



City Council

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

**Monday, February 27, 2017
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on February 14, 2017 (distributed previously); and*
- (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on February 20, 2017.*

CNCL-12



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 22.

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
- Donation of Surplus Equipment – 1931 LaFrance Fire Truck
- Donation of Surplus Vehicles
- Purchase of Two Fire Pumper Apparatus
- Richmond Intercultural Advisory Committee 2017-2022 Intercultural Strategic Plan, 2016 Annual Report, 2017 Work Program, and the Committee’s Terms of Reference
- Naming of Child Care Facility – 5688 Hollybridge Way (Cressey Cadence)
- RCSAC Municipal Responses to Child and Youth Poverty Report
- Land use applications for first reading (to be further considered at the Public Hearing on March 20, 2017):
 - 4331 and 4431 Vanguard Road – Text Amendment to IR1 to allow “Vehicle Sale/Rental” (Christopher Bozyk Architects Ltd. – applicant)
 - 9760 Sealily Place – Rezone from RS1/E to RS2/B (Focus Construction Ltd. – applicant)
 - 4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 and 4451 Boundary Road – Rezone from RS1/F and RD1 to RTH1 (Kaimanson Investments Ltd. – applicant)
 - 7760 Garden City Road – Rezone from RS1/F to ZT49 (Incircle Projects Ltd. – applicant)
 - 3411/3431 Lockhart Road – Rezone from RS1/E to RS2/B (Aman Hayer – applicant)
- TransLink Transit Fare Review – Initiation of Phase 2

Council Agenda – Monday, February 27, 2017

Pg. # ITEM

- 2017 Submission to the New Building Canada Fund – River Parkway (Gilbert Road-Cambie Road)
- Drainage Box Culvert Rehabilitation No. 2 Road from Steveston Highway to London Road
- Award of Contract 5807Q - Supply and Delivery of Two Tandem Axle Cab and Chassis with Dump Box and Front Ploughs

5. *Motion to adopt Items No. 6 through No. 21 by general consent.*

☐

Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-46 (1) *the **Community Safety Committee** meeting held on February 15, 2017;*
- CNCL-52 (2) *the **General Purposes Committee** meeting held on February 20, 2017;*
- CNCL-56 (3) *the **Planning Committee** meeting held on February 21, 2017; and*
- CNCL-66 (4) *the **Public Works and Transportation Committee** meeting held on February 22, 2017;*

be received for information.

☐

Consent
Agenda
Item

7. **DONATION OF SURPLUS EQUIPMENT – 1931 LAFRANCE FIRE TRUCK**

(File Ref. No. 99-Fire Rescue) (REDMS No. 4822576 v. 5)

CNCL-70

See Page CNCL-70 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That the 1931 LaFrance fire truck pumper unit, listed in the staff report titled “Donation of Surplus Equipment – 1931 LaFrance Fire Truck”, dated January 16, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation and repatriation to Victoria Fire Department Historical Society.

☐

Consent
Agenda
Item

8. **DONATION OF SURPLUS VEHICLES**
(File Ref. No. 99-Fire Rescue) (REDMS No. 5284180 v. 9)

CNCL-73

See Page CNCL-73 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That the surplus City vehicles listed in the staff report titled “Donation of Surplus Vehicles”, dated January 11, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation to Firefighters Without Borders Canada.



Consent
Agenda
Item

9. **PURCHASE OF TWO FIRE PUMPER APPARATUS**
(File Ref. No. 99-Fire Rescue) (REDMS No. 5282222)

CNCL-77

See Page CNCL-77 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Purchase of Two Fire Pumper Apparatus”, dated February 6, 2017 from the Acting Fire Chief, Richmond Fire-Rescue, be received for information; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute a contract with Wholesale Fire & Rescue Ltd. for the purchase of two Fire Pump apparatus in 2017.*



Consent
Agenda
Item

10. **RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2017-2022 INTERCULTURAL STRATEGIC PLAN, 2016 ANNUAL REPORT, 2017 WORK PROGRAM, AND THE COMMITTEE’S TERMS OF REFERENCE**
(File Ref. No. 07-3300-01) (REDMS No. 5250533 v. 2)

CNCL-79

See Page CNCL-79 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the Richmond Intercultural Advisory Committee (RIAC), Draft Intercultural Strategic Plan - 2017-2022, be adopted by Council;*
- (2) *That the RIAC 2016 Annual Report and 2017 Work Program be adopted by Council; and*

- (3) *That the RIAC Terms of Reference be referred to staff for review and that any recommended changes are brought back to Council to ensure that the committee continues to be an effective resource for Council and the community.*



Consent
Agenda
Item

11. NAMING OF CHILD CARE FACILITY - 5688 HOLLYBRIDGE WAY (CRESSEY CADENCE)

(File Ref. No. 07-3070-01) (REDMS No. 5296583 v. 2)

CNCL-116

See Page CNCL-116 for full report

PLANNING COMMITTEE RECOMMENDATION

That the City's child care facility being constructed at 5688 Hollybridge Way (Cressey Cadence) be named the Willow Early Care and Learning Centre.



Consent
Agenda
Item

12. RCSAC MUNICIPAL RESPONSES TO CHILD AND YOUTH POVERTY REPORT

(File Ref. No. 07-3300-01) (REDMS No. 5250533 v. 2)

CNCL-120

See Page CNCL-120 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the Richmond Community Services Advisory Committee (RCSAC) Report on "Municipal Responses to Child and Youth Poverty", identified in Attachment 1 of the staff report titled "RCSAC Municipal Responses to Child and Youth Poverty Report", dated January 30, 2017, from the General Manager, Community Services be received for information;*
- (2) *That the Richmond Community Services Advisory Committee (RCSAC) Report on "Municipal Responses to Child and Youth Poverty", identified in Attachment 1 of the staff report titled "RCSAC Municipal Responses to Child and Youth Poverty Report", dated January 30, 2017, from the General Manager, Community Services, be sent to the Premier, Leader of the Opposition, Richmond Members of Parliament, Richmond Members of the Legislative Assembly, and Richmond Members of the Legislative Assembly candidates; and*
- (3) *That staff provide a report on the wages of contracted services within the City.*



Consent
Agenda
Item

13. **APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS LTD. FOR A ZONING TEXT AMENDMENT TO THE “INDUSTRIAL RETAIL (IR1)” ZONE TO ALLOW “VEHICLE SALE/RENTAL” ON UP TO 10% OF THE GROSS FLOOR AREA AS AN ADDITIONAL USE AT 4331 AND 4431 VANGUARD ROAD**

(File Ref. No. 12-8060-20-009670; ZT 16-740866) (REDMS No. 5210355 v. 4)

CNCL-185

See Page CNCL-185 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9670, for a Zoning Text Amendment to the “Industrial Retail (IR1)” zone to allow “vehicle sale/rental” limited to a maximum of 10% of the gross floor area as an additional use at 4331 and 4431 Vanguard Road, be introduced and given first reading.



Consent
Agenda
Item

14. **APPLICATION BY FOCUS CONSTRUCTION LTD. FOR REZONING AT 9760 SEALILY PLACE FROM “SINGLE DETACHED (RS1/E)” TO “SINGLE DETACHED (RS2/B)”**

(File Ref. No. 12-8060-20-009680; RZ 16-741423) (REDMS No. 5280131)

CNCL-216

See Page CNCL-216 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9680, for the rezoning of 9760 Sealily Place from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



Consent
Agenda
Item

15. **APPLICATION BY KAIMANSON INVESTMENTS LTD. FOR REZONING AT 4300, 4320, 4340 THOMPSON ROAD AND 4291, 4331, 4431 AND 4451 BOUNDARY ROAD FROM “SINGLE DETACHED (RS1/F)” AND “TWO-UNIT DWELLINGS (RD1)” TO “HIGH DENSITY TOWNHOUSES (RTH1)”**

(File Ref. No. 12-8060-20-009681; RZ 15-713048) (REDMS No. 5304796 v. 3)

CNCL-234

See Page CNCL-234 for memorandum from Director, Development regarding revised bylaw and rezoning conditions to provide built affordable and accessible housing units.

CNCL-264

See Page CNCL-264 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9681 to:

- (1) *Include the Hamilton Area Plan density bonus and community amenity provisions within the “High Density Townhouses (RTH1)” zone; and*
- (2) *Rezone 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431 and 4451 Boundary Road from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to “High Density Townhouses (RTH1)”;*

be introduced and given first reading.

Please Note:

At Planning Committee, the Applicant was requested to consider providing built affordable and accessible housing units instead of an affordable housing cash contribution.

CNCL-239 &
253

The **Revised Bylaw** and **updated Rezoning Considerations**, which appear in Attachments 2 and 4 to the staff memorandum, fulfill the request to provide built units.

CNCL-236

The **original Bylaw** as presented to Planning Committee also appears in the Council package.



Consent
Agenda
Item

16. **APPLICATION BY INCIRCLE PROJECTS LTD. FOR REZONING AT 7760 GARDEN CITY ROAD FROM “SINGLE DETACHED (RS1/F)” TO “TOWN HOUSING (ZT49) - MOFFATT ROAD, ST. ALBANS SUB AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)”**

(File Ref. No. 12-8060-20-009682; RZ 15-701939) (REDMS No. 5271445 v. 2)

CNCL-313

See Page CNCL-313 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from “Single Detached (RS1/F)” to “Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)”, be introduced and given first reading.



