

Agenda

City Council

Council Chambers, City Hall 6911 No. 3 Road Monday, February 26, 2018 7:00 p.m.

Pg. # ITEM

MINUTES

- 1. Motion to:
 - (1) adopt the minutes of the Regular Council meeting held on February 13, 2018 (distributed previously); and
- CNCL-12 (2) adopt the minutes of the Regular Council meeting for Public Hearings held on February 19, 2018.

AGENDA ADDITIONS & DELETIONS

PRESENTATIONS

- CNCL-18 (1) Kelly Mack, Project Leader, joined by Rochelle Rezansoff from Jobs West, to present the 2017 Employer of the Year award.
- CNCL-19 (2) Heather McDonald, Chair, Richmond Family and Youth Court Committee, to present the 2017 annual report.

COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED.

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
- Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017
- Minoru Centre for Active Living Entries and Arrivals Public Art Concept
- Appointment of Chief Election Officer and Deputy Chief Election Officer for the 2018 General Local and School Election
- Housekeeping Amendments to the Council Procedure Bylaw
- Richmond Intercultural Advisory Committee 2017 Annual Report and 2018 Work Program
- Land use applications for first reading (to be further considered at the Public Hearing on March 19, 2018):
 - 5400 Minoru Boulevard Temporary Commercial Use Permit (Openroad Auto Group Ltd. – applicant)
 - Establishment of Underlying Zoning For Properties Developed Under Land Use Contracts 001, 025, 051, 073, 096, 104, 115, 119, 131, 138, and 158 in the South Portion of the City Centre
- Flood Protection Programs Update
- Richmond Carbon Market and Carbon Neutrality Update
- Richmond Active Transportation Committee Proposed 2018 Initiatives

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		5.	Motion to adopt Items No. 6 through No. 16 by general consent.
Consent Agenda Item		6.	COMMITTEE MINUTES
			That the minutes of:
	CNCL-32		(1) the Community Safety Committee meeting held on February 14, 2018;
	CNCL-44		(2) the General Purposes Committee meeting held on February 19, 2018;
	CNCL-51		(3) the Planning Committee meeting held on February 20, 2018; and
	CNCL-55		(4) the Public Works and Transportation Committee meeting held on February 21, 2018;
			be received for information.
Consent Agenda Item		7.	CONSENT TO METRO VANCOUVER REGIONAL DISTRICT REGIONAL PARKS SERVICE AMENDING BYLAW NO. 1255, 2017 (File Ref. No. 06-2270-01/2018) (REDMS No. 5739674 v. 4)

CNCL-63

See Page CNCL-63 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) That the adoption of Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, be approved by providing consent on behalf of the electors of the City of Richmond, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, dated February 1, 2018, from the General Manager, Community Services; and
- (2) That the Metro Vancouver Regional District be informed by letter of the foregoing recommendation, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017", dated February 1, 2018, from the General Manager, Community Services.

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Consent Agenda Item		8.	MINORU CENTRE FOR ACTIVE LIVING ENTRIES AND ARRIVALS PUBLIC ART CONCEPT (File Ref. No. 11-7000-09-20-249) (REDMS No. 5723672 v. 2)
	CNCL-81		See Page CNCL-81 for full report
			GENERAL PURPOSES COMMITTEE RECOMMENDATION
			That the concept proposal and installation for the Minoru Centre for Active Living Entries and Arrivals public artwork "Together" by artist David Jacob Harder, as presented in the report titled "Minoru Centre for Active Living Entries and Arrivals Public Art Concept," dated January 17, 2018, from the Director, Arts, Culture and Heritage Services, be endorsed.
Consent Agenda Item		9.	APPOINTMENT OF CHIEF ELECTION OFFICER AND DEPUTY CHIEF ELECTION OFFICER FOR THE 2018 GENERAL LOCAL AND SCHOOL ELECTION (File Ref. No. 12-8125-60-01) (REDMS No. 5601596)
	CNCL-107	7	See Page CNCL-107 for full report
			GENERAL PURPOSES COMMITTEE RECOMMENDATION
			That David Weber be appointed as Chief Election Officer and Claudia Jesson be appointed Deputy Chief Election Officer for the 2018 General Local and School Election.
Consent Agenda Item		10.	HOUSEKEEPING AMENDMENTS TO THE COUNCIL PROCEDURE BYLAW (File Ref. No. 12-8060-20-009832) (REDMS No. 5506996)
	CNCL-109)	See Page CNCL-109 for full report
			GENERAL PURPOSES COMMITTEE RECOMMENDATION
			That Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832, which introduces various housekeeping amendments relating to the change in date of the general local elections from the month of November to October, be introduced and given first, second, and third readings.

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Consent Agenda Item		11.	RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2017 ANNUAL REPORT AND 2018 WORK PROGRAM (File Ref. No. 07-3300-01) (REDMS No. 5729723)
	CNCL-113		See Page CNCL-113 for full report
			PLANNING COMMITTEE RECOMMENDATION
			That the staff report titled "Richmond Intercultural Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 31, 2018, from the Manager of Community Social Development, be approved.
Consent Agenda Item		12.	APPLICATION BY OPENROAD AUTO GROUP LTD. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 5400 MINORU BOULEVARD (File Ref. No. TU 18-798524) (REDMS No. 5748942)
	CNCL-126		See Page CNCL-126 for full report
			PLANNING COMMITTEE RECOMMENDATION
			That the application by Openroad Auto Group Ltd. for a Temporary Commercial Use Permit for property at 5400 Minoru Boulevard be considered at the Public Hearing to be held March 19, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:
			(1) "That a Temporary Commercial Use Permit be issued to Openroad Auto Group Ltd. for the property at 5400 Minoru Boulevard to allow Vehicle Sale/Rental as a permitted use for a period of three years."
Consent Agenda Item		13.	ESTABLISHMENT OF UNDERLYING ZONING FOR PROPERTIES DEVELOPED UNDER LAND USE CONTRACTS 001, 025, 051, 073, 096, 104, 115, 119, 131, 138, AND 158 IN THE SOUTH PORTION OF THE CITY CENTRE (File Ref. No. 08-4431-03-11) (REDMS No. 5662357; 5719047; 5741909; 5722562; 5733786; 5720063; 5719878; 5736093; 5736683; 5719911; 5737875; 5719891)
	CNCL-141		See Page CNCL-141 for full report
			PLANNING COMMITTEE RECOMMENDATION
			(1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9799, to establish underlying zoning for the properties developed under Land Use Contract 001, be introduced and given first reading;

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- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9801, to establish underlying zoning for the properties developed under Land Use Contract 025, be introduced and given first reading;
- (3) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9802, to establish underlying zoning for the properties developed under Land Use Contract 051, be introduced and given first reading;
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9804, to establish underlying zoning for the properties developed under Land Use Contract 073, be introduced and given first reading;
- (5) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9805, to establish underlying zoning for the properties developed under Land Use Contract 096, be introduced and given first reading;
- (6) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9806, to establish underlying zoning for the properties developed under Land Use Contract 104, be introduced and given first reading;
- (7) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9807, to establish underlying zoning for the properties developed under Land Use Contract 115, be introduced and given first reading;
- (8) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9808, to establish underlying zoning for the properties developed under Land Use Contract 119, be introduced and given first reading;
- (9) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9809, to establish underlying zoning for the properties developed under Land Use Contract 131, be introduced and given first reading;
- (10) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9810, to establish underlying zoning for the properties developed under Land Use Contract 138, be introduced and given first reading; and
- (11) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9811, to establish underlying zoning for the properties developed under Land Use Contract 158, be introduced and given first reading.

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14. FLOOD PROTECTION PROGRAMS UPDATE

(File Ref. No. 10-6000-01) (REDMS No. 5722579 v.3)

CNCL-221

See Page CNCL-221 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the process to update the 2008 – 2031 Richmond Flood Protection Management Strategy as identified in the report titled "Flood Protection Programs Update," dated January 22, 2018, from the Director, Engineering, be endorsed.

Consent Agenda Item

Consent

Agenda

Item

15. RICHMOND CARBON MARKET AND CARBON NEUTRALITY UPDATE

(File Ref. No. 10-6125-05-01) (REDMS No. 5724399 v.9)

CNCL-228

See Page CNCL-228 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) That the staff report titled, "Richmond Carbon Market and Carbon Neutrality Update," from the Director of Engineering, dated January 26, 2018 be received for information; and
- (2) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute agreements to purchase carbon credits to maintain the City's corporate carbon neutrality status.

Consent Agenda Item

16. RICHMOND ACTIVE TRANSPORTATION COMMITTEE PROPOSED 2018 INITIATIVES

(File Ref. No. 01-0100-20-RCYC1) (REDMS No. 5673705 v.2)

CNCL-236

See Page CNCL-236 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) That the proposed 2018 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee - Proposed 2018 Initiatives" dated January 24, 2018 from the Director, Transportation, be endorsed; and Pg. # ITEM

(2) That a copy of the report titled "Richmond Active Transportation Committee – Proposed 2018 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE Mayor Malcolm D. Brodie, Chair

17. **RESULTS FROM PUBLIC CONSULTATION ON LANE STANDARDS** (File Ref. No. 10-6340-20-P.17601) (REDMS No. 5743252 v. 9)

CNCL-247

See Page CNCL-247 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Mayor Brodie and Cllr. Loo

That Option 5, putting fences back up evenly between neighbours, as described in the staff report titled, "Results from Public Consultation on Lane Standards," dated February 5, 2018, from the Director, Engineering, be approved, subject to conditions in a licencing agreement including:

- (1) that the property cannot be claimed by the residents;
- (2) that no permanent structures or large trees be permitted on the land;
- (3) that there be no increase to Floor Area Ratio (FAR); and
- (4) that any agreement is reviewable by the City at any time.

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	18.	FAC	ILIT	F RICHMOND COMMENTS ON PROPOSED GAMING Y IN DELTA 01-0155-20-DELT1) (REDMS No. 5744054 v. 8)		
CNCL-2	270			See Page CNCL-270 for full report		
		GENERAL PURPOSES COMMITTEE RECOMMENDATION				
		Opposed: Cllr. Loo				
		That, as per Option 1 as described in the report titled "City of Richmond Comments on Proposed Gaming Facility in Delta" dated February 15, 2018 from the Director, Transportation and the Officer in Charge, Richmond RCMP Detachment:				
		(1)	high	City's comments on infrastructure, policing costs, traffic, and way use regarding the proposed gaming facility to be located at 5 Highway 17A in Delta, be conveyed to the City of Delta;		
		(2)		City of Delta be requested to provide a written reply to the City's ments; and		
		(3)	exec to fi	General Manager, Planning and Development, be authorized to sute on behalf of the City all necessary and related documentation le an objection to the proposed relocation of the gaming facility British Columbia Lottery Corporation based on:		
			(a)	the absence of any traffic impact analysis provided by the City of Delta to allow a meaningful assessment of traffic and highway use impacts;		
			(b)	potential negative traffic impacts on Richmond roadways and congestion on the adjacent provincial highway system due to increased vehicular activity exacerbated by insufficient transit, cycling and pedestrian access to the proposed site resulting in potential road and traffic improvements in Richmond near the north end of George Massey Tunnel; and		
			(c)	potential increase in the overall crime rate and policing costs due to a new gaming facility.		
		PUE	BLIC	DELEGATIONS ON NON-AGENDA ITEMS		
	19.			resolve into Committee of the Whole to hear delegations on la items.		

(1) Kelly Greene, Richmond resident, to speak on house sizes on the ALR and to present a petition to Council on the matter.

- (2) Judie Schneider, Richmond resident, to speak on house sizes on the ALR and to present a petition to Council on the matter.
- (3) Jack Trovato, Richmond resident, to speak on house sizes on the ALR and to present a petition to Council on the matter.
- 20. Motion to rise and report.

RATIFICATION OF COMMITTEE ACTION

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- **CNCL-291** Filming Regulation Bylaw No. 8708 Opposed at $1^{st}/2^{nd}/3^{rd}$ Readings – None.
- **CNCL-296** Consolidated Fees Bylaw No. 8636, Amendment **Bylaw No. 9826** Opposed at 1st/2nd/3rd Readings – None.

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CNCL-297 Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9645 (4560 Garry Street, RZ 16-736824) Opposed at 1st Reading – None. Opposed at 2nd/3rd Readings – None.

ADJOURNMENT



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

Place:	Council Chambers Richmond City Hall
Present:	Mayor Malcolm D. Brodie Councillor Chak Au Councillor Derek Dang Councillor Carol Day Councillor Ken Johnston Councillor Alexa Loo Councillor Bill McNulty Councillor Linda McPhail Councillor Harold Steves
Call to Order:	Mayor Brodie opened the proceedings at 7:00 p.m.
1.	RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9784 (Location: 7320, 7340 & 7360 Ash Street; Applicant: Pietro Nardone) Applicant's Comments: The Applicant was available to respond to queries. Written Submissions: None. Submissions from the floor: None.
PH18/2-1	It was moved and seconded <i>That Richmond Zoning Bylaw 8500, Amendment Bylaw 9784 be given</i> second and third readings.

1.

CARRIED



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

2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9792 AND OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9793

(Location: City-Wide; Applicant: City of Richmond)

Applicant's Comments:

The Director, Development was available to respond to queries.

Written Submissions:

None.

Submissions from the floor: None.

PH18/2-2 It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9792 be revised to correct the start date of the future adjustments to the contribution rates from February 28, 2018 to February 28, 2019, wherever noted in the Bylaw.

CARRIED

PH18/2-3 It was moved and seconded That Official Community Plan Bylaw 7100, Amendment Bylaw 9793 be revised to correct the start date of the future adjustments to the contribution rates from February 28, 2018 to February 28, 2019, wherever noted in the Bylaw.

CARRIED

PH18/2-4 It was moved and seconded *That Official Community Plan Bylaw 9000, Amendment Bylaw 9792 be given second and third readings, as amended.*

CARRIED

PH18/2-5 It was moved and seconded That Official Community Plan Bylaw 7100, Amendment Bylaw 9793 be given second and third readings, as amended.

CARRIED

5752982



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

PH18/2-6 It was moved and seconded That Official Community Plan Bylaw 9000, Amendment Bylaw 9792 be adopted.

CARRIED

PH18/2-7 It was moved and seconded That Official Community Plan Bylaw 7100, Amendment Bylaw 9793 be adopted.

CARRIED

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9796

(Location: 7151, 7171, 7191, 7211, 7231, 7251 Bridge Street; Applicant: Pietro Nardone)

Applicant's Comments:

The Applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

Jim Davis, 9539 Sills Avenue, expressed concern with regard to insufficient parking due to the increase in developments in the area and noted that he would like staff from the Transportation Division to review the parking in the immediate area adjacent to the subject property.

In reply to queries from Council, Barry Konkin, Manager, Policy Planning, advised that Armstrong Street will be extended and provide two-way traffic; also, he noted that Transportation and Community Bylaws staff can be contacted to investigate residents' parking concerns.

Wayne Craig, Director, Development, advised that, during the site visit, Transportation staff can determine the suitability and make recommendations on permanent parking plans such as only permitting parking on one side of the street in an effort to ease the flow of traffic on narrow roads in the area.

Kevin Liu, 9560 Sills Avenue, expressed concern with regard to (i) safety in his neighbourhood as a result of construction activity, (ii) the increase in traffic in the area, and (iii) insufficient parking.



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

In reply to queries from Council regarding the narrow roads in the area, Mr. Konkin advised that Armstrong Street will be and interim road, providing two-way traffic flow. He noted that the McLennan South Sub-Area Plan identifies the development of a "ring road," made up of Sills Avenue and Armstrong Street. Mr. Konkin then advised that the 11-meter ultimate width is dependent on a future application, when neighbouring properties redevelop, triggering the acquisition of additional road. He noted that the option of an interim one-way street along Armstrong Street may not be feasible as Fire-Rescue access would be hindered.

John Fraser, 7280 Ash Street, expressed concern regarding parking and traffic speed, and suggested that speed bumps or roundabouts be installed in the area in an effort to reduce speed.

In reply to queries from Council, Mr. Craig advised that staff can speak with the Transportation Department with regard to traffic calming measures in the neighbourhood. In addition, staff advised they would raise the speeding concerns with the RCMP.

Peng Zhang, 9519 Sills Avenue, expressed concern with regard to construction noise during the day, noting that it is disruptive to his family.

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

Kevin Liu, 9560 Sills Avenue, stated that his property has been damaged repeatedly as a result of construction activity and remarked that he found it challenging to contact the responsible developer to express his concerns.

Aleksandar Kos, Core Concept Consulting Ltd., representing the Applicant, spoke on the proposed width of Armstrong Street, noting that the interim road will be constructed between two developments and will be designed to allow two-way traffic.

In reply to queries from Council, Mr. Konkin advised that prior to adoption, the Applicant must provide a 9-meter wide road dedication along the entire rear property line.

In reply to queries from Council, Mr. Kos confirmed that they would work with the neighbourhood, in light of concerns raised with past developments in the area relative to construction noise.

4.



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

Mr. Craig noted that it is common to permit a subdivision to proceed with an interim road as long as the road functions safely for two-way traffic and does not permit parking. He spoke on the 11-meter ultimate road that will be achieved as neighbouring properties redevelop, noting that there will be parking and each property in the proposed subdivision will provide two parking spots in the garage and additional parking in the driveway.

PH18/2-8

It was moved and seconded That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796 be given second and third readings.

CARRIED

4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9815

(Location: 8871, 8891, 8911, 8931, 8951, 8971 and 8960 Douglas Street; Applicant: 0951705 BC Ltd.)

Applicant's Comments:

The Applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor: None.

PH18/2-9 It was moved and seconded That Richmond Zoning Bylaw 8500, Amendment Bylaw 9815 be given second and third readings.

CARRIED

5.



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

5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9818

(Location: 5400 Granville Avenue; Applicant: Westmark Developments Ltd.)

Applicant's Comments: The Applicant was available to respond to queries. Written Submissions:

None.

Submissions from the floor: None.

PH18/2-10 It was moved and seconded *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9818 be given second and third readings.*

CARRIED

ADJOURNMENT

PH18/2-11 It was moved and seconded *That the meeting adjourn (7:33 p.m.).*

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, February 19, 2018.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Claudia Jesson)



From: Kelly Mack Project Leader Date:February 21, 2018File:05-1580-02/2018-Vol 01

Re: 2017 Employer of the Year Award

On October 11, 2017 Jobs West, the supported employment division of the Developmental Disabilities Association, awarded the City of Richmond the *Employer of the Year Award* for developing a successful inclusive employment environment.

About Jobs West and Developmental Disabilities Association

Jobs West is a supported employment service that assists individuals with developmental disabilities to prepare for, find, and maintain employment in the Metro Vancouver area. The Developmental Disabilities Association is a non-profit organization that provides services to over 1,600 individuals and families at 50 community-based programs in Vancouver and Richmond.

The *Employer of the Year Award* is given to the employer that that has demonstrated leadership in hiring people with intellectual disabilities.

Since its inception in 2016, Richmond's inclusive employment program has placed several individuals in a variety of part-time positions across the organization. With these successful placements, the City of Richmond continues to promote and demonstrate leadership in creating an inclusive work environment for individuals with disabilities.

Kelly Mack Project Leader





Family & Youth Court Committee

Annual Report

2017



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2017 Membership

Stephen Morris, Chair Gary Cross, Vice-Chair Rod Belleza Lorne Brandt Jun Wen Chen Neelu Kang Dhaliwal Jonathan Feng Brandon Hastings Samantha Herrera Helen (Heng Yu) Huang Kuldip Johal Heather McDonald Emmett Mark Kathleen Muir Cynthia Zhou

Council Liaison Councillor Carol Day

Background Information

The Family and Youth Court Committee is provided for in law under the *Provincial Court Act* and the *Youth Criminal Justice Act*.

The Committee is community based and is accountable to the Mayor and City Councillors, as well as to the Attorney-General of British Columbia. The Richmond Family and Youth Court Committee is the longest established Committee with continuous service in the Province since its establishment in 1964.

The Committee gathers information with respect to issues raised by the Court, its officers, clients and by the community. The Committee draws upon the support of the community and advocates for improvements in the justice system. Examples of presentations with relevant programs include: Youth Criminal Justice Act, Restorative Justice Program, Legal Services Society, the B.C. Law Society, Victim Assistance Program, Family Maintenance Enforcement Programs, etc.

The Richmond Family and Youth Court Committee makes submissions to the Attorney-General and other Ministers on proposed changes in legislation and administrative practices, which may have an effect on the delivery of youth and family court services. The Richmond Family and Youth Court Committee works as a liaison with other Family Court Committees on issues of mutual concern. We encourage Committee members to attend conferences to further their knowledge about best practices on issues facing their community and the justice system.

To achieve the volunteer-based Committee's mandate of "understanding and monitoring the legislation and administrative practises relating to the justice system," members of the Committee regularly attend both family and youth court. As impartial observers, they view cases involving applications made under the *Family Law Act, Interjurisdictional Support Orders Act, Family Maintenance Enforcement Act, Child Family and Community Services Act, and the Youth Criminal Justice Act.*

Issues and concerns arising from court watch activities are reported to the Family and Youth Court Committee at monthly meetings for follow-up action to effect improvements. These may include identified gaps in service, lack of adequate resources, or concerns regarding courtroom process.

Court watch volunteers make objective observations on courtroom procedures, while respecting and maintaining the privacy of individuals involved in the proceedings.

Chair's Report

Membership Overview

The Richmond Family and Youth Court Committee commenced 2017 with fifteen members. All members were actively involved in the Committee and all made time to attend and observe court proceedings.

Activities in 2017

As part of our mandate, the Richmond Family and Youth Court Committee membership attends and observes Family and Youth Court cases. The number of cases our committee members can observe is determined by the availability of committee members to attend court on any specific day of the week. This Committee's mandate is to observe and report on court proceedings. Committee members who do attend court, observe the proceedings as well as the courthouse environment. They then attend monthly meetings to impart their knowledge and understanding of some of the important issues which need to be addressed. They may also make some recommendations for improvements or changes they feel may improve the overall court experience.

The Committee updated the court observation sheet used by members when attending court.

In our monthly meetings the members shared their observations in Court. We noted that in 2017:

- There continues to be long delays in scheduling matters before a case manager and for hearing/trial. These delays cause concerns and issues for all involved but, in particular, for family members experiencing the trauma of a family break-up.
- It was apparent the decrease in judicial and court resources continues to have an impact on scheduling.
- The reduction in judicial and court resources also contributed to the scheduling of different types of cases in the same court, on the same days.
- The number of unrepresented parties contributed to longer proceedings and delays.
- The absence of a family law court schedule until the morning of hearing.

In 2017 the Committee discussed a number of potential improvements to the Richmond Provincial Courthouse facility. Recommendations included placing a suggestion box in the courthouse lobby, improving courthouse signage, arranging a joint meeting with other Family Court committees to discuss mutual concerns, providing blazers for litigants to wear in court, setting up a survey monkey on line for litigants and lawyers and sending a letter to the Provincial Ministry of the Attorney General regarding our suggestions, a copy of which is attached as an addendum to this report.

With respect to the organization and functioning of the Committee, all requirements of the *Provincial Court Act*, s. 5 and the Committee's Terms of Reference were met including: the appointment of the committee; the necessary number of members; appointment of a chair and vice-chair; more than the prescribed number of meetings and the submission of an annual report.

At the May meeting we had the pleasure of listening to guest speaker family law duty counsel Gary Abrams discuss several suggestions for improving the court's efficiency.

The Committee receives and is grateful to the City for an annual \$2500 budget. The table below accounts for the year's expenditures.

Date	Type of Expense	Amount
Jan-17	Catering for Meeting (drinks and snacks)	\$ 63.60
Feb-17	Catering for Meeting (drinks and snacks)	\$ 63.60
Mar-17	Catering for Meeting (drinks and snacks)	\$ 63.60
Apr-17	Catering for Meeting (drinks and snacks)	\$ 63.62
May17	Catering for Meeting (drinks and snacks)	\$ 63.60
Jun-17	Catering for Meeting (drinks and snacks)	\$ 63.60
Jun-17	Gifts for guest speakers (3 gift cards)	\$ 60.00
Sep-17	Catering for Meeting (drinks and snacks)	\$ 53.65
Oct-17	Catering for Meeting (drinks and snacks)	\$ 53.65
Nov-17	Catering for Meeting (drinks and snacks)	\$ 53.65
Dec-17	Catering for Meeting (drinks and snacks)	\$ 53.65
Dec-17	Year End Committee Dinner	\$440.36
	2017 Total Expenses	\$1,096.58

Conclusion

At year's end, I wish to thank all members of the 2017 committee for their hard work and commitment during the year and welcome our new members for 2018.

The Committee thanks Mayor Malcolm Brodie and Richmond City Councillors for supporting us with a place to meet and annual budget.

We extend a special thank you to the City Clerk's Office for their continued guidance and support to this committee. We particularly thank Legislative Services Coordinator Sarah Kurian for her generous and invaluable assistance throughout the year.

Respectfully submitted,

Stephen Morris

Chair

Richmond Community Services Advisory Committee

Attended by Neelu Kang Dhaliwal

The Richmond Service Advisory Committee (RCSAC) has two objectives – to educate and to share information regarding social, health and community matters.

Funded by the City of Richmond, the RCSAC has served the City since 1979 by incorporating a diverse set of goals, both short and long-term, in order to improve the well-being of the community.

The Richmond Family and Youth Court Committee delegates a member to attend RCSAC meetings. Thirty-one agencies, two citizen appointees, one individual member, a City of Richmond council liaison, and a City staff liaison attend the meetings. The group shares information and collectively works to improve social matters.

As a member of the Richmond Family and Youth Court Committee, I feel privileged to represent our committee on the RCSAC. The various agencies that are part of the RCSAC bring information to the table that is of interest to all Richmond residents and definitely to the Richmond Family and Youth Court Committee.

Relevant information on topics such as addictions, domestic violence, poverty, health, housing and youth is obtained from these meetings and shared at Richmond Family and Youth Court Committee meetings. In addition, the representative has the opportunity to work on subcommittees and be a voting member of the committee.

Respectfully submitted,

Neelu Kang Dhaliwal

Draft Letter to the Attorney General and Deputy Attorney General

Richmond Family and Youth Court Committee c/o Richmond City Hall 6911 No. 3 Road Richmond, BC V6Y 2C1

March 2018

The Honourable David EbyMr. Richard FyfeAttorney GeneralDeputy Attorney General and Deputy Minster, JusticePO Box 9044 Stn Prov GovtPO Box 9044 Stn Prov GovtVictoria, BC V8W 9E2Victoria, BC V8W 9E2

Dear Attorney General Eby and Deputy Attorney General Fyfe:

Re: Our Committee Concerns about the Serious Flaws in the Provincial Court Family Court System – Our Request for a Meeting with Attorney General officers

The Richmond Family and Youth Court Committee is a creation of statute.

Section 5 of the *Provincial Court Act* RSBC 1996 states that a British Columbia municipality may have a family court committee appointed by the municipal council in January of each year. The legislation requires such a committee to meet at least four times a year, to:

Consider and examine the resources of the community for family and children's matters, to assist the court when requested and generally, to make the recommendations to the court, the Attorney General or others it considers advisable.

Assist the officers and judges of the court, if requested, to provide a community resource or assistance in individual cases referred to the committee;

Report annually to the municipalities involved and to the Attorney General respecting their activities during the past year.

Although the legislation envisions a Family and Youth Court Committee in every city in the province of British Columbia, we are aware of only one other Committee, which we believe is in the Tri-City area of Vancouver's lower mainland.

1. <u>Our Request for Contact Information for other Family and Youth Court</u> <u>Committees in B.C.</u>

We would appreciate it if you would advise us of the non-confidential contact information, including names of the chairs, and phone number and email contacts, of all such other Committees operating in British Columbia.

We wish to contact other Committees and arrange a meeting with them to discuss our respective Committees' experiences.

2. <u>City of Richmond Provincial Courthouse – 7577 Elmbridge Way, Richmond, BC</u> <u>V6X 4J2</u>

For the past several years, members of our Committee have dedicated themselves to observing the legal proceedings in the Family Court Division of Richmond's Provincial Court. Our impressions follow:

In our view, the Richmond Courthouse itself is outdated and not adequate to fulfill the needs of judges, staff, duty counsel, social workers, probation officers, family court counselors, sheriffs, Ministry staff, family court litigants and their representatives, both lawyers and lay advocates.

We understand that the Richmond Courthouse was intended to be a temporary building only.

This is confirmed by our observation that the building comprises a series of portable containers, strung together and renovated for a second floor addition. Nonetheless Richmond Courthouse does not look like a courthouse. Its appearance more resembles a temporary food bank depository or a thrift shop building. In our view, this image neither commends itself to the public nor inspires respect for the justice system in British Columbia.

The Richmond Courthouse suffers from significant deficiencies.

- There is no water fountain.
- A vending machine which is expensive and not usually functional. The Registry has no authority to assist, e.g. refund money lost to the machine, and the phone number of a contact person posted on the machine has proven to be of no assistance. In our view, this is an expensive, impractical and dispiriting challenge for litigants, who are often financially poor, fatigued, and stressed by the Court experience itself.
- There is no cafeteria or cafe in the Richmond Courthouse, not even a snack/tuck shop.
- There is no place for litigants who have brought their children to rest with their children.
- There is no place for small children to be left in a safe temporary daycare while their parents attend to their litigation demands.
- There is no comfortable, appropriate place for the elderly or physically disabled to rest.
- Signage inside the Courthouse is, for practical purposes, non-existent. There are no prominent, easy-to-read signs in useful languages that might assist people. There is not even signage to direct one to the washrooms (down the corridor to the left). Even the bulletin board showing the cases for the day is not clearly labelled as to what it is. There are no provisions for interpretation and translation services flexible to the schedule of the Court.
- Committee members have found themselves approached by lost, bewildered litigants looking for duty counsel.
- Duty counsel can ostensibly be found in a tiny office down the hall to the left somewhere, but many of us are still not sure where that office is precisely located.

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- There is still no Wi-Fi connection (as of November 1, 2017), although we understood in early January 2017 that this was going to be a priority for the Ministry of the Attorney General to install throughout every Provincial Courthouse in British Columbia.
- The Courthouse Registry located upstairs is not easy to find. There are no prominent sign or signs or helpful personnel, to direct litigants, lawyers, social workers or members of the public as to its location or other court staff.
- The lobby itself is a rather forbidding cavernous space with totally inadequate seating, leaving those who can obtain seating huddled along the walls.
- The whole atmosphere within the lobby is chaotic and distracting with people coming and going, traffic officers, counsel, lawyers and social workers etc., all poking around looking for their clients.
- The atmosphere within the courtrooms themselves is not conducive to the operations of the court. All making appearances enter the court at once at the beginning of the sitting, yet people come and go throughout, which is quite disrespectful and disruptive.
- Scheduling of Court hearings is inefficient. Neither judges' not participants' time should be wasted on scheduling issues when Court is in session.
- The number of parking spaces is wholly inadequate. The Courthouse is neither on a bus transit line nor close to the Skytrain station. This makes it difficult for people to find and access the building.

We recommend that the Richmond Provincial Courthouse be replaced, as soon as practically possible, with a modern permanent structure which would accommodate the following:

- 1. Additional courtrooms;
- 2. Adequate comfortable seating in the reception area;
- **3.** A receptionist located at or near the entrance to provide information and direct building users appropriately;
- 4. A prominently displayed rack of informative materials for building users;
- 5. Appropriate daycare space;
- 6. Appropriate rest space for the physically disabled and elderly members of the public;
- 7. A reasonably priced, friendly-atmosphere coffee shop;
- 8. Sufficient and suitable offices with clear signage as to their location be available for duty counsel to confer privately with clients;
- 9. Sufficient and suitable offices for family court counsellors, social workers and probation officers to confer with clients, again with clear signage a to their location;
- 10. Appropriate signage, in multi-languages relevant to the City of Richmond's diverse community, to direct participants in the Provincial Court system to the Registry office, washrooms and other personnel and their locations;
- **11.** Adequate system for interpretation and translation services to accommodate the flexible schedule of the Court;
- 12. There appear to be microphones in front of the judge, clerk and speakers, but they do not appear to be used, which makes it difficult to hear what is going on, even when it is one's turn to appear. They should be used with adequate volume;

- 13. An efficient administrative process should be implemented to deal with scheduling issues so that the time of judges and participants is not wasted when Court is in session;
- 14. Adequate numbers of parking stalls for staff, litigants, representatives and other visitors to the Court, including designated parking spaces for the disabled. Consider relocating the Courthouse very close to a transit bus stop or Skytrain station.

3. Extreme Backlog of Cases in the Family Court System; Under-Resourcing

For the last several years, Committee members have taken turns as observers on Thursday, the busy remand day for the Family Court Division of Richmond's Provincial Court.

We have observed consistently large backlogs of cases. It is not unusual to see cases that are months and even years old.

The most common form of case disposition that we see is an adjournment. We suggest that a primary flaw in the Family Court Provincial Court system is the lack of a well-funded Legal Services Society providing legal aid for litigants in family court proceedings. Approximately seventeen years ago, British Columbia had a well-funded, dynamic and effective legal aid system administered by the Legal Services Society. Since 1992, there have been consistent, drastic cutbacks to legal aid funding. The result is that the City of Richmond's Family Court Division of British Columbia's Provincial Court is confronted with an overwhelming number of self-represented litigants. However, it is our observation that many self-represented litigants are unable to effectively represent themselves in legal proceedings. Furthermore this situation likely causes stress to overworked judges, overworked Registry staff, overworked duty counsel and overworked Family Court counsellors, not least in that it frustrates and wastes everyone's time.

In our view, in the Family Court Division of the City of Richmond's Provincial Court, the numbers of family court judges, Registry staff, duty counsel, and family court counsellors are insufficient to meet the demands of the numbers of cases and the needs of litigants, in particular self-represented ones. In our view, self-representing litigants are, in fact, unrepresented litigants struggling in vain to make their cases known to Registry staff and Provincial Court judges.

We are also concerned with what we perceive to be a general lack of coherent organization in the Family Court Division of the Provincial Court. We suggest that better management and communication systems would benefit the operation of the Provincial Court, in particular its Family Court Division. Any system should uphold best standards of practice.

We note that in the Richmond Provincial Courthouse, there are courtrooms for the Small Claims Court Division, Traffic Division, Youth Division, and Family Division of the Provincial Court. While it may make sense to have Youth Division and Family Division in the same courthouse, it is confusing and disruptive to have litigants in small claims cases and traffic cases also crowding the same building. The general impression we have of the Family Court Division of the Richmond Provincial Court is that the judges and staff are overworked and overwhelmed by the caseload they confront on a daily basis.

We note that youth and families engaged with the Provincial Court system are at heightened risk as a vulnerable population. This risk has been recognized by professionals and legislators alike. Therefore it is imperative that the Provincial Court system serve in such a way that it is effective and accessible for everyone involved with it.

We request that you consider the concerns we have raised in this letter.

We would appreciate an opportunity to voice our concerns about the Richmond Provincial Family Court proceedings in person with you and whomever else you deem also important to join us.

Yours truly,

Heather (Kulyk) McDonald Chair, Richmond Family and Youth Court Committee



Community Safety Committee

Date:	Wednesday, February 14, 2018
Place:	Anderson Room Richmond City Hall
Present:	Councillor Bill McNulty, Chair Councillor Alexa Loo Councillor Linda McPhail
Absent:	Councillor Derek Dang Councillor Ken Johnston
Also Present:	Councillor Carol Day
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded That the minutes of the meeting of the Community Safety Committee held on January 16, 2018, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

March 13, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATIONS

The Chair made reference to correspondence received from Joanne Fisher regarding speeds bumps and its effects on ambulance services (attached to and forming part of these Minutes as Schedule 1).

Minutes

1. (1) Safety on River Road

Lynda Parsons, 2491 No. 8 Road, read from her submission (attached to and forming part of these Minutes as Schedule 2) and expressed concern with residents' safety along River Road.

(2) Safety Enhancements / Speed Humps on River Road

Arline Trividic, 22600 River Road, distributed materials (attached to and forming part of these Minutes as Schedule 3) and expressed concern regarding the potential installment of speed humps along River Road and was of the opinion that they would not increase the safety along the road. She spoke on signage along the road, noting that they display contradicting road rules; for instance they road is divided with a double solid line but signage posted advises that vehicles may pass when safe. She noted that regular road users often disregard signage and therefore she was of the opinion that more traffic enforcement is required in the area.

(3) Safety Enhancements / Speed Humps on River Road

Yves Trividic, 22600 River Road, expressed concern with regard to a survey that was distributed to residents in the River Road area and queried the validity of the results. He noted that the majority of accidents along River Road were all single vehicle incidents and was of the opinion that speed was not the issue. Mr. Trividic believes that speed bumps along River Road will increase emissions in the area, negatively affecting the residents and that education and traffic enforcement is the only solution.

In reply to queries from Committee, Superintendent Will Ng, OIC, Richmond RCMP, provided the following information:

- the Road Safety Unit has been actively enforcing traffic regulations along River Road;
- speed limit signage has been installed along River Road;
- individuals who were found to be in contravention of traffic regulations along River Road were appropriately ticketed and subsequently received a letter as reminders to reduce their speed;
- under the *Motor Vehicle Act*, cyclists are not permitted to ride side-byside;
- on-going discussions are underway with various cycling clubs in an effort to promote and educate cyclists on safe cycling protocols;
- the City can introduce provisions to limit cycling on particular roads; and
- public outreach is underway in an effort to promote and educate cyclists on safe cycling protocol.

In reply to queries from Committee, Cecilia Achiam, General Manager, Community Safety, advised that Closed Circuit Television (CCTV) cameras are anticipated to be installed at all signalized intersections; however as River Road has no signalized intersections, installment of CCTV cameras are not included in the current plan.

Superintendent Ng noted that CCTV cameras would be beneficial along River Road as it could deter drivers from speeding and assist in law enforcement in the area.

In reply to queries from Committee, Superintendent Ng noted that educating cyclists on safe cycling protocol is important and that more appropriate signage may be needed to better convey the regulations.

Victor Wei, Director, Transportation, advised that a staff report will be presented at the next Public Works and Transportation Committee meeting; he noted that the staff report will speak to all factors that may contribute to accidents along River Road, including statistics and other pertinent information. Also, he noted that the staff report will address the suitability of speed humps along River Road and that staff are open to examining the appropriateness of the signage.

In reply to queries from Committee, Mr. Wei spoke of an ongoing plan to establish a road mirroring River Road that would be primarily utilized by trucks to gain access to suitable parking facilities; however the acquisition of certain properties is necessary to complete the road. He then noted that signage along River Road is universal and as a result of the geography of the road, cyclists cannot ride adjacent to vehicles. Also, Mr. Wei remarked that signage is placed on concrete blocks as the City cannot erect signage on BC Hydro poles; thus the signage must be freestanding. He then advised that in consultation with Richmond Fire-Rescue a concrete block was installed near a fire hydrant as it would not affect access or use of the hydrant.

In response to queries from Committee regarding vulnerable people living along River Road, Superintendent Ng advised that residents can contact the Richmond RCMP's Vulnerable Persons Unit for response.

Discussion further ensued regarding the cement blocks along River Road and Mr. Wei advised that this solution is the most cost effective and safe way to install signage along River Road without compromising the stability of the road; he remarked that staff could examine the potential to excavate the shoulder to install signs. Mr. Wei then advised that a comprehensive staff report on River Road is anticipated to be presented to the Public Works and Transportation Committee on February 21, 2018, which will allow Council to make an informed decision.

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

It was moved and seconded

That the OIC, Richmond RCMP, examine the possibility of installing Closed Circuit Television cameras and its cost along River Road to mitigate and help traffic safety and report back to the Public Works and Transportation Committee on February 21, 2018.

CARRIED

COMMUNITY SAFETY DIVISION

2. BUSINESS LICENCES QUARTERLY REPORT – FOURTH QUARTER 2017

(File Ref. No. 12-8275-01) (REDMS No. 5726464)

In reply to queries from Committee, Carli Edwards, Acting Senior Manager, Community Safety, Policy, Programs and Licencing, noted that (i) staff are using various strategies to ensure that a sufficient number of Bylaw Officers are in the field, (ii) staff are continuing enforcement of illegal ride-sharing and tickets are regularly issued, and (iii) staff are examining various avenues on eliminating illegal ride-sharing operations. Also, Ms. Edwards spoke on the process to remove certain permitted uses on subject sites, noting that a zoning text amendment would be required and should the use be altered by the City, the current tenant or owner would be grandfathered to that permitted use.

Discussion took place on potential ways to require businesses to clearly and openly notify the public as to whether or not the establishment is regulated by the City.

It was moved and seconded

That the staff report titled "Business Licences Quarterly Report – Fourth Quarter 2017", dated January 23, 2018, from the General Manager Community Safety be received for information.

CARRIED

3. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT -DECEMBER 2017

(File Ref. No. 12-8060-01) (REDMS No. 5678220 v.3)

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report -December 2017", dated January 25, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

4. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – DECEMBER 2017

(File Ref. No. 09-5000-01) (REDMS No. 5720896)

Tim Wilkinson, Fire Chief, Richmond Fire-Rescue (RFR), highlighted that RFR has seen a reduction in calls for service in December 2017 compared to December 2016, and attributed this reduction to milder weather.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report – December 2017", dated January 16, 2018 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

5. FIRE CHIEF BRIEFING

(Verbal Report)

(i) Touchstone Eating Together Event – February 25

Fire Chief Wilkinson extended an invitation to Committee to attend the Touchstone Eating Together event on February 25th at DeBeck Elementary School and noted that the Firefighters will be serving pancakes alongside Touchstone volunteers.

(ii) Anti-Bullying/Pink Shirt Day – February 28

Fire Chief Wilkinson advised that this year RFR will be wearing pink epaulets instead of pink t-shirts.

(iii) Time Change/Smoke Alarm Check – March 11

Fire Chief Wilkinson advised that daylight savings will occur on March 11th and encouraged everyone to change the batteries in their smoke alarms.

6. RCMP MONTHLY ACTIVITY REPORT - DECEMBER 2017

(File Ref. No. 09-5000-01) (REDMS No. 5703568)

Superintendent Will Ng noted that staff are evaluating the effectiveness of responses for mental health related calls. He also advised that the RCMP will be working with the local Assertive Community Treatment team (a recoveryoriented mental health service delivery model) and other agencies to reduce calls for vulnerable persons and will provide bi-annual updates on high volume calls for service.

It was moved and seconded

That the report titled "RCMP's Monthly Activity Report – December 2017," dated January 9, 2018, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

7. RCMP/OIC BRIEFING

(Verbal Report)

(i) Mental Health Nurse

Superintendent Ng noted that a meeting has been scheduled with Vancouver Coastal Health to discuss the potential of a mental health nurse working with the Richmond RCMP.

(ii) Coffee with a Cop

Superintendent Ng advised that the Richmond RCMP will have their second Coffee with a Cop session at Waves Coffee Shop in Steveston on March 8th.

8. EMERGENCY PROGRAMS QUARTERLY ACTIVITY REPORT – FOURTH QUARTER 2017

(File Ref. No. 09-5126-01) (REDMS No. 5728443)

It was moved and seconded

That the staff report titled "Emergency Programs Quarterly Activity Report – Fourth Quarter 2017", dated January 24, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

9. **COMMITTEE STANDING ITEM**

E-Comm

The Chair spoke on a recent -Comm planning session and noted that discussions took place (i) on a potential second site for E-Comm on Vancouver Island, (ii) on the possibility of E-Comm becoming the main Emergency Centre for the Province of BC, and (iii) the potential for a second E-Comm site south of the Fraser River in the event of a disaster in Vancouver.

10. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:11 p.m.).*

CARRIED

Community Safety Committee Wednesday, February 14, 2018

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 14, 2018.

Councillor Bill McNulty Chair Sarah Kurian Legislative Services Coordinator

Schedule 1 to the Minutes of the ON TABLE ITEM Community Safety Committee Date: Februari meetina of Richmond City CityClerk Meeting: COmm Council held on Wednesday, Item: |(1) - |(3) DaFebruary 14, 2018. Joanne Fisher <phaedra_sky@yahoo.com> From: Wednesday, 14 February 2018 14:40 Sent: To: CitvClerk From Joanne Fisher, for the Safety Committee Subject:

Hello,

I am requesting that this email that I received be circulated to our city Safety Committee, which, as I understand, meets tonight.

I apologize for the late notice.

The email below in question is the response that I received from the B.C. Ambulance Service inquiring about how speed humps will affect response times in events of medical emergencies.

I made this inquiry as I am extremely concerned as to how the proposed speed hump project along River Road in Richmond will affect emergency response times.

We are already amongst the areas furthest away from our local hospital and further delays due to speed humps, designed to slow traffic, are a real concern for many of my neighbours.

Please kindly forward this email to the Safety Committee members and any other parties you feel should see this.

Thank you, Joanne Fisher

2420 #8 Road, Richmond, BC 604-276-2842

Sent from my iPad

Begin forwarded message:

FEB 1 4 2018

From: "Ip, Nahum EHS:EX" <<u>Nahum.Ip@bcehs.ca</u>> Date: January 29, 2018 at 4:29:18 PM PST To: "<u>phaedra_sky@yahoo.com</u>" <<u>phaedra_sky@yahoo.com</u>> Subject: Speed bumps

Hello Joanne,

I got your message on the weekend and would like to give you an answer about speed bumps and how it affects the ambulance service.

The speed bumps are meant to slow traffic down and it will do the same for an ambulance. Since ambulances are built on a truck chassis it will be rather rough over speed bumps due to stiffened suspensions. Therefore we tend to drive very

slowly over speed bumps. However, depending on how big the bumps are, some can be driven over easier than others. When the ambulance is transporting patients then we will go over them even slower to ensure patient comfort.

Having said that, we also support any measure to increase traffic safety. So depending what the City of Richmond is trying to accomplish, we may support their efforts to increase safety for motorist and pedestrians alike.

Nahum

Nahum Ip 葉知行M.A., M.Ed.

District Manager Metro South - Vancouver South and Richmond BC Emergency Health Services 604-802-6643 (cell)

Hope Deeply, You Are Not Alone

Schedule 2 to the Minutes of the Community Safety Committee meeting of Richmond City Council held on Wednesday, February 14, 2018.

Good Afternoon, Council Members. My name is Lynda Parsons – I live at 2491 No. 8 Road.

As you are aware, I have spoken to you at City Council Meetings on two separate occasions to date. The issue that I keep coming forward with is our safety. Fire Chief Tim Wilkinson stated in the January 29, 2018 City Council Meeting that the emergency response time in rural areas like ours can be longer than other areas of the city. This is true for all emergency responders. This is not simply a road issue it is a safety issue with response times already longer than other areas of the City why would you install speed humps to add to this delay?

The illegal cyclists on River Road are an irritant in our area that we would all like to be rid of. They are the reason that the speed humps are proposed -- the speed humps will put our safety at risk – they are the reason that the dangerous concrete sign bases were placed on the road. We would like to know what can be done to eliminate the illegal cycling on River Road.

At the January 29, 2018 City Council Meeting I asked that the dangerous concrete be removed from the side of the road before someone is injured or killed. There was no discussion or questions to the appropriate staff as to why these obstructions were placed rather than use regular sign posts. Why can't the City of Richmond be proactive instead of reactive – will nothing be done until someone actually does hit one of these? I know that some of you have driven this road – fortunately you haven't encountered one of the large trucks that consistently drive over the centerline at the same time as you approach the new signs – given time someone will.

It will be unfortunate that our tax dollars will go to settle lawsuits rather than be put to good use.

Again, this is a safety issue that we need something done about. I need to hear that someone cares about our safety.

Since the new cycling signs were installed we haven't had a lot of sunshine, however, on February 2 there was a brief snippet of sun. In the over 20 years that I have lived in this area and driven on River Road I have never been blinded by the sun reflecting off of a sign. It happened on the morning of February 2 as I drove west on River Road – perhaps it is because these signposts mounted on the concrete bases make the signs higher and they readily catch the sun. I fear that safety will be greatly impacted by the sun reflecting off of these signs once this dreary season passes and we see more sunshine

The photos of the signs are to show you how little thought went into the placing of these sign bases. One of the sign bases is within 2 meters of a fire hydrant, which I believe is illegal. The other photo clearly shows that the placement of the dangerous concrete sign bases was unnecessary, as the posts could have been placed into the ground – totally avoiding the need for the unsafe concrete bases which is why we are asking that the concrete sign bases be removed.

The photos that I have included of the trucks are to show you how much space the trucks take on this narrow road. We were advised at the first public consultation regarding the truck parks that a road would be built to the south and that access to the truck parking facilities would not be from River Road, but from this new south access road. We would like to know when this

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road will be built so that we are not constantly being placed in an unsafe position on River Road by trucks utilizing both lanes to turn into the truck park. I do understand that the motor vehicle act allows the trucks to use both lanes in order to make a safe turn, however, there are many truck drivers that simply pull into the opposing lane with total disregard to what is in that lane. Their attitude seems to be "I'm bigger than you so stop or die" - we have endured this far too long and want to see this access road installed before someone actually is killed or seriously injured.

Because of our semi remote location, our neighbourhood has seen bodies dumped, shootings, drug dealings and ever increasing property crime. Speak to the people who live here and you will hear time and again that anything that is not tied down is apt to go missing. This is because the thieves and criminals know that there is no or very little appearance or enforcement by the RCMP in our area. We have been told by RCMP members that they don't have enough resources to come to our area.

There is an ever-growing population of "homeless" people on a property on River Road. As this camp has grown so has the property crime in our area. I asked an RCMP officer why they are not clearing these people out and his response was that the City has advised them that it is not their jurisdiction. We would like to know what can be done to address this issue.

We are very pleased to see that beginning this past week we have seen more RCMP presence to enforce traffic violations.

It is really unfortunate that the traffic radar data collection units that were purchased in 2015 hadn't been installed on River Road as was reported would be done – they provided a lot of information on Steveston Hwy, and then what – tucked into the back of a closet and forgotten about? Rather than report to Council that the RCMP don't have resources to be there all the time, the RCMP could have had information on when the optimum time to set up would be, and this entire issue could have been addressed by providing actual data rather than deciding to put our safety at risk with speed humps. We would like to know why the traffic radar data collection units were not installed on River Road.

We understand that RCMP resources are limited, and as a way to help keep us safe, we would like to know how to get multiple CCTV cameras installed along River Road. These would assist if there were accidents as well as crime prevention. I do understand that the implementation of these cameras is to be at intersections in Richmond, however, I am sure that you can see the benefits we would see to have these in our area. The cameras along with signage advising that "this area is under 24 hour video surveillance" would surely do wonders for our safety, as well as help solve crimes.

My hope today is that you will hear our concerns and help us to live safely on our street and in our homes.

Thank you

Schedule 3 to the Minutes of the





Minutes

General Purposes Committee

Date: Monday, February 19, 2018

Place: Anderson Room Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair Councillor Chak Au – entered at 4:31 p.m. Councillor Derek Dang Councillor Carol Day Councillor Ken Johnston Councillor Alexa Loo Councillor Bill McNulty Councillor Linda McPhail Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:30 p.m.

MINUTES

It was moved and seconded That the minutes of the meeting of the General Purposes Committee held on February 5, 2018, be adopted as circulated.

