be a significant amenity to the area.

The Panel recommends that the Permit be issued.