Consent
Agenda
Item

17. **APPLICATION BY AMAN HAYER FOR REZONING AT 3411/3431 LOCKHART ROAD FROM “SINGLE DETACHED (RS1/E)” TO “SINGLE DETACHED (RS2/B)”**

(File Ref. No. 12-8060-20-009683; RZ 15-716841) (REDMS No. 5302073)

CNCL-336

See Page CNCL-336 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9683, for the rezoning of 3411/3431 Lockhart Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, be introduced and given first reading.



Consent
Agenda
Item

18. **TRANSLINK TRANSIT FARE REVIEW – INITIATION OF PHASE 2**

(File Ref. No. 01-0154-04) (REDMS No. 5298084 v. 2)

CNCL-353

See Page CNCL-353 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Richmond’s comments as provided at the elected officials forum held on January 24, 2017 as outlined in the staff report titled “TransLink Transit Fare Review – Initiation of Phase 2,” dated February 6, 2017, from the Director, Transportation, be endorsed.



Consent
Agenda
Item

19. **2017 SUBMISSION TO THE NEW BUILDING CANADA FUND – RIVER PARKWAY (GILBERT ROAD-CAMBIE ROAD)**
(File Ref. No. 01-0140-01) (REDMS No. 5302490)

CNCL-374

See Page CNCL-374 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the submission to Provincial and Federal Government funding programs including the New Building Canada Fund to request up to 66 percent of the \$11,300,000 design and construction cost for River Parkway (Gilbert Road-Cambie Road) be endorsed;*
- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to enter into funding agreements with the Government of Canada and/or the Province of BC for the above mentioned projects should they be approved for funding; and*
- (3) *That, should the above mentioned projects be approved for funding by the Government of Canada or Province of British Columbia, the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be amended accordingly.*



Consent
Agenda
Item

20. **DRAINAGE BOX CULVERT REHABILITATION NO. 2 ROAD FROM STEVESTON HIGHWAY TO LONDON ROAD**
(File Ref. No. 10-6340-20-P.16201) (REDMS No. 5305149 v. 4)

CNCL-381

See Page CNCL-381 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That funding of \$3,700,000 from the Drainage Improvement Reserve be included as an amendment to the 5 Year Financial Plan (2017-2021) to complete rehabilitation of the drainage box culvert on No. 2 Road from Steveston Highway to London Road.



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Consent
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Item

21. **AWARD OF CONTRACT 5807Q - SUPPLY AND DELIVERY OF TWO TANDEM AXLE CAB AND CHASSIS WITH DUMP BOX AND FRONT PLOUGHS**

(File Ref. No. 02-0735-01) (REDMS No. 5280032 v. 3)

CNCL-385

See Page **CNCL-385** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That Contract 5807Q, for the Supply and Delivery of Two Tandem Axle Cab and Chassis with Dump Box and Front Ploughs, be awarded to Peterbilt Pacific Inc. at a total cost of \$538,680, plus applicable taxes and levies, within existing capital budgets.



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-391

Revenue Anticipation Borrowing (2017) **Bylaw No. 9674**
Opposed at 1st/2nd/3rd Readings – None.



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Pg. # ITEM

CNCL-392 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9577**
(9351 No. 1 Road, RZ 15-710083)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-394 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9598**
(7200 Railway Avenue, RZ 15-710175)
Opposed at 1st Reading – Cllr. Day.
Opposed at 2nd/3rd Readings – Cllr. Day.

☐

DEVELOPMENT PERMIT PANEL

22. RECOMMENDATION

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

CNCL-396 (1) *That the **minutes** of the Development Permit Panel meeting held on February 15, 2017, and the **Chair's report** for the Development Permit Panel meeting held on February 15, 2017, be received for information; and*

CNCL-445 (2) *That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 16-738292) for the property at 6551 No. 3 Road be endorsed, and the Permit so issued.*

☐

ADJOURNMENT

☐



**Regular Council meeting for Public Hearings
Monday, February 20, 2017**

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

Claudia Jesson, Acting Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 7:02 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9510
(RZ 14-678448)**
(Location: 6840 and 6860 No. 3 Road and 8051 Anderson Road; Applicant:
1004732 BC Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

Lana Chan, 8111 Anderson Road (Schedule 1)

Submissions from the floor:

None.

PH17/2-1

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9510 be given
second and third readings.***

CARRIED



Regular Council meeting for Public Hearings
Monday, February 20, 2017

**2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9664
(RZ 16-734667)**

(Location: 8140/8160 Lundy Road; Applicant: Xiufeng Zhang and Shufang Zhang)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/2-2

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9664 be given second and third readings.

CARRIED

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9667
(RZ 15-700431)**

(Location: 9700, 9720 and 9800 Williams Road; Applicant: Urban Era Builders & Developers Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

Kit Lau, 9931 Swansea Drive (Schedule 2)

Submissions from the floor:

Karen Wong, 9951 Swansea Drive, expressed opposition to the application due to anticipated privacy impacts, noise (during and after construction), and minimal lighting on the pathway between Williams Road and Swansea Drive. Ms. Wong requested the development's rear setbacks be increased to six metres.



**Regular Council meeting for Public Hearings
Monday, February 20, 2017**

In response to questions from Council, staff provided the following comments:

- prior to December 2016, a four and a half metre setback was consistent with the City's regulations;
- the City's bylaws specify hours in which construction can occur;
- the applicant submitted a Certified Arborist Report; information on tree retention and replacement is included in the report from staff;
- consideration could be given to installing pedestrian-oriented lighting on the development site, to illuminate the pathway referenced by Ms. Wong; and
- discussions between staff and the developer will ensue towards improving the rear yard setbacks.

PH17/2-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9667 be given second and third readings.

CARRIED

**4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9669
(RZ 16-738480)**

(Location: 23100, 23120 and 23140 Westminster Highway; Applicant: Trellis Seniors Services Ltd.)

Applicant's Comments:

Mary McDougall, Manager, Trellis Seniors Services Ltd., explained that the proposed facility was designed to be socially, economically and environmentally responsible, and includes some Canadian Green Building Council LEED Gold elements. The facility will offer accessible and affordable special purpose housing in an area designated for growth, and will provide job opportunities for over 200 people.

Written Submissions:

None.

Submissions from the floor:

None.



**Regular Council meeting for Public Hearings
Monday, February 20, 2017**

Discussion:

In response to questions from Council, staff confirmed that, as indicated in the subject report, the facility would be higher than the existing grade, with a parkade beneath.

PH17/2-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9669 be given second and third readings.

CARRIED

5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW NO. 9671

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

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/2-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9671 be given second and third readings.

CARRIED

PH17/2-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9671 be adopted.

CARRIED



Regular Council meeting for Public Hearings
Monday, February 20, 2017

6. DEVELOPMENT PERMIT (DP 16-741981)

(Location: 10788 No. 5 Road (also referred to as 10780 No. 5 Road and 12733 Steveston Highway); Applicant: Townline Gardens Inc.)

Applicant's Comments:

John O'Donnell and Rick Ilich, Townline Gardens Inc., explained that the Province announced the design of the future Highway 99 interchange after the development permit for The Gardens project was approved and construction of the first building had commenced. Given the magnitude of the new interchange, a new development permit was subsequently submitted to increase the height of The Gardens' eight-storey building ('Dahlia') to a ten-storey building; and to change the four-storey building ('Jasmine') to a cluster of three-storey townhouse buildings. The buildings would be oriented in a manner that minimized impacts and situated more of the homes further away from the anticipated noise of the adjacent highway. Approximately 1,100 members of the public were sent invitations to attend a public information session hosted by the applicant (14 members of the public attended).

Council commended the applicant's efforts to consult with the community, and questioned if the configuration of the buildings could be reoriented to improve the views and address concerns from the adjacent neighbourhood.

Written Submissions:

Peter McKenna-Small, 11400 Sealord Road (Schedule 3)

Rae Nix, 11900 Seabrook Crescent (Schedule 4)

Rick Ilich, Townline Gardens Inc. (Schedule 5)

Leung Pingsun, 10880 No. 5 Road (Schedule 6)

Frank Suto, Richmond Resident (Schedule 7)

Stefanie Weng, 8011 Ryan Road (Schedule 8)

Don and Isobel Johnston (Schedule 9)

Bernie and Trisha Hoffman, 10571 Seaham Crescent (Schedule 10)

Marty McKinney, 11520 Seahurst Road (Schedule 11)

Donald Flintoff, 6071 Dover Road (Schedule 12)

Bryan Fraser and Shelagh Brennan, 201-12339 Steveston Highway (Schedule 13)



**Regular Council meeting for Public Hearings
Monday, February 20, 2017**

Erika Simm (Schedule 14)

Stefan Emberson (Schedule 15)

Submissions from the floor:

Peter Kafka, 10781 Seamount Road, noted his opposition to the development permit and expressed concerns regarding the privacy impacts of increasing the height of the most westerly building ('Dahlia'). Mr. Kafka urged Council to maintain its prior commitment to a lower building height.

Ian Flanger, 10720 Seamount Road, expressed concerns regarding the increased height of the most westerly building ('Dahlia'), as it was contrary to what neighbours expected. He added that the additional vehicles from The Gardens development would likely worsen traffic congestion in the area.

Discussion:

In response to questions raised by Council, the applicant offered the following:

- an increase in two (2) storeys represents a 20-foot height increase to the western-most building of the development's three buildings ('Dahlia');
- the eight-storey building to the east is already under construction and the parkade has been built; 95% of the homes in the building have been sold; and
- concerns regarding the impacts of the recently announced Highway 99 interchange design will be conveyed to the Province.

In response to questions raised by Council, staff noted that information on the Development Permit Panel's June 2016 consideration of the building's prior height increase from six storeys to eight storeys would be provided to Council.