CARRIED

Councillor Au entered the meeting (4:31 p.m.).

ENGINEERING AND PUBLIC WORKS DIVISION

1. **RESULTS FROM PUBLIC CONSULTATION ON LANE STANDARDS** (File Ref. No. 10-6340-20-P.17601) (REDMS No. 5743252 v. 9) Staff introduced the item and were available to respond to questions. Chris Back, Richmond resident, who has previously delegated to Council regarding the sanitary sewer replacement and laneway construction project between Richmond Street and Broadway Street, spoke on behalf of the affected residents and responded to queries from Committee.

Mr. Back indicated that of the two property owners who had not responded previously, one is a foreign owner who Mr. Back has been unable to contact to date and the other he has had one initial conversation with and is in attendance at the meeting.

In response to a question, Mr. Back commented that there is currently acceptance from 31 of the 33 affected residents of the four options brought forward in the Steveston Community Laneway Proposal (Resident Proposal) drafted by the affected residents and brought forward to Council at the regular Council meeting held on January 29, 2018, which includes the option to purchase the land from the City.

The delegation further clarified that for Option 7 in the staff report, sale of the road dedication to residents, residents would need to be given the option to (i) pay up front, (ii) pay over time, or (iii) put a charge on title however, the delegation was unsure of the level of support if the payment options were not offered.

Mr. Back explained how the residents arrived at the valuation figures in the Resident Proposal. The first is an average price of \$51,500 per property based on information from a Steveston real estate agent at a price of \$314 per square foot on the basis that the average land size is 10 feet by 33 feet and a 50% reduction of price due to the land being non-functional, as detailed in the Resident Proposal. The second from another individual from Steveston who looked at the property value of approximately 40 properties that currently own the back portion, versus those properties in Steveston who do not and worked out a price difference of roughly \$1,000 per linear foot or approximately \$33,000 per property.

In response to a question, Mr. Back indicated that if the City were to put fences back again evenly between neighbours, residents most likely would agree to any covenants imposed by the City including no claims, no placement of permanent structures, and no liability or risk to the City, but he would need to have a conversation with the other residents to confirm.

In response to questions from Committee regarding the restoration options for the unopened lane, staff noted that:

- under Option 5 in the staff report, the cost of putting back the fences would roughly be \$145,000 and would be covered in the sewer replacement project costs;
- there are approximately 570 other lots in Steveston that have the potential for this same scenario;

- there is no specific technical work to examine the merit of reinstating lanes in Steveston for functional purposes for vehicles, however the Official Community Plan (OCP) notes that for opportunities such as this one, options of using the lanes may be examined and therefore what staff are proposing is consistent with the City's expectations;
- in this particular subdivision, many existing driveways and garages are at the front of the street and from a functional point of view, there would be no need to create arterial vehicle access;
- there is one historical licence arrangement that staff are aware of in the Steveston area dating from the 1970s;
- a sale of the property is definitive and a statutory right of way (SRW) would be registered on title, however if there was another preferred option by Council, there could be some protection offered through agreements between the parties;
- if an agreement were made between the City and a property owner, which is in effect the licence option in the staff report, there could be no covenant registered on title, and the personal agreement and the terms and conditions would have to be renewed every time the property was sold;
- conditions such as setting a specified time period, no permanent structures or large trees, or a licencing fee could be specified in an agreement.

Anne Piche, Richmond resident, noted concern regarding a lack of laneway policy in Steveston and offered comments on the potential impact to other residents in the area if a precedent is set. The delegation commented that there has been a lack of consistency and that it was important that any solution be fair.

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

It was moved and seconded

That Option 5, putting fences back up evenly between neighbours, as described in the staff report titled, "Results from Public Consultation on Lane Standards," dated February 5, 2018, from the Director, Engineering, be approved, subject to conditions in a licencing agreement including:

- (1) that the property cannot be claimed by the residents;
- (2) that no permanent structures or large trees be permitted on the land;
- (3) that there be no increase to Floor Area Ratio (FAR); and
- (4) that any agreement is reviewable by the City at any time.

3.

The question on the motion was not called as discussion took place on additional conditions that could be included in a licence agreement with property owners.

In response to further queries from Committee, staff commented that (i) the proposed option is a separate situation from the requirement to maintain boulevards, as the City does not allow for any enclosure of a boulevard space, (ii) if the proposed option is approved by Council, conditions could only be set via a licence agreement with the owner but it would not be registered on title, (iii) a written licence agreement could set out conditions and provide a release and indemnify the City for any losses sustained, and could include the possibility of imposing an insurance requirement, but these agreements would have to be monitored and tracked as ownership changes; (iv) a written agreement with the City that is not registered anywhere would not provide more security and protection for the City, since the City, as the property owner, could be liable for any future insurance claims, and (v) the strongest position for the City would be the sale of the subject property to residents.

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

PLANNING AND DEVELOPMENT DIVISION

2. CITY OF RICHMOND COMMENTS ON PROPOSED GAMING FACILITY IN DELTA

(File Ref. No. 01-0155-20-DELT1) (REDMS No. 5744054 v. 8)

In response to questions from Committee, Will Ng, Superintendent, Officer in Charge and Victor Wei, Director, Transportation, noted that:

- the square footage of the River Rock Casino Resort is approximately 90,000 and contains 1100 slot machines while the proposed Delta gaming facility would be approximately 47,000 square feet and hold approximately 500-600 slot machines;
- cycling and pedestrian access to the site would be limited and the site would be heavily auto-oriented given its location;
- while the scope of which the City can provide comments is limited to policing, traffic and highway use, and infrastructure, an objection to the British Columbia Lottery Corporation (BCLC) can be wider in scope;

- comparative data on crime statistics for gaming facilities would be from the River Rock Casino Resort Hotel and in 2017 there were 432 police incidents reported comprised of: 42 for causing disturbance, 43 for theft under \$5000, 30 for fraud, 21 drug possessions, 19 assaults, 9 impaired drivers, 17 mischiefs, 14 thefts from motor vehicles, 6 mental health calls, and 8 *Liquor Act* calls; and
- as a result of providing comments to the City of Delta and filing an objection with BCLC, it is likely that BCLC would initiate non-binding arbitration between Richmond and Delta.

Direction was then given to staff to provide details on any other objections that can be made to BCLC regarding the proposed gaming facility in Delta prior to the next Council meeting.

It was moved and seconded

That, as per Option 1 as described in the report titled "City of Richmond Comments on Proposed Gaming Facility in Delta" dated February 15, 2018 from the Director, Transportation and the Officer in Charge, Richmond RCMP Detachment:

- (1) the City's comments on infrastructure, policing costs, traffic, and highway use regarding the proposed gaming facility to be located at 6005 Highway 17A in Delta, be conveyed to the City of Delta;
- (2) the City of Delta be requested to provide a written reply to the City's comments; and
- (3) the General Manager, Planning and Development, be authorized to execute on behalf of the City all necessary and related documentation to file an objection to the proposed relocation of the gaming facility with British Columbia Lottery Corporation based on:
 - (a) the absence of any traffic impact analysis provided by the City of Delta to allow a meaningful assessment of traffic and highway use impacts;
 - (b) potential negative traffic impacts on Richmond roadways and congestion on the adjacent provincial highway system due to increased vehicular activity exacerbated by insufficient transit, cycling and pedestrian access to the proposed site resulting in potential road and traffic improvements in Richmond near the north end of George Massey Tunnel; and
 - (c) potential increase in the overall crime rate and policing costs due to a new gaming facility.

CARRIED Opposed: Cllr. Loo

5.

COMMUNITY SERVICES DIVISION

3. CONSENT TO METRO VANCOUVER REGIONAL DISTRICT REGIONAL PARKS SERVICE AMENDING BYLAW NO. 1255, 2017 (File Ref. No. 06-2270-01/2018) (REDMS No. 5739674 v. 4)

It was moved and seconded

- (1) That the adoption of Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, be approved by providing consent on behalf of the electors of the City of Richmond, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, dated February 1, 2018, from the General Manager, Community Services; and
- (2) That the Metro Vancouver Regional District be informed by letter of the foregoing recommendation, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017", dated February 1, 2018, from the General Manager, Community Services.

CARRIED

4. MINORU CENTRE FOR ACTIVE LIVING ENTRIES AND ARRIVALS PUBLIC ART CONCEPT

(File Ref. No. 11-7000-09-20-249) (REDMS No. 5723672 v. 2)

It was moved and seconded

That the concept proposal and installation for the Minoru Centre for Active Living Entries and Arrivals public artwork "Together" by artist David Jacob Harder, as presented in the report titled "Minoru Centre for Active Living Entries and Arrivals Public Art Concept," dated January 17, 2018, from the Director, Arts, Culture and Heritage Services, be endorsed.

The question on the motion was not called as Eric Fiss, Public Art Planner, noted that the artists, David Jacob Harder and Aaron Harder, of the proposed installation were in attendance and presented a scale model of the artwork to Committee.

In response to a query from Committee, Mr. Fiss commented that although the artists intend to keep the artwork monochromatic, they are prepared to add an additional colour and that the proposal includes a multi-coloured LED, which will be installed to illuminate the piece and provide further colour.

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

6.

FINANCE AND CORPORATE SERVICES DIVISION

5. APPOINTMENT OF CHIEF ELECTION OFFICER AND DEPUTY CHIEF ELECTION OFFICER FOR THE 2018 GENERAL LOCAL AND SCHOOL ELECTION

(File Ref. No. 12-8125-60-01) (REDMS No. 5601596)

It was moved and seconded

That David Weber be appointed as Chief Election Officer and Claudia Jesson be appointed Deputy Chief Election Officer for the 2018 General Local and School Election.

CARRIED

6. HOUSEKEEPING AMENDMENTS TO THE COUNCIL PROCEDURE BYLAW

(File Ref. No. 12-8060-20-009832) (REDMS No. 5506996)

It was moved and seconded

That Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832, which introduces various housekeeping amendments relating to the change in date of the general local elections from the month of November to October, be introduced and given first, second, and third readings.

CARRIED

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:29 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 19, 2018.

Mayor Malcolm D. Brodie Chair Amanda Welby Legislative Services Coordinator



Planning Committee

Date: Tuesday, February 20, 2018

Place: Anderson Room Richmond City Hall

- Present: Councillor Linda McPhail, Chair Councillor Bill McNulty Councillor Chak Au Councillor Alexa Loo Councillor Harold Steves
- Also Present: Councillor Derek Dang Councillor Carol Day (entered at 4:08 p.m.)
- Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded That the minutes of the meeting of the Planning Committee held on February 6, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

March 6, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2017 ANNUAL REPORT AND 2018 WORK PROGRAM (File Ref. No. 07-3300-01) (REDMS No. 5729723)

Committee commended the Richmond Intercultural Advisory Committee for their work in the community.

Minutes

1.

It was moved and seconded

That the staff report titled "Richmond Intercultural Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 31, 2018, from the Manager of Community Social Development, be approved.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. APPLICATION BY OPENROAD AUTO GROUP LTD. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 5400 MINORU BOULEVARD

(File Ref. No. TU 18-798524) (REDMS No. 5748942)

It was moved and seconded

That the application by Openroad Auto Group Ltd. for a Temporary Commercial Use Permit for property at 5400 Minoru Boulevard be considered at the Public Hearing to be held March 19, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:

(1) "That a Temporary Commercial Use Permit be issued to Openroad Auto Group Ltd. for the property at 5400 Minoru Boulevard to allow Vehicle Sale/Rental as a permitted use for a period of three years."

CARRIED

3. ESTABLISHMENT OF UNDERLYING ZONING FOR PROPERTIES DEVELOPED UNDER LAND USE CONTRACTS 001, 025, 051, 073, 096, 104, 115, 119, 131, 138, AND 158 IN THE SOUTH PORTION OF THE CITY CENTRE

(File Ref. No. 08-4431-03-11) (REDMS No. 5662357; 5719047; 5741909; 5722562; 5733786; 5720063; 5719878; 5736093; 5736683; 5719911; 5737875; 5719891)

Cynthia Lussier, Planner 1, spoke on the proposed establishment of underlying zoning, noting that (i) no early Land Use Contract (LUC) termination bylaws are proposed, (ii) the proposed underlying zoning will take effect following the termination of the existing LUCs on June 30, 2024, and (iii) should the proposal proceed, affected residents will be notified of the proposed underlying zoning in advance of the Public Hearing.

Cllr. Day entered the meeting (4:08 p.m.).

In reply to queries from Committee, staff noted that child care along with boarding and lodging uses will be permitted in the proposed multi-family underlying zoning, which is consistent with existing multi-family zones in the city. Also, it was noted that business license applications are reviewed to consider if uses stated by the applicant are permitted in the specific LUC.

2.

It was moved and seconded

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9799, to establish underlying zoning for the properties developed under Land Use Contract 001, be introduced and given first reading;
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9801, to establish underlying zoning for the properties developed under Land Use Contract 025, be introduced and given first reading;
- (3) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9802, to establish underlying zoning for the properties developed under Land Use Contract 051, be introduced and given first reading;
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9804, to establish underlying zoning for the properties developed under Land Use Contract 073, be introduced and given first reading;
- (5) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9805, to establish underlying zoning for the properties developed under Land Use Contract 096, be introduced and given first reading;
- (6) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9806, to establish underlying zoning for the properties developed under Land Use Contract 104, be introduced and given first reading;
- (7) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9807, to establish underlying zoning for the properties developed under Land Use Contract 115, be introduced and given first reading;
- (8) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9808, to establish underlying zoning for the properties developed under Land Use Contract 119, be introduced and given first reading;
- (9) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9809, to establish underlying zoning for the properties developed under Land Use Contract 131, be introduced and given first reading;
- (10) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9810, to establish underlying zoning for the properties developed under Land Use Contract 138, be introduced and given first reading; and
- (11) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9811, to establish underlying zoning for the properties developed under Land Use Contract 158, be introduced and given first reading.

CARRIED

4. MANAGER'S REPORT

(i) Landsowne Master Plan

Mr. Craig noted that the City hosted an open house over the past weekend and that there was support for the proposed park sites and housing types.

In reply to queries from Committee, staff noted that developer contributions are typically considered during the rezoning application process and Council will have opportunities to review contribution requirements for the site.

(ii) Consultation on House Size on Agricultural Land

Barry Konkin, Manager, Policy Planning, advised that consultation through Let's Talk Richmond has concluded and that staff will be analyzing the data. He added that staff will be updating Council on the matter and that additional public submissions will be included in the staff report.

(iii) Tracking Secondary Suites

Mr. Konkin noted that the development application form has been updated to include applicant input on secondary suite information to assist in the tracking of secondary suite development.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:17 p.m.).*

CARRIED

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

Councillor Linda McPhail Chair Evangel Biason Legislative Services Coordinator



Minutes

Public Works and Transportation Committee

Date: Wednesday, February 21, 2018

- Place: Anderson Room Richmond City Hall
- Present: Councillor Chak Au, Chair Councillor Harold Steves Councillor Derek Dang Councillor Carol Day Councillor Alexa Loo
- 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 meetings of the Public Works and Transportation Committee held on November 22, 2017 and January 24, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

March 21, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DIVISION

1. FLOOD PROTECTION PROGRAMS UPDATE

(File Ref. No. 10-6000-01) (REDMS No. 5722579 v.3)

In reply to queries from Committee, Lloyd Bie, Manager, Engineering Planning, advised that (i) the east side of Lulu Island is protected by New Westminster dikes, (ii) staff are in constant communication with New Westminster regarding the condition of the dikes and ensuring they are moving in the same direction as the City, and (iii) should they fall behind or staff have any concerns, the City would consider separating from them. Mr. Bie then noted that the microbe based soil stabilization process is a process from Holland whereby chemicals are integrated into the soil to stabilize it and prevent liquefaction.

John Irving, Director, Engineering advised that the current priority is the perimeter dike; however the existing flood management plan identifies a midisland dike as a future strategy. Mr. Irving stated that there have been many changes since the plan was brought forward in 2008 and he was of the opinion that the mid-island dike will be achieved through current development.

It was moved and seconded

That the process to update the 2008 – 2031 Richmond Flood Protection Management Strategy as identified in the report titled "Flood Protection Programs Update," dated January 22, 2018, from the Director, Engineering, be endorsed.

CARRIED

2. 2018 ECOLOGICAL NETWORK MANAGEMENT STRATEGY UPDATE

(File Ref. No. 10-6125-11-01) (REDMS No. 5682075 v.3)

In reply to queries from Committee, Chad Paulin, Manager, Environment, advised that staff are working to manage the elodea plant invasion in Mariners Village while providing consistent updates to the Strata, and noted that staff will be providing Council with an update. Mr. Paulin stated that there is no current plan to ban the plant; however there are outreach programs to educate garden centres and pet stores on their products.

Discussion took place on the Snow Goose Cover Crop Program, and in response to queries from Committee, Jamie Esko, Manager, Parks Planning, Design and Construction, advised that staff are working with YVR and the Farmers Trust to divert snow geese from the airport. She noted that the Nature Park Society has an outreach program to educate students and teachers on snow geese and that staff are working with the Richmond School District regarding the snow goose droppings on school grounds. Ms. Esko advised that more information regarding any monitoring measures can be provided to Committee.

Committee requested that the 2018 Ecological Network Management Strategy Update report be forwarded to the Council/School Board Liaison Committee.

It was moved and seconded

That the staff report titled "2018 Ecological Network Management Strategy Update" dated January 25, 2018, from the Director, Engineering, be received for information.

CARRIED

3. RICHMOND CARBON MARKET AND CARBON NEUTRALITY UPDATE

(File Ref. No. 10-6125-05-01) (REDMS No. 5724399 v.9)

In reply to queries from Committee, Levi Higgs, Corporate Energy Manager, advised that Pacific Gateway Hotels, Lafarge Canada and Paneva Services Ltd. came forward during the second call for projects. He noted that the Richmond Carbon Market Program posted a Notice of Opportunity on BC Bid, provided direct information to Richmond business through the City's Economic Development Office monthly newsletter and social media page, and solicited directly some of the participants that were involved in the City's original pilot program.

It was moved and seconded

- (1) That the staff report titled, "Richmond Carbon Market and Carbon Neutrality Update," from the Director of Engineering, dated January 26, 2018 be received for information; and
- (2) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute agreements to purchase carbon credits to maintain the City's corporate carbon neutrality status.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

4. TRANSPORTATION RICHMOND ACTIVE COMMITTEE **PROPOSED 2018 INITIATIVES**

(File Ref. No. 01-0100-20-RCYC1) (REDMS No. 5673705 v.2)

Victor Wei, Director, Transportation, introduced Derek Williams, Co-Chair, Richmond Active Transportation Committee (RATC). Mr. Williams thanked Council and staff for their support, noting that the Committee is made up of enthusiastic and dedicated people. Mr. Williams remarked that the bike share program will be a great addition and beneficial to the City.

In reply to queries from Committee, Mr. Wei advised that the pocketsize trail and cycling maps can be found at City Hall, and Richmond community centres, libraries, arenas and ice rinks. It was noted that maps can be distributed to the Richmond Oval.

Lynda Parsons, 2491 No. 8 Road, expressed concern regarding cyclists along River Road. She noted that the Richmond Active Transportation Committee should be aware of all factors when considering road safety options on River Road. She advised that scientific studies state that, speed humps increase fuel consumption and emissions, and does not coincide with the City's emission reduction plans.

It was moved and seconded

- That the proposed 2018 initiatives of the Richmond Active (1)Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee - Proposed 2018 Initiatives" dated January 24, 2018 from the Director, Transportation, be endorsed; and
- (2) That a copy of the report titled "Richmond Active Transportation Committee – Proposed 2018 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

CARRIED

5. **RIVER ROAD – REVIEW OF PROPOSED ALTERNATIVE ROAD** SAFETY ENHANCEMENT MEASURES

(File Ref. No. 10-6450-09-01) (REDMS No. 5746643 v.2)

Correspondence regarding Proposed River Road Safety Enhancement Measures was distributed (attached to and forming part of these Minutes as Schedule 1).

Fred Lin, Senior Transportation Engineer, distributed materials (attached to and forming part of these Minutes as Schedule 2), and introduced Tom Baumgartner, Transportation Engineer, Watts Consulting Group.

In reply to queries from Committee, Mr. Wei advised that are currently no speed cushions, which provide a softer vertical deflection compared to speed humps, installed in the City; however he noted that fire trucks are able to easily manoeuver over speed humps along Gilbert Road, which are more abrupt than the speed cushions proposed for River Road. Mr. Lin noted that there are various types of speed humps, depending on the designated speed, and advised that the proposed speed cushions for River Road are designated for a speed of 50km/h. He then stated that the recommended 20 speed cushions would be along the entire stretch of River Road. Mr. Lin noted that the public consultation would take place in April with two open houses and that all options would be considered.

Discussion took place regarding the removal of speed cushions when dike improvements occur, and in response to queries from Committee, Mr. Lin advised that the speed humps are a short term measure and when dike upgrades occur, the speed humps would need to be removed. Mr. Irving further advised that the average life span of a paved asphalt road is 15 years, and as the raising of dikes would be within that time frame, road improvements would also be required.

Trudy Haywood, 22160 River Road, read from her submission (attached to and forming part of these Minutes as Schedule 3), and expressed concern regarding the (i) misleading and excessive signage along River Road, (ii) installment of speed cushions, and (iii) unsafe cycling on River Road.

Dave Haywood, River Road resident, suggested limiting cyclists from riding on River Road. He noted that since RCMP Officers have been present, traffic has changed immeasurably and was of the opinion that speed cushions would not be necessary.

Arline Trividic, 22600 River road, read from her submission (attached to and forming part of these Minutes as Schedule 4), and expressed concern with regard to cyclists disobeying cycling regulations along River Road and provided some suggestions for increasing road safety along River Road.

Joanne Fisher, 2420 No. 8 Road, read from her submission (attached to and forming part of these Minutes as Schedule 5), and expressed concern regarding speed humps hindering emergency vehicle access in other municipalities.

Lynda Parsons, 2491 No. 8 Road, read from her submission (attached to and forming part of these Minutes as Schedule 6), and expressed concern with regard to the integrity of the consultant's report and requested that a public consultation not be endorsed and that speed cushions not be installed along River Road.

Michael Hedigan, 21340 River Road, expressed concern with the proposed 76 speed cushions, noting that it would increase his travel time significantly. He was of the opinion that speed cushions would increase the traffic along River Road due to vehicles slowing down to travel over the speed cushions. He was of the opinion that (i) installing speed cushions will increase vehicle fuel consumption and mileage, and (ii) speed reduction will only occur with police presence. Mr. Hedigan suggested installing one bike lane along River Road for cyclists.

Kelly Savage, 2571 No. 8 Road, commented on the proposed installation of speed cushions along River Road, noting that it would increase her travel time significantly each day and effect the farming business by hindering the tractors and trucks from travelling over speed cushions. Ms. Savage was of the opinion that only particular cyclists needed to be addressed regarding cycling protocol and that it could be achieved through more police enforcement in the area.

Yves Trividic, 22600 River Road, read from his submission (attached to and forming part of these Minutes as Schedule 7), and expressed concern with the (i) statistics in the consultant's report, (ii) misleading signage, (iii) operating speeds, (iv) and improper cycling protocol. He was of the opinion that should speed cushions be installed, emergency response time would be hindered. Mr. Trividic was of the opinion that education and police enforcement is important.

In reply to queries from Committee, Superintendent Ng, OIC, Richmond RCMP advised that RCMP officers have conducted four operations on River Road since February 12th. He noted that 35 tickets of speeding violations were issued, one vehicle seizure for excessive speed, one ticket for use of electronic device, and three other violation tickets. He advised that Speed Watch volunteers have been out on River Road for three days since February 12th, and have checked 200 licences and issued 30 warning letters. Superintendent Ng noted that the Integrated Road Safety Unit conducted enforcement on February 16th and issued 6 violation tickets. He then advised that the Richmond RCMP bike squad volunteers have met with the cycling community and begun their education campaign. He noted that the Integrated Road Safety Unit conduct that the Integrated Road Safety Unit conduct that the Integrated Road Safety Unit conduct that the Integrated Road Safety Unit the cycling community and begun their education campaign. He noted that the Integrated Road Safety Unit has been tasked with sustaining pressure on River Road.

Discussion took place on cyclists on River Road, and in response to queries from Committee, Superintendent Ng noted that he believes there is a particular cycling group responsible for the unsafe riding practices and that efforts are being made to educate them on proper cycling protocol.

In reply to queries from Committee, Mr. Wei noted that staff considered installing pavement signs; however concluded that they would not be appropriate for River Road as the road is too narrow.

In reply to queries from Committee, regarding sustainability of enforcement on River Road through the summer months, Superintendent Ng advised that as the weather becomes warmer, RCMP Officers will be busier with numerous events however sustained enforcement along River Road will continue. He noted that a privacy assessment is underway for the 175 Closed Circuit Television cameras approved by Council, and once all aspects have been approved by the Office of the Information and Privacy Commissioner, staff can examine the potential of installing cameras along River Road. In the interim, staff can explore the potential of a photo radar device to apprehend speeding vehicles when officers are not available.

Committee noted that residents have expressed their concerns with regard to installing speed cushions along River Road and the negative impacts they may have on day to day operations for local business owners and residents of the area.

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

It was moved and seconded

- (1) That consideration of public consultation on road safety measures on River Road between No. 6 Road and Westminster Highway be deferred pending police enforcement through the end of the summer and staff report back on its effectiveness; and
- (2) That staff further examine safety measures other than speed cushions with funding options and report back.

CARRIED

6. MANAGER'S REPORT

Snowfall Update

Tom Stewart, Director, Public Works Operations, provided an update on snow preparations, noting that the City's primary and secondary roads have been primed. He remarked that due to the cold the roads will be slippery in the morning; therefore there will be a full crew out tonight to ensure commuter traffic can safely operate in the morning. He advised that the long-term forecast is cold; however no more snow is expected after this weekend.

In reply to queries from Committee, Mr. Stewart advised that staff can ensure that all the community centres parking lots and ramps are properly attended to.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:50 p.m.).*

CARRIED

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

Councillor Chak Au Chair Sarah Kurian Legislative Services Coordinator



Report to Committee

То:	General Purposes Committee	Date:	February 1, 2018
From:	Serena Lusk General Manager, Community Services	File:	06-2270-01/2018-Vol 01
Re:	Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017		l Parks Service

Staff Recommendation

- That the adoption of Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, be approved by providing consent on behalf of the electors of the City of Richmond, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, dated February 1, 2018, from the General Manager, Community Services.
- 2. That the Metro Vancouver Regional District be informed by letter of the foregoing recommendation, as detailed in the staff report titled "Consent to Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, dated February 1, 2018, from the General Manager, Community Services.

Serena Lusk General Manager, Community Services (604-233-3344)

Att. 1

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
City Clerk		fur.			
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO			

Staff Report

Origin

At its January 26, 2018, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) gave second and third readings to the "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017" (Regional Parks Service Amending Bylaw No. 1255), and directed its staff to seek consent of at least two-thirds of its participants, of which the City of Richmond is one, for the Regional Parks Service Amending Bylaw No. 1255, which seeks to implement the following:

To amend the service area to remove Abbotsford as a participant in the regional park function; and following that, forward the Bylaw to the Inspector of Municipalities for approval.

On January 31, 2018, the City received a letter from the Metro Vancouver requesting the Council's consent to that effect (Attachment 1).

This report responds to the above request.

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

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

5.1. Advancement of City priorities through strong intergovernmental relationships.

5.2. Strengthened strategic partnerships that help advance City priorities.

Findings of Fact

Metro Vancouver Regional District

In 1967, the Vancouver Fraser Park District was formed, with the District of Matsqui serving as one of its early participants. In 1972, the Vancouver Fraser Park District's regional parks function was transferred to the Greater Vancouver Regional District, which is now known as the Metro Vancouver Regional District.

In 1995, the District of Matsqui amalgamated with the District of Abbotsford, and was incorporated as the City of Abbotsford. In 2005, the Metro Vancouver Board adopted the "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005" to amend Metro Vancouver's participating areas to include the area within the boundaries of the former District of Abbotsford, whereby the City of Abbotsford became a full participant in the Metro Vancouver regional parks function.

City of Abbotsford

The City of Abbotsford is currently a participant in the Metro Vancouver regional parks function, but is unique in that it is physically located within the boundaries of the Fraser Valley Regional District (FVRD). As such, it is not a member of the Metro Vancouver Board, and has no representation beyond the Metro Vancouver Regional Parks Standing Committee for the purpose of participating on items related to regional parks. For all other regional services, the City of Abbotsford is a member of the FVRD, and has political representation on the FVRD Board of Directors.

Analysis

Background

On November 28, 2014, the Metro Vancouver Board received a report titled "Regional Parks Service Review," and approved 23 report recommendations that addressed the purpose of regional parks, the service area, parkland acquisition, park development and service operations. These recommendations helped guide Metro Vancouver's updates to its 2011 "Regional Park Plan". As a result of the recommendations, Metro Vancouver and the City of Abbotsford began to examine the boundaries of the service area and discuss the potential withdrawal of the City of Abbotsford from Metro Vancouver's regional parks function, which would enable it to explore potential regional park partnerships within the FVRD.

Metro Vancouver agreed to transfer all interests in parkland within the boundaries of Abbotsford to the City of Abbotsford, with the exception of Aldergrove Regional Park. This park, which is a 280-hectare park overlapping the border between the Township of Langley (within Metro Vancouver) and the City of Abbotsford (within the FVRD), receives over 428,000 visits annually - approximately 75 per cent of which are made by residents of Metro Vancouver. As it would be prudent for a single local government to manage the park, and the majority of visitors originate from Metro Vancouver, the parties agreed that Metro Vancouver would be best suited to continue to own and operate Aldergrove Regional Park.

In order for Metro Vancouver to own and operate a park that is partially outside its geographic boundaries, however, an Order in Council from the Province of British Columbia is required to authorize this extraterritorial jurisdiction without compelling the City of Abbotsford to be a participant in the Metro Vancouver regional parks function.

Withdrawal Process and Participant Consent Request

On November 24, 2017, the Metro Vancouver Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the Metro Vancouver Regional Parks Service, and gave first reading to the Regional Parks Service Amending Bylaw No. 1255. As part of the process, the Regional Parks Service Amending Bylaw No. 1255 was forwarded to the Ministry of Municipal Affairs and Housing for preliminary consideration of the elements necessary to implement the multi-pronged process of service withdrawal.

On January 26, 2018, the Metro Vancouver Board gave second and third readings to the Regional Parks Service Amending Bylaw No. 1255. In order to facilitate the withdrawal of the City of Abbotsford from the Metro Vancouver regional park function, and assist the City of Abbotsford with its transition into a regional parks function within the FVRD, Metro Vancouver must obtain consent for the Regional Parks Service Amending Bylaw No. 1255 from two-thirds of its participants. If such consent is obtained, the Regional Parks Service Amending Bylaw No. 1255 will be forwarded to the Inspector of Municipalities for approval, with the expectation that the bylaw can be considered for adoption at Metro Vancouver's March 23, 2018, Board meeting.

- 4 -

Implementation of Regional Parks Service Amending Bylaw No. 1255

If the Regional Parks Service Amending Bylaw No. 1255 is adopted, Metro Vancouver will:

- 1. Amend the "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005," by removing the City of Abbotsford as a service area participant;
- 2. Obtain a Provincial Order in Council permitting Metro Vancouver to own and operate parkland outside of its geographic boundaries;
- 3. Approve a Parkland Disposition Bylaw that will initiate an Alternative Approval Process to facilitate the transfer of the following regional parkland and built assets from Metro Vancouver to the City of Abbotsford:
 - a. Matsqui Trail Regional Park;
 - b. Sumas Mountain Inter-Regional Park; and
 - c. the eastern portion of Glen Valley Regional Park (referred to as Poplar Bar and Duncan Bar), including Crescent Island; and
- 4. Make a one-time payment of \$1,050,000 to the City of Abbotsford from the Metro Vancouver Regional Park Reserve Funds, which consists of:
 - a. \$650,000 that represents 3.2 per cent of the Regional Parks Reserve Funds as of December 31, 2016, which constitutes the City of Abbotsford's proportional share of the funds; and
 - b. \$400,000 in transitional operating funds, representing approximately one year of operating costs for Matsqui Trail Regional Park, Sumas Mountain Inter-Regional Park, and the City of Abbotsford's portion of Glen Valley Regional Park.

Financial Implications

If the Regional Parks Service Amending Bylaw No. 1255 is approved, Metro Vancouver's 2018 Annual Budget and 2018-2022 Financial Plan will be amended to reduce the operating budget by February 1, 2018

the operation and maintenance costs for Matsqui Trail Regional Park, Sumas Mountain Inter-Regional Park, and the City of Abbotsford's portion of Glen Valley Regional Park for the remainder of 2018. The City of Abbotsford's allocation of costs associated with the rest of Metro Vancouver's parkland will be reapportioned among the remaining regional park participants.

On behalf of the City of Abbotsford, the FVRD will reimburse Metro Vancouver for the City of Abbotsford's allocated costs for participating in the Metro Vancouver regional parks function from January 1, 2018, to the date the Regional Parks Service Amending Bylaw No. 1255 is approved, which is anticipated to be March 23, 2018.

Financial Impact

None.

Conclusion

As a result of recommendations made in Metro Vancouver's 2014 "Regional Parks Service Review," Metro Vancouver and the City of Abbotsford examined options to amend the boundaries of the service area and facilitate the City of Abbotsford's withdrawal from Metro Vancouver's regional parks function.

The City of Richmond's consent to "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017" will assist Metro Vancouver in meeting the objectives set out in its 2011 "Regional Park Plan," which includes goals and strategies, framework for park interpretation and stewardship program, land acquisition, and park classification.

Jere:

Beayue Louie Park Planner (604-244-1293)

Att. 1: Letter to the City of Richmond from the Metro Vancouver Regional District requesting consent to the Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017, received January 31, 2018

Attachment 1



JAN 3 1 2018

Board and Information Services, Legal and Legislative Services Tel. 604 432.6250 Fax 604 451.6686

> File: CR-12-01 Ref: RDP 2018 Jan 26

David Weber, Director of City Clerks Office City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Mr. Weber:

Re: Consent to Metro Vancouver Regional Parks Service Amendment Bylaw No. 1255

At its January 26, 2018 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) gave three readings to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017;* directed staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function; and following that, forward the Bylaw to the Inspector of Municipalities for approval.

Section 346 of the *Local Government Act* applies to municipal participating area approval and therefore a council may give participating area approval by consenting on behalf of the electors to the adoption of the Bylaw.

I respectfully ask that this matter be included on Council agenda. A sample resolution is set out below for your convenience:

"The Council of ________ approves adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* by providing consent on behalf of the electors."

A response, including Council resolution, to my attention by February 9, 2018 is appreciated. Should you have questions or need clarification, I can be reached at 604.432.6338 or by email at chris.plagnol@metrovancouver.org.

Metro Vancouver Regional District | Greater Vancouver Water District | Greater Vancouver Sewerage and Drainage District | Metro Vancouver Housing Corporation

Yours truly,

Chris Plagnol Corporate Officer

CP/kh

Encl: Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017 Regional Parks Service Amendment Bylaw No 1255, dated January 11, 2018

24364741

METRO VANCOUVER REGIONAL DISTRICT BYLAW NO. 1255, 2017

A Bylaw to Amend Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005

BACKGROUND:

- A. By Division V of Letters Patent issued January 13, 1972, as amended by further Supplementary Letters Patent, Metro Vancouver Regional District was granted the function of regional parks (the "Regional Parks Service"), and the participating areas for the Regional Parks Service were deemed to include not only Metro Vancouver Regional District member municipalities, but also member municipalities of the former Vancouver-Fraser Park District;
- B. One of the member municipalities of the former Vancouver-Fraser Park District was the former District of Matsqui, which was not within the boundaries of the MVRD;
- C. On January 1, 1995, the former District of Matsqui and the former District of Abbotsford were incorporated as the City of Abbotsford;
- D. On July 25, 2005, the Board of Directors of the Metro Vancouver Regional District adopted "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005", a bylaw to convert the Regional Parks Service and to amend the participating areas to include the area within the boundaries of the former District of Abbotsford, such that the whole of the City of Abbotsford became a municipal participating area for the Regional Parks Service;
- E. The City of Abbotsford has consented to an amendment to the "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005", to remove the City of Abbotsford as a participating area from the Regional Parks Service;
- F. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005";
- G. The Metro Vancouver Regional District has obtained the approval of the Lieutenant Governor in Council to the continued operation of the Regional Parks Service outside the boundaries of the MVRD; and
- H. Two-thirds of the participants in the Regional Parks Service have consented to the adoption of this Bylaw to amend the "Greater Vancouver Regional District Parks Service Conversion and Amendment Bylaw No. 1024, 2005".

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District, in open meeting assembled, enacts as follows:

- 1. The Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005 (the "**Bylaw**") is hereby amended as follows:
 - a) By deleting section 2 of the Bylaw; and
 - b) In section 3 of the Bylaw, by striking the phrase "City of Abbotsford" in its entirety.
- 2. This bylaw may be cited as "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017".

READ A FIRST TIME THIS 24th day of November 2017.	
READ A SECOND TIME THIS <u>ale</u> day of <u>January</u> , 2018.	
READ A THIRD TIME THIS <u>26</u> day of <u>January</u> , 2018.	
APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS day of	, 2018.
PASSED AND FINALLY ADOPTED THIS day of	, 2018.

Greg Moore, Chair

Chris Plagnol, Corporate Officer

CNCL - 71



Section G 1.1

То:	MVRD Board		
From:	Chris Plagnol, Corporate Officer		
Date:	January 11, 2018	Meeting Date: January 26, 2018	
Subject:	Regional Parks Service Amendment Bylaw No. 1255		

RECOMMENDATION

That the MVRD Board:

- a) give second and third reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No.* 1255, 2017; and
- b) direct staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function, and following that, forward the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* to the Inspector of Municipalities for approval.

PURPOSE

To consider second and third reading of the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* and to direct staff to seek consent of at least 2/3 of the participants in the regional parks function in relation to the withdrawal of the City of Abbotsford as a participant.

BACKGROUND

On November 24, 2017, the MVRD Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the MVRD Regional Parks Service, and gave first reading to the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*. Even though this Amending Bylaw had only received first reading, it was subsequently forwarded to the Ministry of Municipal Affairs and Housing for its preliminary consideration in concert with the other elements associated with the multi-pronged process of the service withdrawal.

As indicated above, consideration of this proposed Bylaw is one of several requirements associated with the withdrawal of the City of Abbotsford from the MVRD Regional Parks Service. The attached report, considered by the Board at its meeting of November 24, 2017, provides background on various elements of Abbotsford's withdrawal from the service (Attachment 2).

MVRD REGIONAL PARKS AMENDING BYLAW

The adoption of a bylaw to amend the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005* is required to facilitate the withdrawal of the City of Abbotsford from the Metro Vancouver Regional Parks function. If approved, the Amending Bylaw will amend the participants in the service area by removing the City of Abbotsford as a participant under section 2 and section 3 of Conversion Bylaw 1024.

The Amending Bylaw is before the Board for second and third reading. Once third reading is given, the Amending Bylaw will be circulated to all service area participants (which includes the City of Abbotsford) to obtain their consent to the adoption of the Bylaw. Two-thirds consent of participants is required before the Amending Bylaw can be considered for adoption. Once consent is obtained, the Amending Bylaw will be forwarded to the Inspector of Municipalities for approval with the

expectation that the Amending Bylaw can be considered for adoption at the March 23, 2018 Board meeting.

ALTERNATIVES

- 1. That the MVRD Board:
 - a) give second and third reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017;* and
 - b) direct staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function, and following that, forward the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* to the Inspector of Municipalities for approval.
- 2. That the MVRD Board receive for information the report dated January 11, 2018, titled "Regional Parks Service Amendment Bylaw No. 1255" and provide alternate direction.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, and as outlined in Attachment 2, the financial implications include a reduction the Annual Budget and Financial Plan, a reimbursement from the Fraser Valley Regional District for the City of Abbotsford's allocated costs of participating in the MVRD regional parks function for 2018, and a one-time payment by Metro Vancouver to the City of Abbotsford representing the proportional return of Park Reserve Fund contributions.

If the Board does not approve the Amending Bylaw, the City of Abbotsford will remain as a participant in the MVRD Regional Parks function which will include the associated financial implications.

SUMMARY / CONCLUSION

The MVRD Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the MVRD Regional Parks Service. This change to the service area requires an amendment to the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No.* 2014, 2005 to amend service area participants. This report brings forward the associated Amending Bylaw to facilitate this service withdrawal for consideration by the Board. Staff recommend Alternative One.

Attachments:

- 1. Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017
- 2. Report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255"

24157931

ATTACHMENT 1

METRO VANCOUVER REGIONAL DISTRICT BYLAW NO. 1255, 2017

A Bylaw to Amend Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005

BACKGROUND:

- A. By Division V of Letters Patent issued January 13, 1972, as amended by further Supplementary Letters Patent, Metro Vancouver Regional District was granted the function of regional parks (the "**Regional Parks Service**"), and the participating areas for the Regional Parks Service were deemed to include not only Metro Vancouver Regional District member municipalities, but also member municipalities of the former Vancouver-Fraser Park District;
- B. One of the member municipalities of the former Vancouver-Fraser Park District was the former District of Matsqui, which was not within the boundaries of the MVRD;
- C. On January 1, 1995, the former District of Matsqui and the former District of Abbotsford were incorporated as the City of Abbotsford;
- D. On July 25, 2005, the Board of Directors of the Metro Vancouver Regional District adopted "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005", a bylaw to convert the Regional Parks Service and to amend the participating areas to include the area within the boundaries of the former District of Abbotsford, such that the whole of the City of Abbotsford became a municipal participating area for the Regional Parks Service;
- E. The City of Abbotsford has consented to an amendment to the "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005", to remove the City of Abbotsford as a participating area from the Regional Parks Service;
- F. The Board of Directors of the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005";
- G. The Metro Vancouver Regional District has obtained the approval of the Lieutenant Governor in Council to the continued operation of the Regional Parks Service outside the boundaries of the MVRD; and
- H. Two-thirds of the participants in the Regional Parks Service have consented to the adoption of this Bylaw to amend the "Greater Vancouver Regional District Parks Service Conversion and Amendment Bylaw No. 1024, 2005".

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District, in open meeting assembled, enacts as follows:

- 1. The Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005 (the "Bylaw") is hereby amended as follows:
 - a) By deleting section 2 of the Bylaw; and
 - b) In section 3 of the Bylaw, by striking the phrase "City of Abbotsford" in its entirety.
- 2. This bylaw may be cited as "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017".

READ A FIRST TIME THIS 24th day of November, 2017.			
READ A SECOND TIME THIS	day of	, 2018.	
READ A THIRD TIME THIS	day of	, 2 018.	
APPROVED BY THE INSPECTOR OF	MUNICIPALITIES THIS da	ay of, 2	018.
PASSED AND FINALLY ADOPTED TH	HIS day of	, 2018.	

Greg Moore, Chair

Chris Plagnol, Corporate Officer



Subject:	Regional Parks Service Amendment Bylaw No.	1255
Date:	November 21, 2017	Meeting Date: November 24, 2017
From:	Carol Mason, Commissioner/Chief Administrativ	ve Officer
То:	MVRD Board	

RECOMMENDATION

That the MVRD Board:

- a) approve the terms and conditions for the withdrawal of the City of Abbotsford as a participant in the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005,* as presented in the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255", and including a one-time financial payment of \$1,050,000 to the City of Abbotsford from MVRD Regional Park Reserve Funds to be paid upon adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*;
- b) give first reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017;* and
- c) forward the draft Order in Council included in Attachment 2 of the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" for consideration by the Province of British Columbia to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries despite the provisions of s.333(4) of the *Local Government Act.*

PURPOSE

To consider first reading of the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* that will initiate the withdrawal of the City of Abbotsford as a participant in the regional parks function and to seek an Order in Council from the Province of British Columbia to permit Metro Vancouver to own and operate parkland outside of its service area boundaries.

BACKGROUND

On November 28, 2014 the MVRD Board received the report titled "Regional Parks Service Review" and approved 23 recommendations contained in the report addressing the purpose of regional parks, the service area, parkland acquisition, park development and service operations. Outcomes of the service review guided updates to the 2011 *Regional Park Plan* including goals and strategies, framework for park interpretation and stewardship program, land acquisition and park classification.

Following Board adoption of the report recommendations, discussions were initiated between Metro Vancouver and the City of Abbotsford that examined the boundaries of the service area and explored consideration of the potential withdrawal of the City of Abbotsford from the MVRD regional parks function. These discussions also opened up opportunities for the City of Abbotsford to enter into discussions with the Fraser Valley Regional District (FVRD) and explore potential regional park partnerships within the FVRD.

An agreement has now been reached between Metro Vancouver and the City of Abbotsford that will facilitate its withdrawal from the MVRD park function and transition into a regional parks function within the FVRD. This report brings forward the associated Amending Bylaw and Order in Council request to facilitate this service withdrawal for consideration by the Board.

CITY OF ABBOTSFORD PARTICIPATION IN REGIONAL PARKS

The District of Matsqui was an early participant in the regional parks function which was formed in 1967 as the "Vancouver Fraser Parks District". The regional parks function was transferred to the MVRD (previously 'GVRD') through Supplementary Letters Patent in 1972. The District of Matsqui amalgamated with the City of Abbotsford in 1995 and in 2005 the City of Abbotsford became a full participant in the regional parks function through Conversion Bylaw No. 1024.

The City of Abbotsford is currently a participant in the MVRD Regional Parks function as authorized under the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005.* The participation of the City of Abbotsford in the Metro Vancouver regional parks function is unique in this region as the municipality is physically located within the boundaries of the Fraser Valley Regional District, and is not within the Metro Vancouver Regional District boundaries. As such, the City of Abbotsford is not a member of the Metro Vancouver Regional District Board, except for the purposes of regional parks. For all other regional services, the City of Abbotsford is a member of the Fraser Valley Regional District and has political representation on the FVRD Board of Directors.

The City of Abbotsford is represented on the Metro Vancouver Regional Parks Standing Committee which meets monthly and attends MVRD Board meetings once per month to vote on regional parks items being considered by the Board.

MVRD REGIONAL PARKS AMENDING BYLAW

The adoption of a bylaw to amend the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005* is required to facilitate the withdrawal of the City of Abbotsford from the Metro Vancouver Regional Parks function. Once approved, the Amending Bylaw will amend the participants in the service area by removing the City of Abbotsford as a participant under section 2 and section 3 of Conversion Bylaw 1024.

The Amending Bylaw is being introduced for first reading and will be forwarded to the Ministry of Municipal Affairs and Housing for consideration and comment (Attachment 1). The Amending Bylaw will then come back to the MVRD Board with any changes required by the Ministry, on January 26, 2018, for second and third reading. Once third reading is given, the Amending Bylaw will be circulated to all service area participants (which includes the City of Abbotsford) to obtain their consent to the adoption of the amendment bylaw. The Amending Bylaw requires two thirds consent of participants before it can be considered for adoption. Once consent is obtained, the Amending Bylaw will be forwarded to the Inspector of Municipalities for approval with the expectation that the bylaw can be considered for adoption at the March 23, 2018 Board meeting.

ORDER IN COUNCIL REQUEST

Section 333(4) of the *Local Government Act* requires that if a regional district provides a service outside of its regional district (and consent has been obtained by the affected local government that

it may operate a service in that jurisdiction), the area outside the regional district must be identified as a separate participating area for the service "as if it were located in the regional district".

As part of the agreement for the City of Abbotsford to withdraw from the MVRD regional parks service, it has been agreed that Metro Vancouver will transfer all interests in parkland within the boundaries of the City of Abbotsford to the City of Abbotsford, with the exception of Aldergrove Regional Park. Located within both the Township of Langley and the City of Abbotsford, it has been agreed that it makes sense for a single local government to operate Aldergrove Regional Park and that given the majority of visitors to the Aldergrove Regional Park originate from Metro Vancouver, Metro Vancouver is best suited to continue to own and operate this park.

In order to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries, it will require an Order in Council (OIC) to authorize this permission without requiring the City of Abbotsford to be a participant in the MVRD regional parks function. A draft OIC has been prepared for submission to the Province of British Columbia to request this authority despite the provisions of s.333(4) of the *Local Government Act* (Attachment 2).

SERVICE WITHDRAWAL - LAND TRANSFER AGREEMENT

Under the proposed terms for the City of Abbotsford's withdrawal from the MVRD regional parks function, Metro Vancouver will transfer to the City of Abbotsford the following regional parkland and built assets: Matsqui Trail and Sumas Mountain Regional Parks and the eastern portion of Glen Valley Regional Park referred to as Poplar Bar and Duncan Bar and including Crescent Island. Some of this property is owned by the MVRD in fee simple and other portions of land are secured through long term provincial leases, statutory rights of way, licence agreements and highway use permits. A map of the lands proposed to be transferred is shown in Attachment 3. Metro Vancouver will bring forward a Land Disposition Bylaw in January to initiate an Alternative Approval Process (AAP) to facilitate the transfer of these lands.

As previously noted, the exception to the transfer of regional parkland under consideration is the Aldergrove Regional Park which is proposed to be retained by Metro Vancouver. Aldergrove Regional Park is 280 ha in size and overlaps the border between the Township of Langley and the City of Abbotsford. Half of the regional park is situated within the MVRD and the other half within the FVRD. This regional park receives over 428,000 visits annually and approximately 75% of the parks visits originate from residents within MVRD boundaries.

SERVICE WITHDRAWAL – FINANCIAL CONSIDERATIONS

The proposed terms for the City of Abbotsford's withdrawal from the MVRD regional parks function also include financial considerations. As part of the implementation of the service amendment, an amount of \$650,000 will be paid to the City of Abbotsford representing its 3.2% proportional share of the Regional Parks Reserves based on reserve balances at the end of 2016. In addition, transitional funding in the amount of \$400,000, representing approximately one year of operating costs for the Sumas Mountain Regional Park, Matsqui Trail Regional Park and Glen Valley (Abbotsford portion) Regional Park, will be transferred to the City to assist in the first year of operations of the transferred parkland.

ALTERNATIVES

- 1. That the MVRD Board:
 - a) approve the terms and conditions for the withdrawal of the City of Abbotsford as a participant in the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005,* as presented in the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255", and including a one-time financial payment of \$1,050,000 to the City of Abbotsford from MVRD Regional Park Reserve Funds to be paid upon adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017;*
 - b) give first reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017;* and
 - c) forward the draft Order in Council included in Attachment 2 of the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" for consideration by the Province of British Columbia to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries despite the provisions of s.333(4) of the *Local Government Act.*
- 2. That the MVRD Board receive for information the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" and provide alternate direction.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, the Amending Bylaw will be forwarded to the Province for consideration and comment. Once the Amending Bylaw is adopted (anticipated March 23, 2018), the 2018 Annual Budget and 2018 – 2022 Financial Plan will be amended to reduce the operating budget by removing costs for operating and maintaining the Matsqui Trail and Sumas Mountain Regional Parks and the eastern portion of Glen Valley Regional Park (referred to as Poplar Bar and Duncan Bar) and including Crescent Island, for the remainder of 2018 (approximately \$300,000) and by reapportioning the City of Abbotsford's allocation to the remaining regional park participants. The Fraser Valley Regional District, on behalf of the City of Abbotsford, will reimburse MVRD for the City's allocated costs for participating in the MVRD regional parks function for the beginning of 2018 until the date that the bylaw has been amended (January 1, 2018 to March 23, 2018). The one-time payment to the City of Abbotsford of \$1,050,000 representing the proportional return of Park Reserve Fund contributions (\$650,000) and transitional funding (\$400,000) will be paid from existing MVRD Regional Park Reserve Funds. The proposed budget amendments and the one-time payment are subject to the adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* being completed on March 23, 2018.