PH17/2-7

It was moved and seconded

- (1) *That Development Permit 16-741981 be referred to the March 20, 2017 Public Hearing to be held at 7:00 p.m. in the Council Chambers; and*



**Regular Council meeting for Public Hearings
Monday, February 20, 2017**

- (2) *That DP 16-741981 be referred back to staff for an exhaustive analysis and review, with the applicant, of all possibilities and potential revisions to the proposed development in response to concerns raised at Public Hearing and report back at the next Public Hearing.*

CARRIED

ADJOURNMENT

PH17/2-8

It was moved and seconded

That the meeting adjourn (8:13 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 20, 2017.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Claudia Jesson)

MayorandCouncillors

From: Webgraphics
Sent: Friday, 10 February 2017 21:17
To: MayorandCouncillors
Subject: Send a Submission Online (response #1001)

Follow Up Flag: Follow up
Flag Status: Flagged

To Public Hearing
Date: <u>Feb 20, 2017</u>
Item # <u>1</u>
Re: <u>6840, 6860 No.3 Rd</u>
<u>8051 Anderson Rd</u>
<u>R2 14-678448</u>

Send a Submission Online (response #1001)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/10/2017 9:17:17 PM

Survey Response

Your Name	LANA S CHAN
Your Address	1103 8111 ANDERSON RD
Subject Property Address OR Bylaw Number	6840 & 6860 No.3 Road and 8051 Anderson Road
Comments	Building should not be taller than Richmond City Hall.

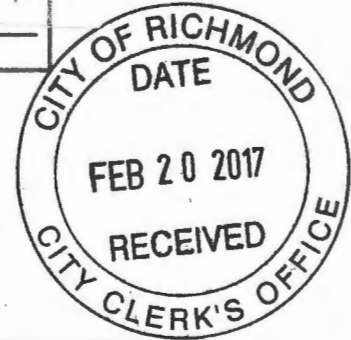


Mayor and Councillors

From: Webgraphics
Sent: Monday, 20 February 2017 01:20
To: Mayor and Councillors
Subject: Send a Submission Online (response #1003)

To:	Public Hearing
Date:	Feb 20/17
Item #:	3
Re:	RZ 15-700431

ON TABLE ITEM



Send a Submission Online (response #1003)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/20/2017 1:19:27 AM


Survey Response

Your Name	Kit F Lau
Your Address	9931 Swansea Drive, Richmond
Subject Property Address OR Bylaw Number	Richmond Zong Bylaw 8500, Amendment Bylaw 9667 (RZ 15-700431)
Comments	<p>We are the landlord of 9931 Swansea Drive, Richmond and are affected by the above rezoning application to turn the originally 3 single-detached dwelling sites to 18 townhouse units. We do not agree to the above rezoning for the following reasons: (1) It will bring a lot more people and vehicles into our neighbourhood and will make a lot more noises affecting our peaceful environment; (2) The rows of townhouse units at the back of our backyard will shrink our view, airflow and space; (3) The proximity of the townhouse units will affect our privacy as our home activities will be open to the eyes of the tenants at the proposed units. We treasure our privacy, peaceful environment and view which are the major factors we bought our house. We do not want all these to be changed.</p>

Schedule 2 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, February 20, 2017.

To Public Hearing
Date: Feb 20, 2017
Item # 6
Re: 16788 No. 5 Rd
DP 16-741981

Feb 8th 2017



Mr Peter McKenna-Small
11400 Seaford Rd
Richmond BC V7A 3K7

		INT
	DW	
	J	
	DE	

I am against any new construction or increased density at No. 5 Rd. + Stereoston Hwy. This new building will impact the neighbourhood I live in. The Ironwood area is vehicle gridlock Monday to Friday afternoon, adding more people living in this area would compound the traffic congestion in a very negative way. The Deas Tunnel is one of the worst traffic backed up locations, why would City of Richmond make it worse, by approving this development? To make more money! Richmond is changing for the worst, not the better.
P. McKenna-Small

CITY OF RICHMOND
DATE
FEB 10 2017
RECEIVED
CITY CLERK'S OFFICE

MayorandCouncillors

From: Webgraphics
Sent: Wednesday, 8 February 2017 17:11
To: MayorandCouncillors
Subject: Send a Submission Online (response #999)

Follow Up Flag: Follow up
Flag Status: Flagged

To Public Hearing
Date: <u>Feb 20, 2017</u>
Item # <u>6</u>
Re: <u>10788 No. 5 Rd</u>
<u>(DP 16-741981)</u>

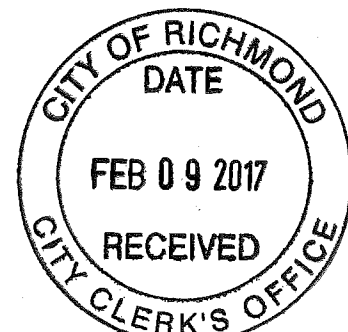
Send a Submission Online (response #999)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/8/2017 5:10:02 PM

Survey Response

Your Name	rae nix
Your Address	11900 seabrook crescent
Subject Property Address OR Bylaw Number	Townline Gardens Inc.
Comments	<p>I have attended several meetings held by Townline. The first sessions were back when they were telling the community they had purchased the mall and planned to build apartments. Most of the members of the community made it very clear we did not want buildings behind four stories. We got six. Now they are wanting to build' even higher. I oppose it. With all the added apartments in this location and prospects of townhouses across the street on No. 5 Rd. there is a dire need for better infrastructure. Traffic is ridiculous now and we can only expect that it will get worse with the increase of building permits.</p>



Schedule 5 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, February 20, 2017.

To Public Hearing
Date: <u>February 20, 2017</u>
Item # <u>6</u>
Re: <u>DP 16-741981</u>

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



T O W N L I N E

Suite 1212, 450 SW Marine Drive
Vancouver, BC, Canada V5X 0C3

Main 604 327-8760
Fax 604 327-5030

www.townline.ca

February 16, 2017

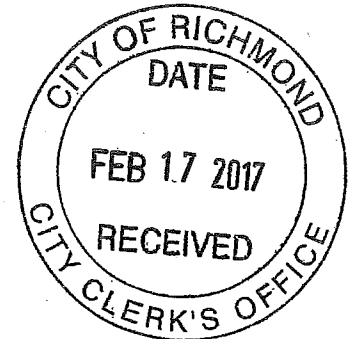
Attn: Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

PHOTOCOPIED

FEB 17 2017

GS

& DISTRIBUTED



Dear Mayor and Council,

RE: The Gardens – Phase 3 - 10788 No. 5 Road – DP 16-741981 - Additional Public Information Session and Project Information

This letter is to provide Mayor and Council with additional information on our development permit application with variances (DP 16-741981). The application proposes to add two storeys to an already approved 8 storey building and reduce the density and height of the building next to Highway 99. We are hosting a second public information session February 16, 2017 and with this letter are including a copy of the material to be presented during that session.

Townline believes in public consultation as proven back in 2009 when we hosted several workshops with the community which ultimately led to full support for the overall Gardens site specific zoning.

During the Regular Council Meeting of January 9, 2017 we understood that Council had concerns with the timing of our first public information session for DP 16-741981 held on September 13, 2016 which coincidentally coincided with an open house of the George Massey Tunnel Replacement Project. We have scheduled a second public information session for February 16, 2017 from 6:00 to 8:00 pm at the Gardens Presentation Centre located at #140, 10880 No. 5 Road.

Prior to this second public information session we erected a construction crane and indicated the proposed two storey height increase with orange fencing on the crane base which provided the community the opportunity to view the additional height from their home or yard. We have included an image at the end of this letter for your information.

We are not only building for today's residents of Richmond but also for the future residents of the Gardens. We purposely located the two taller buildings (Calla and Dahlia) in the centre of the overall community. Dahlia (for which we seek the height variance) is approximately 660 feet (200 meters) from the nearest single family home located to the West and approximately 575 feet (175 meters) from the future widened Highway to the East. The question was raised in the January 9, 2017 Council meeting as to why the applicant had not located the taller building closer to the Highway as to block the view from the highway and future Steveston highway interchange. We deliberately located the taller building (Dahlia) in the centre of the community therefore minimizing the number of future residents from being too close to the Highway. This approach was supported by Planning Staff, Advisory Design Panel (October 19, 2016) and Development Permit Panel (November 30, 2016).

The proposed Development Permit locates 23 townhomes on the East side of the Gardens. We undertook careful site planning to ensure that 16 of the townhomes have direct views of the future City park from all three levels,

therefore ensuring that the highway widening will have as minimal of an impact to residents of the Gardens as possible.

We encourage Mayor and Council to view the markers on the construction crane which demonstrates the impact to the neighbouring community which we believe to be minimal due to large amounts of mature neighbourhood trees and the inherent East West street grid in the community which positions the majority of homes away from direct view of the Gardens.



To date our current application has received support from Planning Staff, Advisory Design Panel and Development Permit Panel and we look forward to council's support on February 20, 2017.

Sincerely,

Townline Gardens Inc.

Rick Ilich
President

Documentation Enclosed:

11X17 prints of the presentation materials presented at the public information session of February 16, 2017

TOWNLINE AND ZGF COTTER ARCHITECTS ARE HERE
TODAY TO...

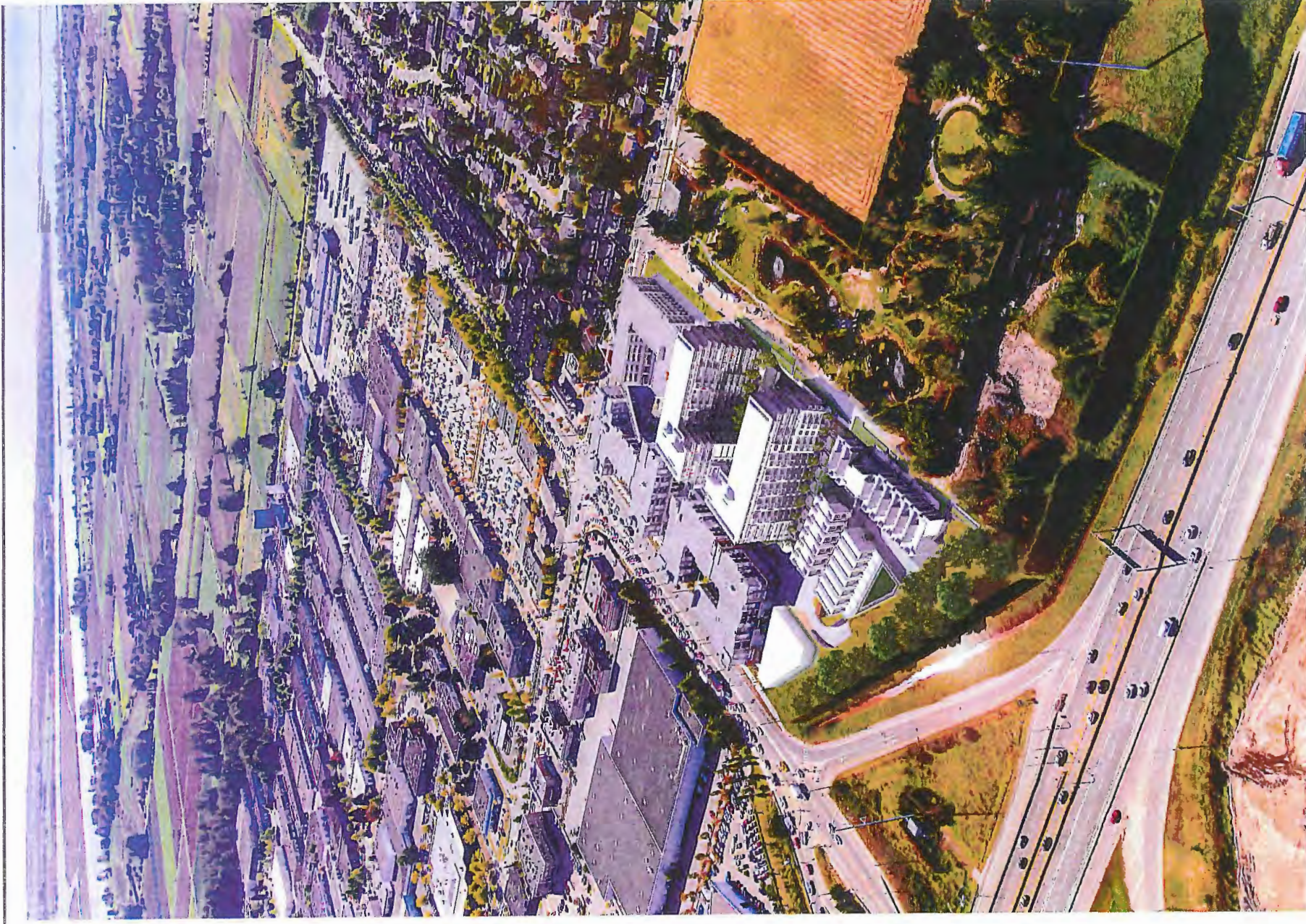
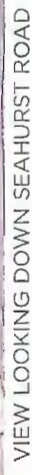
1



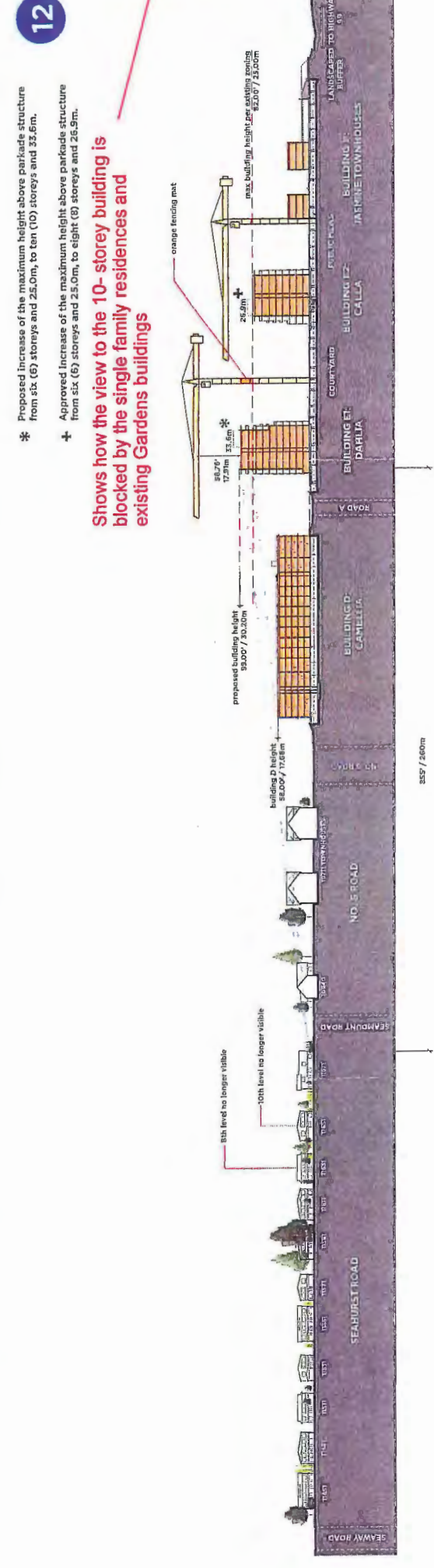
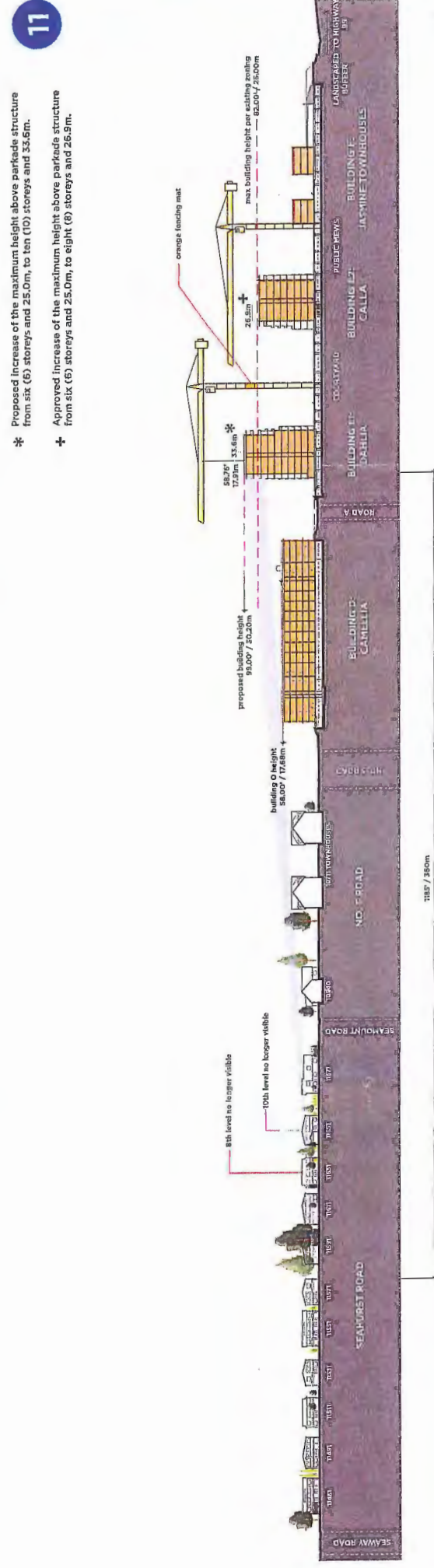
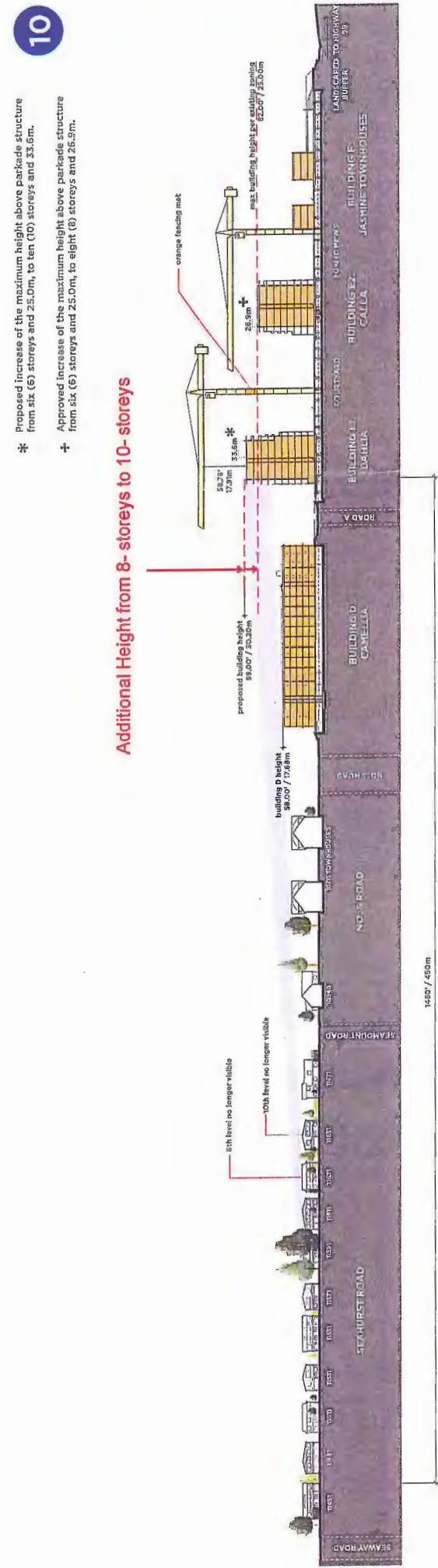
2