If the Board does not approve the amending bylaw, the City of Abbotsford will remain as a participant in the MVRD Regional Parks function.

SUMMARY / CONCLUSION

As part of the implementation of *Regional Parks Service Review*, approved by the Board in 2014, discussions have been underway between Metro Vancouver and the City of Abbotsford examining potential options to amend the boundaries of the service area and facilitate the withdrawal of the City of Abbotsford from the MVRD regional parks function.

Regional Parks Service Amendment Bylaw No. 1255 MVRD Board Meeting: November 24, 2017 Page 5 of 5

The City of Abbotsford is currently a participant in the MVRD Regional Parks function, as authorized under the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005.* The participation of the City of Abbotsford in the Metro Vancouver regional parks function is unique in this region as the municipality is physically located within the boundaries of the Fraser Valley Regional District. As such, the City of Abbotsford is not a member of the Metro Vancouver Regional District Board, except for the purposes of regional parks. For all other regional services, the City of Abbotsford is a member of the Fraser Valley Regional District and has political representation on the FVRD Board of Directors.

Discussions between the two jurisdictions have led to a proposed agreement that has now been reached between Metro Vancouver and the City of Abbotsford that will facilitate the municipality's withdrawal from the MVRD park function and its transition into a regional parks function within the FVRD. The changes to the service area will require an amendment to the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005* to amend service area participants, a Provincial Order in Council to permit Metro Vancouver to own and operate parkland outside of its geographic boundaries, approval of a Parkland Disposition Bylaw approving of the disposition of lands, and the one-time payment of \$1,050,000 to the City of Abbotsford representing its proportional share of the MVRD Regional Park Reserve Funds of \$650,000 and \$400,000 in transitional operating funds.

This report brings forward the associated Amending Bylaw and Order in Council request to facilitate this service withdrawal for consideration by the Board and Alternative One is recommended.

Attachments:

- 1. Metro Vancouver Regional District-Regional Parks-Service Amending Bylaw No. 1255, 2017 (Doc #23751340)
- 2. Draft Order in Council
- 3. Map of Properties to be Transferred to Abbotsford through the Service Area Bylaw Amendment (Doc #23755629)

23748206



То:	General Purposes Committee	Date:	January 17, 2018
From:	Jane Fernyhough Director, Arts, Culture and Heritage Services	File:	11-7000-09-20-249/Vol 01
Re:	Minoru Centre for Active Living Entries and Arrivals Public Art Concept		

Staff Recommendation

That the concept proposal and installation for the Minoru Centre for Active Living Entries and Arrivals public artwork "Together" by artist David Jacob Harder, as presented in the report titled "Minoru Centre for Active Living Entries and Arrivals Public Art Concept," dated January 17, 2018, from the Director, Arts, Culture and Heritage Services, be endorsed.

Jane Fernyhough

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

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Department Parks Planning and Design Recreation & Sports Services Capital Buildings Project Development	R R R R	Gren	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO	

Staff Report

Origin

On May 8, 2017, Council endorsed the issuance of a revised Artist Call for the Minoru Centre for Active Living Entries and Arrivals Public Art Project, as described in the staff report titled, "Minoru Centre for Active Living Entries and Arrivals Public Art Project Review." The revised Artist Call provided specific terms of reference, that the artwork:

- Connect to the history of Minoru Park.
- Tell the story of Minoru Park as a place for sports, cultural activity and community enjoyment.
- Be integrated with the site and landscape to provide a human-scale gathering place.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

- 2.1. Strong neighbourhoods.
- 2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.
- 2.4. Vibrant arts, culture and heritage opportunities.

Analysis

Minoru Civic Precinct Public Art Plan Vision for Entries and Arrivals

The vision for the Minoru Centre for Active Living is to be exceptional, sustainable, accessible, synergistic, connected and a centre of excellence for active living and wellness. The public artwork for the Minoru Centre for Active Living Entries and Arrivals area supports the broader project goals and guiding principles by:

- Contributing to a sense of place.
- Reinforcing the sense of entry and orientation for the complex.
- Creating artwork of the highest quality.
- Reflecting the principles of sustainability.

Terms of Reference – Minoru Centre for Active Living Entries and Arrivals Artwork

The Public Art Terms of Reference for the Minoru Centre for Active Living Entries and Arrivals Artwork (Attachment 1) describes the art opportunity, themes, site description, scope of work, budget, selection process, schedule and submission requirements. An artist call for submissions

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was issued on July 24, 2017, with a deadline of August 31, 2017. Eligibility was for professional artists residing in Canada.

Minoru Centre for Active Living Entries and Arrivals Artwork - Public Art Artist Selection Process

Twenty-five submissions by artists from across Canada were received during the first stage of the process. On October 23, 2017, following the Public Art Program's administrative procedures for artist selection for civic public art projects, a selection panel comprised of three Richmond residents and two Vancouver-area artists reviewed the submissions.

Members of the selection panel included:

- Glen Andersen, Artist, Richmond resident
- Rosemary Nickerson, Stakeholder Advisory Committee and Aquatic Users Association, Richmond resident
- Kush Panatch, Minoru Major Facility Building/Technical Advisory Committee, Richmond resident
- Heather Passmore, Artist, Vancouver resident
- Clare Yow, Artist, Vancouver resident

City staff attended the selection panel meeting to provide project background for the selection panel and to address technical questions.

In reviewing the submissions, the selection panel considered how the proposal responded to the themes identified in the artist call and the potential to create a compelling work of art as evidenced in the samples of past projects provided by the applicants. Following discussion and deliberations, the panel shortlisted five artists and artist teams to develop their initial approach to the project and to present a concept proposal in an interview with the selection panel.

The shortlisted artists were:

- David Jacob Harder, Wells, BC
- Hadley Howes, Toronto, ON
- Maskull Lassere, Squamish, BC
- Susan Point and Thomas Cannell, Vancouver, BC
- Ronald Simmer, Burnaby, BC

As per the terms of reference, the preliminary concept proposals by the five shortlisted finalists responded to the themes of "history," "sports" and "human-scale." These themes reflect Minoru Park's significant role as a centre of sports and community gathering within Richmond and provide a connection to the past for visitors to the Minoru Centre for Active Living and the Minoru Park Precinct. The five proposals represented a wide range of styles and materials, from colourful, whimsical approaches to meditative contemplations on the human history of the site.

The selection panel provided recommendations for the shortlisted artists to consider in advancing their concept proposals, including identifying technical concerns.

The artists attended site orientations with staff on November 8 and 23, 2017, and refined their concept proposals for submission to the City by November 28, 2017. City staff reviewed the proposals for technical concerns and provided comments. These comments were considered by the selection panel prior to its final recommendation.

On December 6, 2017, the selection panel met to interview the five shortlisted artist teams. Following lengthy and thoughtful deliberation, the panel recommended the concept proposal *Together* by artist David Jacob Harder for the Minoru Centre Entries and Arrivals Artwork commission. The panel praised the proposal for its compelling overall representation of an adult and child walking towards the main entry. At a closer scale, the artwork reveals miniature shapes of multiple community members engaged in various activities that will create lasting memories.

Recommended Artist

David Jacob Harder is an artist from Wells, BC, with extensive public art experience. David will be partnering on this project with his brother Aaron Harder, a specialist in fabrication and project management, and Karl Matson of Rolla, BC, a professional sculptor and mixed media artist. Joseph Sanchez, founding member of Professional Indian Native Artists Inc., Winnipeg, will act as project advisor and provide support on public communications and working with diverse cultures.

Further information about the artists and examples of the artists' previous public art projects are contained in Attachment 2 to this report.

Recommended Public Art Concept Proposal

The two large figures that comprise the artwork *Together* will be placed in the east entrance plaza in the central landscaped island located between the paths leading to the front entrances for the Minoru Centre for Active Living from the Granville Avenue drop-off zone. The work will welcome visitors and signal entry and arrival. With a height of approximately 15 ft. and a form made up of silhouettes of people and activities, *Together* will create a highly visible landmark that is both universal and personal. The figures, cut from 3/16 in. hot rolled steel plate, will be finished with an industrial enamel and/or powder coat in a neutral colour to preserve the work for maximum lifespan and clean aesthetics (Attachment 3).

The artist describes the artwork as follows:

"For this particular work we are interested in representing the community and its characteristics as two human figures composed of hundreds of silhouettes of people . . . Conceptually, this composition will reflect the positive messages of inclusion and diversity, all the while paying respect to the history of the area and the many activities of its residents. . . With this work we look to identify where each individual helps compose the greater sum—and with the creation of this artwork also hope to apply such concepts in as literal a fashion as possible."

Internal lighting through programmed LEDs is proposed to add colour to the figures in the evening.

The artists propose a consultation phase with community groups to request volunteers to pose for the silhouettes and activities for inclusion in the artwork. David and Joseph will use photos of individuals to create the silhouettes which will then be used through a computer design program for the metal cutting. Approximately 130–150 silhouettes will be featured.

A technical review and coordination phase with the architect-led design team will be included with the Design Development phase of the artwork. The exact final location will be determined at the technical review and co-ordination phase. The artist, City staff and design consultants will continue to meet to review construction coordination and implementation budgets.

On January 16, 2018, the Public Art Advisory Committee reviewed the selection process and the concept proposal; they enthusiastically endorsed the *Together* project, noting strong support for the artwork though the selection process. Technical considerations raised by the Committee concerning safety and climbability will be addressed by the artist during design development.

Financial Impact

There is no new financial impact for this project.

The total public art budget for the Minoru Centre for Active Living Entries and Arrivals public artwork is \$200,000 funded out of the approved Major Facilities Phase I Projects. Any repairs required to the artwork will be the responsibility of the Public Art Program. City funds for maintenance would be allocated out of the Public Art Program's annual operating budget.

Conclusion

The new Minoru Centre for Active Living facility represents an opportunity to integrate public art to enhance the identity and vibrancy of the Minoru Civic Precinct. The public artwork *Together* will assist in the renewal of the Minoru Precinct consistent with the goals of City Centre Area Plan offering a vibrant, urban environment for people and events, and providing an identity for the heart of the City.

Staff recommend that Council endorse the proposed concept and installation of the Minoru Centre for Active Living Entries and Arrivals public artwork entitled *Together*, by the artist team led by David Jacob Harder, as presented in this report.

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Eric Fiss Public Art Planner (604-247-4612)

Att. 1: Minoru Centre Entries and Arrivals Artist Call July 2017

- 2: Artists' Bios and Examples of the Artists' Previous PublicArt Projects
- 3: Minoru Centre for Active Living Entries and Arrivals Artwork Concept Proposal

ATTACHMENT 1

PUBLIC ART RICHMOND

call to artists



Figure 1. View of main arrivals plaza, Minoru Centre for Active Living

OPPORTUNITY

The Richmond Public Art Program is seeking an artist or artist team to create a site-responsive artwork for the entry and arrival zone of the new Minoru Centre for Active Living, 7191 Granville Avenue, Richmond, B.C. All information about the project is contained herein.

This is a two-stage open artist call. Following review by the selection panel of the submitted artists' statements of interest and conceptual proposals, up to five artists will be shortlisted and invited to develop their concept proposals and attend an interview. An honorarium of \$2,000 will be paid to each of the shortlisted artists or artist teams. A travel allowance will be available for shortlisted artists residing outside of the Greater Vancouver area.

Budget: \$200,000 CAD

Eligibility Requirements:	Open to professional artists and artist teams residing in Canada.
Deadline for Submissions:	Thursday, August 31, 2017, 4:00 p.m. PDT
Installation:	Installation in Spring 2018

Minoru Centre for Active Living Entries and Arrivals Artwork

Request for Proposals (RFP)

July 2017



THEMES

The City of Richmond and stakeholders for the Minoru Centre for Active Living have identified three themes to provide a point of departure for interested artists to develop their conceptual ideas. These are to:

- Connect to the history of Minoru Park;
- Tell the story of Minoru Park as a place for sports, cultural activity and community enjoyment; and
- Be integrated with the site and landscape to provide a human-scale gathering place.

Artists are encouraged to consider the history of Minoru Park, to provide a connection to the past for today's visitors to the Minoru Centre for Active Living and to the Minoru Park Precinct (Figure 1).

BACKGROUND AND CONTEXT

Minoru Park is a 45 acre recreational and cultural park site in the centre of Richmond. This large green space is enclosed by development on the streets around its edges, and contains recreational and arts facilities, civic facilities, playfields, gardens, and open space.

The heritage value of Minoru Park is due to its historic association to events and periods which have influenced the development of Richmond as a city. Originally part of Sam Brighouse's property (Figures 2 and 3), the park's history spans and chronicles early settlement and land acquisition in Richmond, aviation history, the social legacy of the Minoru racetrack, democratic and civic processes, and the design and planning of an important city park (Figures 4-7).

Equally significant is the physical evolution of the park beginning in 1907 and resulting in a major public open space with a wide diversity of uses. Over time, its landscape has accumulated features associated with different uses, designers, planners and local government decision-making. There are trees that date from the days of the Minoru Racetrack, developed in 1909.

Minoru Park has cultural and social heritage value, functioning as an important gathering place for the community, and its civic and recreational facilities have accommodated a variety of activities. Serviced by the B.C. Electric Railway, Minoru racetrack became the centre for social life in early Richmond, and the City Hall has been associated with this area since the early part of the 20th century. Throughout its history, the park has provided its grounds, buildings and sports facilities for many community events. It is a diverse, layered landscape that continues to be well used, and it is symbolic of the city's determination to maintain open space in the centre of the city.

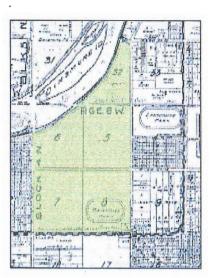


Figure 3. Map showing extent of Sam Brighouse's land in Richmond City of Richmond Archives

In 1864, Samuel (Sam) Brighouse purchased 697 acres on Lulu Island Minoru Park is located in Section 8 (the lower right green square in the map above), showing the former location of the Minoru Racetrack between Gilbert Road and No. 3 Road north of Granville Avenue.

MINORU CENTRE FOR ACTIVE LIVING

Embracing the City's vision to build a Centre of Excellence for Active Living and Wellness, the Minoru Civic Precinct capital program includes a new integrated, multi-purpose complex to house an aquatic centre, seniors centre and space for other recreation and community needs. Currently under construction, this 110,000 square foot complex will replace and expand services currently available at existing facilities in the Precinct.

The Guiding Principles adopted by City Council for the Minoru Civic Precinct reflect high expectations and will inform forward-thinking design, public art and community-building possibilities:

- Be Exceptional
- Be Sustainable
- Be Accessible
- Be a "Centre of Excellence for Active Living and Wellness"
- Be Synergistic
- Be Connected.

The selected artist will have experience working with multiple stakeholders and the proven ability to fabricate their own work or to work with fabricators and installers.

The Minoru Centre of Excellence for Active Living is a multi-purpose facility. It is important to develop a strong aesthetic that signals entry and provides clarity of the building's internal functions at the entrances. Public art, working in concert with architectural and landscape design, can invite building users towards the services and activities they are seeking.

LOCATION

The Minoru Centre of Excellence for Active Living entrance and arrivals area is shown in Figure 8.

The Artwork location will be limited to the landscaped island indicated on the site plan. The plantings may be reconfigured to accommodate the proposal. Pathways must remain clear for service vehicles. Artists are encouraged to visit Minoru Park prior to submitting.

The artwork may be a single piece, or a series of pieces to create a sense of place and present a unique narrative for the entry and arrival zones. By positioning artworks within the entry plazas, the selected artist will need to be mindful of the full range of activities and events that need to be accommodated at various times.

Figure 4. First airplane visitor to

Figure 4. First airplane visitor to B.C. at Minoru Park -- [1910] City of Richmond Archives



Figure 6. The grandstand at Brighouse Park Race Track in Richmond, BC -- [1924] City of Richmond Archives

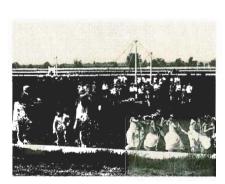


Figure 7. Minoru Track, Eileen Faulkner May Queen -- [ca 1927] City of Richmond Archives

PUBLIC **ART** RICHMOND



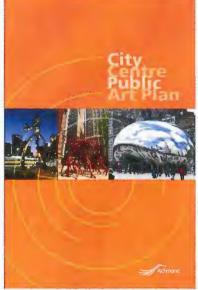


Figure 9. Cover of City Centre Public Art Plan

The City Centre Area Plan proposes that "a significant work unique to Richmond's community would bring art, sport and culture together in the Minoru Precinct".

Figure 8. Site Plan.

BUDGET

The total budget established for this project is \$200,000 CAD. This budget include fees, design, permitting as needed, engineering fees, fabrication, installation, photaxes (GST excluded). Travel to Richmond and/or accommodation for the selected expense.

ARTIST ELIGIBILITY

This opportunity is open to artists or artist teams residing in Canada. Qualified artists will have proven experience developing artworks, specifically for civic projects. City of Richmond staff and its Public Art Advisory Committee members, selection panel members, project personnel, and immediate family members of all of the above are not eligible.

Artists that are currently under contract with the City in a public art project are ineligible for other projects until the current contract is deemed complete.

A selection panel will recommend the artist/artist team through a two-stage open call process. For stage one, artists are asked to submit a preliminary idea or approach for the site. For stage two, artists will be asked to prepare detailed concept designs based on the preliminary proposals and attend a finalist presentation and interview. An honorarium of \$2,000 will be paid to each of the shortlisted artists or artist teams.

Out-of-town finalists will be reimbursed for travel and lodging expenses to attend the orientation and interview in Richmond to a maximum of \$1,000. If applying as a team, the allowance for travel may not fully reimburse all team members.

A selection panel comprised of three (3) art or design professionals, one (1) representative from the Aquatic Centre stakeholder group, and one (1) representative from the Seniors Centre stakeholder group will review the applicants' materials. Representatives from the design team will serve as advisors to the panel. Based on the selection criteria listed below, the panel will select up to five (5) finalists to develop their concept proposals.

The finalists will be invited to an orientation session to discuss the opportunity and constraints with City staff and the design team.

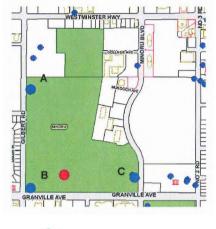
On the basis of the second-stage presentation and interview, the selection panel will then recommend one artist or artist team to City Council for endorsement.

The panel reserves the right to make no recommendation from the submitted applications or finalist interviews.

ARTIST SELECTION CRITERIA

Submissions to the call will be reviewed and decisions made based on:

- How the proposal connects to the history of Minoru Park;
- Ability of the proposal to tell the story of Minoru Park as a place for sports, cultural activity and community enjoyment; and
- Integration of the artwork with the site and landscape to provide a humanscale gathering place.
- Ability of the artwork to respond to the existing character of the site by taking into account scale, colour, material, texture, content and the physical characteristics of the location.
- Artistic merit of artist Statement of Interest and Conceptual Artist Sketch (Stage 1) and Detailed Concept Proposal (Stage 2).



PUBLIC **ART** RICHMOND

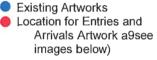


Figure 10. Examples of public artworks in the Minoru Precinct



Figure 11. **A**.Gateway, Tyler Hodgins, Gateway Theatre. 2010.

PROJECT TIMELINE

Submission Deadline:	Thursday, August 31, 2017, 4:00 p.m. PDT
Finalist Notifications and Site Orientation:	September 2017
Finalist Interview:	Thursday, October 19, 2017*
Completion:	Spring 2018
*ALL APPLICAN	TS ARE ASKED TO RESERVE THIS DATE ON THEIR CALENDARS.

SOURCES FOR ADDITIONAL INFORMATION

THE MINORU CIVIC PRECINCT DEVELOPMENT THE CITY OF RICHMOND THE MINORU CIVIC PRECINCT ART PLAN

SUBMISSION REQUIREMENTS

Email all documentation as one (1) PDF document in Portrait format, not to exceed a file size of 5 MB to: publicart@richmond.ca

- INFORMATION FORM Please complete the information form attached to this document.
- STATEMENT OF INTEREST 300 words (or less) that explain why the artist/team is interested in this opportunity and how their practice relates to this project and the posted selection criteria. If applying as a team, please address how team members work together in the statement of interest.
- CONCEPTUAL ARTIST SKETCH (1 page maximum) a preliminary concept visualization to accompany the Statement of Interest and how you are responding to the posted selection criteria.
- ARTIST CV Two page (maximum) current professional resume. Teams should include two-page resumes for all members as one document. PDF format is required.
- DIGITAL IMAGE WORK SAMPLES Applicants must submit a maximum of **12 samples of past work** that best illustrate their qualifications for this project. Submit each image on a separate page, portrait format, and include title of work, artist(s), location, commissioning agency, date and budget. If applying as a team, the team submits no more than 12 images.
- REFERENCES Three (3) references who can speak to your abilities, skills and accomplishments. Please provide name, title and contact telephone number and/or email.

SUBMISSION GUIDELINES

- 1. All supporting documents must be complete and strictly adhere to these guidelines and submission requirements (above) or risk not being considered.
- 2. All submissions must be formatted to 8.5 x 11 inch pages, portrait format.
- 3. Submission files must be 5 MB or smaller.
- 4. If submitting as a team, the team should designate one representative to complete the entry form. Each team member must submit individual resume/curriculum vitae. (See Submission Requirements)
- 5. All documents must be sent by email to: publicart@richmond.ca

ADDITIONAL INFORMATION

- 1. The selected artist will be required to show proof of WCB coverage and \$2,000,000 general liability insurance.
- 2. Please be advised that the City and the selection panel are not obliged to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the Artist Call as required.
- 3. All submissions to this Artist Call become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright in the concept proposal. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.
- 4. Extensions to the submission deadline will not be granted under any circumstances. Submissions received after the deadline and those that are found to be incomplete will not be reviewed.

QUESTIONS

Please contact Eric Fiss, Public Art Planner: Tel: 604-247-4612

E-mail: publicart@richmond.ca www.richmond.ca/publicart



Figure 12. **B.** Commemorative Fire Fighter, Nathan Scott, 2017



Figure 13. C. Minoru Horse, Sergei Traschenko, Minoru Park, 2009.

PUBLIC **ART** RICHMOND

ATTACHMENT 2

Artists' Bios and Examples of the Artists' Previous PublicArt Projects

City of Richmond Minoru Centre for Active Living Public Artwork

David Jacob Harder, Karl Mattson, & Aaron Harder (Conquest Projects)

The group is interested in the new ways of working with a community to tell their story of both the past and future histories. Within our practices we focus on a heightened awareness of the malleability of the social landscape and our interactions within it and within the community. Congruently, we look to draw attention to activities, our connection to the ecosystem and the diverse community that compose the mosaic of the area's history. Using an arrangement of both human figure and land-based elemental signifiers we look to create a language to engage the public into a dialogue with the park and its numerous activities to further understanding its history and help insert it within the greater context of the things we share.

We see this project as an opportunity to call to mind the integration of so many cultures that compose the area, all the while celebrating the rich settings of the landscape and the active community. Ultimately we see this as way to exemplify the methods that residents have innovated a rich understanding the principles of a healthy active community and appreciation for the park's role in it. This paradox is central to the proposed artwork and we continue to investigate new ways to present such theories to the viewer.

As a team we are passionate about presenting artwork in the public sphere to reach a broad new audience with concepts that stimulate investigation and imagination - all the while facilitating emotive responses, such as pride and respect. Between us we have a wealth of experience in public art installations and have completed numerous projects throughout Western Canada and parts of Europe. Atop of this, both David Jacob Harder and Karl Mattson have numerous year experience in art festival production and project management and Aaron Harder has over 15 year experience in industrial, commercial, and residential projects and is a certified WorkSafe officer. This experience, coupled with the groups works in public sculpture, have proven to be invaluable when dealing with budget, timelines, contracts, subcontractors, as well as public spaces and safety.

david jacob harder , B.F.A., B.A.

PO Box 186 Wells, BC. V0K 2R0 Ph: (250) 681-3403 email: davidjacobharder@gmail.com

Exhibitions & Public Artworks

Upcoming

City of Kelowna Permanent Public Sculpture, *From Within* (Solo) September 2017 Temporary Public Sculpture, Alternator Gallery, Kelowna BC(Solo) Fall 2017

Past (selected)

Two Rivers Public Gallery, Sculpture Garden, Prince George, BC (Solo) July 2017

Emergence, Dawson Creek, Alaska Hwy Mile 0 British Columbia, March 2017 Public Sculpture collaboration (Group

Temporary Public Artwork - Winter Carnival, *Prince George City Hall*, January 2017 Prince George, BC (Solo)

Back to the Land, Neighborhood Time Exchange/Emily Carr University January 2017 Prince George, British Columbia (Solo)

Campbell Bay Music Festival, Public Artwork, Mayne Island British Columbia(Group) June 2016 *(un)tamed& (un)earthed ,* Station House Public Gallery, Williams Lake, BC (Solo) March 2015 *Styx & Stones,* Penticton Art Gallery, Penticton, BC *(Group-Invitational)* Fall 2014

Casse-Tete Experimental Music Festival, Prince George, BC June 2014

(*un*)*earthed* & (*un*)*tamed*, Break Art Mix Artist Residence, Paris, France (Solo) April 2014 Mending the Past, Site Specific Public Sculpture, Gourvese, France Spring/Summer 2014 60 artists 60 Spaces: Rotary Centre of the Arts Central Okanagan Arts Council, Fall 2013 Kelowna, BC (juried, group)

Nanaimo Public Sculpture: (un)tamed , Nanaimo, BC (solo) May 2013

Into the Subconscious, Rotary Art Centre, Kelowna, BC (juried, group) May 2013 Cooney Bay Earthworks Trail, Kamloops Lake, BC (invitational, solo) 2011-2012

Seeing Double, Arnica Artist Run Centre, Kamloops, BC (juried, group) 2012

Traverse, Thompson Rivers University Art Gallery, Kamloops, BC (invitational, group) 2011 david jacob harder - CV - 2017

The Freemont Block: 100 Years of Recollection, John Freemont Building, Kamloops, BC 2011 (invitational, group)

In the Year to Come, Speakeasy Gallery, Kamloops, BC (invitational, group) 2011

Curatorial

Island Mountain Arts Public Gallery Curator August 2012 – January 2017 Narrative, Dream and the Colours in Between: the Visual Studies of Paula Scott, 2012 Thompson Rivers University (TRU) Art Gallery, Kamloops, BC (with catalogue) Innocent Citizen: Art as Activism, TRU Art Gallery, Kamloops, BC 2011

Education

Bachelor of Fine Art, Thompson Rivers University 2012 Kamloops, BC Bachelor of Arts, History Major, Thompson Rivers University, 2012 Kamloops, BC



(un)tamed, David Jacob Harder -Aaron Harder (concrete) Nanaimo, BC, City of Nanaimo, 2013,\$6500



From Within, David Jacob Harder -Aaron Harder (Subcontractor), Kelowna, BC \$55,000

KARL MATTSON - Rolla, BC

Selected Exhibitions:

2017: Emergence, collaboration sculpture, Dawson Creek. Project Manager. and working under advisor Brian Jungen 2016: solo Exhibition, Critical Mass, pop up gallery, 100 mile House B.C 2016: Solo Exhibition, Station House Gallery, Williams Lake, BC (October) 2016: The Expedition . Group Exhibition by the Mattson family at the Art Gallery of Grande Prairie (March) 2016: Solo Exhibition, Lantern Gallery, Winnipeg, Manitoba (January) 2015: Calgary, painting, Regional Art Show, Tumbler Ridge, BC 2015 : Featured Artist, Sweetwater905 Arts and Music Festival 2015; Life Pod, s culpture, Solo Exhibit at Two Rivers Art Gallery, Prince George, BC (July 2014-July 2015) 2014: Lost, Life Pod-Vesse / Solo Exhibition, Dawson Creek Art Gallery (October) 2014: Lost, s culpture, ArtsWells Art and Music Festival, Wells B.C 2014: Vessel, sculpture, Regional Art Show, Fort St John Art Gallery 2014: Featured Artist, Sweetwater905 Arts and Music Festival 2013: Life Pod, Exhibition at ArtsWells Art and Music Festival, Wells B.C 2013: Sculpture unveiling at the Rose Garden, Pioneer Village, Dawson Creek B.C 2013: Featured artist, Sweetwater905 Arts and Music Festival 2012: Mural, Ken Borek Aquatic Center and Climbing Wall, Dawson Creek, BC 2011: FILM, Sisters of Karnataka, official selection, Toronto Independent Film Festiva I, Toronto, ON 2011: FILM, Sisters of Karnataka, official selection, Ree I Shorts Film Festiva I, Grande Prairie. AB 2011: Life Pod, sculpture, unveiling at Scavenger Studio, Rolla, BC, August 2010: FILM - Industria I Evolution, officially selected for Ree I Earth Film Festiva I. New Zealand, June 5 2010: FILM - Sweetwater to Saltwater, officially selected for Ree I Paddling Film Festiva I, various dates throughout North America 2010: FILM, Keeping the Peace, officially selected for Waterwalker Film Festiva I, various dates throughout North America 2010: FILM, Keeping the Peace officially selected for Ree I Shorts Film Festiva I, Grande Prairie, AB, April 24-26 2006: The Expedition, Collaborative Exhibit, Dawson Creek Art Gallery, Dawson Creek, BC, September- November 2006: FILM. Arctic Journeys II. Canfor Theatre, Prince George, BC, presentation of Sweetwater to Saltwater film with two other arctic canoeing journeys, March 29 2004: Traffic Circle Sculpture, Alaska Highway sculpture commissioned by the City of Dawson Creek, unveiled April 27 Professional Training/Artistic and Administrative Duties

1997-Present: Host and co-organizer of Sweetwater905, a multi-disciplinary arts festival that now takes place on my property. This is an annual event with audiences of up to 600. 2011 (December) – Worked for Brian Jungen as a production assistant 2009: National Film Board of Canada funding to bring filmmaker Nettie Wild to my home to provide guidance in filmmaking.

2002: Photography training with Don Pettit, Dawson Creek, BC

1990-1993: Various evening workshops and courses with Laine Dahlen, Visual Arts Program, Northern Lights College, Dawson Creek, BC



Surveyor, Karl Mattson, Dawson Creek, BC, City of Dawson Creek, 2004, \$30,000

Aaron Harder - Conquest Projects

2582 Hydraulic Rd. Quesnel, BC, V2J 4H3

Email: aaronharder@hotmail.ca Ph: (250) 983 9803

Professional Experience

Conquest Projects (owner/ operator) Specialized in architectural / artisan concrete, finish carpentry, millwork, and steel fabrication 2007-present C2000 Cont Ltd Industrial construction supervisor civil construction (specialized industrial foundations and concrete) 2004 -2007 C2000 Construction Ltd Apprentice/ Carpenter 1999 -2004

Public Art

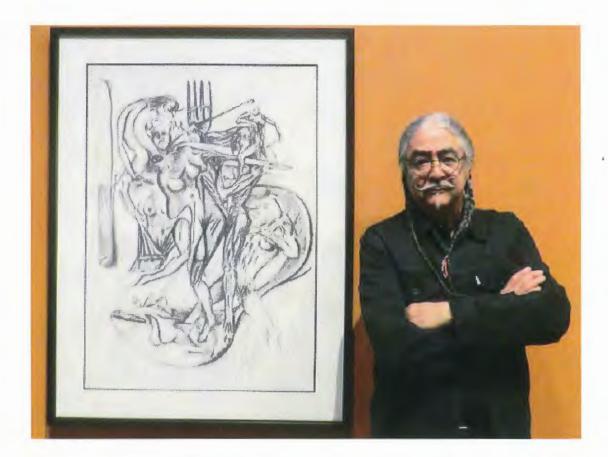
City of Kelowna Permanent Public Sculpture *From Within* (subcontractor) 2017 West Fraser Centre Arena 3D Mural, Quesnel, BC (project Manager) 2017 *Nanaimo Public Sculpture: (un)tamed ,* Nanaimo, BC (subcontractor) 2013

Education and Certification

Work Safe Construction Safety Officer -BC Safety Authority 2005 Journeyman Carpenter - College of New Caledonia, Prince George, BC 2004



Workers Memorial Sculpture, Karl and Emilie Mattson, Dawson Creek, BC, City of Dawson Creek, 2003. \$40,000



Joseph Sanchez, project advisor

Sanchez was the Chief Curator at the IAIA Museum, now known as the Museum of Contemporary Native Art, and was acting Director until 2010.

He was also a member of the The Professional National Indian Artists Incorporation, better known as the Indian Group of Seven, was a group of professional First Nations artists from Canada, founded in November 1973. (other members included Daphne Odjig, Alex Janvier, Norval Morrisseau and others)

Additional support on: public communications, working with proper representation of diverse cultures, and composition. Minoru Centre for Active Living Entries and Arrivals Artwork Concept Proposal

Together

David Jacob Harder, Karl Mattson, & Aaron Harder



Together

When bonded with the appropriate principles and form, art and community converge to empower, enrich, and exemplify inclusion and cohesion. This work looks to do so by inserting the artist as community collaborator and enable the people to interact first-hand with the artist to become part of the work both in form and concept. In doing so we hope to give the community a sense of ownership over the work and the place, all the while, promote and celebrate the diversity and the unity of the residents.

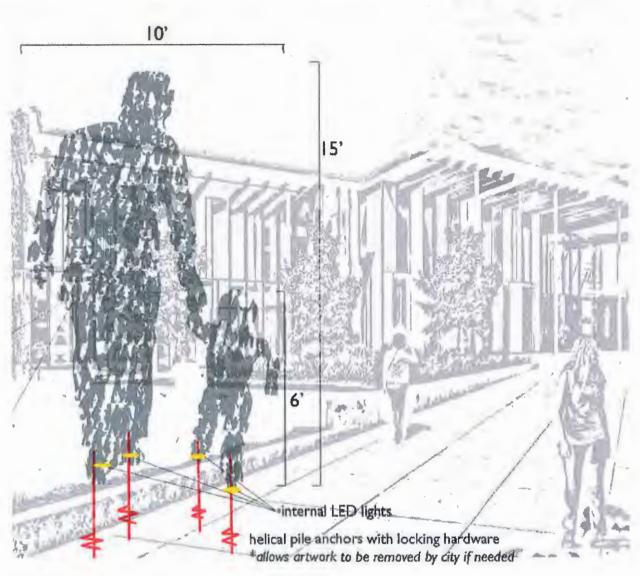
For this particular work we are interested in representing the community and its characteristics as two human figures composed of hundreds of silhouettes of people and identifiers from the neighbourhood and surrounding area. Essentially we are looking for the piece to compose the community and the community together to collectively make a positive figure and icon. Conceptually, this composition will reflect the positive messages of inclusion and diversity, all the while paying respects to the history of the area and the many activities of its residents. The artwork is a pluralistic form with a multiplicity of referentials alluding to community, education, activities, history, celebration, and collaboration. With this work we look to identify where each individual helps compose the greater sum - and with the creation of this artwork also hope to apply such concepts in as literal a fashion as possible.

We find it to be of the utmost importance for the figure to host inclusive characteristics in order for the piece to relay positive connotations and enable everyone to identify with it. Colour and form are essential to these characteristics. We would look to position the figure to exude togetherness upon a glance. It is also of the upmost importance for the figure to be finished with the both raw and finished to complement the surroundings of both the organic and the architectural . The piece would stand as an androgynous figure to further denote the inclusiveness and allow everyone who saw it to be able to insert themselves into the narrative we are presenting.

designed by david jacob harder

1

Together David Jacob Harder, Karl Mattson, & Aaron Harder



Basic Tech Sheet Steel figure attached to helical pile anchors, Figure 10' x 15'

•Each section of body cut out of 3/ 16" steel and held together with high steel welds and locking fasteners •all edges given a rounded chamfer for public safety.

•figures attached to I2"concrete pedestal (or equivalent)w/ spread footing helical pile under each leg. *all to be engineered specs

•figures hollow with interior lighting from base

possition and pose of piece flexible

•Detail Shows body of figures made up of steel silhouettes of people and elements of the active community and park.



*feature elements TBD in partnership with groups and City.



Scale model of upper torso to show examples of proposed form, character and lighting of the artwork

CITY OF RICHMOND- Minoru Centre for Active Living - Public Art 2018

Together technical and performance criteria & Maintenance information David Jacob Harder - January 2018

Technical and performance criteria

- All products meet CSA requirements
- Sculptures built to the CSA Playground Guidelines and the BC Building Code standards
- Base and foundation designed by certified professional engineer and inspected prior to installation and after installation
- Materials meet and/or exceed Canadian Welding Bureau (CWB) Specifications for Structural steel and welds.
- All welds inspected by certified CWB ticketed welder to meet CSA certification standards.
- Finish Coating applied by professional industrial painting professional
- Electrical installation installed by certified industrial electrician

Maintenance information

- Base to have openings for maintenance
- Lighting bulbs to be replaced when burn out (high efficiency LED lighting)
- Debris removed from inside the sculpture vessel
- Powder coating will last 25-30 years before needing an maintenance to fill potential chips and fading
- If for some unforeseen reason and/or emergency purpose the work needs to be removed, disassembly and removal instructions provided.

Together Preliminary Budget

Budget	
Materials *costs estimate through local providers	
Steel and Fabrication Supplies (incl. consumables)	\$30,000.00
Helical piles and Mounting Hardware installed & Engineered by Provincial Helical Pile Ltd.	\$5,500.00
Lighting & Electrical	\$11,500.00
Specialty equipement I.E. forming press/shaping dies	\$3,500.00
Labour & Fee	
Artists Fees (20%) *artist fee available for additional contingency if needed	\$40,000.00
Welding, Fabrication and Frame assembly (2 shops 275hrs @ \$100/hr, 8-10 weeks)	\$55,000.00
Electrician (8hrs including site prep)	\$1,500.00
Coating and finishing	\$11,000.00
Transportation, Travel, & delivery	\$10,000.00
Accomodations	\$3,000.00
Installation (mobile crane/ -4 people)	\$3,000.00
Design, Project Management, and overheads	\$5,000.00
*including insurance, technical drawings, correspondence etc.	
Engineering (Elemental Engineering)	\$2,000.00
General Labour (assistant 250hrs @ \$20/hr)	\$5,000.00
Contingency	\$10,000.00
Advisor fee (Joseph Sanchez)	\$4,000.00

TOTAL

\$200,000.00

Suppliers	item
Elemental Engineering Ltd.	Engineering
Quesnel Iron	Metals
Techno Metal Post (Burnaby)	Helical piles & Foundation Installation
LED World Canada	Lighting
Conquest Projects	Fabrication, Shipping, Installation
XCaliber Crane (Richmond)	Crane installation
Active Rental	Specialty equipement Welding Consumables
KMS Tools,	Fabrication Consumables
Hopemate Elc (Richmond)	Electrical Installation
GreenTree Electrical Ltd.	Electrical -Lighting installation
Brodex Industries Ltd.	Steel supply
Provincal Helical Piles Ltd.	foundation contractor
Sculpture Supply Canada	EPS foam
Nortern Industrial Supply	Fabrication Consumables
Active Rent-All	Welding Consumables
Summit Electric Ltd	Lighting/Elec.components

*List of suppliers and subcontracters pending approval of overall project & budget

Together DRAFT Implementation Schedule (subject to review with City staff)

Henyth	Conceptual & Management	Fabrication	Purchasing & Rental
Once a month Meeting	All parties meet to check in for Progress Reports and consultation		-
January	-Team Meeting - Letter of Agreement, -Model Design -Finalize Budget and Timeline -Confirm quotes Suppliers & Subcontractors	16 G Model	Model & budget
February	-Meeting with City, Contracting -Public collaboration Schedule /Open call to Public(print and social media) -Site visits and mock up on-site -Detailed Design Proposal, Lias and conclude Englineering, -studio prep & material purchasing -WorkSafe Clearance Letters	Materials Specially equipment booking and Consumables stock	Metal and Consumables
March	-Call for public collaboration open house photo and info schedule -Studio Vancouver Mock up Design layout -Detailed Design Plan and engineering Finalized -Begin Fabrication, -Confirm shipping, schedule electrical and installation subcontractors -Public collaboration and image sourcing (David & Joseph)	Build foam body and Press Jiggs	Hydraulic Press, Helical Piles and mountian hardware
April	-Continued public collaboration and Fabrication sched, -Spring Site Prep, helical piles, and Electrical -Fabricate Base plate with lighting layout -Cutting silhouettes and layout	Epoxy grout foundation bolts in studio, Build base plate, Fabrication Cutting, shaping and layout	Lights
May	Helical Piles and electrical finished -Cutting Completed -Public Collaboration debrief -Plaque Statement and design -Painting scheduled	-Fabrication, welding assembly and layout (up to legs to chest on both figures)	
June	-Continue steel fabrication and assembly (chest, head, arms) -Painting & Coating schedule finalized -Plaque Finalized -Schedule talks and opening -progress report to city	-Continue steel fabrication and assembly (chest, head, arms) -Painting & Coating schedule finalized	
July	-surface finishing, detailing, and hardware installation -Final test assembly Assembly -surface finishing, detailing, and hardware installation -prep talk and press materials - solidify shipping install date -Painting prep	-surface finishing, detailing, and hardware installation -Final test assembly Assembly -surface finishing, detailing, and hardware installation	
August	-prime, powder coating & finishing -program and install lighting -Disassemble, Crate, and ship -fill all outstanding invoices -Install work on site	-prime, powder coating & finishing -program and install lighting -Disassemble, Crate, and ship -Install work on site	Crate Material
Sept	-opening Public Talks and PR surround the work -debrief with subcontractors and city		



То:	General Purposes Committee	Date:	February 8, 2018
From:	Andrew Nazareth General Manager, Finance and Corporate Services	File:	12-8125-60-01/Vol 01
Re:	Appointment of Chief Election Officer and Deputy 2018 General Local and School Election	Chief Ele	ection Officer for the

Staff Recommendation

That David Weber be appointed as Chief Election Officer and Claudia Jesson be appointed Deputy Chief Election Officer for the 2018 General Local and School Election.

A

Andrew Nazareth General Manager, Finance and Corporate Services (Local 4095)

REPORT CONCURRENCE	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO	<i>ω</i>

Staff Report

Origin

As required by the *Local Government Act*, a Council must appoint a Chief Election Officer and a Deputy Chief Election Officer for a general local election or by-election.

Analysis

Traditionally, and in accordance with the General Manager and Officer Bylaw, the Director, City Clerk's Office is responsible for the administration of civic elections as the Chief Election Officer. All past City elections have been administered through the City Clerk's Office and the current staff have the expertise and experience to organize and administer the general local and school election in October 2018.

Financial Impact

None.

Conclusion

As required by the *Local Government Act*, Council must appoint a Chief Election Officer and Deputy Chief Election Officer. It is recommended that David Weber, Director, City Clerk's Office and Claudia Jesson, Manager, Legislative Services, be appointed to these roles.

Aure

Andrew Nazareth General Manager, Finance and Corporate Services (604-276-4095)



Report to Committee

То:	General Purposes Committee	Date:	January 29, 2018
From:	David Weber Director, City Clerk's Office	File:	12-8060-20-009832
Re:	Housekeeping Amendments to the Council Procedure Bylaw		

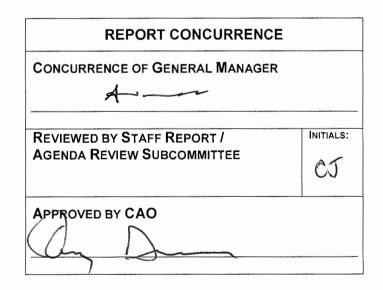
Staff Recommendation

That Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832, which introduces various housekeeping amendments relating to the change in date of the general local elections from the month of November to October, be introduced and given first, second, and third readings.

Sand Wiles

David Weber Director, City Clerk's Office (604-276-4098)

Att. 1



Staff Report

Origin

In accordance with Provincial legislation, the upcoming 2018 General Local and School Election, as well as future general local elections, will be held on the third Saturday in October. Previously, general local elections were held on the third Saturday in November. Additionally, a consequential amendment to the Community Charter requires that the Inaugural Meeting of a new Council be held within the first ten days of November following a general local election. As a result of these legislative amendments, various references in the Council Procedure Bylaw relating to the timing of the Inaugural Meeting must be updated accordingly.

Analysis

The following amendments to the Council Procedure Bylaw are recommended in order to remain compliant with Provincial legislation:

- Section 1.1.2 references the Inaugural Meeting being scheduled on the first Monday in December following a General Local Election. The proposed amendment would set the date of the Inaugural Meeting as the first Monday in November following a General Local Election.
- Section 1.3.2 references a schedule change for Regular (Closed) Meetings in December following a General Local Election. This provision is no longer required.
- Section 2.1.1(b) requires that the annual Council Meeting schedule be provided as soon as possible following the Inaugural Meeting and following the first Regular Council Meeting in December in non-election years. This section is proposed to be updated to reference the first Regular Council Meeting in November in non-election years.
- Section 4.2.1 and 4.2.2 describes the timing and procedure for the appointment of Acting Mayors as occurring at the first meeting in the month of December. The wording of these sections are clarified and updated to refer to the first meeting in the month of November.

Prior to final adoption of a Council Procedure Bylaw or amendment, the City is required to provide notice to the public by way of statutory advertising.

Financial Impact

None.

Conclusion

Amending the Council Procedure Bylaw as recommended will keep the City's Bylaw current and compliant with Provincial legislation in relation to the timing of the Inaugural Meeting.

Zand Weber

David Weber Director, City Clerk's Office

Att. 1: Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832

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City of Richmond

Bylaw 9832

Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832

The Council of the City of Richmond enacts as follows:

- 1. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 1.1.2 by deleting Section 1.1.2 and replacing it with the following:
 - "1.1.2 In addition to the **Regular Council Meetings** held in accordance with Section 1.1.1, in the month following a General Local Election, a **Regular Council Meeting** must be held on the first Monday of that month as the Inaugural Meeting of the new **Council** for the purpose of conducting the swearing-in ceremony of the new **Council** and other business."
- 2. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 1.3.2 by deleting Section 1.3.2 and replacing it with the following text:

"1.3.2 [Deleted]"

- 3. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 2.1.1(b) by deleting section 2.1.1(b) and replacing it with the following:
 - "(b) the first **Regular Council Meeting** in November of each year which is not an election year,"
- 4. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 4.2.1 and 4.2.2 by deleting Sections 4.2.1 and 4.2.2 and replacing them with the following text:
 - "4.2.1 A rotation of Acting Mayors must be appointed by **council** on a recommendation from the **Mayor**, for the subsequent year, at the first **Regular Council Meeting** in November of each year, and on an as-needed basis thereafter.
 - 4.2.2 During a period when an Acting Mayor is absent or otherwise unable to act, and in the continued absence, or inability of the **Mayor** to act, or when the office of **Mayor** is vacant, the Councillor designated as Acting Mayor in accordance with subsection 4.2.1 for the following period of time must be the Acting Mayor for the current period, and if that designated Acting Mayor is also absent or otherwise unable to act, then the next and subsequent Acting Mayor(s) are to be determined by proceeding in order through the rotation list of Acting Mayors designated in accordance with subsection 4.2.1."
- 5. This Bylaw is cited as "Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832".

Bylaw 9832

FIRST READING

SECOND READING

THIRD READING

PUBLIC NOTICE GIVEN

ADOPTED

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

MAYOR

CORPORATE OFFICER



То:	Planning Committee	Date:	January 31, 2018
From:	Kim Somerville Manager, Community Social Development	File:	07-3300-01/2018-Vol 01
Re:	Richmond Intercultural Advisory Committee 207 Work Program	17 Annua	al Report and 2018

Staff Recommendation

That the staff report titled "Richmond Intercultural Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 31, 2018, from the Manager of Community Social Development, be approved.

Kim Somerville Manager, Community Social Development (604-247-4671)

Att. 2

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

Staff Report

Origin

The Richmond Intercultural Advisory Committee (RIAC) was established in 2002. Its mandate is to act as a resource and provide advice to City Council in support of enhancing and strengthening intercultural harmony and co-operation in Richmond. RIAC achieves this mandate by providing information, options and recommendations to City Council regarding intercultural issues and opportunities and responding to intercultural issues referred by Council.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.2. Effective social service networks.

This report supports the City's Social Development Strategy's Strategic Direction #2 Engaging our Citizens Action:

15 Implement, monitor and update the Intercultural Strategic Plan and Work Program

This report also supports the City's Social Development Strategy's Strategic Direction #6 Support Community Engagement and Volunteerism Action:

- 26.2 Mechanisms for ensuring that committees are best positioned to provide helpful and timely advice to City staff and elected officials including:
 - Work programs that reflect Council Term Goals

Analysis

On February 27, 2017, City Council adopted the 2017-2022: RIAC Intercultural Strategic Plan. This plan identifies actions to be undertaken by the Committee to help advance RIAC's intercultural vision, "for Richmond to be the most welcoming, inclusive and harmonious community in Canada." The City supports RIAC by providing an annual operating budget, a Council liaison and a staff liaison.

2017 Annual Report

The RIAC 2017 Annual Report (Attachment 1) highlights the work of the committee during the past year. These highlights include:

• Provided feedback with an intercultural lens on various City strategies and initiatives, including the Cultural Harmony Strategy, the Minoru Park Vision Plan, the Community Wellness Strategy Update and the Resilient Streets Grant Workshop;

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- Met with the City's Manager, Major Events and Film to provide feedback on how Richmond World Festival can more intentionally facilitate intercultural learning;
- Supported the 2017 Diversity Symposium by developing the event theme of "fostering intercultural curiosity" and volunteering on the day of the event to introduce presenters;
- Participated in community dialogues hosted by S.U.C.C.E.S.S. that were organized in response to incidents of racial discrimination towards newcomers and racially-charged sentiments in the media;
- Discussed the importance of continuing the Newcomer's Guide and a commitment to provide recommendations for updating the resource in 2018;
- Discussed the "Hi Neighbour" project and the importance of promoting social connectedness in neighbourhoods; and
- Received updates from RIAC organizational members to better understand the resources available to Richmond community members, including:
 - o Richmond RCMP: information about the BC RCMP Hate Crimes Unit
 - o School District 38: overview of the English Language Learning (ELL) Program
 - o Vancouver Coastal Health: input on the End of Life Strategy
 - o BC Responsible Gambling Program: overview of the services available
 - Chimo Community Services: overview of the services available

2018 Work Program

On January 17, 2018, RIAC approved for Council's consideration the proposed 2018 Work Program (Attachment 2). This year RIAC will give priority to:

- Developing recommendations for updating the Newcomer's Guide;
- Inviting presentations from organizations and RIAC organizational representatives, and identifying relevant learnings that can inform the City's policies and practices to promote intercultural connection;
- Identifying key elements of the "Hi Neighbour" research that can inform the City's Cultural Harmony Strategy;
- Supporting and promoting initiatives that address the perception and reality of racism in the community;
- Providing advice to City staff and direct participation in the 2018 Diversity Symposium; and

• Serving as a resource on intercultural integration and inclusion on City initiatives and events, as opportunities arise.