	APPROVED DEVELOPMENT PERMIT WITH VARIANCES DP-15-708397	PROPOSED DEVELOPMENT PERMIT WITH VARIANCES DP-16-741981
NUMBER OF TOTAL UNITS	322	312
NUMBER OF BUILDINGS	TWO (2) 8-STORY BUILDINGS ONE (1) 4-STORY BUILDING	ONE (1) 10-STORY BUILDING ONE (1) 8-STORY BUILDING A CLUSTER OF THREE (3) 3-STORY TOWNHOME BUILDINGS
MAX BUILDING HEIGHT (AS MEASURED TO THE TOP OF ROOF)	TWO (2) BUILDINGS AT 24.2 METERS (79 FEET)	ONE (1) BUILDING AT 30.2 METERS (99 FEET) TO TOP OF ROOF AND 33.6 METERS (110 FEET) TO TOP OF MECHANICAL EQUIPMENT. [6M / 20 FT INCREASE] ONE (1) BUILDING AT 24.2 METERS (79 FEET) TO TOP OF ROOF AND 26.9 METERS (88.25 FEET) TO TOP OF MECHANICAL EQUIPMENT.

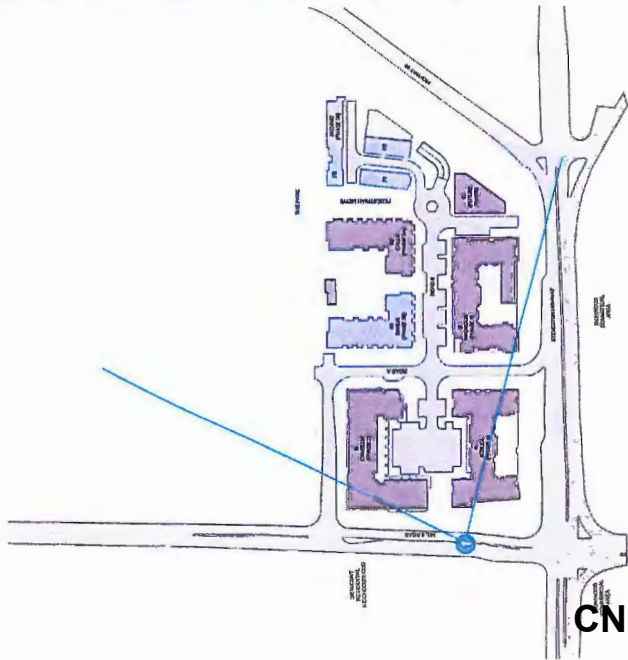


AERIAL VIEW

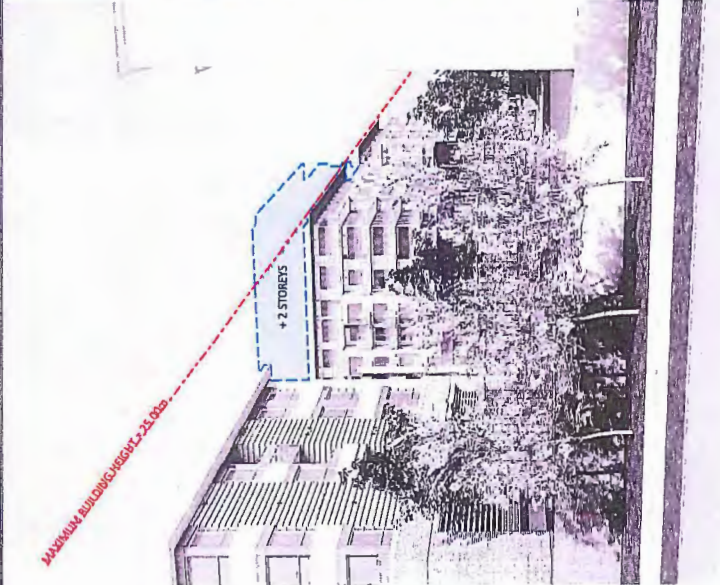


1

VIEW ACROSS NO.5 ROAD



KEY PLAN

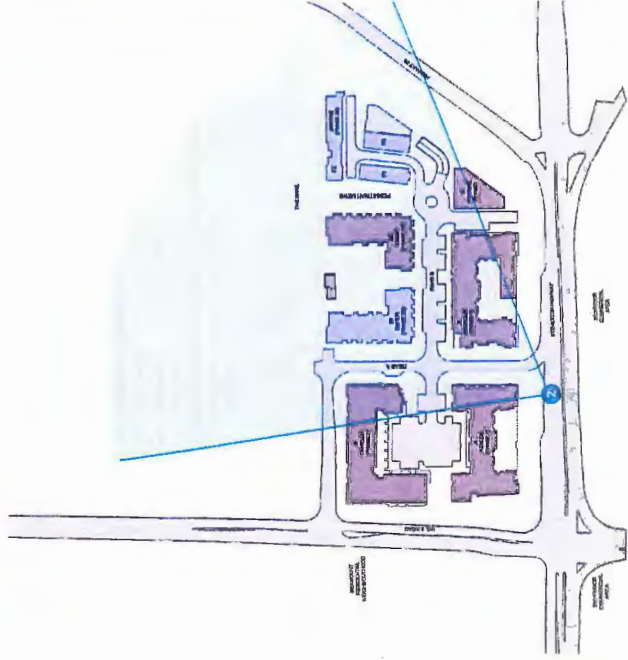


HEIGHT INCREASE

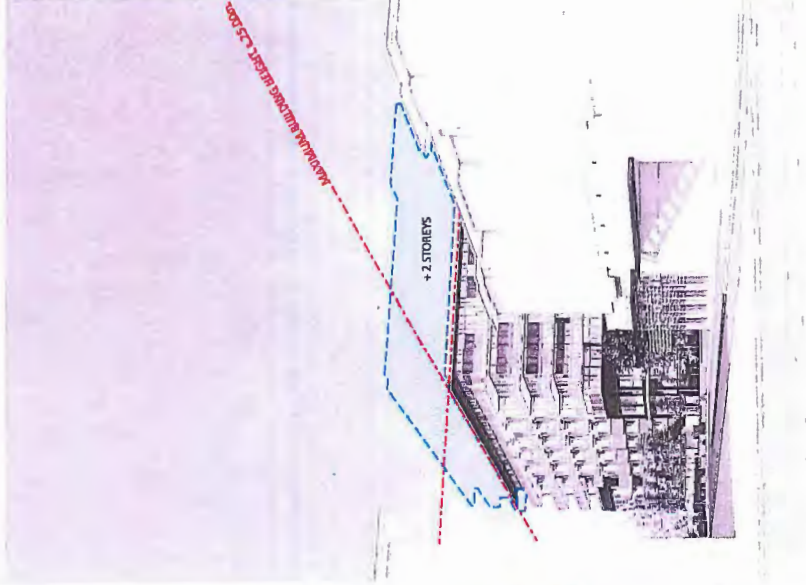


2

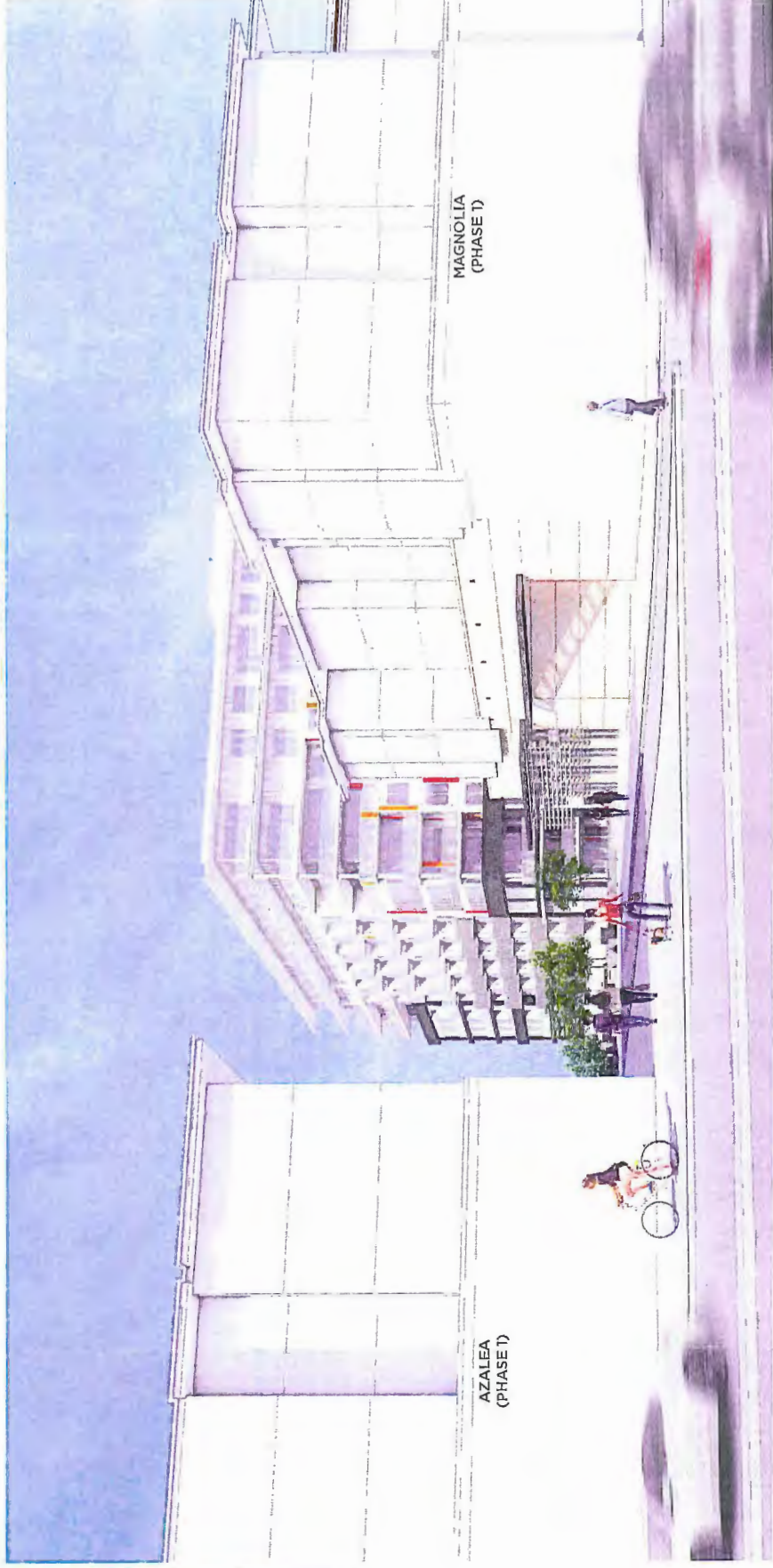
VIEW FROM STEVESTON HWY



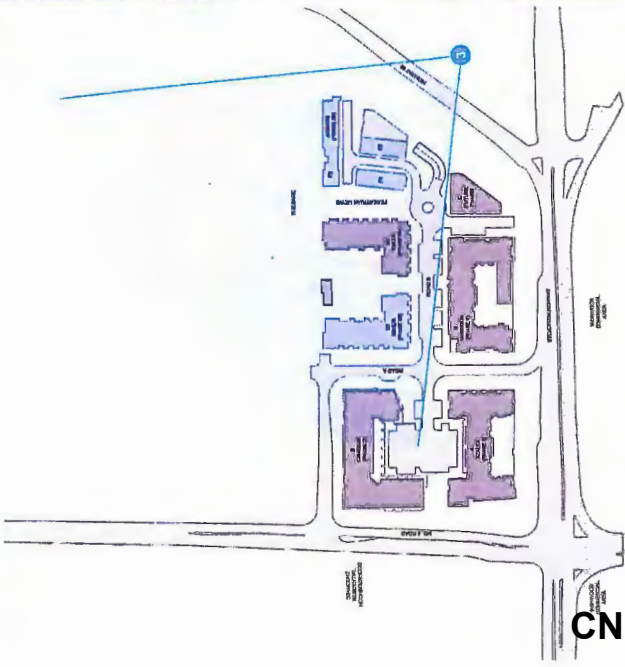
KEY PLAN



HEIGHT INCREASE

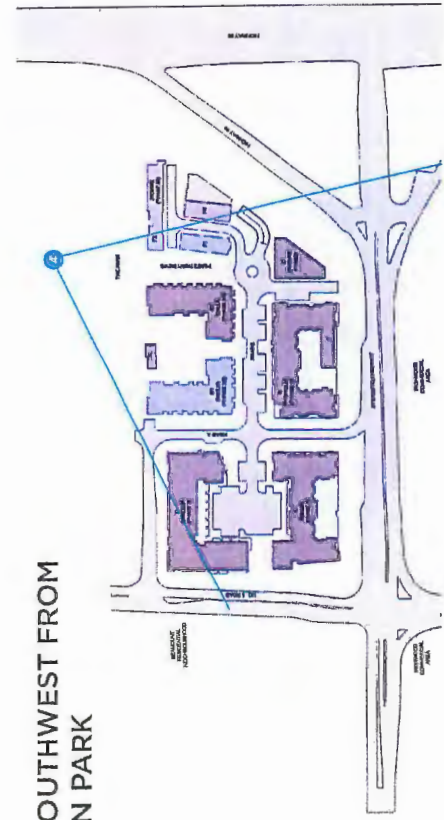


3
AERIAL VIEW NORTHWEST
FROM HWY 99



KEY PLAN

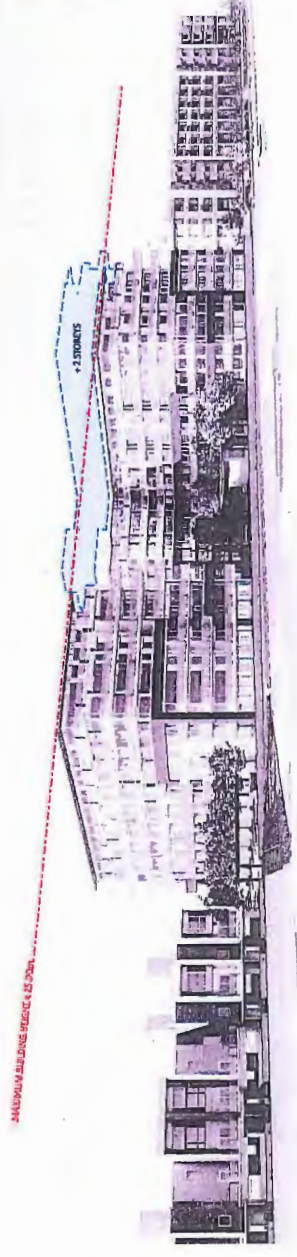
4
VIEW SOUTHWEST FROM
GARDEN PARK



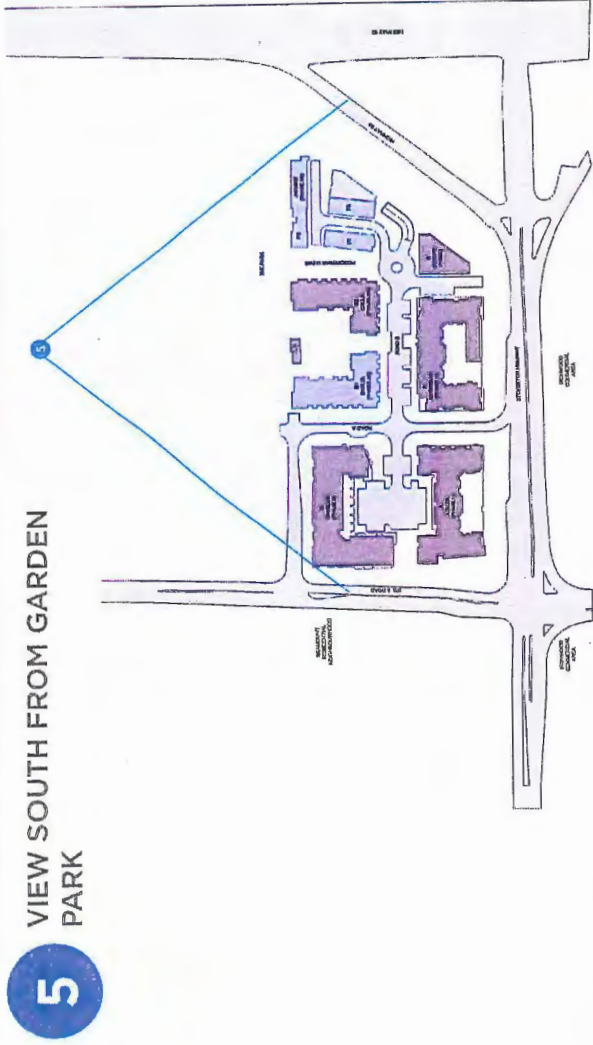
KEY PLAN



CAMELLIA
(PHASE 2)