Financial Impact

The RIAC operating budget for 2018 is \$2,500.

Conclusion

The Richmond Intercultural Advisory Committee's 2017 Annual Report provides information on the activities undertaken by the Committee in the previous year. The 2018 Work Program outlines the Committee's intention to continue to act as a resource and provide advice to City Council and staff in support of enhancing and strengthening intercultural harmony in the community. Staff recommend that the Richmond Intercultural Advisory Committee 2017 Annual Report and proposed 2018 Work Program be approved.

Donna Lee Inclusion Coordinator (604-276-4391)

Att. 1: Richmond Intercultural Advisory Committee 2017 Annual Report2: Richmond Intercultural Advisory Committee 2018 Work Program

Richmond Intercultural Advisory Committee 2017 Annual Report

Introduction

Richmond City Council established the Richmond Intercultural Advisory Committee (RIAC) in February 2002 to assist the City in working towards its corporate vision of making Richmond the "most appealing, liveable, and well-managed community in Canada". RIAC has up to 18 Council appointed members with representatives from Richmond Community Services Advisory Committee, social and public service organizations and individual citizen appointees. The mandate of RIAC, as outlined in its Terms of Reference, is to "enhance intercultural harmony and strengthen intercultural co-operation in Richmond". RIAC achieves this mandate by providing information, options and recommendations to City Council regarding intercultural issues and opportunities and responding to intercultural issues referred by Council. RIAC's annual work program is intended to complement the prioritized actions of the City of Richmond's Council Term Goals and Social Development Strategy.

In Fall 2017, the City of Richmond began work on a Cultural Harmony Strategy. The Strategy will support the City's vision and further enhance and build on the City's cultural inclusion practices. RIAC has provided input on the Cultural Harmony Strategy at multiple points as opportunities have arisen.

The 2017 RIAC Annual Report is prepared for Richmond City Council in accordance with requirements in the Terms of Reference. This document serves as a summary of RIAC's activities during the 2017 calendar year. It is prepared based on RIAC members' input, with support from the Staff Liaison.

Strategic Directions

To help achieve the Intercultural Vision, the RIAC 2017-2022 Intercultural Strategic Plan outlines four strategic directions to help guide the work program of the Committee:

- 1) Address language, information and cultural barriers
- 2) Address the perception and reality of racism
- 3) Explore areas of alignment between RIAC Intercultural Vision and governmental and stakeholder systems
- 4) Support the development and integration of Richmond's immigrants

Strategic Direction 1: Address Language, Information and Cultural Barriers

Initiative: Continue to provide input on the Newcomer's Guide

RIAC discussed the ongoing importance of the Newcomer's Guide. This resource has been a well-received for people new to Richmond. The printed copies have been very popular and versions are currently available in English, Chinese, Tagalog, Punjabi and Russian at <u>www.richmond.ca/newcomers</u>. The *Newcomer's Guide* webpage on the City website receives between 50 to 60 "hits" per month.

Strategic Direction 2: Address the Perception and Reality of Racism

Initiative: Support a range of inter-ethnic dialogues that focus on all types of diversity

Diversity Symposium

In 2017, the City of Richmond hosted the Diversity Symposium. Held at City Hall for the third consecutive year, it reached 101 attendees representing over 40 organizations. Participants included City staff, Community Association staff and board members, staff from the School District, Vancouver Coastal Health, and numerous community social service organizations. Many RIAC members attended and volunteered to introduce the presentations.

During the planning phase, RIAC provided input on the 2017 Diversity Symposium theme: "Fostering Intercultural Curiosity and Community Connections". The Committee put forth this theme to encourage stakeholders in Richmond to explore how to facilitate intercultural curiosity. A post-event evaluation report is expected to inform the planning process for 2018.

RIAC Participation in SUCCESS Community Forums Hosted

RIAC members participated in two community forums hosted by SUCCESS. The first forum resulted in a robust discussion on immigration and racial discrimination, including a discussion of the relative merit and use of words such as "assimilation", "integration", "inclusion" and "participation". Two RIAC members participated (Wendy Yuan and Joan Page).

The second SUCCESS session, All Our Neighbours Roundtable discussion, was one of a series of events held across the Lower Mainland to explore sense of belonging and inclusion in the context of diverse communities. Several RIAC members participated in the dialogue. The dialogue created space for open sharing of diverse perspectives and attitudes towards immigrants to encourage more understanding of others' views.

Initiative: "Hi Neighbour" initiative in Richmond

The committee identified that a key factor in promoting intercultural harmony is to intentionally promote the sense of social connectedness in neighbourhoods so that community members new and old have the opportunity to get to know one another.

In 2017, research continued and a project working group was convened to develop a plan to implement a small-scale "Hi Neighbour" project that encourages neighbourliness among Richmond residents.

RIAC endorses the importance of considering social connectedness in neighbourhoods both in social programming and physical planning of neighbourhoods and community spaces.

Strategic Direction 3: Explore Areas of Alignment between RIAC's Intercultural Vision and Governmental Stakeholder Systems

Initiative: Work to ensure the intercultural vision is reflected in City events and operational practices

Distribution of RIAC 2017-2022 Intercultural Strategic Plan

RIAC members shared the RIAC 2017-2022 Intercultural Strategic Plan with the organizations they represent and communities they are linked to. The document is an effective tool to raise awareness of RIAC's intercultural vision and to encourage stakeholder input and buy-in to help achieve the vision.

RIAC Feedback on Richmond World Festival

The group discussed the importance of the Richmond World Festival and considered how RIAC's intercultural vision should be incorporated into arts and cultural events. Bryan Tasaka, Manager, Major Events and Film for the City of Richmond was invited to the RIAC meeting to discuss: a) World Festival's alignment with the intercultural vision; and b) possible ideas that can improve World Festival's alignment with the vision. Key recommendations shared with City staff included:

- Incorporate programming at events that intentionally promotes cross-cultural learning (e.g. storytelling by performers, short activities that facilitate learning and involve a large group of festival-goers accomplishing a task together).
- Feature First Nations acts and storytelling more prominently and intentionally.
- Add a 'Why World Festival?" page to the event's website and refer to RIAC's Intercultural Strategic Plan.

RIAC Participation in Minoru Vision Plan Process

There have been significant recent changes in Minoru Park, such as the addition of new multiuse sports fields and development of the Minoru Centre for Active Living. There is also a rapidly increasing residential population in the City Centre. City staff are working towards the development of a vision plan and guiding principles for the future renewal of Minoru Park. RIAC input was sought to help ensure the redeveloped Minoru Park meets the needs of all community members. RIAC Chair, Joan Page, attended this session.

RIAC Participation in Community Wellness Strategy Update

The Community Wellness Strategy Update was a collaborative effort involving the City, Vancouver Coastal Health (VCH) and the School District. City advisory bodies were invited to a presentation to provide input on the draft vision for community wellness. An online survey was also made available to those unable to attend in person. RIAC Chair, Joan Page, attended this session.

RIAC Participation in Cultural Harmony Strategy

RIAC members participated in a facilitated a discussion to provide input on the Cultural Harmony Strategy. The discussion focused on the strengths and opportunities to promote intercultural harmony in Richmond. Subsequently, RIAC members provided suggestions to facilitate an inclusive community consultation process to garner community members' thoughts on the upcoming draft recommendations.

RIAC Participation in Resilient Streets Grant Workshop

The City of Richmond received a Resilient Streets Grant from BC Healthy Communities. The City received planning support from BC Healthy Communities in the form of an in-person facilitated workshop to develop the grant's implementation plan. RIAC members were asked to participate in this workshop to provide advice on how the initiative can promote neighbourhood connections. RIAC members, Mohinder Grewal and Linda Sum, attended this session.

Strategic Direction 4: Support the Development and Integration of Richmond's Immigrants

RIAC members invited presentations from different member organizations to learn more about their initiatives that support the development and integration of Richmond's residents.

- BC Responsible and Problem Gambling Program: RIAC member, Phyllis Chan, Prevention Specialist and Clinical Counsellor, provided an overview of her work as a prevention specialist and clinical counsellor with this Provincially-funded program. Counselling services are provided free of charge and an appointment can be secured within 24 hours. There are approximately 120,000 problem gamblers in BC, but less than 1% seek counselling.
- Chimo Community Services: RIAC member, Diane Sugars, Executive Director, provided an overview of the broad range of crisis and preventative services available to community members, many of whom live in low income situations. In 2016 their transition house (Nova House) aided 200 women and 120 children, and had to turn away approximately 100 women a month due to a lack of capacity. Chimo staff are able to communicate in over 25 languages.
- Richmond RCMP: RIAC member, Nigel Pronger, gave an in-depth explanation of the BC RCMP Hate Crimes Unit. In Canada, a hate crime is defined as any criminal offense against a person, group or property that is motivated by hatred or prejudice towards an identifiable group, such as:
 - Race, colour, ethnicity and language
 - o Religion
 - o Age, mental or physical disability
 - Sex or sexual orientation
 - Any other similar factor: Hate crimes and incidents are any crime or incident which is targeted at a victim because of the offender's hostility or prejudice against an identifiable group of people. As society evolves, new identifiable groups emerge.
- School District 38 English Language Learning (ELL) Program: RIAC member, Hieu Pham-Fraser, Curriculum Coordinator, ELL & Inclusive Cultural Education, provided an overview of additional language services available to students. It can take 5-10 years to fully acquire a language academically. There are over 5,000 ELL funded students in Richmond.
- Vancouver Coastal Health (VCH): RIAC members received a presentation from Belinda Boyd, Leader of Community Engagement with VCH on the "End of Life Strategy". The Committee provided ideas on respectful and effective ways of having a conversation with different cultural communities on end of life issues.

Conclusion and Acknowledgements

RIAC conducted group planning exercises to collectively establish its priorities and work plan actions. The result is a 2018 work program emphasizing RIAC's key role as an advisory body to City Council and staff. RIAC will continue to proactively provide recommendations and options to the City, participate in and provide input to planning, and respond in a timely manner to requests from the City.

RIAC was provided exemplary support by Alan Hill, Staff Liaison and received notice of his resignation with great regret. RIAC is pleased to welcome Donna Lee, Staff Liaison who has brought significant expertise and experience to her role. RIAC also acknowledges the significant commitment and contributions of departing members in 2017. Diane Bissenden, former Chair of RIAC and a long-time representative of VCH, left RIAC on retirement. Committee member, Mr. Lawrence Lim, provided years of leadership in the development and expansion of the Newcomers Guide, successfully establishing funding sponsorship. Other Committee members, Ms. Shashi Assanand, Ms. Parm Grewal, Ms. Neelu Kang, and Ms. Wendy Yuan are also recognized for their support to RIAC.

All RIAC members have worked diligently and with enthusiasm throughout the year, bringing awareness and opportunities to RIAC. Lively discussions and debates have better informed the work of RIAC. The continued support of Mayor and Councillors is acknowledged and the participation of Councillor Derek Dang (RIAC Council Liaison) at RIAC meetings, raising awareness and bringing updates on a range of City initiatives, is greatly appreciated.

Financial Summary

As a voluntary Advisory Committee to City Council, RIAC's activities are fully supported by the City's operating budget through the coordination of the Staff Liaison. The expenditures for RIAC totalled \$2211.38 of the budgeted \$2,500 for 2017. This financial summary has been provided by the Staff Liaison.

Revenue		
City funding		\$2500,00
Expenses		
Meeting Refreshments	\$1984.38	
Printing (Intercultural Strategic Plan)	\$227.00	
Total Expenses		\$2211.38
Balance		\$288.62

Respectfully submitted by:

teen M. Jago

Joan Page (J Chair, Richmond Intercultural Advisory Committee

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RICHMOND INTERCULTURAL ADVISORY COMMITTEE WORK PROGRAM 2018

This year's Richmond Intercultural Advisory Committee (RIAC) work program will focus on RIAC's role as an advisory committee to City Council in support of the following Council Term Goal 2014-2018:

Goal: 2 A Vibrant, Active and Connected City.

"Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities".

Strategy/Initiative	RIAC Actions/Steps	Expected Output of RIAC Actions	Timeframe
1. Address language, info	1. Address language, information and cultural barriers.		
1.1 Provide input on Richmond Newcomers Guide. CNCT - 155	 1.1.1 Review and provide input on revising the Newcomer's Guide, including: Recommendations on new content, the removal of extraneous content; Recommendations on identifying languages for translation or target groups; and Recommendation on delivery format options, including exploring options for online/digital delivery. 	RIAC provides recommendations and options on improving the delivery and proposed content of the Richmond Newcomer's Guide to meet the needs of current newcomers and facilitate access to the resource.	February to June 2018
 2 Build on and improve RIAC member's knowledge of intercultural issues through information sharing, guest speakers, and educational opportunities. 	1.2.1 Invite the Vancouver Foundation to present on results from their "Engage and Connect: A Survey of Metro Vancouver (2017)" and identify key findings from this study to inform City Council and staff.	RIAC provides a summary of key findings from the Vancouver Foundation study and recommendations of importance (if any) that are specifically related to newcomer integration or intercultural bridging in Richmond.	March 2018
-	1.2.2 Seek RIAC members/organizations and/or other community organizations to present on specific intercultural initiatives that can inform the City's policies or practices (e.g. Richmond Public Library Community Outreach).	RIAC provides a summary of promising practices that are relevant to the City of Richmond.	April 2018 to September 2018

ATTACHMENT 2

Page 1 of 4

Strategy/Initiative	RIAC Actions/Steps	Expected Output of RIAC Actions	Timeframe
2. Address racism and misconceptions	isconceptions.		
2.1 Support and promote initiatives that address the perception and reality of racism and discrimination	2.1.1 Seek opportunities to participate in initiatives that address racism and discrimination in the community (e.g. initiatives promoted by the Canadian Race Relations Foundation).	RIAC members identify and participate in initiatives and relay relevant to City Council.	Ongoing
in the communy.	2.1.2 Review the SUCCESS Roundtable summary report for Richmond and identify relevant information.	RIAC provides information and recommendations (if any) identified from the SUCCESS Roundtable report to City Council.	When report is available
	2.1.3 Liaise with advisory groups from other municipalities and participate in and/or promote their activities.	RIAC provides information and recommendations (if any) about promising initiatives from other municipalities that could promote intercultural understanding in Richmond to City Council and staff.	Ongoing
2.2 Work with City staff to agist with the planning are implementation of the Cor of Richmond Diversity Symposium.	2.2.1 Provide suggestions for the 2018 Diversity Symposium, including: ideas for themes; keynote speaker options; presenters, topic ideas or logistics.	RIAC provides suggestions to City staff during the development of the 2018 Diversity Symposium program.	March 2018
- 123	2.2.2 Provide event support at the 2018 Diversity Symposium, including: promoting the event to Richmond- based community organizations, introducing speakers, networking, etc.	RIAC members play an active role during the 2018 event.	October - November 2018
2.3 Synthesize "Hi Neighbour" research for Cultural Harmony Strategy input.	 2.3.1 Synthesize the key aspects of the "Hi Neighbour" research that will facilitate neighbourhood social connectedness, such as: Initiative framework or key principles Indicators or metrics Relevant City policies and/or programs 	RIAC clearly articulates key aspects of the importance of neighbourhood social connectedness based on learnings from the "Hi Neighbour" research.	March - June 2018
	2.3.2 Provide input on how to promote neighbourhood social connectedness through the Cultural Harmony Strategy engagement process, as well as other City consultation processes as opportunities arise.	RIAC provides input on how neighbourhood social connectedness may be promoted through City policies and programs, particularly through the Cultural Harmony Strategy engagement process.	As requested through 2018
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Strategy/Initiative	RIAC Actions/Steps	Expected Output of RIAC Actions	Timeframe
3. Ensure that City & othe	3. Ensure that City & other governmental and stakeholder systems, policies and planning processes are aligned with RIAC's intercultural vision.	inning processes are aligned with RIAC's intercultural v	vision.
 3.1 Promote the Intercultural Strategic Plan and vision to ensure they are reflected in City events and strategies. 	 3.1.1 Provide input to City staff regarding City events and planning processes as opportunities arise, for example: Richmond World Festival Resilient Streets Grant Richmond Wellness Strategy Doors Open 	RIAC provides input to the planning of City events A: and/or strategies at RIAC meetings and/or as th individual invitees to City engagement processes, as opportunities arise.	As needed through 2018
CN	3.1.2 Provide input and an intercultural lens on the development of the Cultural Harmony Strategy as requested. Also related to Work Program Initiative 2.3, "Hi Neighbour" research.	RIAC members provide input on the Cultural Harmony At Strategy.	As requested through 2018
ICL - 124	3.1.3 Provide a summary of key activities and learnings from 2018 to City Council via the RIAC Annual Report.	The 2018 RIAC Annual Report summarizes O information of key importance to Richmond that has Ne been identified through the Committee's work and that 20 will support achieving RIAC's intercultural vision.	October to November 2018
4. To support the develop	4. To support the development and integration of Richmond's immigrants while doing this in a way that respects family and cultural traditions.	ng this in a way that respects family and cultural traditi	ons.
4.1 Assist the City in engaging the community in building 'cultural bridges' and learning opportunities that allow the sharing and understanding of cultural traditions.	4.1.1 Serve as a resource and provide advice on intercultural integration and inclusion on new City initiatives or events, as opportunities arise.	RIAC provides advice or recommendations as requested.	Ongoing

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Strategy/Initiative	RIAC Actions/Steps	Expected Output of RIAC Actions	Timeframe
5. Committee development and housekeeping.	nt and housekeeping.		
 Farticipate in an orientation to the City and role as an Advisory Committee member. 	5.1.1 RIAC members receive an orientation to the City and the role of advisory committee members.	RIAC members receive an orientation presentation from the Staff Liaison that facilitates better understanding of the City's organizational structure, scope of jurisdiction and their role as advisory committee members. RIAC members may also advise the City if there is additional information about City operations that would	February 2018
		member.	
5.2 Review Terms of Reference.	5.2.1 Review the RIAC Terms of Reference that were adopted by Council in November 2017, and make additional suggestions with the view of improving the committee's functioning.	RIAC members provide input on the RIAC Terms of Reference.	October to November 2018
Encourage youth or yong adults to submit applications for City Council Advisory Committee membership for 2019.	5.3.1 RIAC members actively encourage youth or young adults from Richmond to apply for a position on RIAC.	Multiple applications from youth or young adults are received in response to the City's Call for Advisory Committee Applicants in September 2018.	June to September 2018

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5701773



Report to Committee

То:	Planning Committee
From:	Wayne Craig Director, Development

Date: February 15, 2018 File: TU 18-798524

Re: Application by Openroad Auto Group Ltd. for a Temporary Commercial Use Permit at 5400 Minoru Boulevard

Staff Recommendation

1. That the application by Openroad Auto Group Ltd. for a Temporary Commercial Use Permit for property at 5400 Minoru Boulevard be considered at the Public Hearing to be held March 19, 2018 at 7:00 p.m. in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration.

"That a Temporary Commercial Use Permit be issued to Openroad Auto Group Ltd. for the property at 5400 Minoru Boulevard to allow Vehicle Sale/Rental as a permitted use for a period of three years."

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

WC:jr Att. 4

REPORT CONCURRENCE CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Openroad Auto Group Ltd. has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow Vehicle Sale/Rental as a permitted use at 5400 Minoru Boulevard on a site zoned "Industrial Retail (IR1)" (Attachment 1). The applicant proposes to relocate the showroom and service facility for Hyundai Richmond to the subject property for approximately 18 months, during which time a new facility will be built at the Richmond Auto Mall.

If approved, the TCUP would be valid for a period of up to three years from the date of issuance, at which time an application for an extension to the Permit may be made and issued for up to three additional years. The three year period would allow for the proposed 18 month tenancy, as well as any extension to the tenancy required until the new facility is built. The *Local Government Act* allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2.

Surrounding Development

The subject site is located in Lansdowne Village within the City Centre Area Plan. Development immediately surrounding the subject site is as follows:

- To the north, south and west: Commercial and industrial buildings on properties zoned "Industrial Retail (IR1)".
- To the east: Several vacant properties currently zoned "Auto-Oriented Commercial (CA)", which are included in an in process rezoning application to allow a mixed-use development (RZ 15-692485).

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Mixed Use".

The OCP allows TCUPs in areas designated "Industrial", "Mixed Employment", "Commercial", "Neighbourhood Service Centre", "Mixed Use", "Limited Mixed Use", and "Agricultural" (outside of the Agricultural Land Reserve), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed Vehicle Sale/Rental use is consistent with the "Mixed Use" land use designation contained in the OCP.

Richmond Zoning Bylaw 8500

The subject site is zoned "Industrial Retail (IR1)", which allows for a range of general industrial uses, offices, and a limited range of retail uses. The applicant proposes to locate a vehicle showroom and service centre on the property. Vehicle Repair is a permitted use in the "Industrial Retail (IR1)" zone, but Vehicle Sale/Rental is not. The requested TCUP would permit Vehicle Sale/Rental at the property, which would be generally compatible with the other permitted uses in the Industrial Retail (IR1)" zone.

Local Government Act

The *Local Government Act* identifies that TCUPs are valid for a period of up to three years from the date of issue and that an application for one extension to the Permit may be made and issued for up to three additional years. A new TCUP application is required after one extension.

Public Consultation

Should the Planning Committee endorse this application and Council resolve the move the staff recommendation, the application will be forwarded to a Public Hearing on March 19, 2018, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

The subject site contains an existing building of approximately 4,406 m² (47,422 ft²), containing four commercial units. The building is currently occupied by a vehicle repair shop, a second hand store, and two vacant units. The applicant proposes to occupy the two vacant units, with a combined area of 3,156 m² (33,973 ft²), for the purposes of a Hyundai showroom and service centre. Plans showing the subject site and general site layout are included in Attachment 3.

Minor exterior renovations are proposed, including landscaping, new paint, awnings, and repairs to drive aisles and parking surfaces. A Development Permit is not required for exterior alterations that cost less than \$75,000.

Parking

Parking and loading must be provided consistent with the requirements of Richmond Zoning Bylaw 8500. Vehicle parking is required at a rate of three spaces per 100 m² of gross leasable floor area of the building used for the Office and/or Vehicle Sale/Rental uses, plus three parking spaces for each vehicle service bay, reduced by 15% based on the City Centre parking rates established in Section 7.9 of the Zoning Bylaw. Based on the size of the commercial units, the business would require 81 vehicle parking spaces. Staff have determined that on-site parking is sufficient for the proposed new use.

Class 1 and Class 2 bicycle parking is required at a rate of 0.27 spaces per 100 m^2 of gross leasable floor area greater than 100 m^2 , for a total of eight Class 1 and eight Class 2 bicycle parking spaces. The applicant is required to verify that the on-site parking and loading meets Bylaw requirements as part of the business licensing processes.

Landscaping

The site is largely paved, with small landscaped areas between the on-site parking and the lane. There is an area for landscaping at the front of the site between the parking area and Minoru Boulevard, which is currently not planted. The applicant proposes to landscape this area consistent with the requirement for a 3.0 m wide landscaped setback contained in Richmond Zoning Bylaw 8500.

The applicant has provided a Landscape Plan showing the proposed improvements to the landscaping at the front of the site (Attachment 4). Prior to issuance of the TCUP, the applicant is required to provide a Landscape Security based on the cost estimate of the Landscape Plan plus a 10% contingency, to ensure that the agreed upon landscaping and on-site works are completed.

Financial Impact

None.

Conclusion

Openroad Auto Group Ltd. has applied to the City of Richmond for a Temporary Commercial Use Permit to allow Vehicle Sale/Rental as a permitted use at 5400 Minoru Boulevard, zoned "Industrial Retail (IR1)."

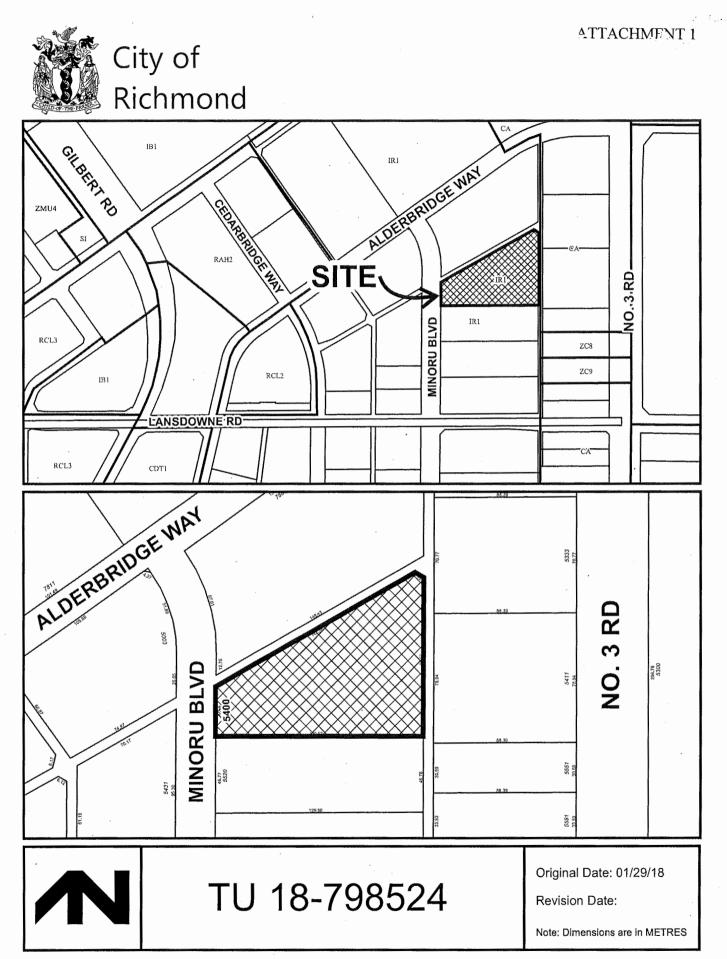
The proposed Vehicle Sale/Rental use at the subject property is acceptable to staff on the basis that it is consistent with the land use designations in the OCP, and is temporary in nature.

Staff recommend that the attached Temporary Commercial Use Permit be issued to the applicant to allow Vehicle Sale/Rental at 5400 Minoru Boulevard for a period of three years.

Jordan Rockerbie Planning Technician (604-276-4092)

JR:blg

Attachment 1: Location Map Attachment 2: Development Application Data Sheet Attachment 3: Site Plan Attachment 4: Landscape Plan





City of Richmond





TU 18-798524

Original Date: 01/29/18

Revision Date:

Note: Dimensions are in METRES

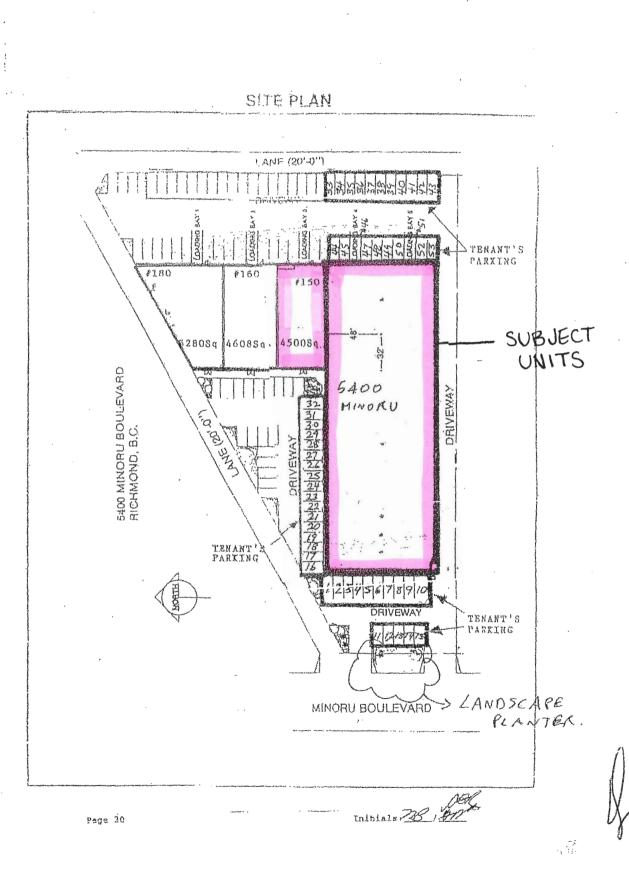


Development Application Data Sheet Development Applications Division

TU 17-763604		Attachment 2
Address:	5400 Minoru Boulevard	
Applicant:	Openroad Auto Group Ltd.	
Planning Area:	City Centre Area Plan – Lansdowne Village	

	Existing	Proposed
Owner:	Jiatai Realty Inc.	No change
Site Size (m ²):	Property: 8,594 m ² Commercial Unit: 3,156 m ²	No change
Land Uses:	Vehicle Repair; Retail, Second Hand	Vehicle Repair; Retail, Second Hand; Vehicle Sale/Rental
OCP Designation:	Mixed Use	No change
City Centre Area Plan Designation:	Urban Centre T5	No change
Zoning:	Industrial Retail (IR1)	No change, with the exception of allowing Vehicle Sale/Rental as a permitted use for a period of three years.

	Bylaw Requirement	Proposed	Variance
On-site Parking:	3 parking spaces per 100 m ² of gross leasable floor area of the building used for the Office or Vehicle Sale/Rental use; plus 3 parking spaces per service bay; minus 15% for blended City Centre parking requirements	81 spaces	None
Bicycle Parking:	0.27 Class 1 and Class 2 spaces per 100 m ² of gross leasable floor area greater than 100 m ²	Eight Class 1 spaces Eight Class 2 spaces	None



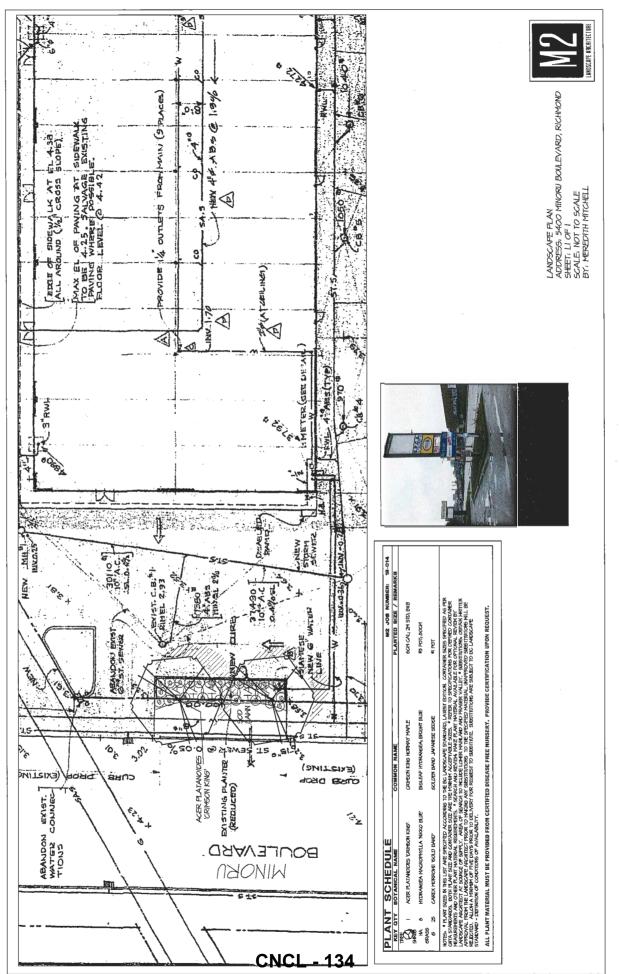
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ATTACHMENT 3

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ATTACHMENT 4





Temporary Commercial Use Permit

No. TU 18-798524

To the Holder:	OPENROAD AUTO GROUP LTD.
Property Address:	5400 MINORU BOULEVARD
Address:	C/O MOE SABOUNE OPENROAD AUTO GROUP LTD. 2395 BOUNDARY ROAD VANCOUVER, BC V5M 4W5

- 1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
- 2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and to the portion of the building shown cross-hatched on the attached Schedule "B".

3. The subject property may be used for the following temporary Commercial uses:

Vehicle Sale/Rental

- 4. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
- 5. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein and comply with all the undertakings given in Schedule "C" attached hereto, the security shall be returned to the Holder.

There is filed accordingly:

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

No. TU 18-798524

To the Holder:	OPENROAD AUTO GROUP LTD.
Property Address:	5400 MINORU BOULEVARD
Address:	C/O MOE SABOUNE OPENROAD AUTO GROUP LTD. 2395 BOUNDARY ROAD VANCOUVER, BC V5M 4W5

- As a condition of the issuance of this Permit, the City is holding a Landscape Security in the amount of \$2,074.26 for the landscape works as per the Landscape Plan in Schedule "D".
 90% of the security will be released upon City's inspection and 10% of the security will be released one year after the inspection in order to ensure that the planting has survived.
- 7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- 8. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

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This Permit is not a Building Permit.

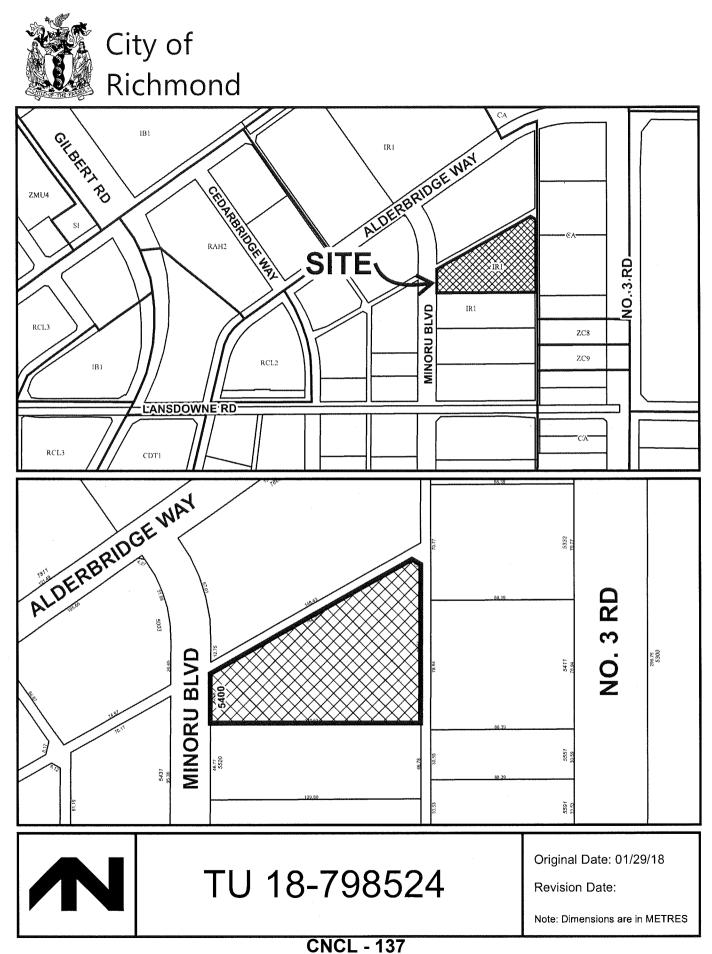
AUTHORIZING RESOLUTION NO. DAY OF , .

ISSUED BY THE COUNCIL THE

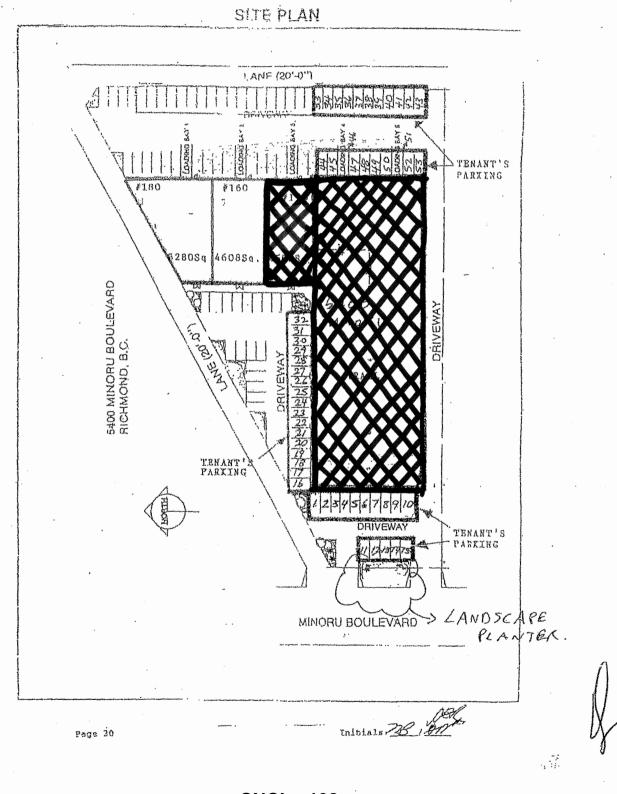
DELIVERED THIS DAY OF

MAYOR

CORPORATE OFFICER



SCHEDULE B



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CNCL - 138

Schedule "C"

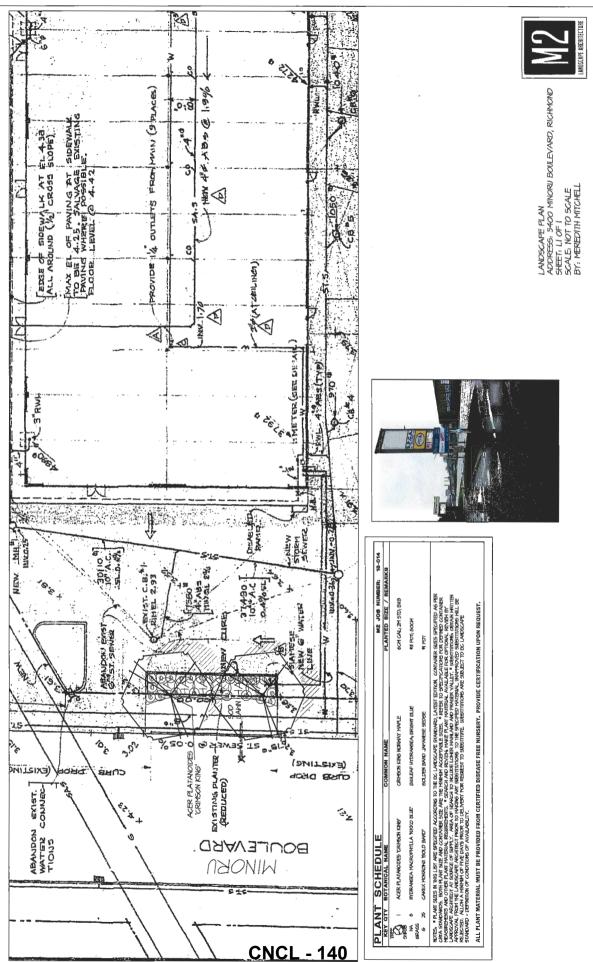
Undertaking

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

Openroad Auto Group Ltd. by its authorized signatory

[signed concurrence on file] Moe Saboune

Schedule D





Planning and Development Division

To: Planning Committee

Date: January 16, 2018

From: Wayne Craig Director, Development File: 08-4431-03-11/2018-Vol 01

Re: Establishment of Underlying Zoning for Properties Developed Under Land Use Contracts 001, 025, 051, 073, 096, 104, 115, 119, 131, 138, and 158 in the South Portion of the City Centre

Staff Recommendation

- 1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9799, to establish underlying zoning for the properties developed under Land Use Contract 001, be introduced and given first reading;
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9801, to establish underlying zoning for the properties developed under Land Use Contract 025, be introduced and given first reading;
- 3. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9802, to establish underlying zoning for the properties developed under Land Use Contract 051, be introduced and given first reading;
- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9804, to establish underlying zoning for the properties developed under Land Use Contract 073, be introduced and given first reading;
- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9805, to establish underlying zoning for the properties developed under Land Use Contract 096, be introduced and given first reading;
- 6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9806, to establish underlying zoning for the properties developed under Land Use Contract 104, be introduced and given first reading;
- 7. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9807, to establish underlying zoning for the properties developed under Land Use Contract 115, be introduced and given first reading;
- 8. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9808, to establish underlying zoning for the properties developed under Land Use Contract 119, be introduced and given first reading;
- 9. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9809, to establish underlying zoning for the properties developed under Land Use Contract 131, be introduced and given first reading;

- 10. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9810, to establish underlying zoning for the properties developed under Land Use Contract 138, be introduced and given first reading; and
- 11. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9811, to establish underlying zoning for the properties developed under Land Use Contract 158, be introduced and given first reading.

Wayne Craig // Director, Development (604-247-4625)

WC:CL Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law		peterly.	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE		APPROVED BY CAO	

Staff Report

Origin

In 2014, the Provincial Government amended the *Local Government Act* to require municipalities to adopt underlying zoning bylaws for all Land Use Contract (LUC) properties by June 30, 2022, and to provide for the termination of all LUCs on June 30, 2024. The amending legislation also established an optional process to enable municipalities, by bylaw, to undertake early termination of LUCs and provide expanded authority to Boards of Variance to hear appeals and grant time extensions to existing property owners for reasons of hardship.

On November 24, 2015, Richmond City Council adopted a set of bylaws that established underlying zoning for 93 separate LUCs that included single-family properties, as well as adopted bylaws to terminate these LUCS effective one year from the date of adoption (i.e., November 24, 2016). Following November 24, 2015, there remained 46 LUCs on a total of 95 properties (including 3,078 units) in the City containing multi-family, commercial, industrial, and agricultural uses, which were not subject to the underlying zoning bylaws and early termination bylaws. These remaining LUCs were to be dealt with separately at a later date because they were are not subject to the same redevelopment pressures as that of the LUCs that included single-family properties.

Consistent with the *Local Government Act*, City Council must consider bylaws to establish underlying zoning for the properties developed under the remaining LUCs. This involves the standard bylaw reading and adoption process, and includes holding a Public Hearing for all bylaws.

In the fall of 2017, City Council adopted underlying zoning bylaws for five of the remaining LUCs. These new underlying zones are applicable to nine commercial/industrial properties in the north portion of City Centre. At that time, the following approach was endorsed by City Council for dealing with the remaining LUCs:

- Underlying zoning bylaws for the remaining LUCs would be brought forward separately on the basis of their geographic area (Attachment 1).
- Unlike the approach used for the LUCs that included single-family properties, no early termination bylaws are proposed to be brought forward for the remaining LUCs. Essentially, the existing remaining LUCs will remain effective and continue to govern the use and development of the affected properties until their termination date of June 30, 2024, at which time the underlying zoning will take precedence.

There are now 41 underlying zoning bylaws that must be established, applicable to a total of 82 properties in the City (including 3,027 units).¹

¹ This includes remaining LUCs/properties that are currently the subject of active rezoning applications for redevelopment, which will be dealt with separately.

This report brings forward underlying zoning bylaws for 11 of the remaining LUCs (LUCs 001, 025, 051, 073, 096, 104, 115, 119, 131, 138 and 158). The proposed bylaws are applicable to 20 multi-family and commercial properties in the south portion of City Centre (Attachment 2).

The proposed bylaws aim to reflect the specific provisions contained in each LUC, as well as certain standard provisions contained within Richmond Zoning Bylaw 8500 for aspects not anticipated by the LUC. This ensures the underlying zoning bylaws mirror what is contained in the LUCs without granting additional development rights while still acknowledging current zoning norms. After the LUCs expire on June 30, 2024, where there are inconsistencies between the provisions of the proposed bylaws and what actually exists on the subject properties, the provisions for non-conforming uses and buildings under the *Local Government Act* will apply.

This report supports Council's 2014-2018 Term Goal # 3 – A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the liveability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.1 Growth and development that reflects the Official Community Plan (OCP) and related policies and bylaws

This report and the proposed bylaws are also consistent with policies from the 2041 Official Community Plan (OCP), which support exploring alternatives to Land Use Contracts to achieve better land use management over time.

Findings of Fact

A Land Use Contract is a contract between a property owner (typically a developer) and a municipality addressing the use and development rights of a property. The LUC regulations are similar to zoning, with the exception that the LUC is registered on the Title of the property and, until recently, agreement from both the property owner and municipality was required to amend or discharge the contract.

The provincial legislation enabling LUCs was in effect for a short period of time between 1973 and 1979 and allowed the ability to create tailor-made development contracts for specific sites. LUCs were also used to control the form and character of buildings and landscaping of sites and, in some cases, included detailed servicing requirements. Typically, the same LUC was registered by a developer against all the properties in a particular subdivision, thereby creating consistent use and development rights for those properties. Unless discharged, LUCs registered during such period remain in place today governing the use and development rights of the affected properties.

LUCs typically include limited development restrictions compared to today's standards. Any reference to a zoning bylaw within a LUC is specific to the zoning bylaw in place at the date of contract execution. Since LUCs are registered on Title and can only be amended or discharged with the property owner's consent, the result is that LUCs have not evolved over time as land use considerations have changed. Properties under the current Richmond Zoning Bylaw 8500 have

had multiple amendments over time to address various land issues such as building interface, landscaping, sustainability and overall building form.

Related Policies & Studies

City Centre Area Plan

The City Centre Area Plan's (CCAP) Generalized Land Use Map designations for 20 of the subject properties include *General Urban T4*, *Urban Centre T5*, *Urban Core T6*, which provide for a range of low to high-density residential, commercial, and other land uses. The St. Alban's Sub-Area Plan further identifies four of the subject properties on Bennett Road for *Multi-Family Low Rise*, which provides for single-family dwellings, duplexes, townhouses, and three-storey apartments.

The proposed underlying zoning bylaws do not affect the subject properties' ability to redevelop in the future consistent with the land use designations in the CCAP and the St. Alban's Sub-Area Plan.

OCP Aircraft Noise Sensitive Development Policy

The OCP's Aircraft Noise Sensitive Development Policy identifies that 19 of the subject properties are located in the *Moderate Aircraft Noise Area (Area 3)* and that one of the subject properties is located in the *Aircraft Noise Notification Area (Area 4)*, in which all Aircraft Noise Sensitive Land Uses may be considered.

The proposed underlying zoning bylaws do not affect the subject properties' designations under the OCP Aircraft Noise Sensitive Development Policy. Any future proposed development on the subject properties would have to comply with the applicable Aircraft Noise Sensitive Development Policy requirements as identified in the OCP as part of any Rezoning, Development Permit or Building Permit applications.

Analysis

Staff propose a set of bylaws that introduce underlying zoning for the 20 properties developed under LUCs 001, 025, 051, 073, 096, 104, 115, 119, 131, 138 and 158 in the south portion of the City Centre, which are identified in Table 1 (page 6).

There is also an additional site at 6340 to 6390 No. 3 Road that was developed under LUC 062 in the south portion of City Centre for which an underlying zoning bylaw is not proposed at this time, as it is currently the subject of a separate LUC discharge and rezoning application for a four-tower mixed-use development currently being reviewed by City staff (RZ 17-773703). If the proposed rezoning at this site does not proceed, City staff will bring forward a separate report and zoning amendment bylaw to establish underlying zoning for the property prior to June 30, 2022.

Attachment 3 contains a series of summary tables that provide a comparison of the regulations under each of the 11 LUCs with those of the proposed underlying zone, and includes a map of each LUC. The summary tables in Attachment 3 are for reference purposes only and should not be interpreted as the actual LUC.

LUC #	No. of Properties	Address(es)	No. of Units (Strata & Non-Strata)
001	2	6611, 6631, 6651 Minoru Boulevard	561
025	6	8880 Cook Road 8500 to 8583 Citation Drive 8600 to 8970 Citation Drive 6501 to 6541 Pimlico Way,	515
051	1	7031 Westminster Highway	36
073	1	6780, 6880 Buswell Street 8200, 8300 Park Road	174
096	1	8540 Westminster Highway	35
104	1	6831 Cooney Road	7
115	4	8251, 8291, 8351, 8391 Bennett Road	156
119	1	8211 Cook Road 6480, 6490 Buswell Street	4
131	1	8660 Westminster Highway	45
138	1	8231 Granville Avenue 6931 Cooney Road	129
158	1	8291 Park Road	56
Totals: 11	20		1718

Table 1. The 20 properties subject to the proposed underlying zoning bylaws.

In developing the underlying zoning for the subject properties, staff considered the specific provisions in each individual LUC, and the existing land use designations in the OCP for the subject site and for adjacent properties within the immediate surrounding area. Staff were not able to use existing commercial or multi-family residential zones in Richmond Zoning Bylaw 8500 to develop the underlying zoning bylaws for the properties due to the very specific provisions contained in each LUC.

Staff proposes 11 new site-specific zones (described in Table 2, page 7). The proposed sitespecific zones combine both the specific provisions from each LUC, as well as certain provisions contained within Richmond Zoning Bylaw 8500 for aspects not anticipated by the LUC. This ensures the underlying zoning bylaws to mirror what is contained in the LUCs without granting additional use and development rights while allowing some flexibility after LUCs expire on June 30, 2024 for landowners to make minor changes to their properties that would be in character with what is permitted on lots within the surrounding neighbourhood.

Where there are inconsistencies between the provisions of the proposed underlying zones and what actually exists on the subject properties, any continued use and existing development of the land that was lawful under the LUC will be protected in accordance with the provisions for non-conforming uses and buildings under the *Local Government Act* after the LUCs expire on June 30, 2024.

LUC	Proposed Bylaw #	Proposed Zone	Site Address(es)	Current Site Condition
001	9799	High Rise Apartment (ZHR14) – Brighouse Village (City Centre)	6611, 6631, 6651 Minoru Boulevard	High-rise apartments
025	9801	Low Rise Apartment and Town Housing (ZLR32) – Brighouse Village (City Centre)	6501 to 6541 Pimlico Way 8500 to 8583 Citation Drive 8600 to 8970 Citation Drive 8880 Cook Road, and four Road Parcels in Section 9 Block 4 North Range 6 West	Low-rise apartments & 2-storey townhouses
051	9802	Office Commercial (ZC46) – Lansdowne Village (City Centre)	7031 Westminster Hwy.	4-storey office/ commercial building
073	9804	Low Rise Apartment (ZLR33) – Brighouse Village (City Centre)	6780, 6880 Buswell St. 8200, 8300 Park Rd.	Low-rise apartments
096	9805	Low Rise Apartment (ZLR34) – Brighouse Village (City Centre)	8540 Westminster Hwy.	Low-rise apartments
104	9806	Town Housing (ZT84) – Cooney Road (Brighouse Village of City Centre)	6831 Cooney Rd.	Low-density townhouses
115	9807	Low Rise Apartment (ZLR35) – St. Albans Sub Area (City Centre)	8251, 8291, 8351, 8391 Bennett Road	Low-rise apartments
119	9808	Office (ZC47) – Brighouse Village (City Centre)	8211 Cook Road 6480, 6490 Buswell St.	2-storey office building
131	9809	Low Rise Apartment (ZLR36) – Brighouse Village (City Centre)	8660 Westminster Hwy.	Low-rise apartments
138	9810	Low Rise Apartment (ZLR37) – Brighouse Village (City Centre)	8231 Granville Avenue 6931 Cooney Road	Low-rise apartments
158	9811	Low Rise Apartment (ZLR38) – Brighouse Village (City Centre)	8291 Park Road	Low-rise apartments

Table 2. 11 new site-specific zones proposed

Public Consultation and Public Hearing

Since the existing remaining LUCs will remain effective and will continue to govern the use and development of the affected properties until their termination date of June 30, 2024, at which time the proposed underlying zoning will be in place, it is anticipated that the proposed approach will not generate a significant amount of public interest. Therefore the standard bylaw adoption and public consultation processes are proposed. This is consistent with the approach used to establish the first set of underlying bylaws brought forward for the remaining LUCs containing multi-family, commercial, industrial, and agriculture land uses in the fall of 2017, and this same approach will be proposed for the remaining underlying zoning bylaws that are subsequently to be brought forward on the basis of their geographic area.

The standard bylaw adoption and public consultation process involves the underlying zoning bylaws being considered at a Planning Committee meeting, bylaw readings by City Council, the publication of the statutory Public Hearing Notice and newspaper ads, and includes the holding of a regular Public Hearing in the Council Chambers. This approach does not require additional financial or human resources beyond that of the standard rezoning and Public Hearing processes.

Prior to each Public Hearing at which underlying zoning bylaws are to be considered, a press release will be issued to publicize Council's decision to establish underlying zoning bylaws for the affected properties and to direct further inquiries to the City's LUC webpage, and to the general LUC inquiry email address and phone number. Staff will also send a letter to each of the affected property owners; which will contain information that is specific to the proposed underlying zoning for their respective property.

Following each Public Hearing, Council may consider adoption of those underlying zoning bylaws that do not require any additional approvals (e.g., by the Ministry of Transportation and Infrastructure (MOTI)). For those bylaws that do require additional approvals, Council may consider bylaw adoption at a subsequent Council meeting after the required approvals have been granted.

Following adoption of the underlying zoning bylaws, the existing LUCs on the affected properties will remain effective until June 30, 2024, after which time the underlying zoning bylaws will be in place to govern the use and development of the properties.

Financial Impact

As mentioned in the previous section, the consideration of the proposed Bylaws 9799 through 9811 by the Planning Committee, City Council, and at a regular Public Hearing in the Council Chambers, will not require additional financial or human resources beyond that of the standard rezoning and Public Hearing processes.

Conclusion

Consistent with the *Local Government Act*, City Council will have to consider bylaws to establish underlying zoning for the properties developed under the remaining LUCs in the city prior to June 30, 2022.

Staff propose to bring forward the underlying zoning bylaws for the remaining LUCs as separate items on the basis of their geographic area for consideration by Planning Committee, City Council, and at regular Public Hearings in the Council Chambers.

This report brings forward 11 underlying zoning bylaws for 20 multi-family and commercial properties developed under Land Use Contracts 001, 025, 051, 073, 096, 104, 115, 119, 131, 138 and 158 in the south portion of the City Centre area.

Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaws 9799, 9801, 9802, 9804, 9805, 9806, 9807, 9808, 9809, 9810, and 9811, be introduced and given first reading.

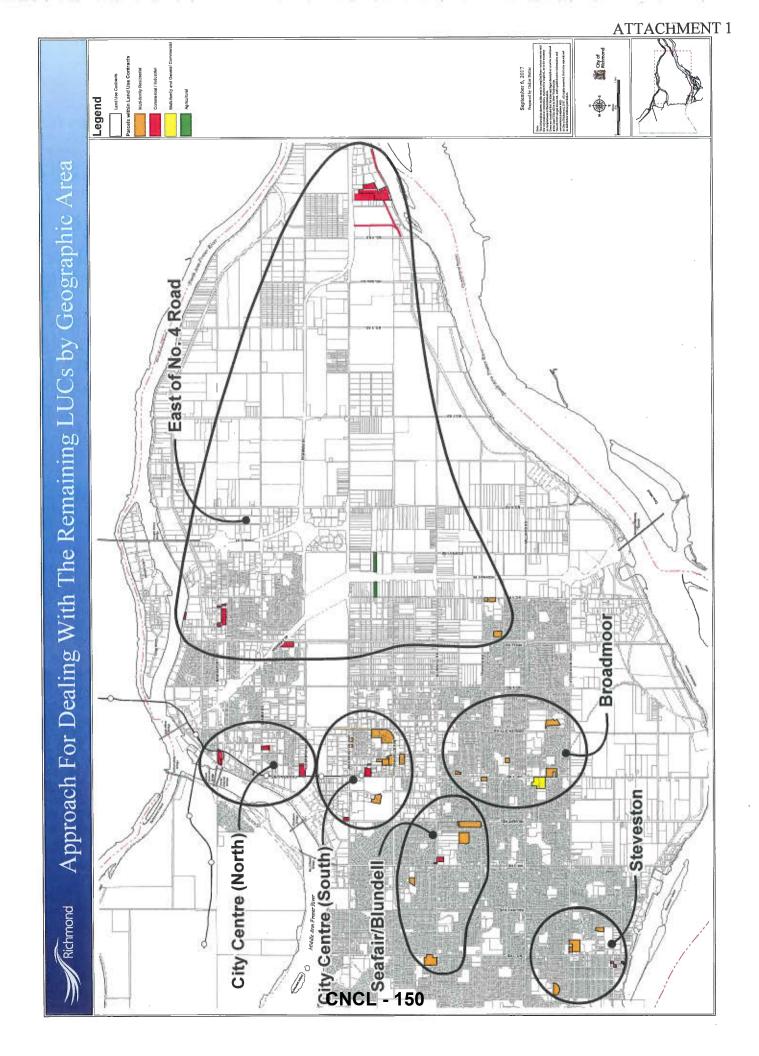
Cynthia Lussier Planner 1 (604-276-4108)

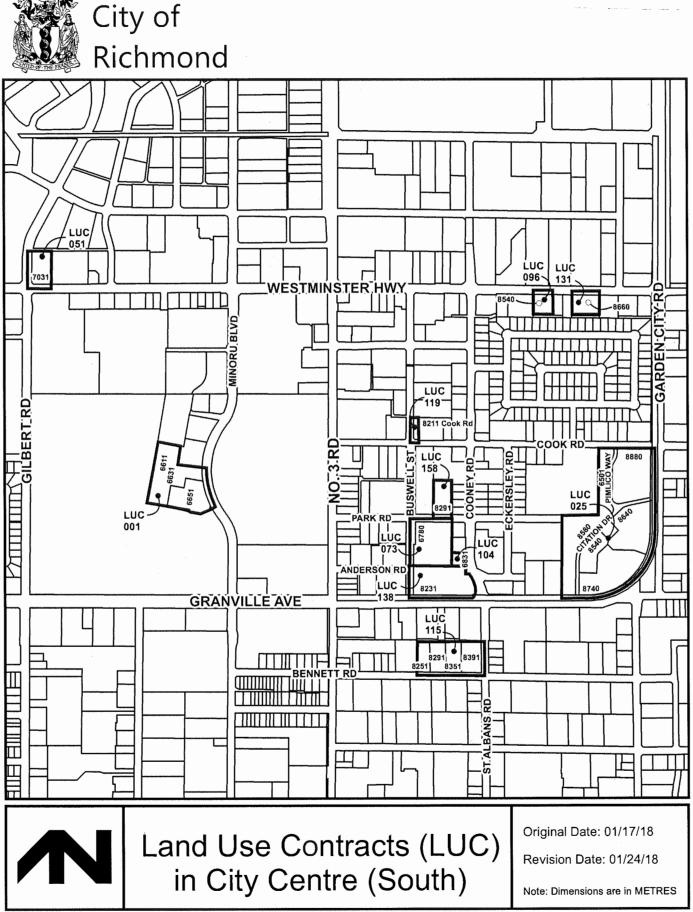
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January 16, 2018

Attachments:

Attachment 1:	Land Use Contracts by Geographic Area
Attachment 2:	Land Use Contracts in City Centre (South)
Attachment 3:	Land Use Contract Summary and Comparison Tables





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Attachment 3

Land Use Contract Summary & Comparison Tables

LUC 001 LUC 025 LUC 051 LUC 073 LUC 096 LUC 096 LUC 104 LUC 104 LUC 115 LUC 119 LUC 131 LUC 138 LUC 158

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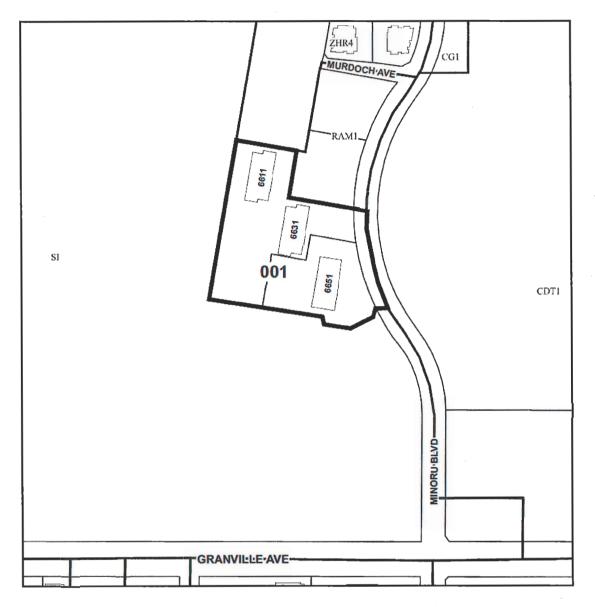
Land Use Contract 001

Number of properties: 2, plus strata-titled units Number of Multi-Family Units: 561

Proposed Zone: High Rise Apartment (ZHR14) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 001	ZHR14
Permitted Uses:	 apartment housing beauty parlour, limited to a maximum of 65 m² 	Permitted Useschild careapartment housing
		 Secondary Uses boarding and lodging minor community care facility home business
		 Additional Uses* personal service (* limited to a maximum of 65 m²; for the purpose of this zone "personal service" means a beauty parlour.)
FAR (max)	1.90	1.90
Lot Coverage (max)	29%	29% for buildings containing apartment housing.
Setbacks (min)	As per drawings (varies per lot)	Diagram 1 (varies per lot)
Building Height (max)	47.0 m	 Buildings 47.0 m geodetic Accessory buildings 5.0 m Accessory structures 12.0 m



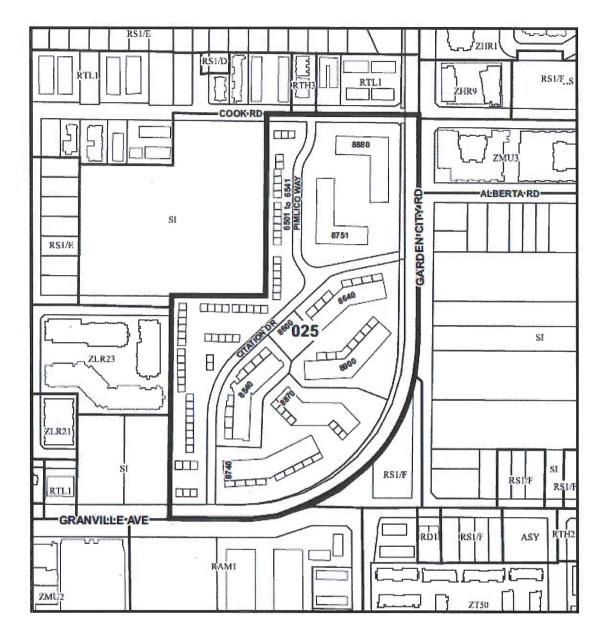
Land Use Contract 025

Number of Properties: 6, plus strata-titled units Number of Multi-Family Units: 515

Proposed Zones: Low Rise Apartment and Town Housing (ZLR32) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 025	ZLR32
Permitted Uses:	Residential multiple family dwellings and apartments	Permitted Uses • child care • apartment housing • town housing Secondary Uses • boarding and lodging • minor community care facility • home business
FAR (max)	N/A	Diagram 1 (varies per lot; 0.55 to 1.03)
Lot Coverage (max)	As per drawings	 Buildings: 40% (Areas A, B, C, E, F) 30% (Area D) Buildings, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Setbacks (min)	As per drawings (varies per lot)	 6.0 m to 13.7 m (Areas A, B, C, E, F) 1.5 m to 15.2 m (Area D)
Height (max)	Varies per lot (from 2 to 4 storeys, including parking)	Diagram 1 (varies per lot; 7.5 m to 15.0 m)



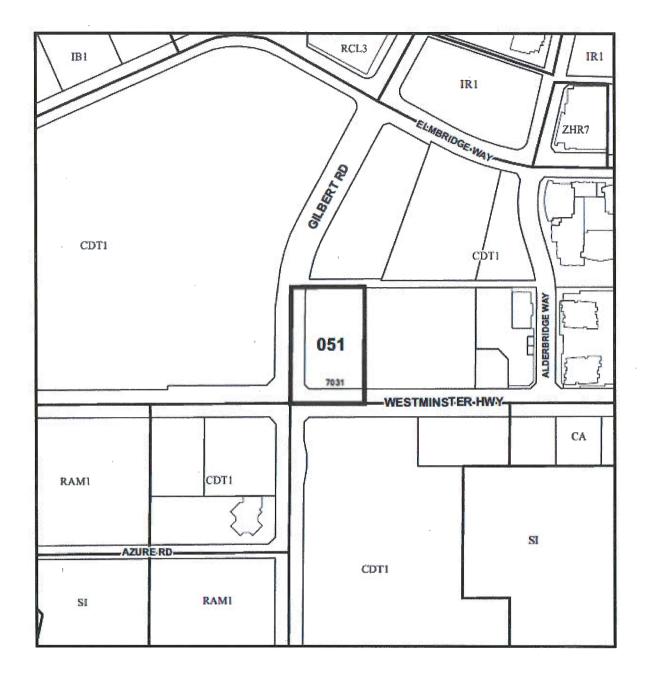
Land Use Contract 051

Number of properties: 1 Number of Units: 36

Proposed Zone: Office Commercial (ZC46) – Lansdowne Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 051	ZC46
Permitted Uses:	 professional and mercantile offices retail trade, limited to a total floor area of 235 m² 	Permitted Uses • child care • government service • minor health service • office • veterinary service Additional Uses* • restaurant • convenience retail • general retail (* these uses combined are limited to a maximum total floor area of 235 m)
FAR (max)	N/A	1.10
Lot Coverage (max)	As per drawings	30% for buildings
Front Yard Setback (min)	As per drawings	20.0 m
Interior Side Yard Setback (min)		10.5 m
Exterior Side Yard Setbakc (min)		1.5 m
Rear Yard Setback (min)		35.0 m
Building Height (max)	N/A	 Buildings: 15.0 m Accessory buildings: 5.0 m Accessory structures: 12.0 m



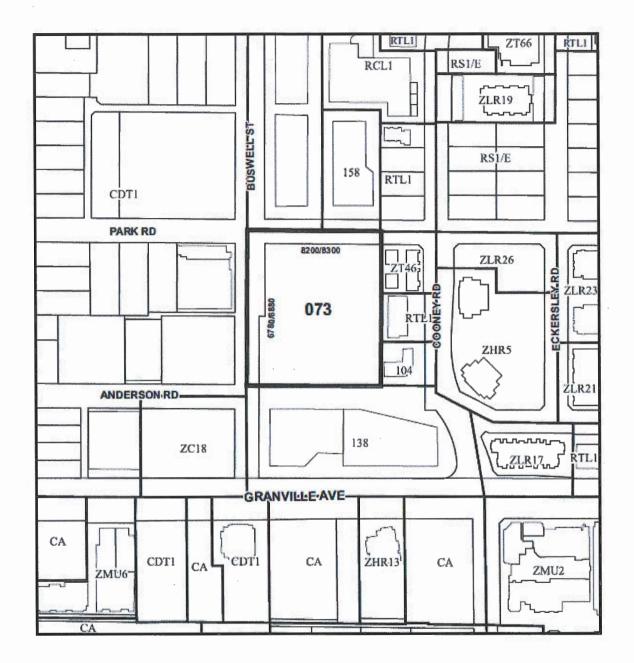
Land Use Contract 073

Number of properties: 1 Number of Multi-Family Units: 174

Proposed Zone: Low Rise Apartment (ZLR33) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 073	ZLR33
Permitted uses	Residential apartments	Permitted Uses • child care • apartment housing Secondary Uses • boarding and lodging • minor community care facility • home business
FAR (max)	1.00 (as per drawings)	1.00
Lot Coverage (max)	As per drawings (35%)	35% for buildings containing apartment housing
Front Yard Setback (min)	As per drawings	7.5 m
Interior Side Yard Setback (min)		6.0 m
Exterior Side Yard Setback (min)		4.5 m
Rear Yard Setback (min)		7.5 m
Height (max)	3 storeys, over ground level covered parking	 Buildings: 15.0 m but containing no more than 3 storeys over one ground level of covered parking Accessory buildings 5.0 m Accessory structures 12.0 m



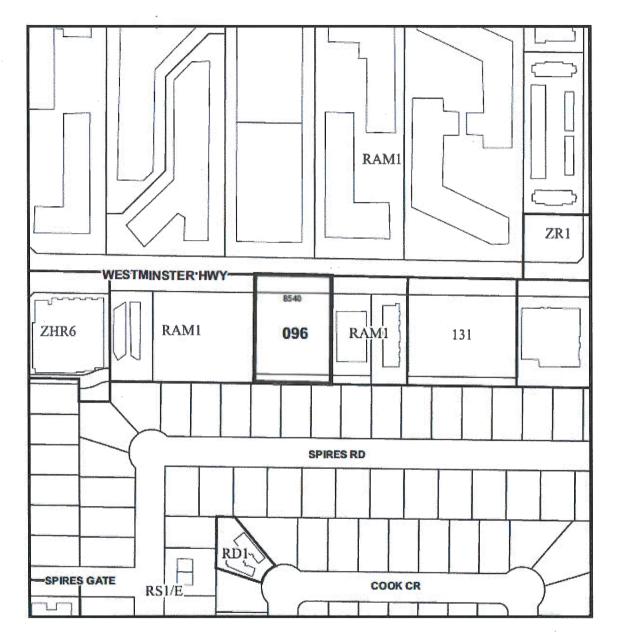
Land Use Contract 096

Number of properties: 1 Number of Multi-Family Units: 35

Proposed Zones: Low Rise Apartment (ZLR 34) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 096	ZLR34
Permitted uses	Residential apartments	Permitted Uses child care apartment housing Secondary Uses
		 boarding and lodging minor community care facility home business
FAR (max)	N/A	1.22
Lot Coverage (max)	N/A	Buildings: 40% for buildings Buildings, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Front Yard Setback (min)	As per drawings	12.0 m
Side Yard Setback (min)		5.5 m
Rear Yard Setback (min)		13.5 m
Height (max)	4 storeys, including ground level parking	 Buildings: 15.0 m but containing no more than 4 storeys, including ground level parking Accessory buildings 5.0 m Accessory structures 12.0 m



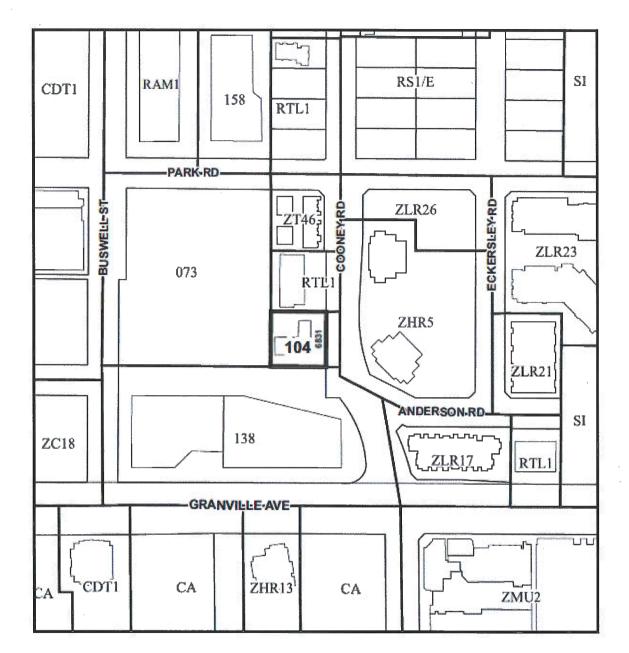
Land Use Contract 104

Number of properties: 1, plus strata-titled units **Number of Multi-Family Units**: 7

Proposed Zones: Town Housing (ZT84) – Cooney Road (Brighouse Village of City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 104	ZT84
Permitted uses	Residential horizontal multiple one- family dwellings	Permitted Uses • child care • town housing Secondary Uses • boarding and lodging • minor community care facility • home business
FAR (max)	As per drawings (0.60)	0.60
Lot Coverage (max)	As per drawings (33%)	33% for buildings
Front Yard Setback (min)	As per drawings	7.5 m
Side Yard Setback (min)		 North: 7.0 m South: 6.5 m
Rear Yard Setback (min)		3.0 m
Height (max)	10.7 m	10.7 m but containing no more than 3 storeys.



Land Use Contract 115

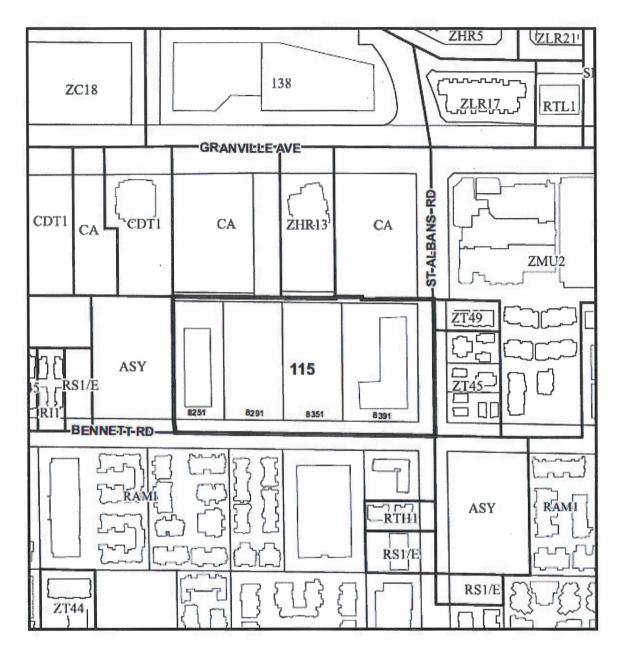
Number of properties: 4, plus strata-titled units **Number of Multi-Family Units**:

- Area A: 32
- Area B and C: 38 each
- Area D: 48 Total: 156

Proposed Zones: Low Rise Apartment (ZLR35) – St. Albans Sub Area (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 115	ZLR35
Permitted Uses	Residential apartments	Permitted Uses: • child care • housing, apartment
	- - -	 Secondary Uses: boarding and lodging community care facility, minor home business
FAR (max)	N/A	 Diagram 1 (varies per lot) Area A: 0.74 Area B and C: 1.10 on each lot Area D 1.01
Lot Coverage (max)	As per drawings	Buildings: 40% Building, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Setbacks (min)	As per drawings	Diagram 1 (varies per lot; 6.0 m to 18.2 m)
Height (max)	Varies per lot (2 storeys to 4 storeys, including ground level parking)	 Diagram 1 (varies per lot). Area A: 9.0 m, but containing no more than 2 storeys Area B, C, and D: 15.0 m, but containing no more than 4 storeys including one ground level of covered parking



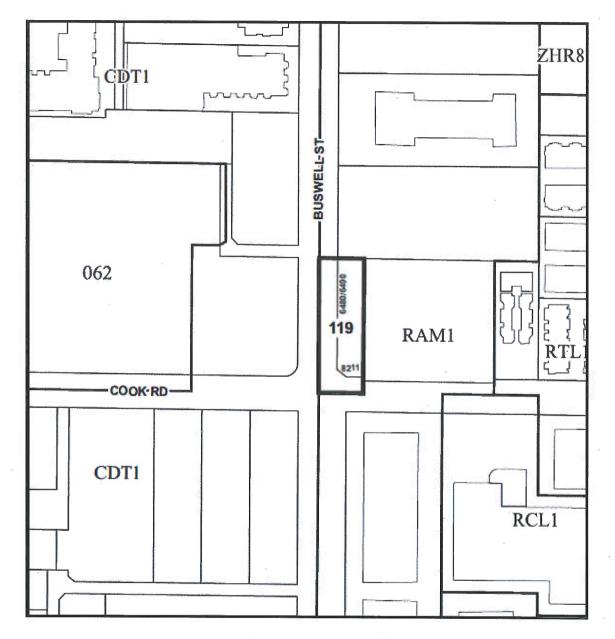
Land Use Contract 119

Number of properties: 1 Number of Units: 4

Proposed Zones: Office (ZC47) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 119	ZC47
Permitted Uses	Offices and drafting space for engineering-related disciplines, and for dentists, physicians, lawyers and accountants	minor health serviceoffice
FAR (max)	N/A	1.15
Lot Coverage (max)	N/A	Buildings: 57% Building, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Front Yard Setback (min)	As per drawings	6.1 m
Interior Side Yard Setback (min)		0.2 m
Exterior Side Yard Setback (min)		 0.0 m for no more than 17% of the side façade of the building, to be used only for entrances, exits, and stairs; and 4.0 m for at least 83% of the side façade of the building.
Rear Yard Setback (min)		 0.41 m for no more than 48% of the rear façade of the building, to be used only for entrances, exits, and stairs; and 4.85 m for at least 52% of the rear façade of the building.
Height (max)	2 storeys, including ground level parking	9.0 m, but containing no more than 2 storeys including ground level parking



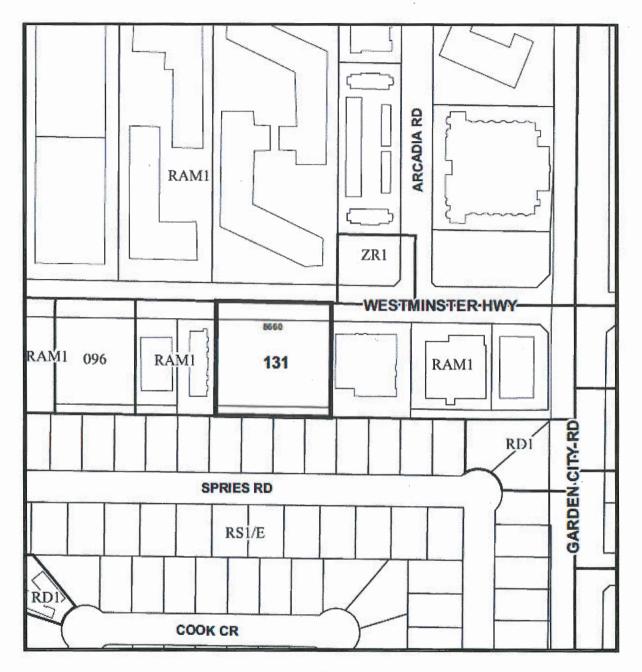
Land Use Contract 131

Number of properties: 1 Number of Multi-Family Units: 45

Proposed Zones: Low Rise Apartment (ZLR36) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 131	ZLR36
Permitted Uses	Residential apartments	Permitted Uses: • child care • housing, apartment Secondary Uses: • boarding and lodging • community care facility, minor • home business
FAR (max)	N/A	1.20
Lot Coverage (max)	As per drawings	Buildings: 40% Building, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Front Yard Setback (min)	As per drawings	12.0 m
Side Yard Setback (min)		8.5 m
Rear Yard Setback (min)		10.0 m
Height (max)	4 storeys, including ground level parking	15.0 m, but containing no more than 4 storeys including ground level parking



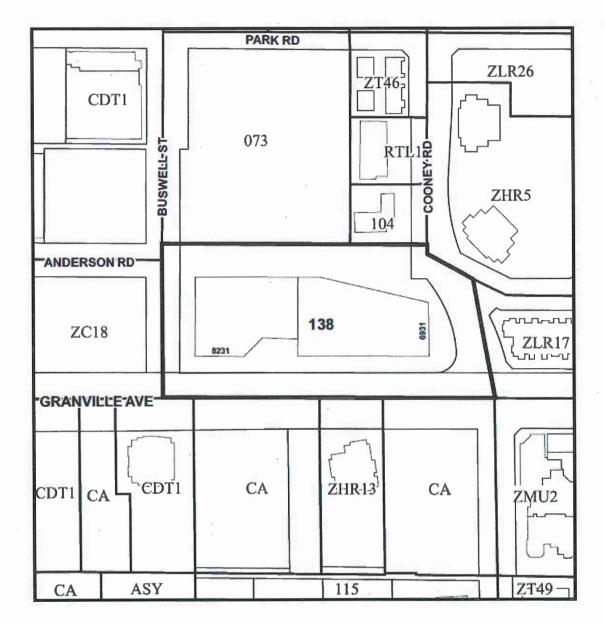
Land Use Contract 138

Number of properties: 1, plus strata-titled units Number of Multi-Family Units: 129

Proposed Zones: Low Rise Apartment (ZLR37) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 138	ZLR37
Permitted Uses	Residential apartments	 Permitted Uses: child care housing, apartment Secondary Uses: boarding and lodging community care facility, minor home business
FAR (max)	N/A	0.85
Lot Coverage (max)	As per drawings	29% for buildings containing apartment housing
Setbacks (min)	As per drawings	 5.0 m to Cooney Road 7.5 m to Granville Avenue 6.0 m to Buswell Street 17.0 m to north interior side yard
Height (max)	4 storeys, including one ground level of parking	15.0 in, but containing no more than 4 storeys including one ground level of parking



Land Use Contract 138

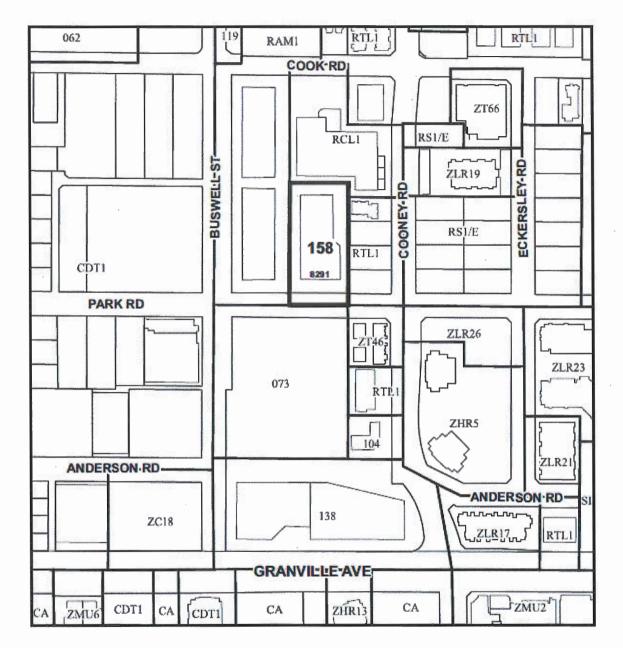
Land Use Contract 158

Number of properties: 1, plus strata-titled units Number of Multi-Family Units: 56

Proposed Zones: Low Rise Apartment (ZLR38) – Brighouse Village (City Centre)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 158	ZLR38
Permitted Uses	Residential apartments	Permitted Uses: • child care • housing, apartment Secondary Uses: • boarding and lodging • community care facility, minor • home business
FAR (max)	N/A	1.20
Lot Coverage (max)	As per drawings	Buildings: 50% Building, structures, and non-porous surfaces: 80% Live plant material (min): 20%
Front Yard Setback (min)		7.5 m
Interior Side Yard Setback (min)		 East: 6.0 m West: 9.0 m
Rear Yard Setback (min)		7.0 m
Height (max)	4 storeys, including ground level parking	15.0 m, but containing no more than 4 storeys including ground level parking



Bylaw 9799



Richmond Zoning Bylaw 8500, Amendment Bylaw 9799 to Establish Zoning for the Properties Developed under Land Use Contract 001

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 19 (Site Specific Residential (Higher Density) Zones), in numerical order:

" 19.14 High Rise Apartment (ZHR14) – Brighouse Village (City Centre)

19.14.1 Purpose

The **zone** provides for high rise **apartment housing**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 001 on Minoru Boulevard in the Brighouse Village of City Centre.

19.14.2 Permitted Uses

child care

housing, apartment

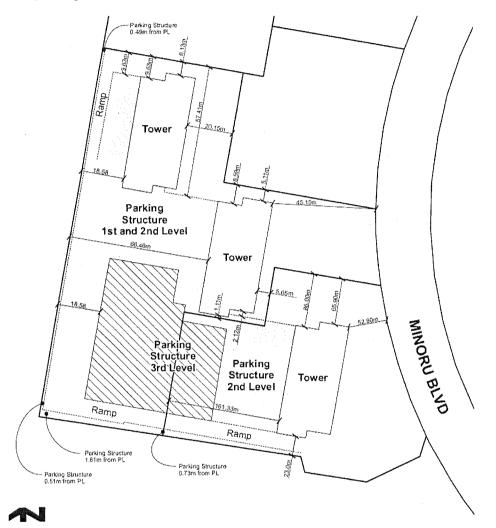
- 19.14.3 A. Secondary Uses
 - boarding and lodging
 - community care facility, minor
 - home business
- 19.14.3 B. Additional Uses
 - service, personal

19.14.4 Permitted Density

- 1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 561.
- 2. The maximum number of **buildings** for **apartment housing** in this **zone** is three.
- 3. The maximum **floor area ratio** is 1.90.
- 19.14.5 Permitted Lot Coverage
 - 1. The maximum lot coverage is 29% for buildings containing apartment housing.

19.14.6 Yards & Setbacks

- 1. The minimum **setbacks** shall be as shown in Diagram 1 in Section 19.14.6.1.a).
 - a) Diagram 1



19.14.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 47.0 m geodetic.
- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 12.0 m.
- 19.14.8 Subdivision Provisions/Minimum Lot Size
 - 1. There are no minimum **lot width** and **lot depth** requirements.

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- 2. The minimum **lot area** requirement for the following listed site is 12,865 m²:
 - a) 6611 and 6631 Minoru Boulevard Strata Plan NWS2677.
- 3. The minimum **lot area** requirement for the following listed site is 7,260 m²:
 - a) 6651 Minoru Boulevard Strata Plan NWS195.

19.14.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0, except that **screening** is to be used between the parkade structure and the adjacent **park**.
- 19.14.10 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 the basic on-site parking requirement shall be 1.25 **vehicle parking spaces** per **dwelling unit**.
- 19.14.11 Other Regulations
 - 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
 - 2. **Personal service** shall be limited to a total **floor area** of 65 m².
 - 3. For the purpose of this **zone** (ZHR14) only, **personal service** means a beauty parlour.
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9799" as "High Rise Apartment (ZHR14) – Brighouse Village (City Centre)".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9799".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

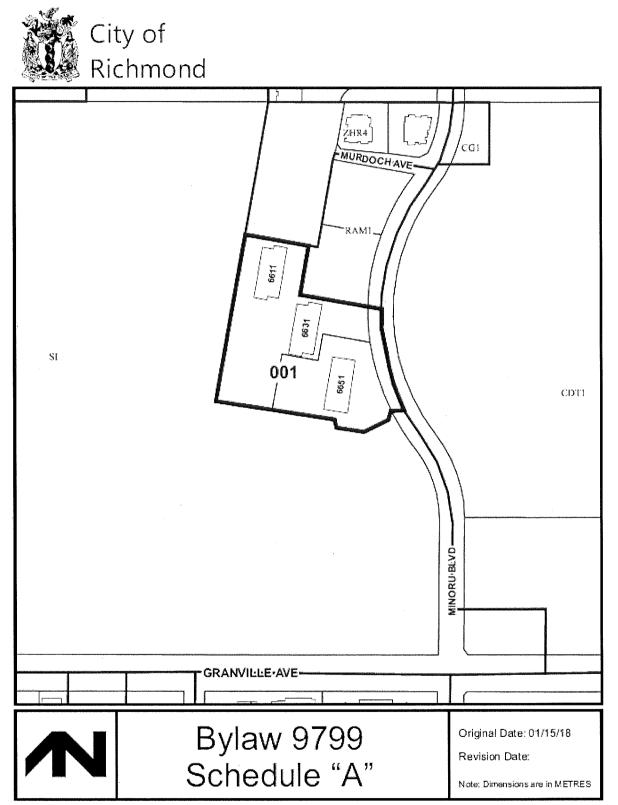
ADOPTED

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MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9799





Richmond Zoning Bylaw 8500, Amendment Bylaw 9801 to Establish Zoning for the Properties Developed under Land Use Contract 025

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

"18.32 Low Rise Apartment and Town Housing (ZLR32) – Brighouse Village (City Centre)

18.32.1 Purpose

The **zone** provides for low rise **apartment housing** and **town housing**, and **compatible uses**. This **zone** is for the properties developed under Land Use Contract 025 on Citation Drive, Cook Road, and Pimlico Way in the Brighouse Village of City Centre.

18.32.2 Permitted Uses

- child care
- housing, apartment
- housing, town

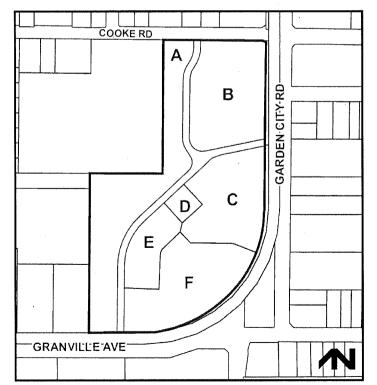
18.32.3 Secondary Uses

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

18.32.4 Permitted Density

- 1. In the area identified as "A" on Diagram 1, Section 18.32.4.7:
 - a) The maximum number of dwelling units for town housing is 63;
 - b) The maximum floor area permitted per dwelling unit is 149 m²; and
 - c) The maximum floor area ratio is 0.55.
- 2. In the area identified as "B" on Diagram 1, Section 18.32.4.7:
 - a) The maximum number of **dwelling units** for **apartment housing** is 102;
 - b) The maximum number of buildings for apartment housing is two;
 - c) The maximum floor area permitted per dwelling unit is 140 m²; and
 - d) The maximum floor area ratio is 1.03.

- 3. In the areas identified as "C" on Diagram 1, Section 18.32.4.7:
 - a) The maximum total number of **dwelling units** for **apartment housing** is 134.
 - b) The maximum total number of **buildings** for **apartment housing** is two.
 - c) The maximum floor area ratio is 0.88.
- 4. In the area identified as "D" on Diagram 1, Section 18.32.4.7:
 - a) The maximum **floor area** permitted is 588 m², provided that it is entirely used to accommodate **amenity space**.
- 5. In the areas identified as "E" on Diagram 1, Section 18.32.4.7:
 - a) The maximum total number of **dwelling units** for **apartment housing** is 74.
 - b) The maximum total number of **buildings** for **apartment housing** is one.
 - c) The maximum floor area ratio is 0.82.
- 6. In the areas identified as "F" on Diagram 1, Section 18.32.4.7:
 - a) The maximum total number of **dwelling units** for **apartment housing** is 149.
 - b) The maximum total number of **buildings** for **apartment housing** is two.
 - c) The maximum floor area ratio is 1.02.
- 7. Diagram 1



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18.32.5 Permitted Lot Coverage 1. The maximum lot coverage for buildings is: a) 40% in the areas identified as "A", "B", C", "E", and "F" on Diagram 1, Section 18.32.4.7: and d) 30% in the area identified as "D" on Diagram 1, Section 18.32.4.7. 2 No more than 80% of the lot may be occupied by buildings, structures, and non-porous surfaces. 3. 20% of the lot area is restricted to landscaping with live plant material. 18.32.6 Yards & Setbacks 1. In the area identified as "A" on Diagram 1, Section 18.32.4.7, the minimum setback to any lot line is 6.0 m. 2. In the area identified as "B" on Diagram 1, Section 18.32.4.7: a) the minimum setback to Cook Road and Garden City Road is 12.1 m; c) the minimum **setback** to Pimlico Way is 10.6 m; and d) the minimum setback to Citation Drive is 13.7 m. In the areas identified as "C", "E", and "F" on Diagram 1, Section 18.32.4.7: 3. a) the minimum **setback** to Citation Drive is 6.0 m; b) the minimum setback to Garden City Road and Granville Avenue is 13.7 m; and c) the minimum setback to any other lot line is 7.6 m. 4 In the area identified as "D" on Diagram 1, Section 18.32.4.7: a) the minimum **setback** to Citation Drive is 1.5 m;

- b) the minimum interior side yard is 1.7 m; and
- c) the minimum rear yard is 15.2 m.

18.32.7 Permitted Heights

- 1. The maximum **height** for **buildings** for **town housing** is 9.0 m, but containing no more than 2 ½ **storeys**.
- 2. The maximum **height** for **buildings** for **apartment housing** is 15.0, but containing no more than 4 **storeys** including parking.
- 3. The maximum height for accessory buildings is 5.0 m, except that the maximum height for a building containing amenity space in the area identified as "D" on Diagram 1, Section 18.32.4.7 is 9.0 m for a building with a pitched roof and 7.5 m for a building with a flat roof, but in either case containing no more than 2 storeys.

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4. The maximum height for **accessory structures** is 9.0 m.

18.32.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** requirements are:
 - a) 17,700 m² in the area identified as "A" on Diagram 1, Section 18.32.4.7;
 - b) 13,800 m² in the area identified as "B" on Diagram 1, Section 18.32.4.7;
 - c) 11,800 m² in the area identified as "C" on Diagram 1, Section 18.32.4.7;
 - d) 1,300 m² in the area identified as "D" on Diagram 1, Section 18.32.4.7;
 - e) 5,100 m² in the area identified as "E" on Diagram 1, Section 18.32.4.7; and
 - f) 13,700 m² in the area identified as "F" on Diagram 1, Section 18.32.4.7.

18.32.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 18.32.10 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 the basic on-site parking requirement:
 - a) in the area identified as "B" on Diagram 1, Section 18.32.4.7 shall be 1.5 **vehicle parking spaces** per **dwelling unit**; and
 - b) in the area identified as "C", "E", and "F" on Diagram 1, Section 18.32.4.7 shall be 1.38 vehicle parking spaces per dwelling unit and of which a minimum of 0.15 vehicle parking spaces per dwelling unit shall be designated for visitors.

18.32.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply.
- 2. **Town housing** shall be limited to the areas identified as "A" on Diagram 1, Section 18.32.4.7.
- 3. **Apartment housing** shall be limited to the areas identified as "B", "C", "E" and "F" on Diagram 1, Section 18.32.4.7."
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9801" as "Low Rise Apartment and Town Housing (ZLR32) – Brighouse Village (City Centre)".

This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9801". 3.

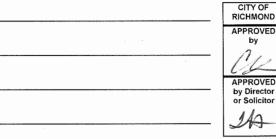
FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

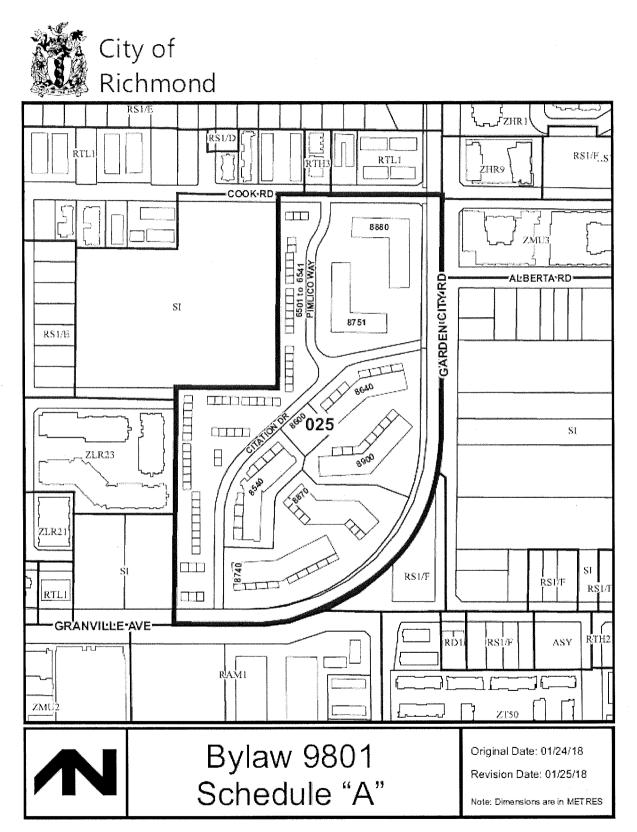
THIRD READING

ADOPTED



APPROVED by APPROVED by Director or Solicitor

MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9802 to Establish Zoning for the Property Developed under Land Use Contract 051

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

" 22.46 Office Commercial (ZC46) – Lansdowne Village (City Centre)

22.46.1 Purpose

The **zone** provides for limited **commercial**, **office**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 051 on Westminster Highway in the Lansdowne Village of City Centre.

22.46.2	Permitted Uses child care government service 	22.46.3	A. Secondary Uses n/a
	 health service, minor office veterinary service 	22.46.3	 B. Additional Uses restaurant retail, convenience retail, general
22.46.4	Permitted Density		
	1. The maximum floor area ratio is 1	.10.	
22.46.5	Permitted Lot Coverage		
	1. The maximum lot coverage is 30%	6 for buildin	gs.
22.46.6	Yards & Setbacks		
	1. The minimum front yard is 20.0 m.		
	2. The minimum interior side yard is	10.5 m.	
	3. The minimum exterior side yard is	s 1.5 m.	
	4. The minimum rear yard is 35.0 m.		

22.46.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 15.0 m.
- 2. The maximum height for **accessory buildings** is 5.0 m.
- 3. The maximum height for accessory structures is 12.0 m.
- 22.46.8 Subdivision Provisions/Minimum Lot Size
 - 1. The minimum **lot width** is 45.0 m.
 - 2. The minimum lot depth is 70.0 m.
 - 3. The minimum lot area is $4,500 \text{ m}^2$.

22.46.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 2. In addition to section 22.46.9.1, a landscaped outdoor space with a minimum area of 300 m², a minimum width of 10.0 m, and a minimum depth of 15.0 m shall be provided on the **site** in the southwest corner of the **front yard**.

22.46.10 On-Site Parking and Loading

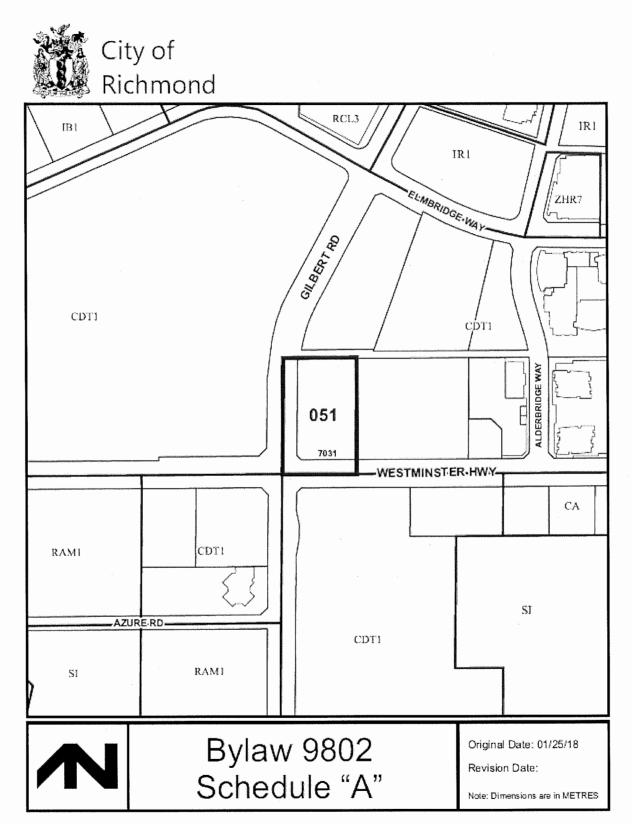
1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement shall be 91 **vehicle parking spaces**.

22.46.11 Other Regulations

- The following listed uses combined shall be limited to a total floor area of 235 m²:
 - a) restaurant;
 - b) retail, convenience; and
 - c) retail, general.
- 2. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "

- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9802" as "Office Commercial (ZC46) – Lansdowne Village (City Centre)".
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9802".

MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9804 to Establish Zoning for the Property Developed under Land Use Contract 073

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

" 18.33 Low Rise Apartment (ZLR33) – Brighouse Village (City Centre)

18.33.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 073 on Buswell Street and Park Road in the Brighouse Village of City Centre.

18.33.2 Permitted Uses

18.33.3 Secondary Uses

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

18.33.4 Permitted Density

child care

housing, apartment

- 1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 174.
- 2. The maximum number of **buildings** for **apartment housing** is four.
- 3. The maximum **floor area ratio** is 1.00.
- 18.33.5 Permitted Lot Coverage
 - 1. The maximum **lot coverage** is 35% for **buildings** containing **apartment housing**.
- 18.33.6 Yards & Setbacks
 - 1. The minimum **front yard** is 7.5 m.
 - 2. The minimum interior side yard is 6.0 m.

- 3. The minimum **exterior side yard** is 4.5 m.
- 4. The minimum **rear yard** is 7.5 m.

18.33.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 15.0 m, but containing no more than 3 **storeys** over one ground level of covered parking.
- 18.33.8 Subdivision Provisions/Minimum Lot Size
 - 1. The minimum **lot width** is 95.0 m.
 - 2. The minimum **lot depth** is 115.0 m.
 - 3. The minimum lot area is $11,500 \text{ m}^2$.
- 18.33.9 Landscaping & Screening
 - 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 18.33.10 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 the basic on-site parking requirement shall be 220 covered **vehicle parking spaces**, 10 visitor **parking spaces**, and 5 uncovered **parking spaces** for service vehicles.

18.33.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- 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 designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9804" as "Low Rise Apartment (ZLR33) – Brighouse Village (City Centre)".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9804".

FIRST READING

A PUBLIC HEARING WAS HELD ON

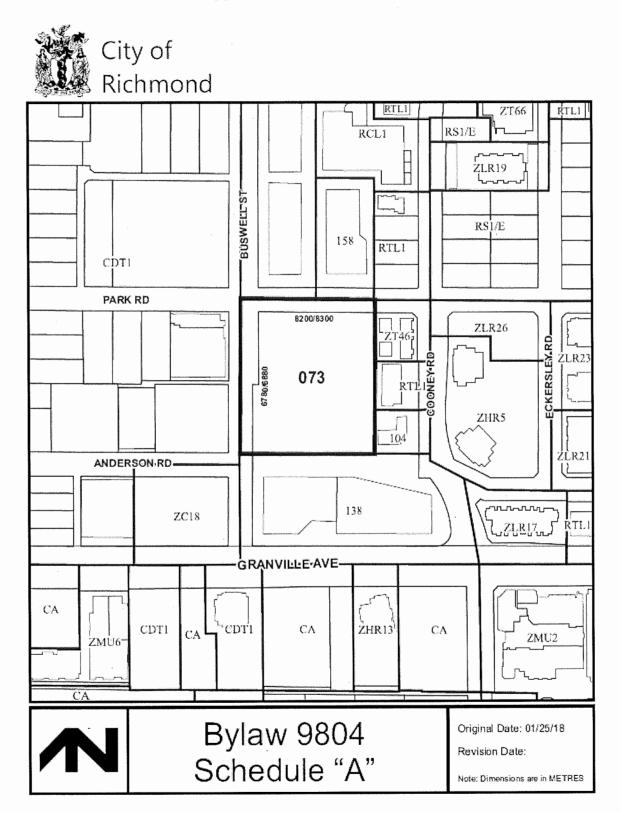
SECOND READING

THIRD READING

ADOPTED

APPROVED by APPROVED by Director or Solicitor

MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9805 to Establish Zoning for the Property Developed under Land Use Contract 096

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

" 18.34 Low Rise Apartment (ZLR34) – Brighouse Village (City Centre)

18.34.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 096 on Westminster Highway in the Brighouse Village of City Centre.