HEIGHT INCREASE



5 VIEW SOUTH FROM GARDEN PARK

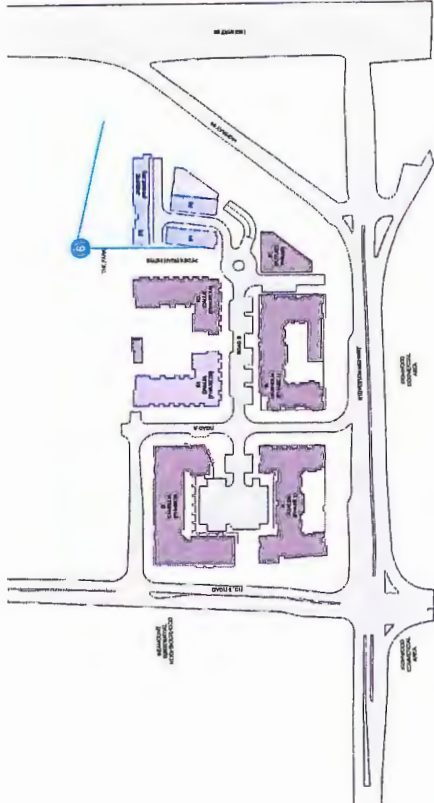
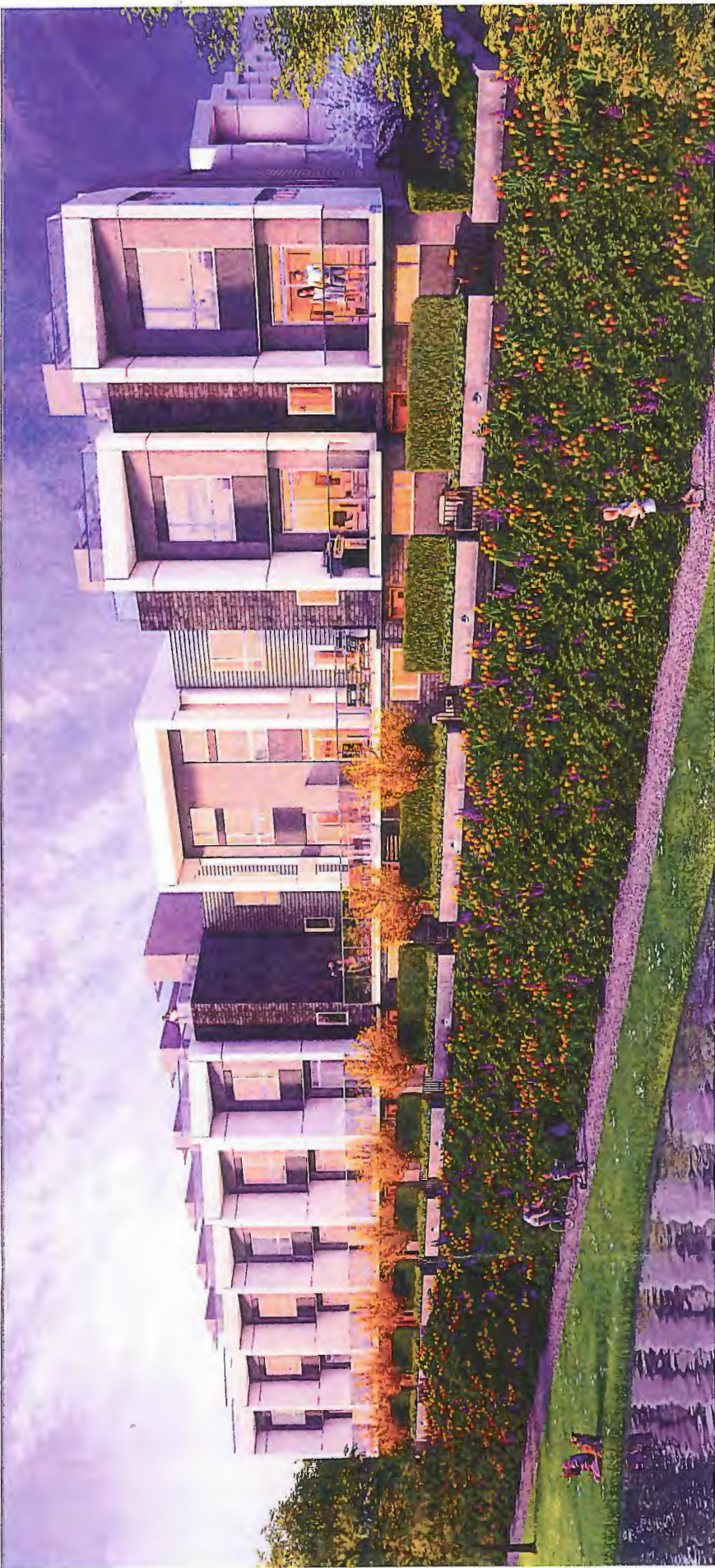
KEY PLAN



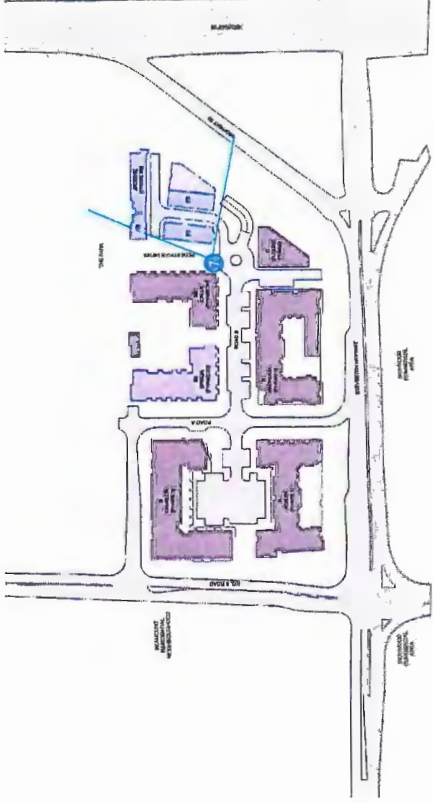
HEIGHT INCREASE

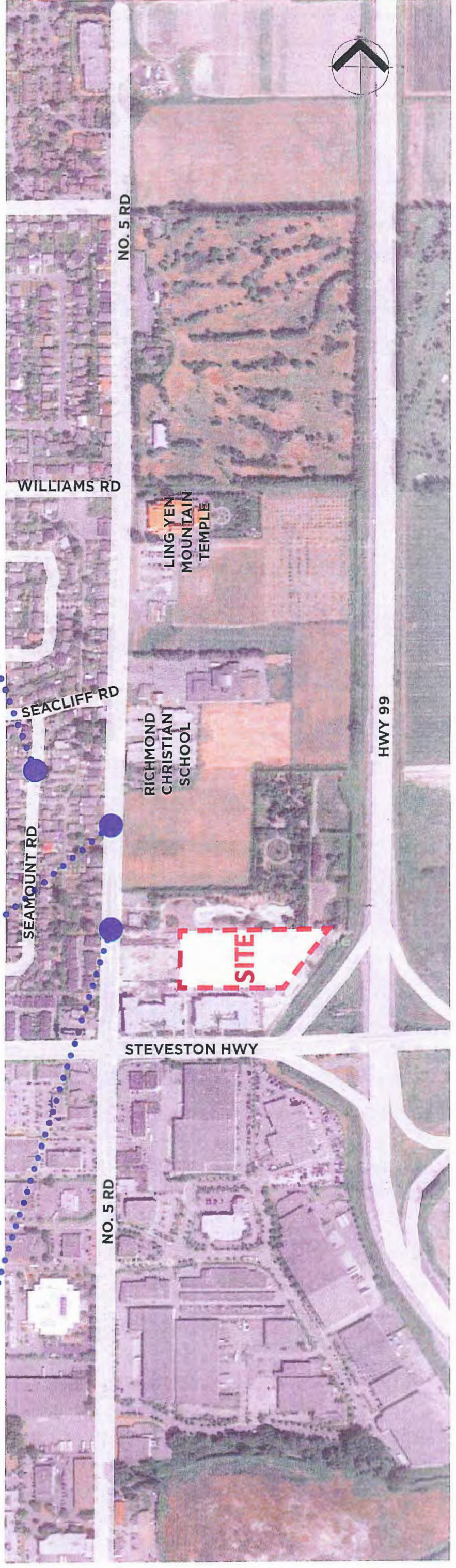


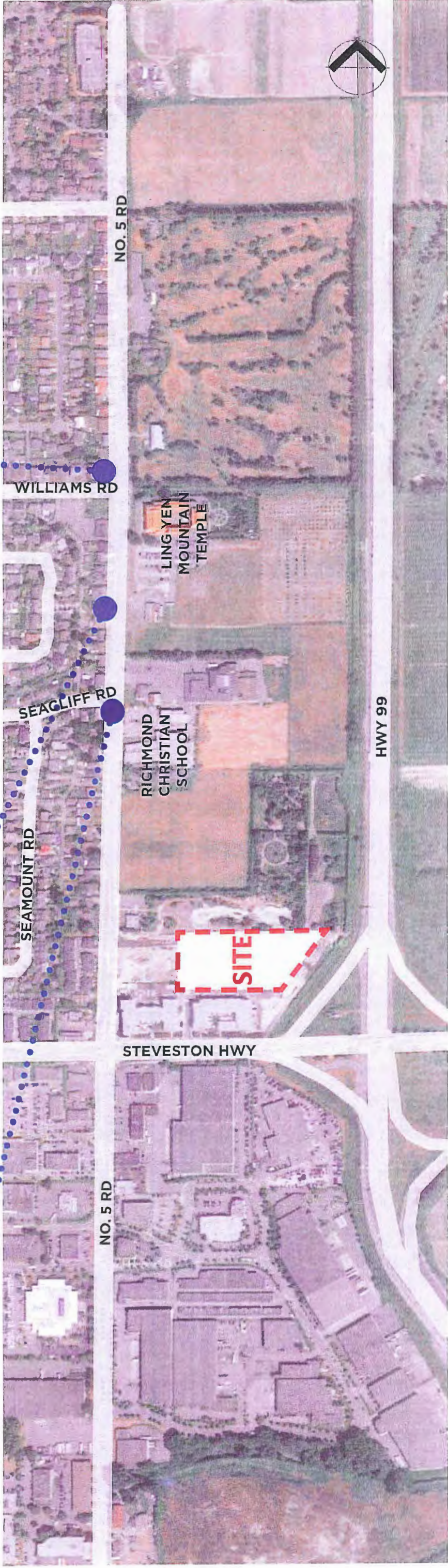
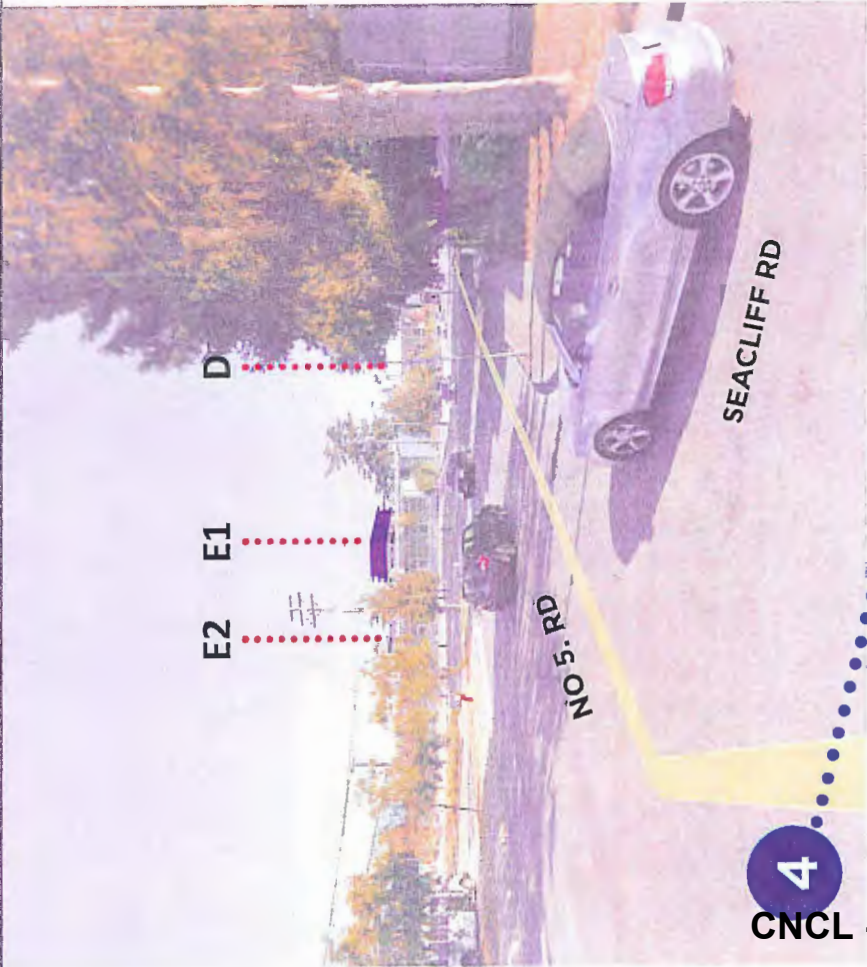
6 VIEW SOUTH FROM GARDEN PARK
LOOKING AT JASMINE TOWNHOMES