18.34.2 Permitted Uses

18.34.3 Se

Secondary Usesboarding and lodging

child care

housing, apartment

- community care facility, minor
- home business

18.34.4 Permitted Density

- 1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 35.
- 2. The maximum number of **buildings** for **apartment housing** is one.
- 3. The maximum **floor area** permitted for a **dwelling unit** containing one **bedroom** is 56 m² exclusive of storage space.
- 4. The maximum **floor area** permitted for a **dwelling unit** containing two **bedrooms** is 75 m² exclusive of storage space.
- 5. The maximum floor area ratio is 1.22.

18.34.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for **buildings**.

- 2. No more than 80% of the lot may be occupied by buildings, structures, and non-porous surfaces.
- 3. 20% of the lot area is restricted to landscaping with live plant material.

18.34.6 Yards & Setbacks

- 1. The minimum **front yard** is 12.0 m.
- 2. The minimum **interior side yard** is 5.5 m.
- 4. The minimum **rear yard** is 13.5 m.

18.34.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 15.0 m, but containing no more than 4 **storeys** including ground level parking.
- 2. The maximum **height** for **accessory building** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 12.0 m.
- 18.34.8 Subdivision Provisions/Minimum Lot Size
 - 1. The minimum **lot width** is 50.0 m.
 - 2. The minimum **lot depth** is 50.0 m.
 - 3. There minimum lot area is $2,800.0 \text{ m}^2$.
- 18.34.9 Landscaping & Screening
 - 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 18.34.10 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 the basic on-site parking requirement shall be 1.5 **vehicle parking spaces** per **dwelling unit**.

18.34.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply."

CITY OF

RICHMOND APPROVED by

APPROVED by Director or Solicitor

- 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 designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9805" as "Low Rise Apartment (ZLR34) – Brighouse Village (City Centre)".
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9805".

FIRST READING

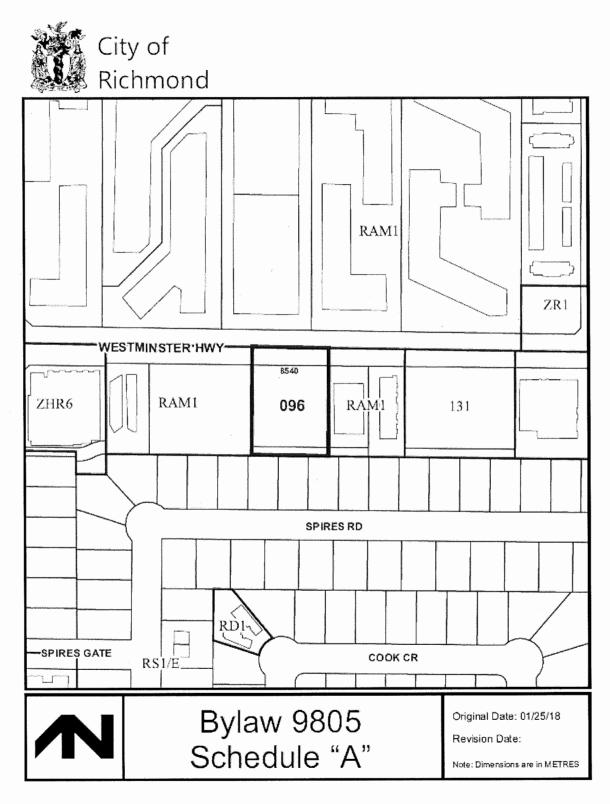
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9806 to Establish Zoning for the Property Developed under Land Use Contract 104

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 17 (Site Specific Residential (Town Houses) Zones), in numerical order:

"17.84 Town Housing (ZT84) – Cooney Road (Brighouse Village of City Centre)

17.84.1 Purpose

The **zone** provides for **town housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 104 on Cooney Road in the Brighouse Village of City Centre.

17.84.2 Permitted Uses

17.84.3

- Secondary Uses
 - boarding and lodging
 - community care facility, minor
 - home business

17.84.4 Permitted Density

child care

housing, town

- 1. The maximum number of dwelling units for town housing in this zone is 7.
- 2. The maximum floor area ratio is 0.60.
- 17.84.5 Permitted Lot Coverage
 - 1. The maximum **lot coverage** for **buildings** is 33%.

17.84.6 Yards & Setbacks

- 1. The minimum **front yard** is 7.5 m.
- 2. The minimum north interior side yard is 7.0 m.
- 3. The minimum south interior side yard is 6.5 m.
- 4. The minimum **rear yard** is 3.0 m.

17.84.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 10.7 m, but containing no more than 3 **storeys**.
- 17.84.8 Subdivision Provisions/Minimum Lot Size
 - 1. The minimum **lot width** is 35.0 m.
 - 2. The minimum **lot depth** is 35.0 m.
 - 3. The minimum lot area is $1,300 \text{ m}^2$.

17.84.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 17.84.10 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 the basic on-site parking requirement shall be 1.5 **vehicle parking spaces** per **dwelling unit**.

17.84.11 Other Regulations

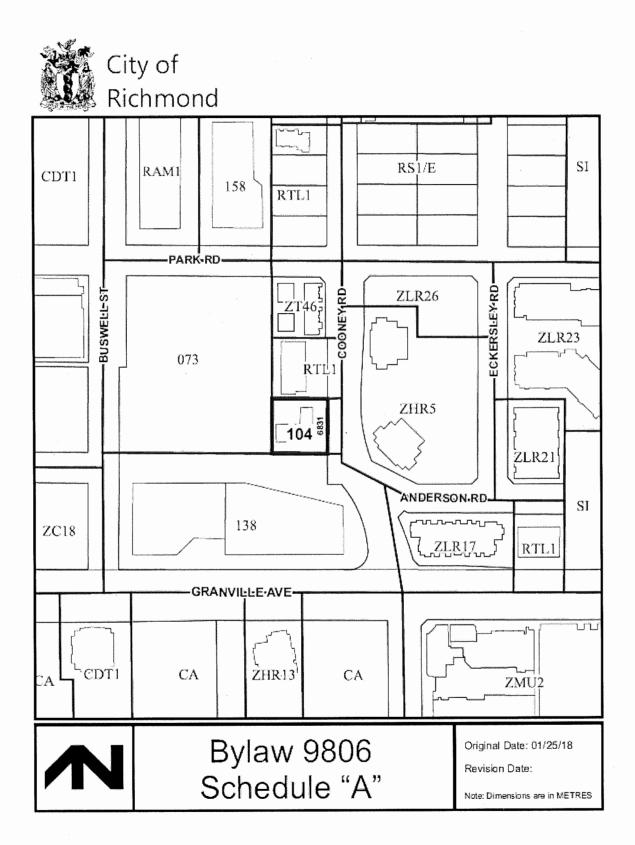
- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply."
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold-on "Schedule A attached to and forming part of Bylaw 9806" as "Town Housing (ZT84) – Cooney Road (Brighouse Village of City Centre)".
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9806".

FIRST READING	 CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	
SECOND READING	 APPROVED by Director
THIRD READING	 or Solicitor
ADOPTED	

MAYOR

CORPORATE OFFICER

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Richmond Zoning Bylaw 8500, Amendment Bylaw 9807 to Establish Zoning for the Properties Developed under Land Use Contract 115

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

" 18.35 Low Rise Apartment (ZLR35) – St. Albans Sub Area (City Centre)

18.35.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 115 on Bennett Road in the St. Albans Sub Area of City Centre.

18.35.2 Permitted Uses

18.35.3 Secondary Uses

- boarding and lodging
- community care facility,
 - minorhome business

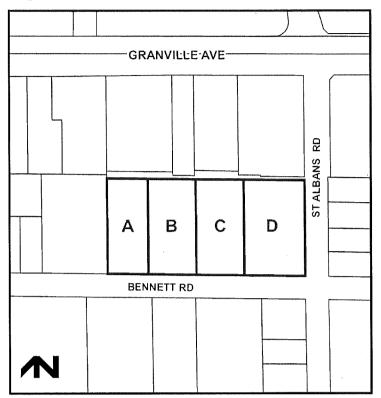
18.35.4 Permitted Density

child care

housing, apartment

- 1. In the area identified as "A" on Diagram 1, Section 18.35.4.4:
 - a) The maximum number of **dwelling units** for **apartment housing** is 32; and
 - c) The maximum floor area ratio is 0.74.
- 2. In the areas identified as "B" and "C" on Diagram 1, Section 18.35.4.4:
 - a) The maximum number of **dwelling units** for **apartment housing** on each **lot** is 38; and
 - c) The maximum floor area ratio on each lot is 1.10.
- 3. In the area identified as "D" on Diagram 1, Section 18.35.4.4:
 - a) The maximum number of **dwelling units** for **apartment housing** is 48; and
 - c) The maximum floor area ratio is 1.01.

4. Diagram 1



18.35.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 40% for **buildings**.
- 2. No more than 80% of a **lot** may be occupied by **buildings**, **structures**, and **non-porous surfaces**.
- 3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

18.35.6 Yards & Setbacks

- 1. In the area identified as "A" on Diagram 1, Section 18.35.4.4:
 - a) the minimum front yard is 7.6 m;
 - b) the minimum west interior side yard is 6.0 m;
 - c) the minimum east interior side yard is 9.1 m; and
 - d) the minimum rear yard is 18.2 m.
- 2. In the area identified as "B" on Diagram 1, Section 18.35.4.4:
 - a) the minimum front and rear yard is 12.1 m;
 - b) the minimum west interior side yard is 9.1 m; and
 - c) the minimum east interior side yard is 10.6 m.

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- 3. In the area identified as "C" on Diagram 1, Section 18.35.4.4:
 - a) the minimum front and rear yard is 12.1 m;
 - b) the minimum west interior side yard is 10.6 m; and
 - c) the minimum east interior side yard is 9.1 m.
- 4. In the area identified as "D" on Diagram 1, Section 18.35.4.4:
 - a) the minimum front yard is 7.6 m;
 - b) the minimum interior side yard is 12.1 m;
 - c) the minimum exterior side yard is 7.6 m; and
 - d) the minimum rear yard is 9.1 m.

18.35.7 Permitted Heights

- 1. In the area identified as "A" on Diagram 1, Section 18.35.4.4, the maximum **height** for **buildings** is 9.0 m but containing no more than 2 **storeys.**
- 2. In the area identified as "B", "C", and "D" on Diagram 1, Section 18.35.4.4, the maximum **height** for **buildings** is 15.0 m but containing no more than 4 **storeys** including one ground level of covered parking.
- 2. The maximum height for **accessory buildings** is 5.0 m.
- 3. The maximum height for **accessory structures** is 12.0 m.

18.35.8 Subdivision Provisions/Minimum Lot Size

- 1. In the area identified as "A" on Diagram 1, Section 18.35.4.4:
 - a) the minimum lot width is 35.0 m;
 - b) the minimum lot depth is 80.0 m; and
 - c) the minimum **lot area** is 2,850 m².
- 2. In the area identified as "B" and "C" on Diagram 1, Section 18.35.4.4:
 - a) the minimum lot width is 40.0 m;
 - b) the minimum lot depth is 80.0 m; and
 - c) the minimum **lot area** is $3,400 \text{ m}^2$.
- 3. In the area identified as "D" on Diagram 1, Section 18.35.4.4:
 - a) the minimum lot width is 50.0 m;
 - b) the minimum **lot depth** is 80.0 m; and
 - c) the minimum lot area is $4,300 \text{ m}^2$.

18.35.9 Landscaping & Screening

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

18.35.10 On-Site Parking and Loading

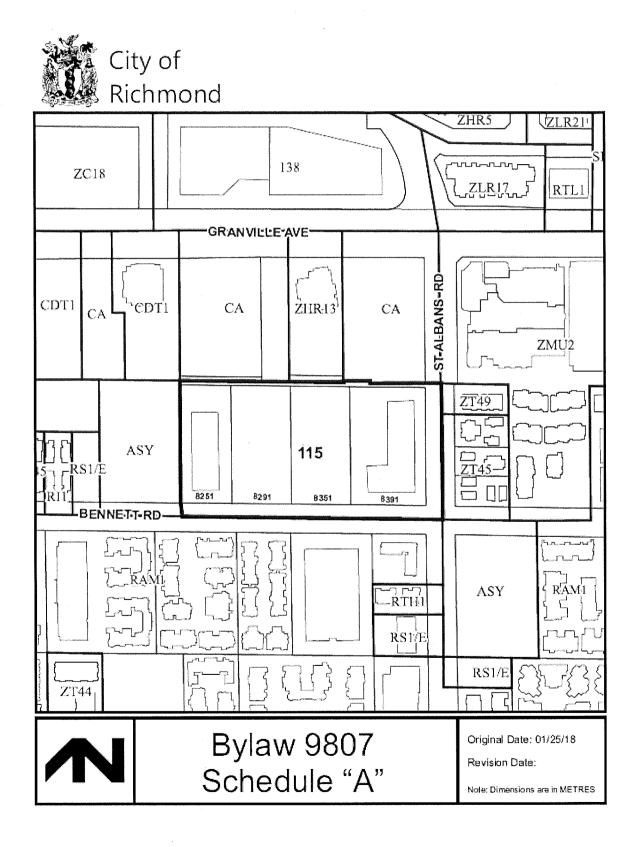
- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement:
 - a) In the area identified as "A" on Diagram 1, Section 18.35.4.4, shall be 32 **vehicle parking spaces,** and of which a minimum of 11 shall be designated for visitors; and
 - b) In the areas identified as "B", "C", and "D" on Diagram 1, Section 18.35.4.4, shall be the greater of 1.3 vehicle parking spaces per dwelling unit or 163 vehicle parking spaces, and of which a minimum of 18 shall be designated for visitors.

18.35.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- 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 designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9807" as "Low Rise Apartment (ZLR35) St. Albans Sub Area (City Centre)".
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9807".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	APPROVED by
SECOND READING	 APPROVED by Director
THIRD READING	 or Solicitor
ADOPTED	

MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9808 to Establish Zoning for the Property Developed under Land Use Contract 119

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

" 22.47 Office (ZC47) – Brighouse Village (City Centre)

22.47.1 Purpose

The **zone** provides for **office**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 119 on Cook Road in the Brighouse Village of City Centre.

- 22.47.2Permitted Uses22.47.3Secondary Uses• health service, minor• n/a
 - office

22.47.4 Permitted Density

- 1. The maximum **floor area** permitted is 511 m².
- 2. The maximum **floor area ratio** is 1.15.

22.47.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 57% for **buildings**.
- 2. No more than 80% of a lot may be occupied by **buildings**, structures, and **non-porous surfaces**.
- 3. 20% of the **lot area** is restricted to **landscaping** with live plant material.
- 22.47.6 Yards & Setbacks
 - 1. The minimum **front yard** is 6.1 m.
 - 2. The minimum **interior side yard** is 0.2 m.

- 3. The minimum **exterior side yard** is:
 - a) 0.0 m for no more than 17% of the side façade of the **building**, to be used only for entrances, exits, and stairs; and
 - b) 4.0 m for at least 83% of the side façade of the **building**.
- 4. The minimum **rear yard** is:
 - a) 0.41 m for no more than 48% of the rear façade of the **building**, to be used only for entrances, exits, and stairs; and
 - b) 4.85 m for at least 52% of the rear façade of the building.

22.47.7 Permitted Heights

1. The maximum **height** for **buildings** is 9.0 m but containing no more than 2 **storeys**, including ground level parking.

22.47.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum lot width is 10.0 m.
- 2. The minimum lot depth is 55.0 m.
- 3. The minimum lot area is 750 m^2 .

22.47.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 22.47.10 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 the basic on-site parking requirement shall be 19 **vehicle parking spaces**.

22.47.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9808" as "Office (ZC47) – Brighouse Village (City Centre)".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9808".

FIRST READING

A PUBLIC HEARING WAS HELD ON

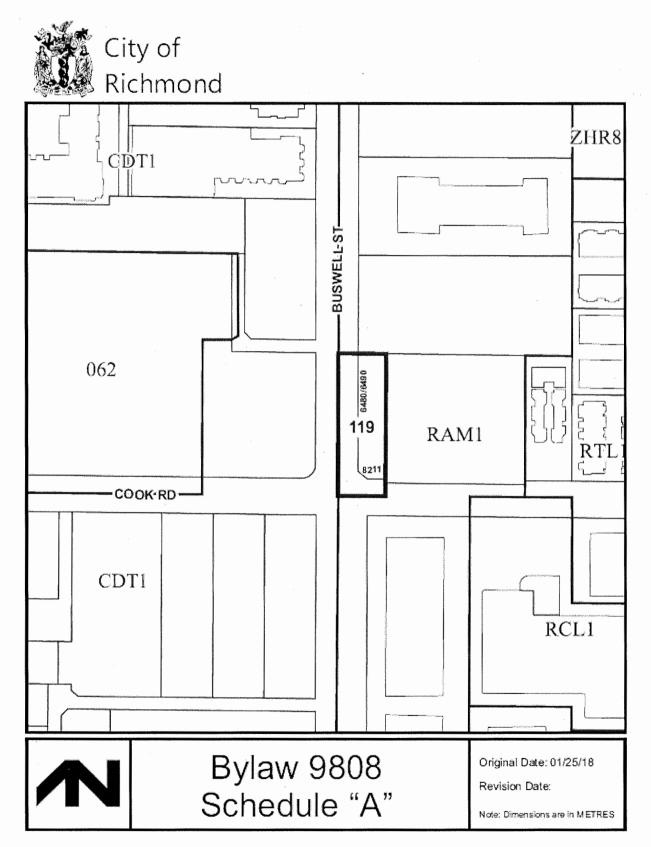
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MAYOR





Richmond Zoning Bylaw 8500, Amendment Bylaw 9809 to Establish Zoning for the Property Developed under Land Use Contract 131

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

"18.36 Low Rise Apartment (ZLR36) – Brighouse Village (City Centre)

18.36.1 Purpose

The **zone** provides for low rise **apartment housing** and compatible **uses**. This **zone** is for the property developed under Land Use Contract 131 on Westminster Highway in the Brighouse Village of City Centre.

18.36.2 Permitted Uses

18.36.3

Secondary Uses

- child care
- housing, apartment

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

18.36.4 Permitted Density

- 1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 45.
- 2. The maximum number of **buildings** for **apartment housing** is one.
- 3. The maximum floor area permitted for a dwelling unit containing one bedroom in apartment housing is 56 m² exclusive of storage space.
- 4. The maximum **floor area** permitted for a **dwelling unit** containing two bedrooms in **apartment housing** is 75 m² exclusive of storage space.
- 5. The maximum floor area ratio is 1.20.
- 18.36.5 Permitted Lot Coverage
 - 1. The maximum **lot coverage** for **buildings** is 40%.

- 2. No more than 80% of a lot may be occupied by **buildings**, structures, and **non-porous surfaces**.
- 3. 20% of the lot area is restricted to landscaping with live plant material.

18.36.6 Yards & Setbacks

- 1. The minimum **front yard** is 12.0 m.
- 2. The minimum interior side yard is 8.5 m.
- 3. The minimum **rear yard** is 10.0 m.

18.36.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 15.0 m, but containing no more than 4 **storeys** including ground level parking.
- 18.36.8 Subdivision Provisions/Minimum Lot Size
 - 1. The minimum **lot width** is 73.0 m.
 - 2. The minimum lot depth is 54.0 m.
 - 3. The minimum lot area is $4,045 \text{ m}^2$.

18.36.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 18.36.10 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 the basic on-site parking requirement shall be provided at a ratio of a minimum 1.5 **vehicle parking spaces** per **dwelling unit**.

18.36.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9809" as "Low Rise Apartment (ZLR36) – Brighouse Village (City Centre)".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9809".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

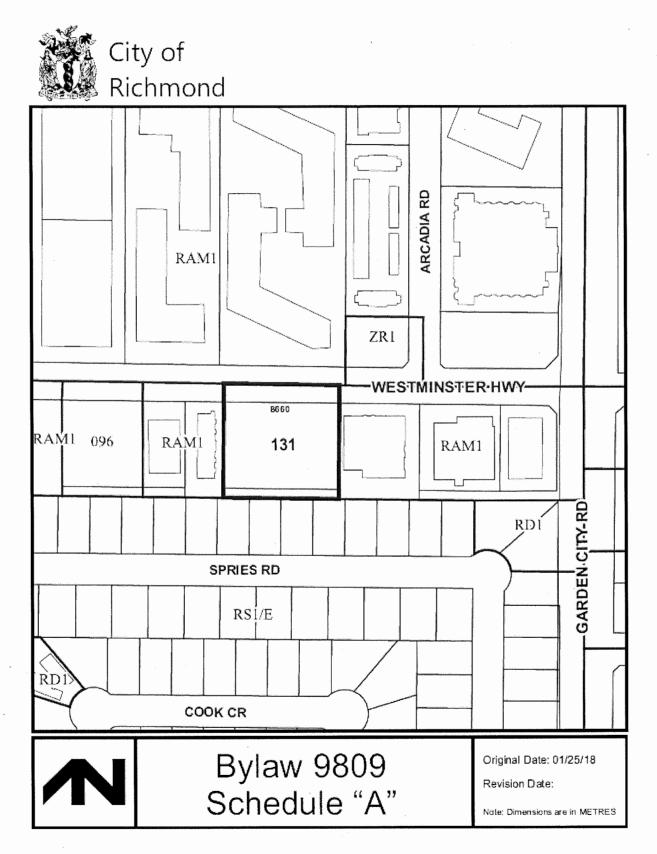
THIRD READING

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·	APPROVED by Director or Solicitor
	24

MAYOR

Schedule A attached to and forming part of Bylaw 9809



CNCL - 213



Richmond Zoning Bylaw 8500, Amendment Bylaw 9810 to Establish Zoning for the Property Developed under Land Use Contract 138

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

" 18.37 Low Rise Apartment (ZLR37) – Brighouse Village (City Centre)

18.37.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 138 on Granville Avenue and Cooney Road in the Brighouse Village of City Centre.

18.37.2 Permitted Uses

child care

housing, apartment

18.37.3 Secondary Uses

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

18.37.4 Permitted Density

- 1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 129.
- 2. The maximum number of **buildings** for **apartment housing** is two.
- 4. The maximum floor area ratio is 0.85.
- 18.37.5 Permitted Lot Coverage
 - 1. The maximum lot coverage is 29% for buildings containing apartment housing.
- 18.37.6 Yards & Setbacks
 - 1. The minimum **setback** to Cooney Road is 5.0 m.
 - 2. The minimum **setback** to the north **side lot line** is 17.0 m.
 - 3. The minimum **setback** to Granville Avenue is 7.5 m.
 - 4. The minimum **setback** to Buswell Street is 6.0 m.

18.37.7 Permitted Heights

1. The maximum **height** for **buildings** is 15.0 m but containing no more than 4 **storeys** including one ground level of parking.

18.37.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot width** is 75 m.
- 2. The minimum **lot depth** is 135 m.
- 3. The minimum lot area is $11,900 \text{ m}^2$.

18.37.9 Landscaping & Screening

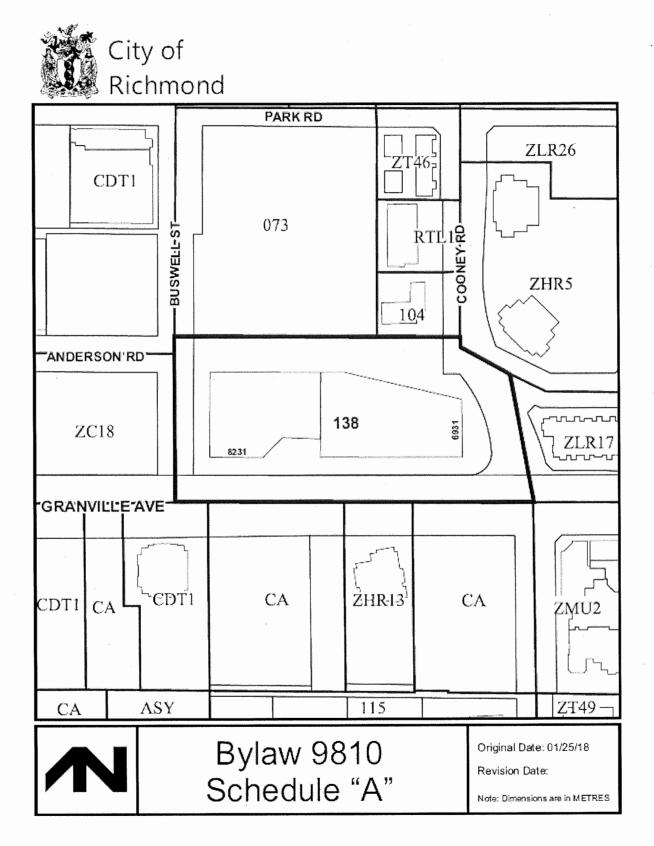
- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 18.XX.10 On-Site Parking and Loading
 - 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement shall be 1.25 **vehicle parking spaces** per **dwelling unit**.

18.37.11 Other Regulations

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9810" as "Low Rise Apartment (ZLR37) – Brighouse Village (City Centre)".
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9810".

FIRST READING	CITY OF RICHMOND
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SECOND READING	APPROVED by Director
THIRD READING	 or Solicitor
ADOPTED	

MAYOR



Bylaw 9811



Richmond Zoning Bylaw 8500, Amendment Bylaw 9811 to Establish Zoning for the Property Developed under Land Use Contract 158

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment) Zones), in numerical order:

"18.38 Low Rise Apartment (ZLR38) – Brighouse Village (City Centre)

18.38.1 Purpose

The **zone** provides for low rise **apartment housing** and other compatible **uses**. This **zone** is for the property developed under Land Use Contract 158 on Park Road in the Brighouse Village of City Centre.

18.38.2	Permitted Uses	18.38.3	Secondary Uses
	 child care 		 boarding and lodging
	have been an entry and		· · · · · · · · · · · · · · · · · · ·

- housing, apartment
 community care facility,
 minor
 - home business

18.38.4 Permitted Density

- 1. The maximum number of **dwelling units** for **apartment housing** is 56.
- 2. The maximum number of **buildings** for **apartment housing** is one.
- 4. The maximum floor area ratio is 1.20.

18.38.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** for **buildings** is 50%.
- 2. No more than 80% of a **lot** may be occupied by **buildings**, **structures**, and **non-porous surfaces**.
- 3. 20% of the lot area is restricted to landscaping with live plant material.

Bylaw 9811

18.38.6	Yards	& Setbacks		
	1.	The minimum front yard is 7.5 m.		
	2.	The minimum east interior side yard is 6.0 m.		
	3.	The minimum west interior side yard is 9.0 m.		
	4.	The minimum rear yard is 7.0 m.		
18.38.7	Permit	tted Heights		
	1.	The maximum height for buildings is 15.0 m, but containing no more than 4 storeys including ground level parking.		
18.38.8	Subdivision Provisions/Minimum Lot Size			
	1.	The minimum lot width is 45.0 m.		
	2.	The minimum lot depth is 90.0 m.		
	3.	The minimum lot area is 4,400 m ² .		
18.38.9	Lands	caping & Screening		
	1.	Landscaping and screening shall be provided in accordance with the provisions of Section 6.0.		
18.38.10	On-Sit	e 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 the basic on-site parking requirement shall be 54 covered vehicle parking spaces , and 22 uncovered vehicle parking spaces , of which there shall include 6 visitor parking spaces .		
18.38.11	Other	Regulations		

- 1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
- 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 designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9811" as "Low Rise Apartment (ZLR38) Brighouse Village (City Centre)".

Bylaw 9811

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9811".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

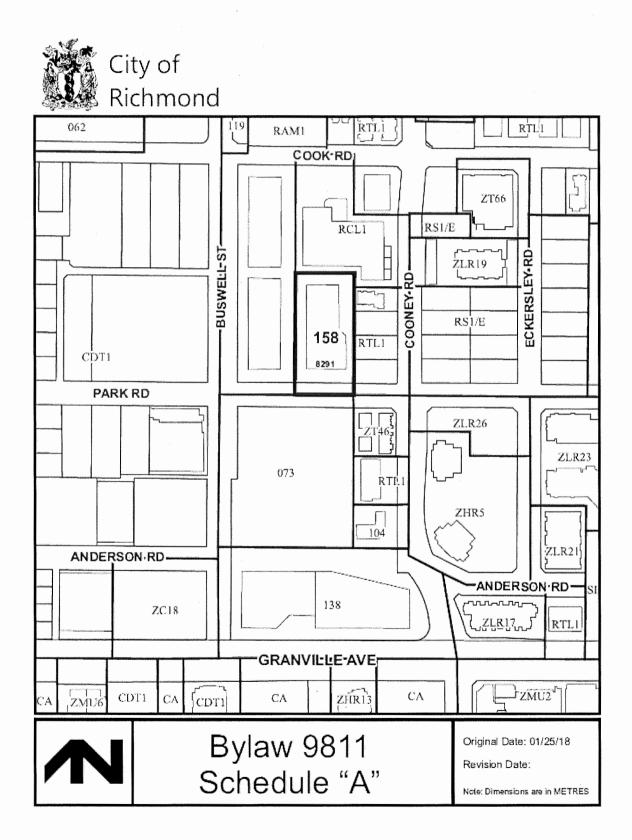
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MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9811





То:	Public Works and Transportation Committee	Date:	January 22, 2018
From:	John Irving, P.Eng. MPA Director, Engineering	File:	10-6000-01/2018-Vol 01
Re:	Flood Protection Programs Update		

Staff Recommendation

That the process to update the 2008 – 2031 Richmond Flood Protection Management Strategy as identified in the report titled "Flood Protection Programs Update," dated January 22, 2018, from the Director, Engineering, be endorsed.

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

Att. 1

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENC	E CONCURRENCE OF GENERAL MANAGER		
Roads & Construction Sewerage & Drainage	मि	40		
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE		S: APPROVED BY CAO		

Staff Report

Origin

Richmond City Council adopted the 2008 – 2031 Richmond Flood Protection Management Strategy in 2008. The 2008 – 2031 Richmond Flood Protection Management Strategy is the City's guiding framework for continual upgrades and improvement of the City's flood protection system. This report is an overview of current ongoing efforts under this strategy.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. Safe and sustainable infrastructure.

Findings of Fact

Richmond's flat, low lying topography has inherent flood risk from inundation and rainfall. Understanding and managing this risk is critical to the City's success and a primary municipal responsibility. Richmond's diking and drainage systems provide a high level of flood protection for businesses and residents in Richmond, however, these systems require ongoing maintenance and upgrading to maintain this high level of service given ageing infrastructure challenges and forecasted climate change induced sea level rise.

The 2008 – 2031 Richmond Flood Protection Management Strategy is the overarching framework that guides Richmond's flood protection activities. Guided by this strategy and aging infrastructure planning, the City has developed dike master plans, ongoing maintenance programs and capital plans for infrastructure improvements. Funding for upgrades is largely provided through the City's Drainage and Diking Utility, which generates \$11.9 million annually. Additional financial support has been provided from senior levels of government through one off funding grants. The City has also been successful in partnering with development for the provision of localized infrastructure upgrades.

The following is a status report of current drainage and diking planning and construction activities for Council's information.

Flood Protection Management Strategy Update

The City received grant funding of \$500,000 through the National Disaster Mitigation Program to update the 2008 – 2031 Flood Protection Management Strategy. The 2018 – 2041 Flood Protection Management Strategy will update:

- hazard and consequence information including the latest climate change science;
- opportunities to improve flood risk management such as property acquisition requirements and Flood Construction Levels (FCLs); and
- partnership opportunities in achieving preferred options.

In developing the updated Flood Protection Management Strategy, staff will utilize expertise from:

- Technical consultants with international expertise;
- The Fraser Basin Council;
- The University of British Columbia; and
- British Columbia Ministry staff.

Staff has engaged a consultant and the consultant's draft work will be completed in the fourth quarter of 2018. The Fraser Basin Council, UBC and the Province will be invited to participate and provide comment and input. Staff will then develop a draft updated 2018 - 2041 Flood Protection Management Strategy, which will be utilized for public consultation and for Council's consideration in a subsequent report.

Recent Grants

The City has procured the following significant flood protection grants over the last two years. Richmond projects utilizing this grant funding and progress on those projects is detailed in the body of this report.

Steveston Island Flood Risk Investigation

Total Project Value: \$1,620,000 Federal: \$810,000; Provincial: \$405,000; City of Richmond: \$405,000

Flood Mitigation Strategy Update

Total Project Value: \$500,000 Federal: \$250,000; Provincial: \$250,000

Disaster Mitigation: Rebuild Pump Stations and Dike Upgrades: \$24,949,998

Provincial: \$16,633,332; City of Richmond: \$8,316,666

Dike Master Planning

The current phases of the Dike Master Plan are shown in Attachment 1. Phase 1 is complete and was endorsed by Council on April 22, 2013. Stakeholder consultation for the draft version of Phase 2 is complete and staff will report the results of that consultation to Council in March 2018. National Disaster Mitigation Program grant funding was secured for Phase 3 and work began in November 2017 as per the conditions of the grant. Work on Phase 4 of the dike master plan began in October 2017. Staff anticipate that both Phase 3 and Phase 4 will be completed in 2018. Staff recently secured a \$150,000 grant from the Union of BC Municipalities Community Preparedness Fund for Phase 5 of the Dike Master Plan and work will begin in 2018.

Steveston Island Dike Investigation

The Dike Master Plan Phase 1 identified Steveston Island as the preferred long term dike alignment for flood protection in Steveston Harbour. Staff obtained grant funding through the National Disaster Mitigation Program for Steveston Island Flood Mitigation Planning and began geotechnical investigation to determine the feasibility of this option in November 2017. The geotechnical investigative work will be completed in the first quarter of 2018.

Dike Raising and Pump Station Upgrades

As part of the City's Flood Protection Program, the following dike upgrades and pump station reconstruction projects are underway through the current approved capital program combined with \$16.6 million in grant funding secured from the Province of British Columbia:

- Horseshoe Slough Pump Station detailed design has been completed, construction will begin in the first quarter of 2018 and be completed in the first quarter of 2019;
- No. 7 Road South Pump Station design is underway, construction will begin in the second quarter of 2018 and be completed in the first quarter of 2019;
- Shell Road North Pump Station design is underway, construction will begin in the second quarter of 2018 and be completed in the first quarter of 2019;
- No. 2 Road South Pump Station conceptual architectural design is pending on Council approval, construction is scheduled to begin in the third quarter of 2018 and be completed in the first quarter of 2019;
- No. 2 Road North Pump Station construction will be completed in early 2018
- South Dike from No. 3 Road to Gilbert Road design to be completed in the first quarter of 2018. Construction is targeted for the third quarter of 2018 but will be dependent on receiving environmental approvals from the Province;
- North Dike Raising and Improvement from No. 2 Road to Mccallan Road design to be completed in the second quarter of 2018 and construction to be completed in the first quarter of 2019 but will be dependent on receiving environmental approvals from the Province;
- South Dike from No. 3 Road to 410 m east of the Woodwards Slough Drainage Pump Station (excluding Crown Packaging property) design to be completed in the second quarter of 2018. Construction is targeted for the third quarter of 2018 but will be dependent on receiving environmental approvals from the Province;
- South Dike from No. 9 Road Pump Station to 680 m to the east, adjacent to Lafarge design will begin in 2018 with completion scheduled for 2019; and
- North Dike from No. 8 Rd to approximately 500 m to the east design will begin in 2018 with completion scheduled for 2019.

The City has existing agreements with Crown Packaging and Lafarge stating their responsibilities to raise and maintain the dike fronting their respective properties. Staff has initiated discussions with both Crown Packaging and Lafarge and are working to facilitate dike improvements at these locations.

Britannia Heritage Shipyard Flood Protection Improvements

This project will improve flood protection at the Britannia Heritage Shipyard site, which is outside the City dike. The scope includes repairing existing bulkheads, raising of concrete walls and installing new sheet pile flood barriers that will be cladded to preserve the heritage appearance. The project is scheduled to be completed in the second quarter of 2018.

Box Culvert Repair or Replacement

The City has 56 km of box culverts throughout the City that are the back bone of the City's drainage system. Some of the box culverts have deteriorated prematurely and have required remedial action or replacement. The following are box culvert capital projects competed in 2017 or scheduled for 2018.

- No. 2 Road between Westminster Highway and Granville Avenue replaced 50 m of box culvert that had joint failure and was undermining No. 2 Road. Replacement was completed in February 2017 at a capital cost of \$1.5M;
- No. 4 Road at Tuttle Avenue replaced 25 m of deteriorated large diameter steel culvert with a 3.3 m x 1.5 m box culvert. Completed in February 2017 at capital cost of \$630k; and
- No. 2 Road south of Steveston Highway inspection of this box culvert identified over 250 defects that require attention. The approved budget for required repair work is \$3.7M and work is scheduled to begin in the first quarter of 2018.

Maintenance

In 2017, dike maintenance staff re-armoured 6,000 square meters of dike face with 5,200 tonnes of rip rap and removed 5,500 square meters of trees and vegetation from the dikes. Staff will increase dike maintenance in 2018 with the additional funding approved by Council on November 14, 2017 as part of the 2018 Utility Budget rates.

Box culvert deterioration is an emerging issue in Richmond and the City implemented a box culvert inspection program in 2017. Staff performed comprehensive inspection of 7 km of box culverts in 2017 and will inspect another 8 km of box culverts in 2018.

New Technologies

Staff identified a unique technology to improve soil strength through utilization of microbes. This technology has potential to strengthen dikes that are susceptible to liquefaction during very long return period earthquakes. Staff has engaged a Dutch company to confirm the effectiveness of the microbes in Richmond's soil stratum and will employ this innovative technology in the City should it prove to be beneficial.

Financial Impact

None.

Conclusion

Richmond's flood protection system provides a high degree of security for the residents and businesses in the City of Richmond. The 2008 – 2031 Richmond Flood Protection Management Strategy is the City's guiding framework for continual upgrades and improvement of the City's flood protection system and the Drainage and Diking Utility provides a secure source of funding for these improvements. The City's Dike Master Plan identifies a long term program for increasing the height of the City's dikes over the next 25 to 75 years to stay ahead of climate change induced sea level rise and guides the City's Dike Improvement Program. The Dike Improvement Program has a number of projects that are currently in the implementation phase and additional projects are identified in the City's Capital Plan for implementation in the near future.

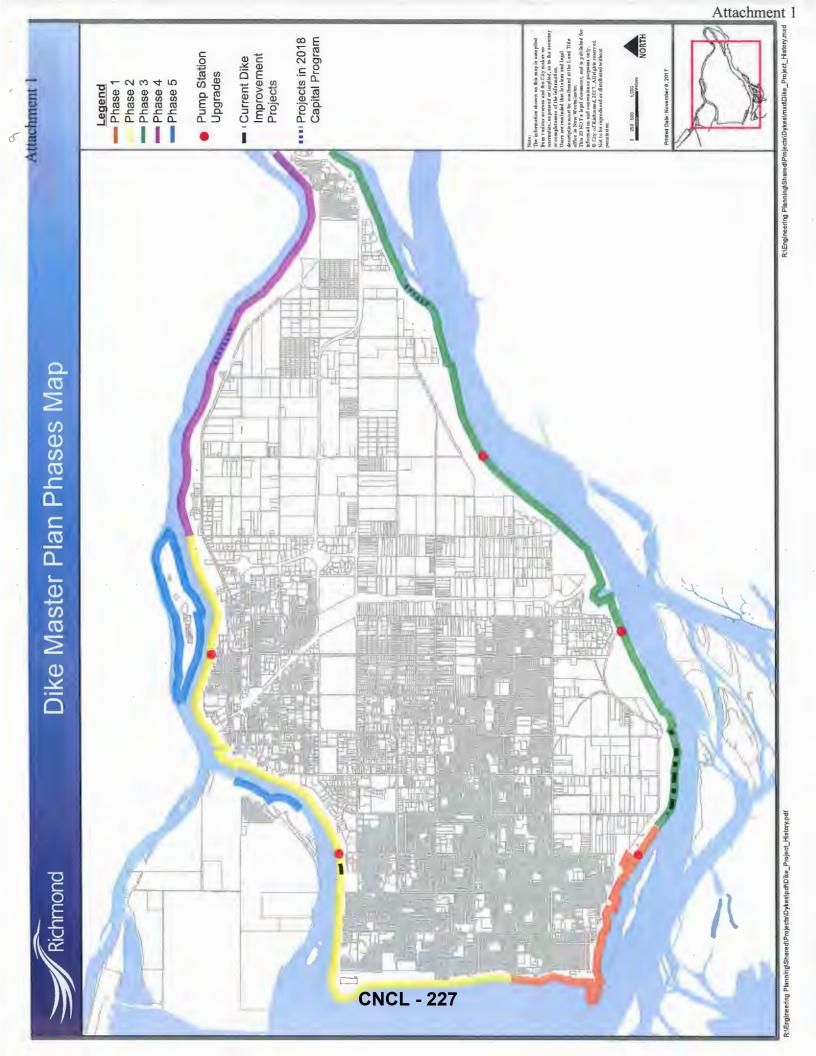
The City's 56 km of box culverts are the back bone of the City's drainage network. Richmond has a rigorous box culvert inspection program that has identified deterioration in some of the box culvert inventory. A number of projects have been completed or are under way to repair identified weaknesses in the box culverts.

Staff is continually identifying new technologies that may have application in Richmond and is working with a Dutch company to determine if a microbe based soil stabilization process will work in Richmond. This process has significant potential to improve the City's liquefiable soils and provide improved protection during seismic events.

Lloyd Bie, P.Eng. Marager, Engineering Planning (604-276-4075)

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Att. 1: Dike Master Plan Phasing Map





Report to Committee

То:	Public Works and Transportation Committee	Date:	January 26, 2018
From:	John Irving, P. Eng MPA Director, Engineering	File:	10-6125-05-01/2018-Vol 01
Re:	Richmond Carbon Market and Carbon Neutrality Update		

Staff Recommendation

- 1. That the staff report titled, "Richmond Carbon Market and Carbon Neutrality Update," from the Director of Engineering, dated January 26, 2018 be received for information.
- 2. That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute agreements to purchase carbon credits to maintain the City's corporate carbon neutrality status.

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

Att. 1

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

Origin

The City of Richmond committed to maintaining carbon neutral corporate operations when it signed the BC Climate Action Charter. The City has maintained this commitment since 2013. The purpose of this report is to seek approval to develop and execute partnership agreements with two additional Richmond-based organizations (Lafarge Canada and Panevo Services) and to renew a partnership agreement with Pacific Gateway Hotel through the Richmond Carbon Market (RCM) program and to present a corporate carbon neutrality update.

These planned actions support the following Council 2014-2018 Term Goals:

#4 Leadership in Sustainability:

- 4.1. Continued implementation of the Sustainability Framework.
- 4.2. Innovative projects and initiatives to advance sustainability.

#5 Partnerships and Collaboration:

- 5.1. Advancement of City priorities through strong intergovernmental relationships.
- 5.2. Strengthened strategic partnerships that help advance City priorities

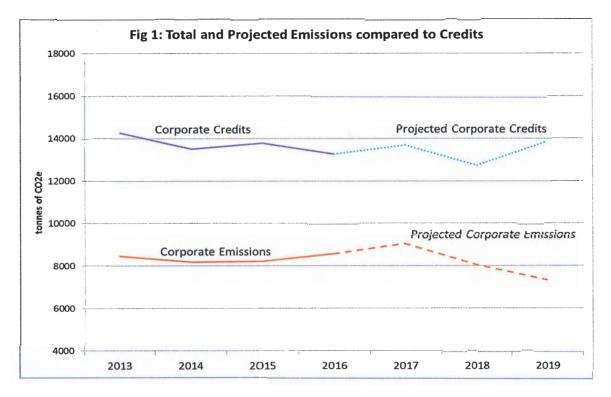
Background

In September 2008, Council signed the BC Climate Action Charter, voluntarily committing the City to annual corporate GHG emissions reporting and to achieving carbon neutral operations. In 2013, Richmond City Council adopted the *Towards Carbon Neutrality: Implementation Strategy*, which put in place an effective framework defined by four key steps for meeting carbon neutrality commitments: measure, reduce, compensate (or offset) and report.

Achieving carbon neutrality for corporate operations entails that the City reduces corporate emissions where possible and offsets corporate emissions as necessary. Guided by the City's 2013 Green Fleet Action Plan and Energy Management Program for buildings and infrastructure, the City is constantly working on reducing its corporate GHG emissions footprint and energy use. To meet the City's community commitment of 33% reduction from 2007 levels by 2020, Council has endorsed a 20% GHG emissions reduction target for Fleet by 2020 from 2011 levels and a 65% reduction for corporate buildings by 2020 from 2007 levels.

Key mechanisms identified in the 2013 strategy to address the need for compensation included assessing and quantifying beyond "business as usual" corporate activities that reduce GHG emissions and the implementation of the RCM pilot program to invest in Richmond-based projects.

The City has achieved carbon neutral operations for the past four reporting years, and is anticipating achieving carbon neutrality in 2017 as well. Due to the City's completion of several emissions reduction projects since 2013, including the investment in the development of RCM projects, the City is carrying forward a surplus of credits. Any surplus credits are able to be carried forward to following years to achieve carbon neutrality. Based on the ongoing work to reduce corporate emissions and the ongoing accumulation of verified emission credits, the City is projecting that carbon neutrality will be maintained through past the 2020 reporting year, as shown below in Figure 1.



Richmond Carbon Market Program

The RCM pilot program was initiated in 2015, and it was envisioned that it would act as a tool that the City could use to build community resilience by investing in Richmond-based projects that would generate carbon credits that then belong to Richmond. When the pilot was introduced, Council endorsed a strategy to invest funds the City receives annually through the Province's Climate Action Revenue Incentive Program. In 2015 five project submissions were received as part of the first round of projects. The five projects and their current status are shown in the following table.

Table 1: First Round	Project Submissions	for RCM program
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Proponent	Project Description	Project Status	GHG emission credits (tCO ₂ e)
1. Pacific Gateway Hotels	Building energy efficiency retrofits	Retrofit work was completed prior to 2015, and the purchase agreement for the associated 2015 credits was finalized in 2016	106
2. EcoWaste Industries	Enhanced landfill re-vegetation and carbon sequestration	Project is on -hold, full re-design is required and it may not qualify for the program once implemented	-
3. TnT Supermarkets	Organic waste diversion and bio-digester, to achieve a zero waste grocery operation	Equipment associated with project was moved to another location outside of Richmond	-
4. RDH Building Engineering	Building energy renewal and retrofits in Richmond	The proponent did not complete the required reporting – project was not advanced	-
5. Harvest Power	Packaged organics separation and recycling	The proponent did not complete the required reporting project was not advanced	-

While there was community interest in the call for projects, agreements with four of the five original proponents were not completed. The RCM program is on-going, and for this reason two new proponents and one original proponent have come forward in the City's second call for projects.

Analysis

The second call for projects through the RCM involved re-posting a Notice of Opportunity on BC Bid, providing direct information to Richmond businesses through the City's Economic Development Office monthly newsletter and social media page, and by soliciting directly some of the participants that were involved in the City's original pilot program consultations. As a result of these actions two additional participants were identified, with Pacific Gateway Hotel re-submitting a follow up proposal. Information on the three submissions that were received as part of the second round call for projects is listed in the table below for Council consideration. For further description and information on each potential participant and their submissions, please see Attachment 1.

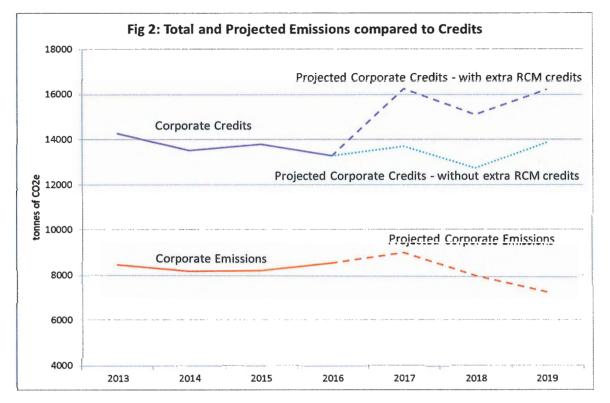
Proponent	Project Description	Project Status	Est. GHG emission reductions available (tCO ₂ e)	Max. Investment (\$25/tCO2e)
1. Pacific Gateway Hotels	Building energy efficiency retrofits – Calendar years 2016 and 2017	Completed, quantification to be finalized in early 2018	200	\$5,000
2. Lafarge Canada	Asphalt recycling and displacement of virgin aggregate material	Completed, quantification to be finalized in early 2018	2,400	\$60,000
3. Panevo Services Ltd	Industrial and commercial energy efficiency improvement and equipment renewal consultants	Not yet implemented	500-2,000	\$50,000
		Total	3,100-4,600	\$115,000

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Table 2: Community Project Submissions to the Richmond Carbon Market

If approved, the execution of agreements with both Pacific Gateway and Lafarge can likely be completed before the City's 2017 carbon neutral reporting deadline in June 2018, which will allow further surplus to be accumulated this reporting year. Once Panevo Services Ltd finalizes its project submission and the required quantification and verification documents, the specific project information will be reviewed by the City. It is not expected that the execution of a purchase agreement with Panevo will occur prior to June 2018, but could be completed before the 2018 reporting deadline in June 2019 if approved. The City will be well positioned to maintain corporate carbon neutrality indefinitely if these proponents are selected to be included in the Richmond Carbon Market Program and corporate emissions targets are reached, as shown in Figure 2.



In addition to external RCM program projects, there are internal corporate projects that the City has quantified or is in the process of quantifying to further reduce the City's carbon footprint. The expected credits associated with the projects are reflected in Figures 1 and 2. Further information on the corporate projects and their status are listed in the following table.

Project Description	Tonnes CO2e	Project Status
Household Organic Waste Composting – Municipally Collected	7,000	Quantification completed by Metro Vancouver on an an annual basis.
Corporate concrete and asphalt recycling – Sidaway Yard	500	Quantification and reporting methodology completed in 2017, further credits received on an annual on-going basis as concrete batches are recycled.
Alexandra District Energy Utility (2014-2016)	550	Quantification and verification completed in 2017. Credits will be a one-time allocation as the ADEU is now part of the separate corporation, Lulu Island Energy Company.
Northeast Bog (2018)	Over 1,000*	Initial carbon assessment has been completed. Further ecological and environmental assessments to be completed in mid-2018.
Total projected credits from corporate projects	9,050ª	

*) current estimates, projects still to be quantified

^a) currently approximately 7,500 tonnes of the projected credits from corporate activities would be available on an on-going basis

Financial Impact

None, funding for this program was previously approved by Council.

Conclusion

Through the continued strategic implementation of the *Towards Carbon Neutrality* – *Implementation Strategy*, the City is a leader amongst BC municipalities in working towards reductions in community and corporate GHG emissions. With the continued development and deployment of the Richmond Carbon Market program, the development and quantification of corporate projects, and the strive to achieve corporate building and fleet GHG emission reduction targets, the City is well positioned to maximize corporate and community benefits of transitioning towards a low carbon community while also maintaining carbon neutral operations indefinitely.

Levi Higgs, CEM, PMP Corporate Energy Manager (604-244-1239)

Peter Russell Senior Manager, Sustainability and District Energy (604-276-4130)

Att. 1: Richmond Carbon Market Program - Submission Summary 2018



Richmond Carbon Market Program – Submission Summary

Proponent Submissions Summary

A second request for community greenhouse gas (GHG) emission reduction project plans was issued publicly in November 2017, as part of the Richmond Carbon Market program. This request was designed to further assess the opportunity for the City to invest in community based projects that result in quantifiable GHG emissions reductions, which then could be used to offset the City's corporate GHG footprint.

Three submissions were received as part of this request, and detailed project summaries and organization information is indicated below.

1. Pacific Gateway Hotel

- **Business type:** Pacific Gateway Hotel is a 374 room hotel, resort, and marina operation on Sea Island in Richmond. The hotel is affiliated with Preferred Hotels and Resort International, which represents a global collection of 650 independent hotels in 85 countries.
- Location: 3500 Cessna Drive, Richmond
- Type of Project: Building energy efficiency retrofits Option 1
- **Project Description:** The facility completed energy efficiency upgrades to the building structure and systems to reduce energy use and GHG emissions, including;
 - o Building automation system upgrades
 - o Boiler plant replacement with domestic hot water pre-heat
 - Upgrade and replacement of make-up air units and exhaust fans
 - o Lighting re-lamp and retrofit
 - Resealing the building envelope to decrease conditioned air leaks.

The project quantification will assess the difference in GHG emissions between business as usual energy use of the building as compared to the post energy efficiency retrofit operation.

- Pre-feasibility Estimated GHG Emissions Reduction: 200 tCO2e per year
- **Project Timeline:** Project was completed in 2014, and a three year baseline was established. The project timeline for this submission will include emission reductions in the 2016 and 2017 calendar years as compared to the baseline conditions.
- Additional Community Benefits: Economic investments in energy efficiency upgrades at the hotel help support local jobs and economy.



2. Lafarge Canada

- **Business type:** Lafarge North America has numerous operations throughout North America, producing construction and infrastructure related material including cement, ready-mix concrete, aggregates, asphalt, and other products. Lafarge operates a large cement manufacturing and processing plant in East Richmond as well as a smaller asphalt batch plant on Mitchell Island.
- Location: Mitchell Island, Richmond
- Type of Project: Emissions reductions through displacement of virgin material Option 2
- **Project Description:** Lafarge operates a plant on Mitchell Island that produces an asphalt product used for paving roads of various types. The asphalt they manufacture is a mix of asphalt cement combined with aggregate and sand. Asphalt cement is the black, tarry liquid (nearly solid at ambient temperatures) residue from the oil refining industry. The plant has been modified so that they can accept recycled asphalt material into their mix displacing the amount of virgin asphalt cement material they use, and reducing the transportation required for that material. The greater amounts of recycled material the plant uses, the greater the energy and emissions savings they can achieve.
- Pre-feasibility Estimated GHG Emissions Reduction: 2,400 tCO2e per year
- **Project Timeline:** This project is an on-going activity at the asphalt batch plant on Mitchell Island, with various amounts of recycled material used on an annual basis. Estimated credits are derived from the plant's asphalt production and recycled content mix in 2016.
- Additional Community Benefits: Reduced truck traffic in the City, which results in reduced pollution.

3. Panevo Services Ltd

- **Business type:** Panevo Services Ltd is an engineering consultant company that delivers energy efficiency studies, Energy Management Information System projects, and minor capital projects for industrial clients across Canada that help to reduce energy use and GHG emissions.
- Location: Various clients in Richmond, BC
- Type of Project: Building and Industrial energy efficiency Option 1/2
- **Project Description:** Panevo is consistently helping various clients achieve energy and GHG reductions, as well as cost savings, through various efficiency and equipment renewal projects, such as; boiler upgrades, waste heat recovery system installations, and envelope improvements. Currently they are working with multiple Richmond based clients, and are expecting to be able to bring a project plan forward in the next six months for RCM consideration.
- Pre-feasibility Estimated GHG Emissions Reduction: 500-2,000 tCO2e per year
- **Project Timeline:** Before the end of 2018
- Additional Community Benefits: Increased cost savings for Richmond businesses, increased economic activity, and reduced emissions related pollution.



То:	Public Works and Transportation Committee	Date:	January 24, 2018
From:	Victor Wei, P. Eng. Director, Transportation	File:	01-0100-20- RCYC1/2018-Vol 01
Re:	Richmond Active Transportation Committee – Proposed 2018 Initiatives		

Staff Recommendation

- 1. That the proposed 2018 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee Proposed 2018 Initiatives" dated January 24, 2018 from the Director, Transportation, be endorsed.
- 2. That a copy of the report titled "Richmond Active Transportation Committee Proposed 2018 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

A C

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

Att. 3

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Parks Services Recreation Services Sustainability Engineering	र्घ प्	Au troces			
REVIEWED BY STAFF REPORT / Agenda Review Subcommittee	Initials: CT	APPROVED BY CAO			

Staff Report

Origin

The Richmond Community Cycling Committee was formed in 1993 to allow City staff to work in partnership with the community to promote commuter and recreational cycling in Richmond. In 2013, Council approved the evolution of the Committee into the Richmond Active Transportation Committee (RATC) to reflect a broader mandate that includes skateboarding, inline skating and low-speed scooters. The Committee provides input and feedback to the City on infrastructure projects designed for these modes and undertakes various activities in co-operation with the City that encourage, educate and raise awareness of active transportation.

This report reviews the 2017 activities of the RATC and identifies a number of initiatives for 2018 that would support its mandate to provide input and advice to the City on issues in the planning, development, improvement, and promotion of an active transportation network that supports a greater number of trips by cycling, walking and rolling. The Committee's activities contribute towards the City's sustainability goals articulated in Richmond's *Official Community Plan* and *Community Energy and Emissions Plan* to reduce greenhouse gas emissions by 33% by 2020 and 80% by 2050 based on 2007 levels by prioritizing and funding walking, rolling and cycling infrastructure and, in turn, support Richmond's long-term health, liveability and vibrancy.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. Effective transportation and mobility networks.

Analysis

The RATC undertook and participated in a number of activities in 2017 that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of active transportation in Richmond.

Planning, Expansion and Improvement of Active Transportation Network in 2017

The City continued to improve Richmond's active transportation network in 2017, which comprises nearly 71 km of on- and off-street bike and rolling routes. The Committee provided feedback on the planning, design, construction, and/or improvement of the following facilities.

• <u>Crosstown Neighbourhood Link</u>: Currently under development, the east-west Crosstown Neighbourhood Link is aligned between Blundell Road and Francis Road and will link the Railway Greenway to the Parkside Neighbourhood Link on Ash Street (see Attachment 1 for alignment map and phases). Phases 1 and 2 were completed between Railway Avenue and Gilbert Road. Phase 3 will commence in 2018 with upgrades to the Lucas Road-No. 3 RoadBowcock Road intersections to facilitate the east-west movement of cyclists. The bike route is anticipated to be completed with Phase 4 in 2019.

- 3 -

- <u>Garden City Road Bike Route</u>: To address conflicts between northbound cyclists using the on-street bike lane on Great Canadian Way north of Bridgeport Road and right-turning motorists at the Costco driveway, the existing pathway and sidewalk on the west side of Great Canadian Way between Bridgeport Road and Charles Street was upgraded to a 3.0 m wide multi-use pathway (MUP) with pedestrian lighting. At its northern end, the new MUP connects to the existing MUP on Van Horne Way that in turn links to the Canada Line Bridge. At its southern end, the new MUP will connect to a MUP being constructed as part of the frontage requirements of developments on the west side of Garden City Road between Sea Island Way and Capstan Way. Collectively, these improvements are part of the City's continued efforts to upgrade existing and establish new cycling facilities that are physically separated from adjacent vehicle traffic, particularly in the City Centre.
- <u>On-Street Bike Corral</u>: Richmond's first on-street bike corral was installed in Steveston on No. 1 Road immediately south of Moncton Street (Figure 1). This form of bike parking not only enables the provision of bike racks at a site where there is insufficient boulevard width to accommodate a rack but also does not impact on-street vehicle parking as the bike corral is located within the intersection clearance zone.



Figure 1: Bike Corral on No. 1 Road

• <u>Green Surface Treatment</u>: Addition of green-coloured anti-skid surface within bike lanes or at crosswalks at strategic locations where there is a higher potential for conflicts between cyclists travelling straight through and motorists needing to cross the bike lane in order to merge or make a turn. The vibrant colour is the approved national standard that is intended to highlight and raise awareness to both cyclists and motorists to watch out for each other and use caution when in the area. The green treatment was added within the crosswalks for the Shell Road Trail and the MUP on Westminster Highway east of No. 6 Road (Figure 2).



Figure 2a: Westminster Hwy MUP at No. 7 Road

Figure 2b: Shell Road Trail at Granville Ave

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- <u>Detailed Design for Active Transportation Projects</u>: The Committee provided feedback on the progress of detailed design for the following planned active transportation improvement projects that each include the provision of a two-way paved multi-use pathway: Sexsmith Road (Beckwith Road-Charles St) and River Drive (Van Horne Way-No. 4 Road).
- <u>*River Road*</u>: The Committee continued to provide feedback on road safety improvement options for implementation on River Road between No. 6 Road and Westminster Highway.
- <u>Cycling Wayfinding</u>: Additional cycling wayfinding signage and pavement markings were installed southbound on the Garden City Road bike route south of Cook Road to indicate the alternative use of Citation Drive as a quiet bypass route for southbound cyclists destined for westbound Granville Avenue (Figure 3). In addition, street name signs based on Parks' Wayfinding Strategy will be installed at the cross streets along the Shell Road and Bridgeport Trails to orient cyclists who may be unfamiliar with the routes.





Fig 3: Wayfinding Sign for Citation Dr

- Southwest Area Transport Plan: TransLink staff attended the June 14, 2017 meeting of the Committee as part of the Phase 2 public consultation activities seeking feedback on proposed transit service changes and regionally significant cycling corridors;
- Bike Parkade: Design work for the planned construction of a secure bike parkade at the Bridgeport Canada Line Station, anticipated in 2019; and
- Bicycle Monitoring: The installation of bicycle counters on select bike routes in Richmond, anticipated in 2018, as part of a systematic, regional program to count bicycle trips and monitor bicycle use throughout the region with the data also being used to support the planning and assessment of cycling infrastructure and program investments. At least three counters will be installed in Richmond. While the locations have yet to be finalized, candidates include Great Canadian Way south of Van Horne Way, No. 3 Road south of Saba Road, Railway Avenue north of Williams Road, Westminster Highway east of No. 6 Road, Granville Avenue west of Minoru Blvd, and the No. 2 Road Bridge.

Promotion of Active Transportation Network in 2017

The Committee participated in the following activities in 2017 to promote cycling and other active transportation modes in Richmond.

• <u>Bike to Work Week (May and October 2017)</u>: The Committee worked with the organizer (HUB Cycling) of this region-wide annual initiative to continue to successfully stage these events in Richmond. Region-wide, the number of registered participants was relatively consistent to 2016 (1% decline). A total of 519 riders who reside in Richmond registered on-line for both events (up from 500 in 2016) including 109 new bike commuters, and collectively logged 2,330 trips for a total distance of 30,583 kilometres thereby avoiding the emission of 6.6 tonnes of greenhouse gases (see Figure 4). Within this group were four

teams from the City of Richmond. Together, the City teams logged 211 trips for a total distance of 2,035 kilometres, thus avoiding the emission of 441 kilograms of greenhouse gases.

A total of five celebration stations for cyclists were held in Richmond including two sponsored by the City at the Canada Line Bridge for both the Spring and Fall events. Collectively, these celebration stations logged 466 cyclists, which is comparable to past years.

 <u>17th Annual "Island City, by Bike"</u> <u>Tour (June 11, 2017)</u>: Each year in June, as part of regional Bike Month activities and the City's Environment Week events, the Committee and the City jointly



Figure 4: Participation of Cyclists who reside in Richmond in Bike to Work Week

stage guided tours for the community of some of the city's cycling routes. The 17th annual "Island City, by Bike" tour was based at West Richmond Community Centre and offered short (9-km) and long (18-km) rides with escorts provided by volunteer members of the Richmond RCMP bike squad. The loops featured the Railway Greenway and the 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. Richmond RCMP also provided registration services for an anti-theft bike initiative. The event attracted 75 cyclists of all ages and ability, which is comparable to attendance at past recent events.

- <u>Update of Cycling & Recreational Trails Map</u>: The new map, produced in a more portable format (i.e., folds down to slightly larger than a credit card), was distributed in early 2017 to community centres, libraries and other civic facilities as well as handed out at various City events (Figure 4).
- <u>Participation in City Events</u>: Committee members provided information on how to get around Richmond in fun, safe and environmentally friendly ways at the following City events: Ships to Shore (May 5-6, 2017) at Garry Point Park and All Aboard! (August 19, 2017) at the Steveston Interurban Tram Building.
- <u>HUB Cycling Bike to Shop Day (July 23. 2017)</u>: HUB Cycling staged the second annual Bike to Shop Days event to promote cycling as attractive and sustainable form of transportation. For the first time, a celebration station was located in Richmond at

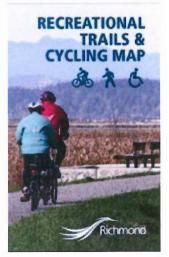


Figure 4: Map Cover

Steveston (No. 1 Road-Bayview Street) that provided local and regional cycling information, snacks, free bike tune-ups, and chances to win prizes. Local merchants offered discounts to participants.

Active Transportation Education in 2017

The City provided funding to HUB Cycling to operate cycling education courses for local residents with input from the Committee. The City's support for cycling education generates multiple benefits including increased safety, encouragement of a life-long healthy activity and sustainable mode of travel, and potential to reduce traffic congestion around schools as more students choose to ride a bike, all of which align with the City's Official Community Plan goals.

- <u>Bike to School Education for Students</u>: A total of over 330 students from Grades 6 and 7 at Talmey (three classes) and Ferris (five classes) Elementary Schools and Grades 4 through 7 at Mitchell Elementary Schools (four classes) participated in five-day bike education courses, held in co-operation with Richmond School District. The courses include in-class lessons, on-bike playground cycling safety training for younger students and neighbourhood road ride education for older youth. The courses were well received and enjoyed the enthusiastic participation of all students. Following the course, students reported a 58 per cent increase in cycling and a higher number of days per week that they biked to school. Attachment 2 provides a summary of the outcomes and feedback.
- <u>StreetWise Education for Adults</u>: One beginner's course targeted to recent immigrants was held in co-operation with Immigrant Services Society of BC. A total of 11 new riders (the number of participants is limited to maintain the teacher-student ratio) of varied immigrant backgrounds, who live in Richmond, took to the classroom, an empty parking lot, and eventually to the road to learn to ride safely and confidently on Richmond streets. Attachment 3 provides a summary of the course outcomes.

Proposed Active Transportation Network Initiatives in 2018

The Committee will provide input at the earliest conceptual stage on the prioritization, 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.

- <u>Planned Active Transportation Network Expansion</u>: City capital projects include further progress on the Crosstown and Parkside Neighbourhood Links, and improvements to Westminster Highway (rebuild and widening where feasible of the existing two-way multi-use path between No. 6 Road and No. 7 Road), Odlin Road (new east-west route connecting to the Aberdeen Canada Line Station) and River Drive (construction of new two-way multi-use path between Van Horne Way and No. 4 Road). Conceptual design will also be initiated for the northern extension of the Shell Road Trail (Highway 99 Overpass to River Road) in anticipation of the project being proposed for inclusion in the 2019 Capital Budget.
- <u>City Centre Cycling Network Update</u>: Per the Council-approved 2018 Capital Budget, the cycling network plan identified in the City Centre Area Plan (last updated in 2007) will be updated to ensure it is reflective of current needs and industry design standards. The work will include an implementation strategy to advance expansion of the cycling network.
- <u>Active Transportation Network Spot Improvements</u>: Potential projects include localized improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage, new ramps to

facilitate access to off-street pathways, installation of delineators to prevent motorists from encroaching into bike lanes, and the expansion of bicycle parking including additional on-street bike corrals.

• <u>Planned Park, Road and Development Projects</u>: The Committee will review additional City and external agency projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project such as the George Massey Tunnel Crossing Improvement, No. 2 Road upgrade (Steveston Highway-Dyke Road), and TransLink's bike parkade at the Bridgeport Canada Line Station.

Project costs associated with the expansion and improvement of the active transportation network for 2018 are accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

Proposed Education and Promotion of Active Transportation in 2018

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities.

- <u>Dockless Bike Share</u>: As the City has been approached by company representatives interested in launching the operation of dockless bike share systems (i.e., bicycles that are accessed via a mobile app and equipped with GPS and digital locks so that they can be parked anywhere) in Richmond, the Committee will provide input on the factors that should be considered with respect to its potential implementation.
- <u>18th Annual "Island City, by Bike" Tour</u>: Assist in the planning, promotion and staging of the seventeenth annual bike tour of Richmond during Bike Month in June 2018, which is set for Sunday, June 10th at Thompson Community Centre. Both the long and short routes will seek to feature recent improvements to the active transportation network to raise community awareness of the neighbourhood facilities that support walking, cycling and rolling activities.
- <u>Bike to Work & School</u>: Assist in the planning, promotion and staging of this region-wide event during May and October 2018, which includes the provision of celebration stations in Richmond for cyclists.
- <u>Bicycle Education for Students and Adults</u>: In co-operation with HUB, the Richmond School District and a variety of community agencies to expand the delivery of safe cycling education courses to additional elementary schools and, new for 2018, a course targeted to seniors.
- <u>Promotion of Active Transportation Network</u>: Continue to participate in City events related to health and transportation to raise the awareness of new active transportation facilities both locally and regionally. Continue to update, revise and enhance related information on the City's website and Facebook site.

Financial Impact

None.

Conclusion

The Richmond Active Transportation Committee continues to build its diversity of users' experience to support its broader mandate that includes other rolling transportation modes. The Committee's proposed 2018 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.

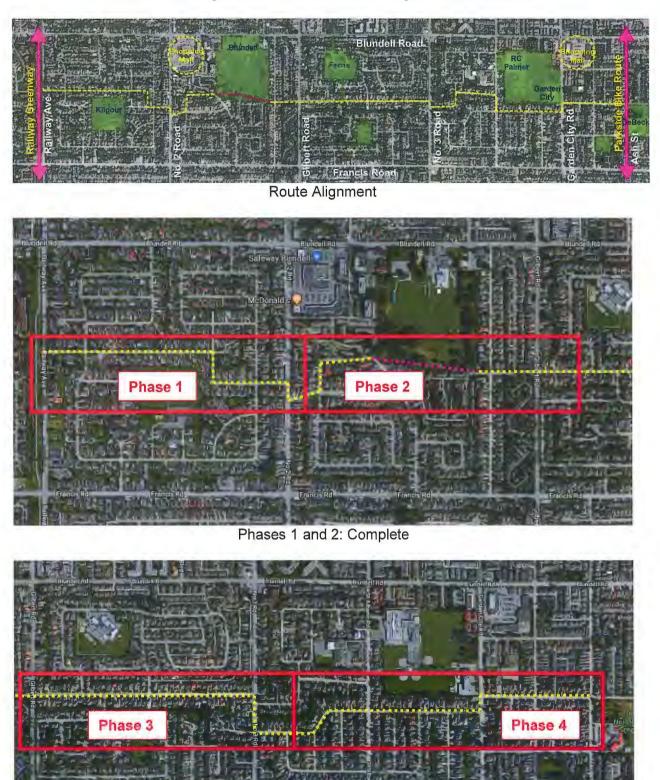
1 Caravan

Joan Caravan Transportation Planner (Staff Liaison to Richmond Active Transportation Committee) (604-276-4035)

Att. 1: Crosstown Neighbourhood Bike Route: Alignment and Phases

- Att. 2: Summary of 2017 Bike to School Program Results
- Att. 3: Summary of 2017 StreetWise Immigrant Newcomer Program Results

Crosstown Neighbourhood Bike Route: Alignment and Phases



Phase 3 (Planned 2018) and Phase 4 (Planned 2019)

2017 Bike to School Education in the City of Richmond.

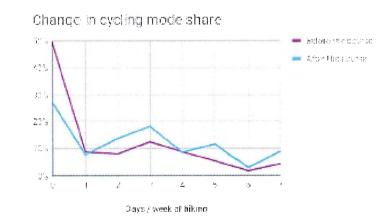
In 2017 the City of Richmond Transportation Planning funding allowed HUB Cycling to deliver a total of three *Ride the Road* courses providing positive impact for approximately 336 youth in the City of Richmond. In addition, TransLink funded three *Learn2Ride* courses. *NOTE: The outcomes for TransLink funded courses are included in a separate 2017 TransLink Bike Education final report from HUB Cycling, which will also be distributed to the City of Richmond.*

Ride the Road Courses:

- Talmey Elementary: delivered to three classes of grade 6 and 7 students. May 10-16.
- Ferris Elementary: delivered to five classes of grade 6 and 7 students. June 1, 2, 5, 6, and 8.
- Mitchell Elementary: delivered to four classes of grade 4 to 7 students. May 31, June 1, 2, 5, and 6.

"Thank you for organizing the HUB workshops for our students. We have all enjoyed having Lorraine and her crew here and learnt lots about biking and safe riding. Thank you again for offering us this wonderful learning opportunity."

-Teacher at Mitchell Elementary



Students report a 58% increase in riding after the course as shown by this graph.

On average students biked 1.6 days/week before the course, and 2.6 days/week after the course.

69% of students said the

neighbourhood road ride was their favourite part of the course. Students said:

"It was fun being leader and guiding the group." "I got to explore new quiet neighbourhoods." "It was my first time on the road." "It made me feel more confident riding on the road."

2017 StreetWise Education in the City of Richmond.

In 2017 the City of Richmond Transportation Planning Department funded HUB Cycling to deliver one *Immigrant Learn to Ride* course in partnership with the Immigrant Services Society of BC. In addition, TransLink funded one adult *Ride the Road* course. *NOTE: The outcomes for TransLink funded courses are included in a separate 2017 TransLink Bike Education final report, which will also be distributed by HUB Cycling to the City of Richmond.*

StreetWise Course:

 Immigrant Learn to Ride - delivered in partnership with staff of the Immigrant Services Society of BC
 Location: Minoru Park Course dates: July 12 and July 19, 2017
 Number of participants reached: 11 adults

Participant Outcomes:

Newcomer participants started the course with varying skills levels, but most were beginner riders. Many participants in the course achieved the following outcomes:

- One brand new rider developed their ability to balance, pedal, steer and brake on a bicycle.
- Other participants gained confidence in their basic cycling skills including straight-line riding, turning, braking, shoulder checks, and hand signals
- Learned about the Canadian road use context, and rules of the road
- All participants practiced ensuring that their bike was safe to ride
- A small group put their new urban riding skills to practice on a group road ride on quiet neighbourhood streets
- All participants found out about the most useful Metro Vancouver cycle route planning resources and how to use them

"I think it was well presented and the students enjoyed the bike riding" - IssofBC staff



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То:	General Purposes Committee	Date:	February 5, 2018
From:	John Irving, P.Eng. MPA Director, Engineering	File:	10-6340-20- P.17601/Vol 01
Re:	Results from Public Consultation on Lane Standards		

Staff Recommendation

That the staff report titled, "Results from Public Consultation on Lane Standards," dated February 5, 2018, from the Director, Engineering be received for information.

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

Att. 4

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Communications Law Parks Real Estate Services Transportation Sewerage & Drainage	র্ম রূর্ রূ র র	20			
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO			

Staff Report

Origin

As directed by Council, the failed sanitary sewer within the dedicated road property between Richmond Street and Broadway Street west of No. 1 Road is being replaced.

At the special Council meeting held December 20, 2017, it was announced that public consultation would be held to seek public input on a number of lane standard options due to interest and feedback received from the community regarding the restoration works associated with this project.

Subsequently, at the Regular Council meeting held January 29, 2018, the following referral was carried:

That the submission titled "Steveston Community Laneway Proposal," dated January 24, 2018, from the Residents of Richmond Street and Broadway Street between No. 1 Road and Second Avenue be referred to staff for evaluation and consideration and report back.

This report responds to this referral and also presents the results of the public consultation on lane standards and additional feedback received from the public.

This report also supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

Analysis

Consultation Process

In January 2018 public consultation was held on lane standards, consisting of:

- Two public open houses held at the Steveston Community Centre on January 10th and 17th
- Information and an online feedback form on LetsTalkRichmond.ca from January 10^{th} to 28^{th}

This consultation focused on four specific options (paved lane, green swale lane, country lane and bikeway). A Discussion Guide (Attachment 1) summarized these options and the Feedback Form (Attachment 2) asked respondents to score each option on a scale of 1 to 5, with 1 being least preferred and 5 being most preferred. The feedback form also asked respondents to rate the importance of design features (vehicle access, green space, pedestrian access and bike access), and traffic calming options (speed limit signage, pavement markings, speed humps and bollards).

An open comments section was also included in the feedback form to allow respondents to express opinions or propose options that were not included in the base consultation materials.

Respondents were also asked to indicate where they lived:

- Adjacent to the dedicated road south of Richmond Street between No. 1 Road and 2nd Avenue
- A property that borders an unopened road dedication in Steveston
- In Richmond, but not directly affected by this lane project

During the consultation period, the following amount of feedback was received:

- 356 feedback forms (103 hard copy and 253 online)
- 2 e-mails to Mayor and Councillors
- A group submission signed by 31 of the residents between Richmond Street, Broadway Street, No. 1 Road and 2nd Avenue (the "Steveston Community Laneway Proposal")

In addition to the four options included in the consultation materials, public feedback identified a desire to explore four additional options as described in the group submission:

- Put fences back up evenly between neighbours
- Lease/license the road dedication to residents
- Sell the road dedication to residents
- Green space for adjacent resident use only

Per Council's referral, these options will be discussed in this report along with the other restoration options.

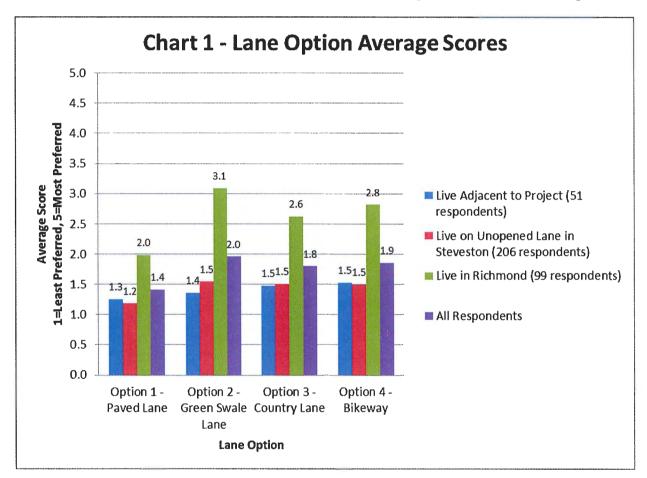
Overview of Options

- 1. **Paved Lane:** Installation of a 5.1m wide paved lane to the current City standard.
- 2. Green Swale Lane: Installation of a 4m wide paved lane with a 1.5m wide structural grass drainage swale beside it.
- 3. **Country Lane:** Installation of twin 1m wide hard surface wheel tracks with permeable pavers or structural grassed areas between the tracks and on either side.
- 4. Bikeway: Installation of a 2m to 3m wide paved bicycle and pedestrian pathway.
- 5. Put fences back up evenly between neighbours.
- 6. Lease/license the road dedication to residents.
- 7. Sale of road dedication to residents (Staff preferred option): City sells one-half of the abutting unopened lane to each adjacent property owner and obtains a statutory right of way for utility infrastructure and access.
- 8. Green Space for Adjacent Resident Use: The unopened lane is closed to the public and used as a shared green space by adjacent residents in the City block.

Options 1 through 4: Feedback Summary

The following three charts summarize the average scores from the consultation feedback forms. Each chart displays four colored columns – one for each of the three locations listed on the feedback form, and a fourth line that averages all of the responses.

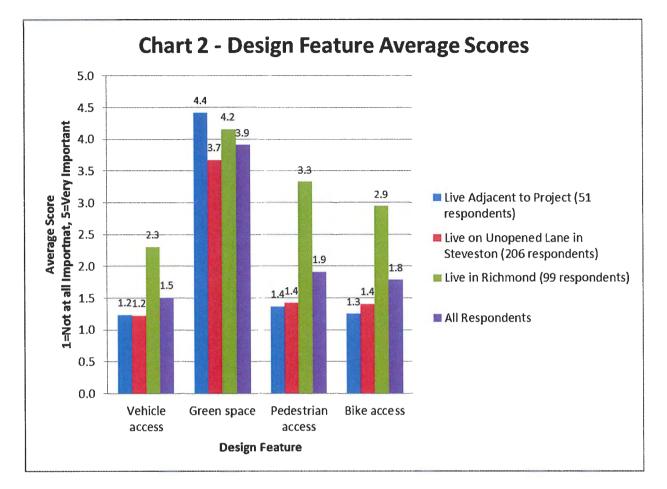
The feedback form was structured so that each option could be individually scored, rather than ranking the options in order of preference. For example, a respondent could choose to assign a score of 1 to each option available, or give a score of 5 to one option and 1 to the other options.



Results – Lane Options

These results indicate that respondents that live adjacent to an unopened lane are generally unsupportive of any option that would involve opening the lane to public thoroughfare, regardless of the mode of transportation (vehicle, bicycle, foot).

Respondents that are not directly affected by lane projects had a slightly higher preference for the green swale lane option over the bikeway option.

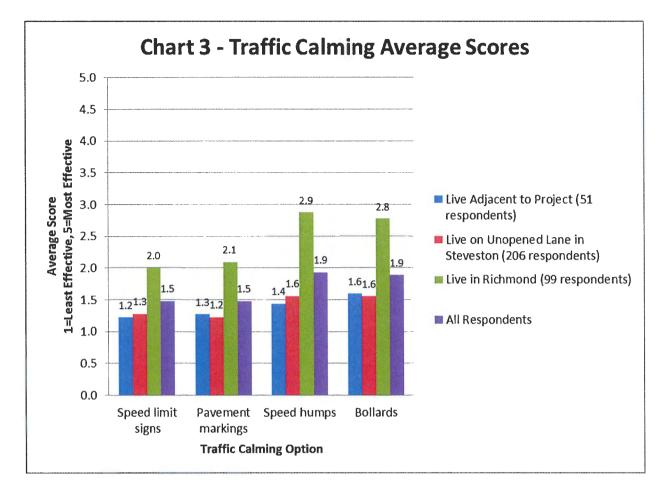


- 5 -

<u>Results – Design Features</u>

These results indicate that green space is the most important design feature desired by the respondents from all locations.

Respondents that live adjacent to an unopened lane place a very low value on vehicle, pedestrian and bicycle access. Respondents that are not directly affected by lane projects place a moderate importance to pedestrian and bicycle access, and a lower importance to vehicle access.



- 6 -

Results – Traffic Calming

These results indicate that respondents that live adjacent to an unopened lane are not confident in the effectiveness of any traffic calming measures.

Respondents that are not directly affected by lane projects feel that speed humps and bollards are moderately effective traffic calming measures.

In addition to the prescribed questions on the feedback form, a number of respondents provided written comments. These are summarized in Table 1 below. A number of the feedback forms received included a response in support of the alternate options contained in the "Steveston Community Laneway Proposal" provided to Council by a resident at the Council meeting held on January 29, 2018. Many of these responses were reproduced, identical submissions.

- 7 -

Table 1 – Written Feedback Summary (356 Total Feedback Forms)

Description	# of Responses

Support "Steveston Community Laneway Proposal" submitted by residents	119
Not supportive of opening lanes in Steveston	230*
Concerned about safety and security with opened lanes	153*
Concerned about changes to the character of the neighbourhood	141*
Concerned about loss of green space/ other environmental impacts	153*
Concerned about increased cost to taxpayers	137*

* the 119 responses in support of the "Steveston Community Laneway Proposal" are also included in these numbers

The paved lane, green swale lane and bikeway options could be implemented within the currently approved capital budget. The country lane option could be implemented with an additional \$50,000 capital budget and \$5,000 annual operating budget impact over the currently approved project budget.

Options 5 through 8: "Steveston Community Laneway Proposal"

The following options are those that have been raised through the public consultation. The costs discussed for these options are based on the road dedication between Richmond Street and Broadway Street, from No. 1 Road to 2nd Avenue.

Option 5 – Put fences back up evenly between neighbours

In this option, fences would be installed onto the unopened lane and abutting property owners would use the unopened lane without a written license agreement. Residents would agree to not build any permanent structures or plant large trees in the unopened lane. The road dedication would remain.

Comments:

- a) this is identified as the preferred option per the written consultation feedback;
- b) there is a risk that by actively reinstating structures onto the road dedication, the City may be providing the property owners with an unwritten license for the unopened lane abutting their properties;
- c) without a written agreement, there is a risk that permanent structures or large trees may be planted in the unopened lane in the future. If the City infrastructure fails, timely access may be an issue due to the existence of fences and other structures impairing the City's ability to access; and
- d) allowing the use of land at no cost may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

Option 6 - Lease/License the road dedications to the residents

In this option, the City would lease or license one-half of the abutting unopened lane to the abutting property owners. Non-permanent structures and improvements, fences, landscaping, personal property and gardens would be permitted. The residents propose a minimum 40 year term with a nominal license fee. As part of the agreement, the City would require release and indemnity provisions to address liability issues. The road dedication would remain.

There is currently one landowner in Steveston that has a license agreement with the City for a portion of an unopened lane. This has been in place since 1975 to allow for growing a garden or lawn and low shrubbery, but not for the purposes of growing trees. There is an annual fee associated with this license, and it is cancellable with 90 days notice.

Comments:

- a) preserves City access and protects the City by including release and indemnification provisions in the lease/license agreements;
- b) regularizes the property use;
- c) requires all owners on the block to agree to a lease/license so that orphaned sites do not remain;
- d) leases and licenses are granted to individuals, and not tied to the title of the abutting property. Over time, this may create a checkerboard of leased/licensed and unleased/unlicensed properties if properties are sold and new homeowners choose not to enter into new leases/licenses; and
- e) the residents' proposal for a nominal license fee instead of market rates may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

The implementation costs for the lease/license option are estimated to be \$80,000, primarily for survey communications fees, survey, land agent and legal fees required to prepare the individual agreements.

Option 7 - Sale of road dedication to residents (Staff preferred option)

In this option, the City would sell one-half of the unopened lane to the abutting landowner and the City would obtain a statutory right of way for its infrastructure and access. This parcel would be consolidated with the abutting property. The appropriate sale price would need to be determined as well as arrangements established as to how and when the sale price would be paid.

The *Community Charter* allows the City to permanently close and sell portions of roads. Pursuant to Section 40 of the Charter, the City may, by bylaw, permanently close a road and remove the road dedication of a highway. Pursuant to Section 26 of the Charter, the City may dispose of land after publishing notice of the proposed disposition. As the portions of road that are being considered in this option are too small to constitute legal lots, they each must be consolidated with the abutting parcel.

There are some blocks in the Steveston area that do not have road dedications at the backs of the properties. These are described in Attachment 3 (Areas in Steveston Without Lane Dedications).

There are also some road ends in the Steveston area that have been closed and sold in the past. These are described in Attachment 4 (Steveston Road Ends). These lots were large enough to be standalone legal parcels.

Comments:

- a) the written feedback indicated that a large number of respondents are concerned about loss of green space and changes to the character of the neighbourhood. To address these concerns, a covenant could be placed on the title to the consolidated parcel to limit the allowable building size and setbacks to that of the original parcel;
- b) once sold, the City would not need to manage any legal agreements (such as licenses);
- c) results in favourable revenue to the City in the short term due to the proceeds of the sale, and in the long term due to taxes from the larger consolidated parcels;
- d) requires all owners on the block to agree to purchase so that orphaned sites do not remain; and
- e) creating plans, adopting road closing bylaws, raising titles, consolidating titles and conveying interests requires significant legal, survey and staff time.

The implementation costs for the sale option are estimated to be \$150,000, primarily for communication fees, survey, land agent, legal and land registration costs for each individual property.

Option 8 – Green Space for Adjacent Resident Use

In this option, the unopened lane would be closed to the public at both ends and the area would become in effect a shared amenity for the adjacent residents. Potential uses include a private community garden, picnic area, or linear private green space. Maintenance would be the responsibility of the adjacent residents at their cost. No formal license agreement is put in place.

Comments:

- a) could be implemented without the unanimous support of all residents on the block;
- b) there is a risk that by actively closing the road dedication to the public and allowing adjacent residents use of this area, the City may be providing the property owners with an unwritten license for the unopened lane abutting their properties;
- c) without a formal written agreement, there is a risk that permanent structures or large trees may be planted in the unopened lane in the future. If the City infrastructure fails, timely access may be an issue due to the existence of fences and other structures impairing the City's ability to access; and
- d) allowing the use of land at no cost may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

Financial Impact

None.

Conclusion

The formal consultation period for the Consultation on Lane Standards has concluded. Residents that live adjacent to unopened lanes are generally unsupportive of opening these lanes to public use and have proposed some alternative options for Council's consideration, including sale of the road dedication to adjacent residents.

Milton Chan, P.Eng Manager, Engineering Design and Construction (604-276-4377)

MC:mc

- Att. 1: Discussion Guide Consultation on Lane Standards
 - 2: Feedback Form Consultation on Lane Standards
 - 3: Areas in Steveston Without Lane Dedications
 - 4: Steveston Road Ends

Consultation on Lane Standards Discussion Guide

The City of Richmond is replacing a damaged sanitary sewer system that runs underneath the City's dedicated road behind homes in the Steveston area, south of Richmond Street between No. 1 Road and 2nd Avenue. When the sewer replacement is complete, surface restoration work will be needed, and the City is exploring four design options in response to input from residents who live in the area. While the road dedication must remain fully accessible, which means no fences or structures on the City's property, the public is being invited to provide feedback on the four proposed options and how each one best addresses their priorities. Community input will be considered along with technical impacts and budget when assessing the final design.

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Road dedications that run behind homes in Steveston and throughout Richmond are commonly referred to as lanes, and are public property owned by the City. In this case, these lanes are helpful for underground infrastructure management. The existing road dedication had been left as an open area; however, over time, this City land was gradually fenced in by residents and used as part of their backyards.

When the sanitary sewer in the area failed, emergency repairs were needed as soon as possible in order to maintain ongoing sewer service in the area. City staff had to remove structures like sheds that had been built over top of the sewer lines, and take down fences that blocked access. In order to preserve the integrity of the City's property and in accordance with City policy, the City initially proposed that a paved lane per the current City standard be constructed once the sewer replacement work is complete. This is consistent with other areas in Richmond where City crews need access to underground infrastructure within City property.

Residents whose properties back onto the City lane raised the following key concerns about this approach:

- A paved lane would result in more traffic and higher speeds resulting in safety issues for residents and more noise and lights.
- Opening up the area to more public use would increase crime in their neighbourhood.
- They will lose access to space that has previously been used for their backyard

 A paved lane is contrary to goals for increasing green space in the community.

While recognizing concerns raised by residents, the City's lanes provide important benefits to the community, including:

- Preservation of public open space for the use of all residents.
- Convenient access to underground infrastructure for maintenance and replacement;
- Potential for enhanced mobility;
- Opportunities for alternative access for property owners; and
- Corridors and space for various civic infrastructure needs.

As part of ensuring the City's requirements for public land and infrastructure management are met, while also addressing concerns expressed by residents, the City is inviting Richmond residents to share their feedback on four lane design options. Community input will be considered along with technical impacts and budget when assessing the final design.

Please review the options outlined in this discussion guide and complete the Consultation on Lane Standards Feedback Form or visit LetsTalkRichmond.ca to share your input.

LetsTalkRichmond.ca

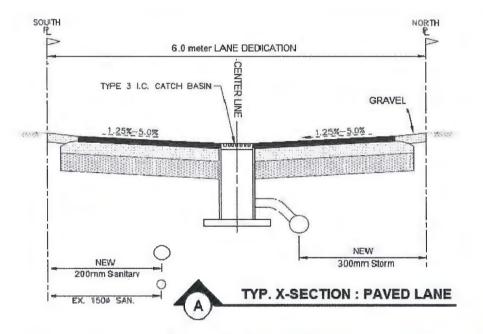


OPTION 1 – Paved Lane

Install a paved lane, 5.1 metres wide, which is the current City standard and integrate traffic calming measures. The finished surface would be asphalt paving, with gravel shoulders between the edge of asphalt and the fences along the property line on each side. Drainage would consist of catch basins along the centre that drain into a new drainage sewer line.

Traffic calming measures could include a mix of signage and pavement markings, speed humps and bollards, which are short, sturdy vertical posts.

This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A paved lane design is similar to most lanes in Richmond, and has no financial impact beyond the approved capital budget.







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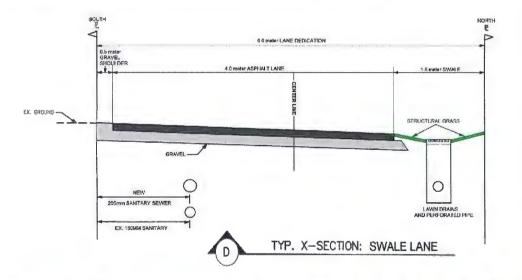
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OPTION 2 – Green Swale Lane

A green swale lane design includes installation of a 4-metre wide paved lane that features a 1.5-metre wide structural grass drainage swale beside it. While the green swale lane design is an established City standard, this approach has not been used by the City or developers to date. The finished surface of the paved area will be asphalt paving, with a gravel shoulder between the edge of asphalt and private fence on one side, and the drainage swale between the edge of asphalt and private fence on the other. The lane would be sloped towards the drainage swale, and a new drainage sever line would also be installed.

Traffic calming measures can also be implemented with this option; however, speed humps would likely only be feasible within the 4-metre width of the asphalt to avoid impacting the drainage swale.

This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A green swale lane can be implemented within the approved capital budget.





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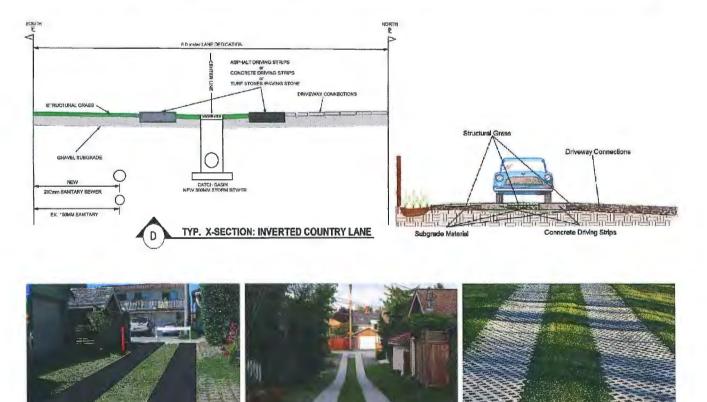


OPTION 3 – Country Lane

A country lane design is a "green lane" that generally consists of twin 1-metre wide hard surface wheel tracks with permeable pavers or structural grassed areas between the tracks and on either side. There are three variations being proposed for the hard surface wheel tracks: cast-in-place concrete, asphalt or concrete pavers. Asphalt would be the preferred surface from a resource-management perspective, as it is the easiest to maintain due to its slight flexibility and ability to withstand minor settlement without cracking.

Although the country lane allows for some infiltration of rainwater into the ground, a piped drainage system would need to be installed to accommodate heavy rain events. Catch basins would be installed along the centre and drain into the new drainage main.

The country lane option has the potential to restrict the available options for traffic calming, as the surface is not conducive to the installation of speed humps or pavement markings. This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A country lane option could be implemented with an additional \$50,000 capital budget and would increase the annual operating budget by \$5,000 over the currently approved project budget.





Asphalt Option



Concrete Pavers Option (Structural grass)

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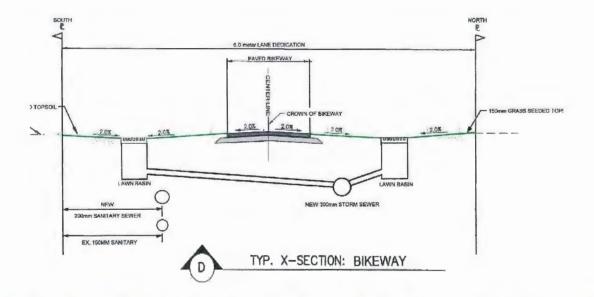
Concrete Option

OPTION 4 – Bikeway

A bikeway design for the lane would involve the installation of a 3-metre wide paved bicycle and pedestrian pathway similar to the Railway Avenue Greenway. The remainder of the road dedication would be grass. The proposed design has the asphalt pathway in the centre of the road dedication. Subsurface drainage works would also be installed with this option.

The bikeway would be open to non-vehicular traffic only; however, the existing lane that ends at No. 1 Road would be paved to match the City's current standard to ensure that the three properties connected to this portion of the lane continue to have vehicle access to their back-lane garages.

With a bikeway, no future vehicle access will be available to the back of the properties adjacent to the bikeway and garage access will remain at the fronting streets. The bikeway design can be implemented within the approved capital budget.





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Key Features At A Glance

FEATURE	OPTION 1 PAVED LANE	OPTION 2 GRASS SWALE	OPTION 3 COUNTRY LANE	OPTION 4 BIKEWAY
Allows vehicle access to adjacent properties	1	4	4	x
Allows cyclist and pedestrian use	7	×.	¥.	A.
Can install traffic calming signage	*	1	1	N/A
Can install traffic calming pavement markings	4.	1	×	N/A
Can install speed humps	×	¥	X.	N/A
Can install bollards	×	1	1	4
Allows for some infiltration of rainwater	x	¥.	¥.	¥.
Incorporates "green" aspects	×	*	*	X
Includes lane/path lighting	×	×	x	×

Traffic Calming Options

A number of traffic calming options (speed limit signage, pavement markings, speed humps and bollards) have been proposed to address concerns related to increased traffic and speeding.

Due to the design nature of the Bikeway, there will be no vehicle access and traffic calming will not be required.

Due to the design nature of the Country Lane, the traffic calming options are reduced as compared to the Paved Lane and Green Swale Lane. The available calming options for Country Lane are speed limit signage and bollards.



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Frequently Asked Questions

How will the City address concerns about traffic safety on the lanes?	There are a number of traffic calming measures that have been used successfully in other lanes and residents will be invited to share their input on their preferred approach. As well, one of the options being proposed would not permit vehicle access.
How does the City handle other lanes in Richmond?	Most lanes in Richmond are paved and many have traffic calming measures. These lanes are accessible to the public and, where applicable, the City has convenient access to underground infrastructure.
How do lanes affect crime in residential areas?	Throughout the City, many neighbourhoods have a mix of both opened and unopened lanes. The City and RCMP are unaware of any pattern that supports the suggestion that crime activity is higher in areas with opened lanes vs. those with unopened lanes for single family detached housing
	Road dedications that run behind homes – or lanes – that have been left as an open area have been gradually fenced off by residents who have begun using this public land as private
Why can't it just be left the way it is?	property, including building structures on the property. This blocks access for the City when maintenance is needed, which can increase costs for clearing the land for use, and also restricts this public land from others in the community. As well, there has been inequitable access to the City-owned land in that some residents have fenced the entire lane area behind
	their home—not evenly splitting the area with the neighbour who borders the same lane space. This has led to complaints and other issues. The fenced-off lanes are also not consistent with how other dedicated roads are managed in Richmond.
Will all open lanes be developed after this project is complete?	There is no plan to begin lane construction on other undeveloped road dedications at this time; however, if maintenance work on underground infrastructure is required, similar concerns will need to be addressed. The City will be assessing the existing sewer pipes in the Steveston area to determine the condition of the remaining sewers over the next number of years as part of the City's maintenance programs.

Please share your feedback



To share your feedback, please complete the **Consultation on Lane Standards Feedback Form** which will be available at the two project open houses, or visit **www.LetsTalkRichmond.ca** and complete the online form. All feedback must be submitted by 11:59 p.m. on Sunday, January 28, 2018.

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





Consultation on Lane Standards Feedback Form

LetsTalkRichmond.ca 6911 No. 3 Road, Richmond, BC V6Y 2C1

The City of Richmond is replacing a damaged sanitary sewer system that runs underneath the City's dedicated road behind homes in the Steveston area, south of Richmond Street between No. 1 Road and 2nd Avenue. When the sewer replacement is complete, surface restoration work will be needed, and the City is exploring four design options in response to input from residents who live in the area. While the road dedication must remain fully accessible, which means no fences or structures on the City's property, the public is invited to provide feedback on the four proposed options and how each one best addresses their priorities. Community input will be considered along with technical impacts and budget when assessing the final design.

Please complete and return this Feedback Form by Sunday, January 28 at 11:59 p.m. Alternatively, you may complete it online at LetsTalkRichmond.ca

Please review the options outlined in the *Consultation on Lane Standards Discussion Guide* and complete this form or visit LetsTalkRichmond.ca to share your input online.

1. Please select one of the following:

- I live on a property that borders the dedicated road/lane adjacent to the project south of Richmond Street between No. 1 Road and 2nd Avenue.
- I live on a property that borders an unopened dedicated City lane in Steveston.
- I am a Richmond resident, but not directly affected by this lane project.

2. Please fill in the following:

My postal code is:

My address is (optional):____

3. For public lane projects in Richmond, I would like:

Please rate the following from 1 to 5, where 1 is not at all important and 5 is very important.

		Not at all Important 1	2	3	4	Very Important 5	Not Sure
a)	Vehicle access						
b)	Green space						
c)	Pedestrian access						
d)	Bike access						
e)	Other:	. 🗆					



Based on my review of the four proposed options (Paved Lane, Green Swale Lane, Country Lane and Bikeway), my preference and feedback are reflected below.

4. Out of the four proposed options, I rate the following options in order of my preference: Please rate the following from 1 to 5, where 1 is the least preferred and 5 is the most preferred.

1 100				provente a.			
		Least				Most	Not
		Preferred				Preferred	Sure
		1	2	3	4	5	
a)	Paved Lane						
b)	Green Swale Lane						
C)	Country Lane						
d)	Bikeway						

5. Traffic Calming Options

A number of traffic calming options (speed limit signage, pavement markings, speed humps and bollards) have been proposed to address concerns related to increased traffic and speeding.

Note: Due to the design nature of the Bikeway, there will be no vehicle access and traffic calming will not be required.

Due to the design nature of the Country Lane, the traffic calming options are reduced as compared to the Paved Lane and Green Swale Lane. The available calming options for Country Lane are speed limit signage and bollards to prevent through traffic.

Out of the four proposed options, I rate the following option as the most effective in order of my preference:

Please rate the following from 1 to 5, where 1 is the least effective and 5 is the most effective.

	Least Effective 1	2	3	4	Most Effective 5	Not Sure
 Speed limit signage (option not available for Bikeway) 						
 Pavement markings (option not available for Country Lane and Bikeway) 		Ċ				
iii) Speed humps (option not available for Country Lane and Bikeway)						
iv) Bollards (option not available for Bikeway)						

Attachment 2

Other comments or questions I have regarding the lane standards:

I heard about this public engagement opportunity via: (Please select all that apply)

LetsTalkRichmond.ca email sent to you

- Newspaper ad
- News story written by reporter in local newspaper
- City of Richmond website (richmond.ca)

Completed forms can be mailed or delivered to:

Engineering Department Attention: Milton Chan Richmond City Hall 6911 No. 3 Road Richmond, BC V6Y 2C1

All forms must be received by Sunday, January 28 at 11:59 p.m.

For more information on the lane standards, please contact Milton Chan, Manager, Engineering Design and Construction at mchan3@richmond.ca or 604-276-4377, or visit LetsTalkRichmond.ca

Thank you for your time and feedback.

Facebook

U Word of mouth

Twitter

Other:_

Areas in Steveston Without Lane Dedications

There are some blocks in the Steveston area that do not have lane dedications (see Figure 1 below):

- 1) Between Steveston Highway and Hunt Street, 3rd Avenue to 4th Avenue
- 2) Between Hunt Street and Regent Street, 5th Avenue to 6th Avenue
- 3) Between Hunt Street and Regent Street, 6th Avenue to 7th Avenue
- 4) Between Regent Street and Pleasant Street, 5th Avenue to 6th Avenue
- 5) and 6) Between Regent Street and Pleasant Street, 6th Avenue to 7th Avenue

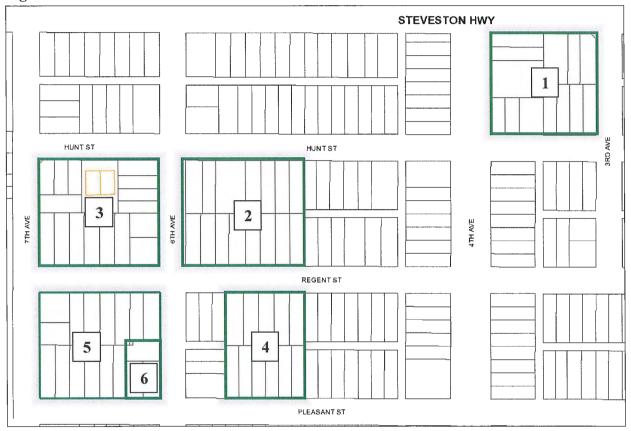


Figure 1 – Blocks Without Lane Dedications

Based on staff research, blocks 1, 2, 3, 4 and 5 were each individual parcels up until the 1950's. When these blocks were subdivided in the 1950's and 1960's, no lane dedication was taken from the developer through the subdivision process.

Parcel 6 was subdivided around 1939. At that time, a lane dedication was taken. Around 1996, the parcel was again subdivided. At this point, the lane dedication was sold by the City.

Steveston Road Ends

In the early 1980's, the Province, by way of Order in Council, vested portions of First Avenue, Third Avenue and Fifth Avenue in the name of the City of Richmond for the purposes of developing parks and other improvements in Steveston through the sale of these road ends. In the late 1980's and 2000's, the City closed a number of these road ends, subdivided them and created a special Reserve for the proceeds from the sales of selected properties.

In this subdivision process, lane dedications were created behind the new lots prior to sale. Figure 2 shows the location of these road ends.



Figure 2 - Steveston Road Ends

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Report to Committee

To:	General Purposes Committee	Date:	February 15, 2018
From:	Victor Wei, P. Eng. Director, Transportation	File:	01-0155-20- DELT1/2018-Vol 01
Re:	City of Richmond Comments on Proposed Gami	ng Facil	ity in Delta

Staff Recommendation

That, per Option 1 as described in the report from the Director, Transportation and the Officer in Charge, Richmond RCMP Detachment:

- (a) the City's comments on infrastructure, policing costs, traffic, and highway use regarding the proposed gaming facility to be located at 6005 Highway 17A in Delta, be conveyed to the City of Delta;
- (b) the City of Delta be requested to provide a written reply to the City's comments; and
- (c) the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute on behalf of the City all necessary and related documentation to file an objection to the proposed relocation of the gaming facility with British Columbia Lottery Corporation based on:
 - the absence of any traffic impact analysis provided by the City of Delta to allow a meaningful assessment of traffic and highway use impacts;
 - (ii) potential negative traffic impacts on Richmond roadways and congestion on the adjacent provincial highway system due to increased vehicular activity exacerbated by insufficient transit, cycling and pedestrian access to the proposed site resulting in potential road and traffic improvements in Richmond near the north end of George Massey Tunnel; and
 - (iii) potential increase in the overall crime rate and policing costs due to a new gaming facility.

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

Superintendent

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

Att. 1

RI	EPORT CONCURRE	ENCE
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Policy Planning Law	U U U	he Eoreg
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE		APPROVED BY CAO

Staff Report

Origin

The British Columbia Lottery Corporation (BCLC) is considering relocating the Newton Community Gaming Centre on King George Boulevard in Surrey to 6005 Highway 17A in Delta, which is the current site of the Delta Town and Country Inn. Per the BC *Gaming Control Regulations* that form part of the BC *Gaming Control Act*, the host local government for the new location, the City of Delta, is required to consult with potentially affected local governments prior to approving the proposed decision of the BCLC. The potentially affected local government may provide written comments within 30 days on only the prescribed elements of infrastructure, policing costs, and traffic and highway use regarding the proposed gaming facility, and may specifically request a written reply to the comments.

On February 6, 2018, the City received correspondence from the City of Delta (Attachment 1) requesting comments within 30 days of receipt on the above noted aspects of the proposed relocation. This report provides the requested comments that, upon endorsement by Council, would then be forwarded to the City of Delta with a request for a written reply.

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

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

5.1. Advancement of City priorities through strong intergovernmental relationships.

Findings of Fact

Proposed Gaming Facility

The existing 624-seat Newton Community Gaming Centre (approximately 1,800 m² or 19,500 ft^2) features a bingo hall and lottery centre but no slot machines (150 temporary slot machines were removed in 2014) or gaming tables. Based on the information provided in the letter from the City of Delta, the proposed new facility would encompass a casino (500 slot machines that could be expanded to 600 and 24 gaming tables), hotel, multiple restaurants, and meeting facilities. The new complex would have a total floor area of approximately 15,113 m² (162,678 ft^2) including the 4,366 m² (47,000 ft^2) casino. A total of 800 parking spaces are proposed.

The proposed site is currently zoned C3 Commercial Tourist Zone and a casino is not a permitted use. The developer has applied to rezone the subject property to a new zone that would permit the proposed uses. Table 1 compares the characteristics of the Newton Community Gaming Centre, the Delta Town and Country Inn, and the proposed gaming facility.

Tuble 1. Sompanoon of Existing and Tropooda Gammig Falling Falling				
Site	Size	Gaming Facilities	# of Parking Stalls	
Newton Community	Approx. 1,800 m ²	Bingo hall	245 (approx.) for entire	
Gaming Centre	(total)	Lottery centre	Newton Square	
Delta Town & Country Inn	Approx. 3,200 m ² (total)	N/A	160 (approx.)	
Proposed Gaming Facility	15,113 m² (total) 4,366 m² (casino)	500 slot machines 24 gaming tables	800 (proposed)	

Table A. Osumu and a su	of Endediments			
Table 1: Comparison	of Existing a	ind Proposed	чатоо васш	v Slies
			SPERIFICIERS I SERVICE	

Past City Comments on Potential Gaming Facility

At its December 12, 2016 meeting, Council considered a report regarding a letter from BCLC advising of its selection of Delta as the preferred host for a possible gaming facility south of the Fraser River and resolved:

That the British Columbia Lottery Corporation (BCLC) and the Corporation of Delta (Delta) be advised that:

- (1) the City of Richmond is opposed to any casino south of the Fraser River; and
- (2) the City of Richmond should be fully consulted and given at least 90 days, to respond to any future Gaming Control Act and Local Government Act (e.g., for Official Community Plan amendment) notices regarding the proposed casino.

Gaming Control Act and Regulations

Section 19 of the BC *Gaming Control Act*, provides that BCLC cannot relocate an existing gaming facility unless:

- 1. it first receives approval from the host local government;
- is satisfied that the host local government has consulted with each potentially affected local government with respect to the subject matters prescribed by regulation (Section 12.1(5) of the Regulations: infrastructure or policing costs, and traffic and highway use); and
- 3. is satisfied that any applicable requirements of Division 2 of Part 8 of the *Act* have been complied with.

The host local government must not give an approval unless, before or concurrently with giving the approval, the host local government satisfies BCLC that adequate community input has been sought and considered.

Section 10 of the Regulations define "adequate community input" as follows:

- **10** The expression "adequate community input", used in section 19 (2) of the Act, means comments, information and representations received, from persons who reside in the community or are representative of organizations in the community, by the host local government, after the host local government has both
 - *(a)* given public notice within the community about the proposal and the particulars of the proposal, and

February 15, 2018

- (b) provided an opportunity for the residents and representatives to provide comments, information and representations concerning the proposal, in the form of
 - (i) one or more public hearings or public meetings,
 - (ii) a referendum of the residents, or
 - *(iii) an alternative form of opportunity, if any, approved in writing by the general manager.*

Section 20 of the *Act* provides that BCLC may take into account factors that BCLC considers relevant in making its decision to relocate an existing gaming facility.

Section 21 of the *Act* provides a dispute resolution mechanism as to relocation of a gaming facility. A potentially affected local government may file an objection within the prescribed time (30 days after the date the notice was received) with BCLC but only with respect to the prescribed subject matters (infrastructure or policing costs and traffic and highway use). If BCLC receives such an objection, then it must require the host local government to participate in a form of non-binding dispute resolution with the potentially affected local government. The process may only address the issues raised in the objection and determine the appropriate compensation to be made, if any, by the host local government to the potentially affected local government for the significant costs the potentially affected local government demonstrates it will incur as a result of the proposed new or relocated facility. The results of the proceedings must be considered by BCLC before it decides within 30 days after receiving the results of the alternate dispute resolution whether to relocate the gaming facility.

Analysis

Consultation Period

With respect to the obligation of the host local government to consult with potentially affected local governments, the *Gaming Control Act* regulations specify that written comments from the potentially affected local government may be provided within 30 days after receipt of the notice. Thus, the City of Delta has chosen to adhere to the narrower legislative regulation requirement of 30 days rather than accommodate the City's request for an extended time period of 90 days per Council's resolution in December 2016.

Policing

The proposed facility is substantially larger than the existing Newton Community Gaming Centre (e.g., eight times larger in terms of total floor size). The new facility will offer a wider selection of gambling opportunities (slot machines and gaming tables) and is likely to draw patrons from all areas of Metro Vancouver. The introduction of a significant facility, regardless of type, can attract issues and problems that can be found throughout any community. The Richmond RCMP detachment reviewed current crime statistics in the vicinity of Richmond's River Rock Casino and consulted with the provincial liaison for casino security to determine relevant issues regarding these types of gambling establishments. Based on the review and discussion, Richmond RCMP is of the opinion that an additional gambling facility, with the movement of currency in and out of the casino, may potentially lead to an increase in the overall crime rate. Crimes such as impaired driving and robbery may increase due to a spillover effect on Richmond, which may generate a need for additional police resources in Richmond. Additional money laundering and organized crime may also increase; however, both of these issues are handled at the regional level through the integrated policing teams, resulting in minimal impact to policing in Richmond.

- 6 -

Most casinos in British Columbia manage their problems effectively within the confines of the establishment and as such, at this time, there is no reason to believe that the proposed gaming facility will not operate in a similar fashion.

Traffic and Highway Use

There is insufficient information in the letter from the City to Delta to provide substantive comments regarding the possible effects of the development on the transportation system and potential measures to mitigate any negative impacts. Specifically, no information is available that would be typically included in a transportation impact study necessary for new developments, such as:

- existing traffic conditions, future conditions without the development, and future conditions with the development in place;
- estimate of traffic anticipated to be generated by the proposed development including origin and destination;
- assessment of the impact of the additional traffic on the existing and future road network;
- identification of roadway improvements and changes in the site plan of the proposed development necessary to minimize negative traffic impacts; and
- identification and implementation of transportation demand management (TDM) strategies to promote alternate modes of transportation, (e.g., cycling, walking, transit, car-pooling, etc) to reduce the transportation impacts of the development.

In the absence of the above information, staff surmise that negative traffic impacts such as increased congestion may arise at the George Massey Tunnel, the Highway 99 interchanges on either side of the river (Steveston Highway and Highway 17A) and local street intersections adjacent to the Highway 99 corridor in Richmond (e.g., No. 5 Road-Steveston Highway) due to the anticipated increases in vehicle volumes to/from the site, particularly given the increase in on-site parking and related traffic movements from the current approximately 160 stalls to the proposed 800 stalls, which is more than four times the existing amount.

The increase in vehicular activity and associated negative traffic impacts on roadways in Richmond will be exacerbated by the lack of convenient transit access to the site as well as minimal to non-existent pedestrian and cycling facilities in the vicinity of the site that would support trips using these modes from north of the Fraser River. Transit service is limited to the 640 bus route, which operates between Scott Road Station in Surrey and Ladner Exchange in Delta via Nordel Way, Highway 91 Connector, River Road, Highway 17A, and Ladner Trunk Road. The service typically operates every 20-30 minutes on weekdays and every 30 minutes on weekends/holidays with the last trips departing around 11:00-11:30 pm.

-7-

sustainable transportation options, reduce travel demand, and reduce greenhouse gas emissions.

Infrastructure

As the site is outside of Richmond, no engineering-related impacts to infrastructure are anticipated.

Options for City Response

The City has two options for responding to the City of Delta's request for comments.

Option 1: Provide Comments to Delta and File Objection with BC Lottery Corporation (Recommended)

The City of Delta would be advised of and requested to reply to the key City comments outlined in this report with respect to policing, traffic and highway use, and infrastructure. In addition, the City would further act upon its past resolution stating opposition to any casino south of the Fraser River by filing an objection to the proposed gaming facility relocation with the BC Lottery Corporation as permitted by Section 21 of the BC *Gaming Act*.

Option 2: Provide Comments to Delta

The City of Delta would be advised of and requested to reply to the key City comments outlined in this report with respect to policing, traffic and highway use, and infrastructure.

Financial Impact

None.

Conclusion

To proactively protect the City's interests from any potential negative impacts of a proposed large gaming facility located immediately adjacent to Richmond at the Delta Town and Country Inn site, staff recommend the following actions:

- that the City of Delta be advised of and requested to reply to the following key City comments, along with a copy of this report, with respect to traffic and highway use, policing, and infrastructure:
 - the absence of any traffic impact analysis provided by the City of Delta to allow a meaningful assessment of traffic and highway use impacts;
 - potential negative traffic impacts on Richmond roadways and congestion on adjacent provincial highway system due to increased vehicular activity (i.e., more than four-fold increase in on-site parking stalls) resulting in potential road and traffic improvements in Richmond near the north end of George Massey Tunnel;

- insufficient transit, cycling and pedestrian access to the proposed site and, in turn, an increased reliance on private automobiles as the primary travel mode to and from the proposed facility, which is in close proximity to an existing major river crossing that currently experiences congestion during peak periods;
- potential increase in overall crime rate (e.g., impaired driving and robbery) due to a new gaming facility and the associated movement of currency in and out of the facility; and
- in accordance with Council's resolution stating opposition to any casino south of the Fraser River, staff further recommend that the City file an objection to the proposed gaming facility relocation with the BC Lottery Corporation.

Joan Caravan Transportation Planner (604-276-4035)

JC:jc

Ed Warzel Manager, RCMP Administration (604-207-4767)

Att. 1: Letter from City of Delta re Proposed Gaming Facility at 6005 Highway 17A

Attachment 1



THE CORPORATION OF DELTA Office of The Mayor, Lois E. Jackson

PHOTOCOPIED

January 25, 2018

Mayor Malcolm Brodie and Council S. D.S. RIBOTED City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council,



Re: Proposed Gaming Facility at 6005 Highway 17A - Delta File LU008527

Proposed Location: Lot 9 Except: Firstly: Part on Plan 45999A; Secondly: Part Dedicated Road on Plan LMP43493; District Lot 26, Group 2, New Westminster District Plan 33914 (see Attachment A)

The British Columbia Lottery Corporation (BCLC) is considering relocating the Newton Community Gaming Centre in Surrey to the property at 6005 Highway 17A (current site of the Delta Town and Country Inn).

BCLC is working with Gateway Casinos & Entertainment Limited (Gateway) to develop a plan for the new facility.

A casino, hotel, multiple restaurants and meeting facilities are included in the relocation proposal as submitted by Gateway, who would build and provide operational services at the casino. The proposed new facility would be capable of accommodating up to 600 slot machines and up to 24 gaming tables. BCLC has completed its market assessment and would be opening the new facility with approximately 500 slot machines and 24 gaming tables. This gaming mix is subject to change prior to the facility opening, due to market conditions.

Pursuant to section 19(1)(a) of the *Gaming Control Act* (the Act), BCLC may not proceed with any relocation of the Newton Community Gaming Centre unless the City of Delta (the City), as a host local government as defined in the Act, approves the proposed relocation. Prior to issuing such approval, the City is required to consult with potentially affected local governments on the subject of infrastructure and policing costs and traffic and highway use associated with the relocation.

In keeping with the above noted obligation, this letter constitutes notice to the City of Richmond of the City's consideration of the proposed relocation of the Newton Community Gaming Centre pursuant to the requirements set out in Section 12.1 of the Gaming Control Regulation (the Regulation). Further information relevant to this proposed relocation is provided below and attached to this notice for your reference and consideration.

...2

January 25, 2018 Page 2

The City invites you to provide, within 30 days of receipt of this notice, written comment regarding the City's consideration of the proposed relocation of the Newton Community Gaming Centre. Pursuant to the Act and the Regulation, your comments must be confined to the subjects of infrastructure and policing costs and traffic and highway use. Per its statutory obligations, the City will only consider comments related to these subjects along with the comments of other potentially affected local governments.

Please note that if you have not provided comments within 30 days of receipt of this notice, pursuant to section 12.1(7) of the Regulation, the City may proceed on the basis that consultations with you have taken place and are concluded.

Further and as provided by section 12.1(6) of the Regulation, the City will only reply to comments received within the time stipulated above if a reply is expressly requested in the comments.

In order to facilitate your consideration of the proposed relocation for which City approval is sought, we attach for your reference:

- A copy of the site plan (Attachment A).
- A copy of the proposed building plans (Attachment B). Please note this is a preliminary design and that changes to the form and character of the development may occur.

The subject property is zoned C3 Commercial Tourist Zone and a casino is not a permitted use in this zone. As a result, Gateway has applied to rezone the subject property to a new zone that would permit the proposed uses in Gateway's entertainment complex. The proposed entertainment complex would have a total floor area of approximately 15,113 m² (162,678 ft²), including a 4,366 m² (47,000 ft²) casino. A total of 800 parking spaces are also proposed.

Should you have any questions, please call Mike Ruskowski, Senior Planner at 604.946.3382.

Thank you in advance for your comments.

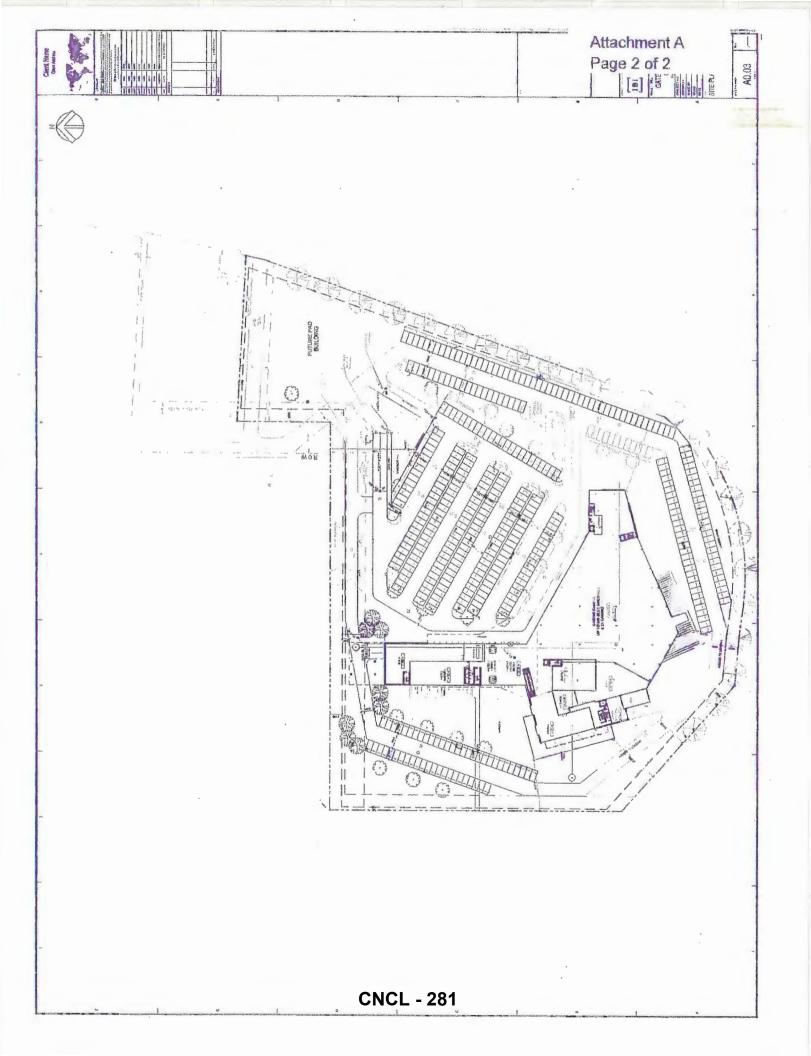
Yours truly, Lois E. Jackson Mayor

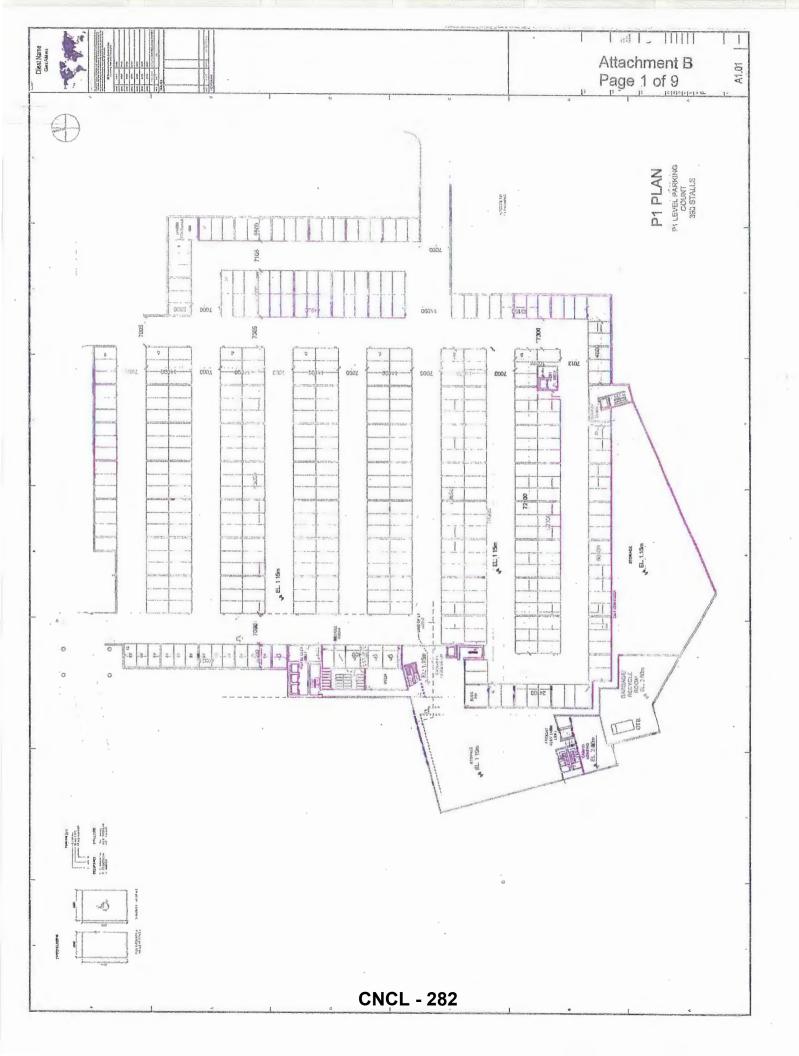
Attachments: Attachment A: Site Plan Attachment B: Building Plans

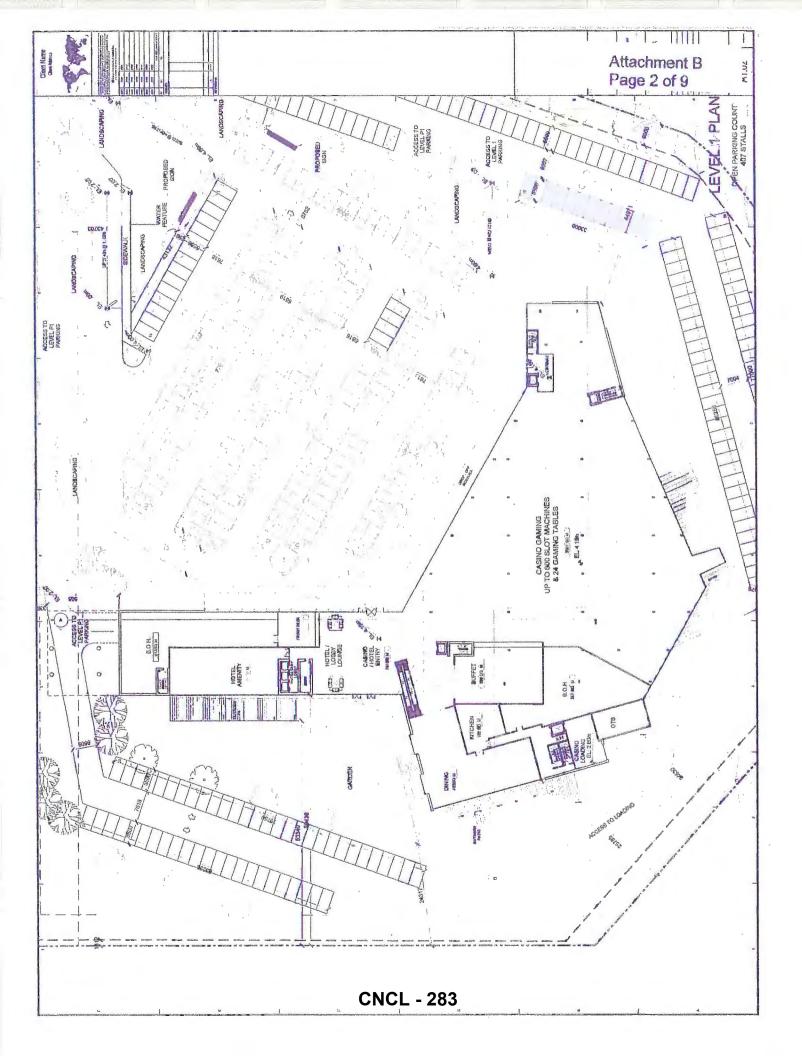
cc: Jerry Williamson, Director of Gaming Facilities & Development, BCLC Ken Kuntz, Acting City Manager Marcy Sangret, Director of Community Planning & Development Mike Ruskowski, Senior Planner, Community Planning & Development

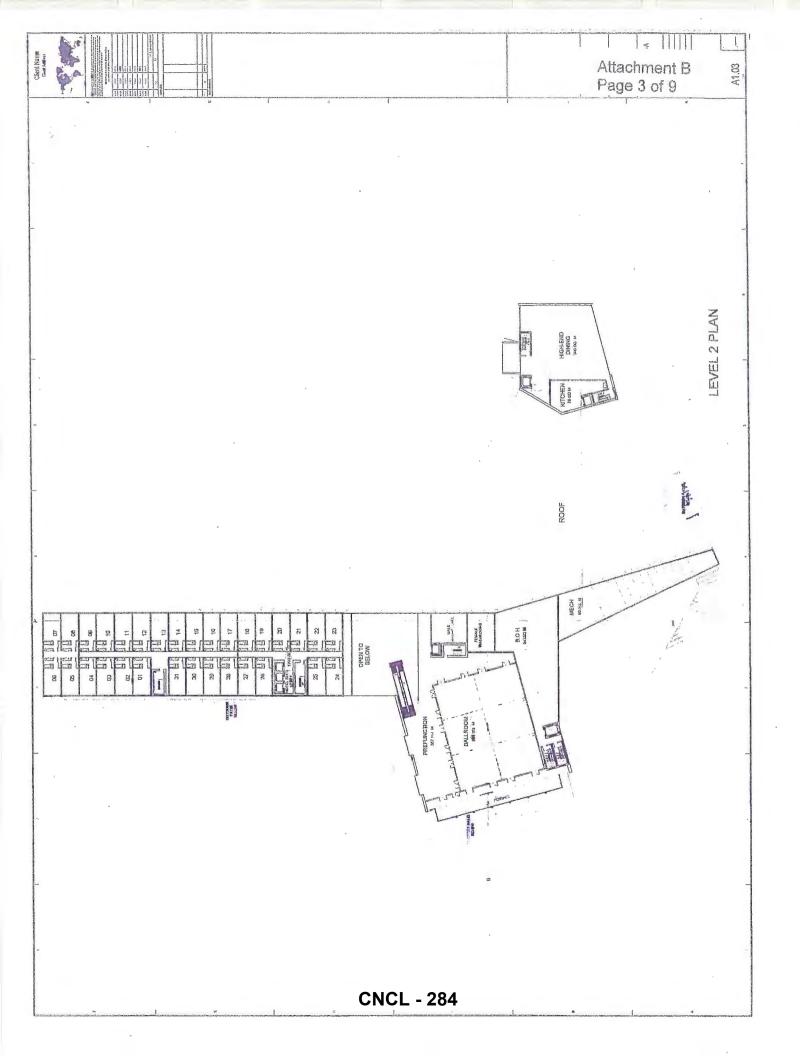
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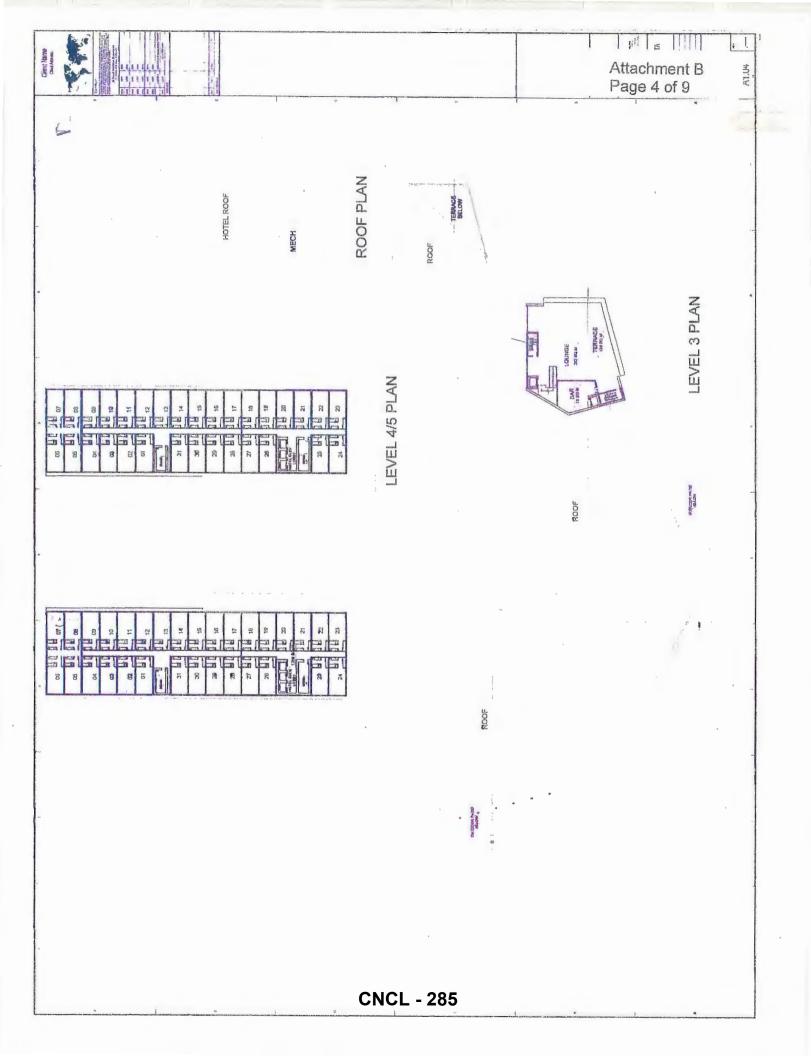


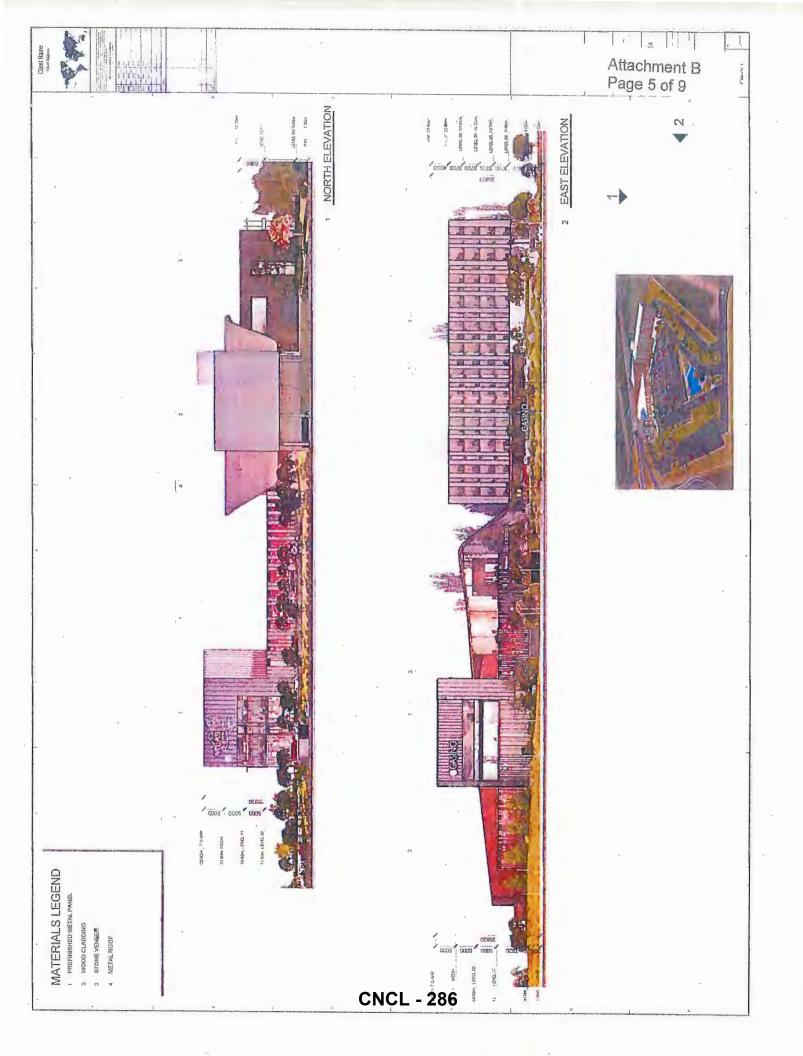




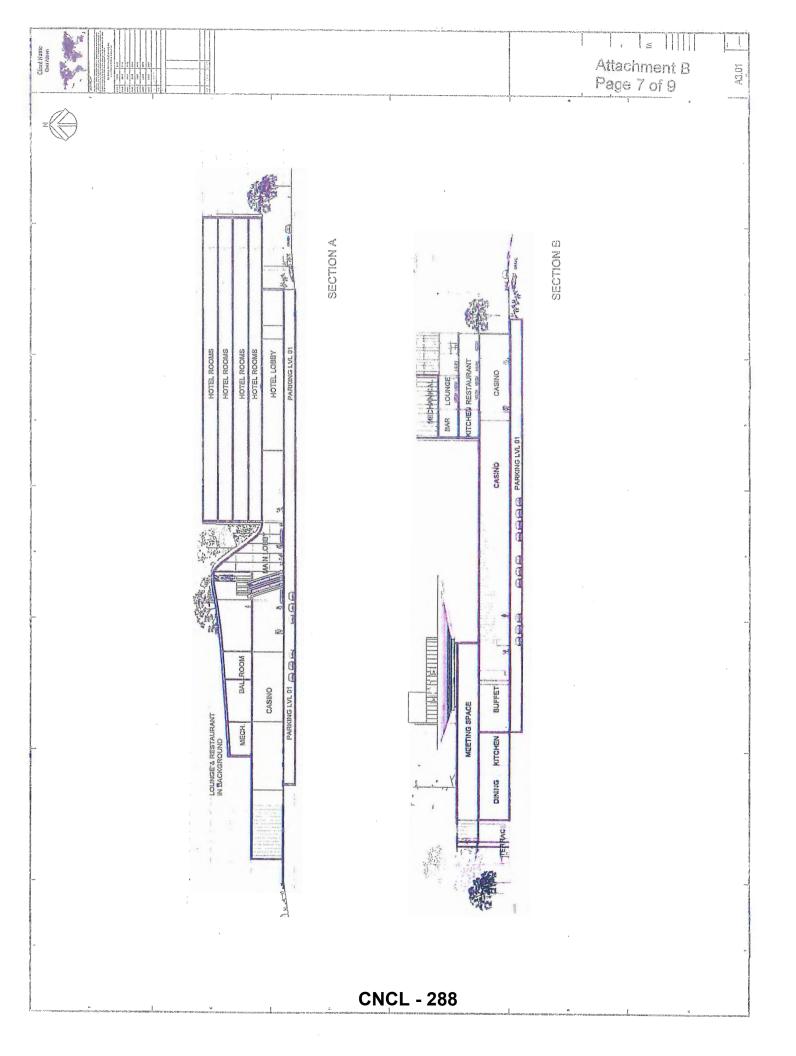




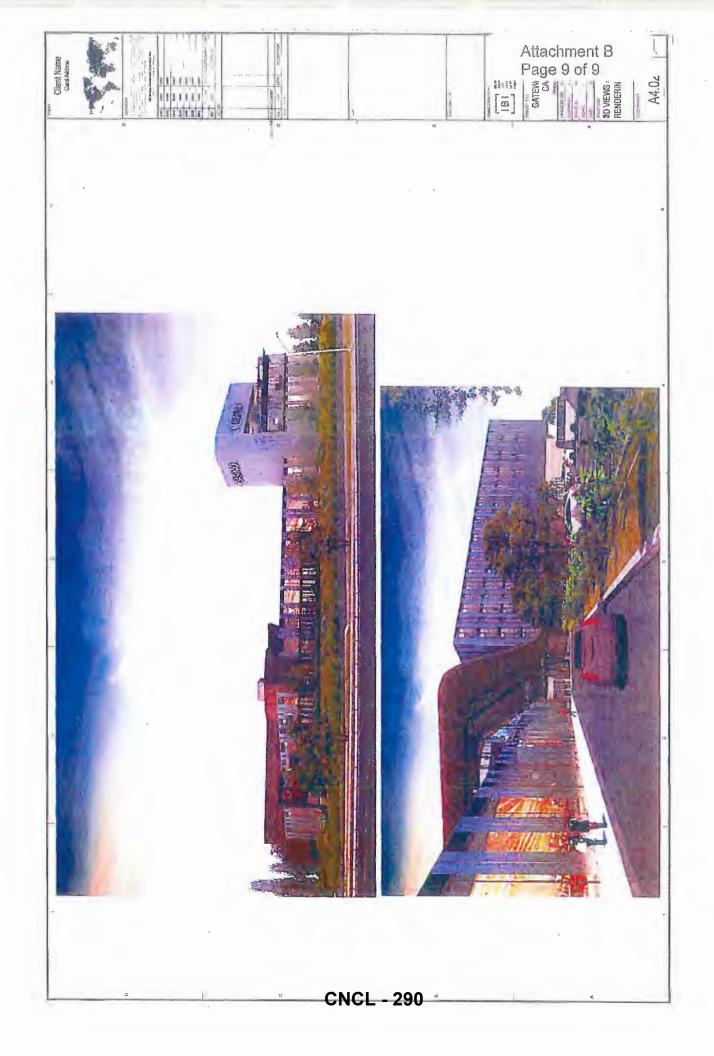














Filming Regulation Bylaw No. 8708

The Council of the City of Richmond enacts as follows:

PART ONE: GENERAL PROVISIONS

1.1 **Prohibitions**

- 1.1.1 No person may use, or affect the use of City property for the purpose of film production, except in accordance with this bylaw and a permit issued pursuant to this bylaw.
- 1.1.2 The provisions of this bylaw do not apply to the professional or personal production of photography, or to audiovisual works produced exclusively for personal and private consumption, including photography or audiovisual works published on personal social media accounts.

1.2 Authorizations

- 1.2.1 The General Manager, Community Services or the Film and Major Event Liaison is authorized to issue permits and establish a fee structure to use, or affect the use of, City property for film production.
- 1.2.2 The General Manager, Community Services is authorized to negotiate and enter into film agreements with applicants to permit the use of, or to permit impact to the use of, City property for film production.

PART TWO: PERMITS

2.1 Permit Application & Issuance

- 2.1.1 Every applicant for a permit to use, or affect the use of, City property for film production must:
 - a) complete an application form in the form provided by, and containing such information as required by, the **Film and Major Event Liaison**;
 - b) deliver such application to the **Film and Major Event Liaison**, signed by the **applicant** or by an individual who has the legal authority to bind the **applicant**;

- c) deliver to the **Film and Major Event Liaison** written confirmation of insurance coverage in the form specified by the City and to the satisfaction of the **Film and Major Event Liaison**;
- d) deliver to the **Film and Major Event Liaison** the application fee specified in the *Consolidated Fees Bylaw No. 8636*, as amended from time to time; and
- e) deliver to the **Film and Major Event Liaison** the applicable administrative, and location fees specified in the *Consolidated Fees Bylaw No. 8636*, as amended from time to time.
- 2.1.2 If an **applicant** or **permit** holder intends to use and/or uses the services of **City** employees, RCMP employees, contractors provided by the **City**, and/or equipment, vehicles, materials and supplies provided by the **City** for the purpose of **film production**, the **applicant** or **permit** holder must deliver to the **Film and Major Event Liaison** the applicable fees specified in the *Consolidated Fees Bylaw No. 8636*, as amended from time to time.
- 2.1.3 If, upon reviewing an application, the Film and Major Event Liaison determines, in their sole discretion, that a film agreement is required for the proposed film production, the applicant must negotiate and enter into a film agreement with the City on terms and conditions satisfactory to the General Manager, Community Services.

PART THREE: OFFENCES, PENALTIES AND ENFORCEMENT

- 3.1 Any person who:
 - a) violates or who causes or allows any of the provisions of this bylaw, or any **permit** issued under this bylaw, to be violated;
 - b) fails to comply with any of the provisions of this bylaw, or any **permit** issued under this bylaw;
 - c) neglects or refrains from doing anything required under the provisions of this bylaw, or any **permit** issued under this bylaw; or
 - d) makes any false or misleading statement in connection with this bylaw, or any **permit** issued under this bylaw,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.

3.2 Every **permit** holder must comply with the requirements of this, or any other bylaw of the **City**, which governs or regulates **film production**, must carry out the **film**

production for which the **permit** was issued in compliance with all applicable statutes, regulations, rules, codes and orders of all federal, provincial or municipal authorities having jurisdiction, and any person failing to comply with the requirements of this Section commits an offence and, upon conviction, is liable for the penalties specified.

3.3 In addition to Section 3.2 above, where the **City** has determined that a **permit** holder and/or a **film production** is in contravention of the **permit** conditions and/or any applicable municipal, provincial or federal legislation, the **General Manager**, **Community Services** or the **Film and Major Event Liaison** may suspend, revoke or cancel the applicable **permit**.

PART FOUR: INTERPRETATION

4.1 Definitions

4.1.1 In this bylaw, unless the context otherwise requires:

AFFECT THE USE OF CITY PROPERTY	refers to film production occurring on or near City property that will impact the use of the City property by members of the public not affiliated with the film production.
APPLICANT	means a person applying for a permit to use, or affect the use of, City property for film production.
CITY	means the City of Richmond as a corporate entity.
CITY OF RICHMOND	means the City of Richmond as a geographic area.
CITY PROPERTY	means real or personal property, facilities or equipment owned, held by, leased, or in the possession of the City , including, without limitation, lands, roads, sidewalks, boulevards, buildings and vehicles.
COMMERCIAL	means an advertisement that is intended for widespread distribution, screening or showing.
COUNCIL	means the Council of the City.
FILM AGREEMENT	means an agreement between the City and an applicant to permit the use of City property for film production setting out the parties' respective rights and obligations, in the form and content as determined by the General Manager, Community Services.

FILM AND MAJOR EVENT LIASON	means the person employed by the City in the position of Film and Major Event Liaison, and includes their designate.
FILM PRODUCTION	means the photographing, filming, creation and production of a Commercial or Motion Picture and includes all preparation activities, set-up, dismantling, removal or restoration activities in connection therewith.
GENERAL MANAGER, COMMUNITY SERVICES	means the person appointed by Council to the position of General Manager of Community Services or those positions or persons designated by Council to act under this bylaw in the place of the general manager.
MOTION PICTURE	means a photoplay, film, movie or other audiovisual work produced by recording photographic images with cameras, or by creating images using animation techniques or visual effects, preserved on a recording medium and capable of being viewed with or without sound,

capable of being viewed with or without sound, but excludes a photoplay, film, movie or other audiovisual works produced exclusively for personal and private consumption.

means a permit issued pursuant to this bylaw, including:

- a) a film application accepted and signed by the **Film and Major Event Liaison** or designate,
- b) a student film application accepted and signed by the Film and Major Event Liaison or designate, or
- c) a fully signed film agreement.

PART FIVE: PREVIOUS BYLAW REPEAL

PERMIT

5.1 Filming Application and Fees Bylaw No. 8172 is repealed.

PART SIX: SEVERABILITY AND CITATION

6.1 If any part, section, sub-section, clause or sub-clause of this bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw. 6.2 This bylaw is cited as "Filming Regulation Bylaw No. 8708".

PART SEVEN: CONSOLIDATED FEES BYLAW

7.1 The *Consolidated Fees Bylaw No. 8636*, as may be amended from time to time, applies to this bylaw.

 FIRST READING
 FEB 1 3 2018
 CITY OF RICHMOND

 SECOND READING
 FEB 1 3 2018
 APPROVED for content by originating dept.

 THIRD READING
 FEB 1 3 2018
 APPROVED for content by originating dept.

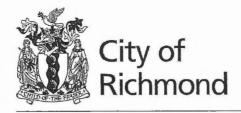
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MAYOR

CORPORATE OFFICER

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Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9826

The Council of the City of Richmond enacts as follows:

- 1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by deleting all references to "Filming Application and Fees Bylaw No. 8172" and replacing them with reference to "Filming Regulation Bylaw No. 8708".
- The Consolidated Fees Bylaw No. 8636, as amended, is further amended by deleting from the SCHEDULE – FILMING APPLICATION AND FEES the words and numbers "Section 3" and replacing them with "Section 2.1.1 and 2.1.2".
- 3. This Bylaw is cited as "Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9826".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

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CORPORATE OFFICER

Bylaw 9645



Richmond Zoning Bylaw 8500 Amendment Bylaw 9645 (RZ 16-736824) 4560 Garry Street

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

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

P.I.D. 003-766-870 Lot 2 Section 2 Block 3 North Range 7 West New Westminster District Plan 21419

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9645".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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 Citry of Richmond

 JAN 1 6 2017
 APPROVED by BK

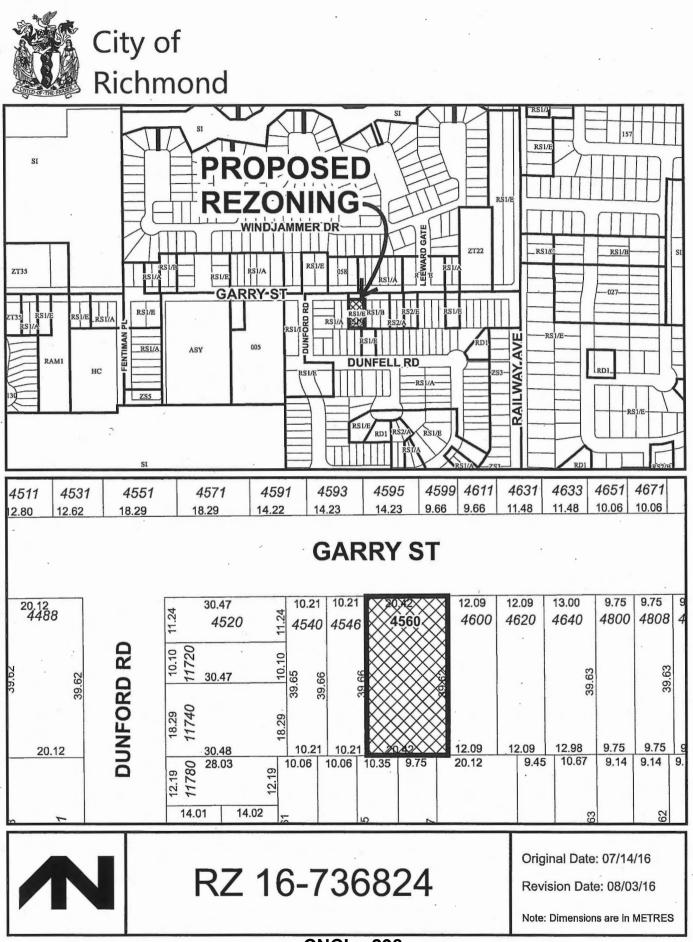
 JAN 1 6 2017
 APPROVED by Director or Solicitor

 JAN 1 6 2017
 MM

 FEB 1 6 2018
 MM

MAYOR

CORPORATE OFFICER



CNCL - 298



Memorandum Development Applications

To:David Weber
Director, City Clerk's OfficeDate:February 16, 2018From:Wayne Craig
Director, DevelopmentFile:RZ 16-736824Re:Bylaw 9645 – 4560 Garry StreetFile:RZ 16-736824

This is to advise you that the requirements noted in the report to Council (dated December 12, 2016) associated with Bylaw 9645 have been met.

The application/bylaw noted above has no related bylaws.

This satisfies all the requirements prior to adoption of Bylaw 9645.

Please arrange for Bylaw 9645 to be added onto the next Council meeting agenda for final adoption.

• Wayne Craig Director, Development

WC:sds

pc: Claudia Jesson, Manager, Legislative Services