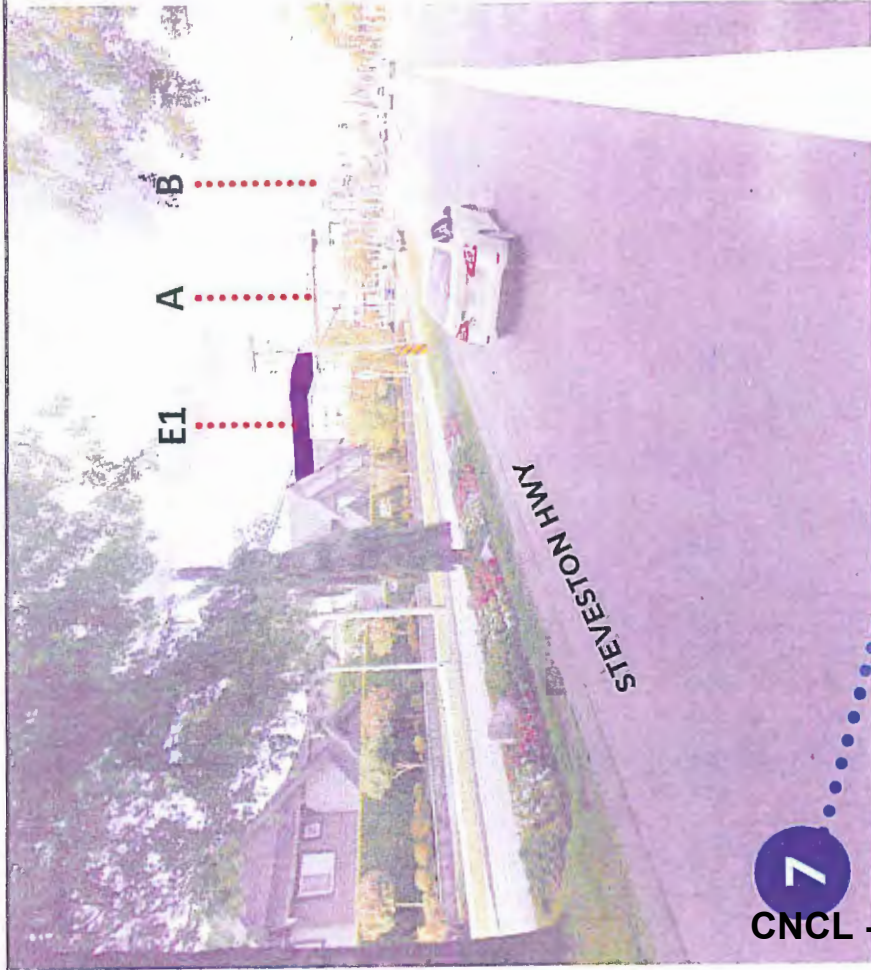


7 VIEW OF JASMINE TOWNHOMES
IN THE PEDESTRIAN MEWS









7
CNCL - 33

8

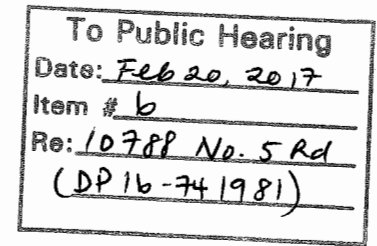
9



MayorandCouncillors

From: Webgraphics
Sent: Wednesday, 8 February 2017 19:23
To: MayorandCouncillors
Subject: Send a Submission Online (response #1000)

Follow Up Flag: Follow up
Flag Status: Flagged



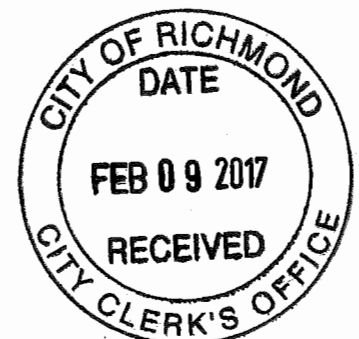
Send a Submission Online (response #1000)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/8/2017 7:22:20 PM

Survey Response

Your Name	LEUNG PINGSUN
Your Address	321-10880 NO.5 ROAD,RICHMOND,BC
Subject Property Address OR Bylaw Number	BYLAW 8500
Comments	REJECT TO INCREASE THE MAX HEIGHT OVER A PARKADE STRUCTURE FROM 6 STOREYS TO 10 STOREYS. THE INCREASE WILL CREATE TOO MUCH TRAFFIC TO THIS AREA.



Mayor and Councillors

From: Frank Suto <fsuto@shaw.ca>
Sent: Thursday, 9 February 2017 18:33
To: Mayor and Councillors
Subject: The Gardens Public Hearing

Follow Up Flag: Follow up
Flag Status: Completed

To Public Hearing
Date: <u>Feb. 20, 2017</u>
Item # <u>6</u>
Re: <u>10788 No. 5 Rd.</u>
<u>(DP 16-741981)</u>

Feb 9, 2017

Development Variances Requested by Townline for "The Gardens" project

*Feb 8 letter regarding a Public Information Session and Public Hearing from Townline
Undated Notice of Public Hearing from the City of Richmond*

I received both missives yesterday and offer the following comments:

While both reference the same development permit number (DP 16-741981) there is considerable variation in the information presented which I found to be confusing and suspect most will find confusing.

The notice from the City indicates a request from the developer to increase the height of an approved six story 25.0 m high structure to a ten story 33.6 m high structure and a request to increase the allowable projection of unenclosed balconies from 0.9 m to 1.8 m.

The notice from Townline indicates a request to increase the height of one of two approved eight-storey 24.2 m high structures to a ten-storey 30.2 m structure and moving from one four-storey structure to three three-story structures.

A call to the City provided a fuzzy clarification: While the City's notice was technically correct; the information within the Townline letter is a more complete description of what is already approved (including variances) and what is being requested.

I'm still scratching my head with regard to the difference between the City's notice and Townline's letter. Nevertheless as a resident of the area I am of the opinion that any structure taller than the approved 25.0 m height should not be approved. The approved 25.0 m height is, in my opinion, already too high and out of character for the area and will set a precedent and open the door for additional requests for tall structures in the area.

The new bridge will provide enough visual distraction without the addition of residential towers.

While I am sympathetic to Townline's issue of proximity to Hwy 99; Hwy 99 is still in the same place it was before the project was proposed. And based on what I've learned about the proposed Hwy 99 / Steveston Hwy interchange it won't be getting all that much closer.

As a result I would suggest that Townline stay with what's already approved or come up with a new plan that increases separation from Hwy 99 with increased low rise density (no more than four or five storeys) toward the western side of the property. The outcome may be a project with fewer than the presently approved 500 residential units.

Without an understanding of what structures would abut ALR land on the north side (and the setback) it's difficult to offer an opinion one way or another on balconies.

I'd also like to suggest that the City re-address the geometry of the No 5 Road and Westminster Hwy intersection. Anyone travelling westbound along Steveston Hwy has to make a 110 to 115 degree right turn (should be 90 degrees) into

a narrow right lane to go north on No 5 Road only to run into a standing bus at a bus stop on a regular basis. Not a good situation, especially if eastbound Steveston Hwy traffic is turning left (less than 90 degrees) into the narrow No 5 Road northbound left lane.

Sincerely,
Frank Suto
Shellmont resident.



MayorandCouncillors

From: Webgraphics
Sent: Wednesday, 15 February 2017 21:50
To: MayorandCouncillors
Subject: Send a Submission Online (response #1002)

To Public Hearing	
Date:	<u>Feb 20, 2017</u>
Item #	<u>6</u>
Re:	<u>10788 No. 5 Rd</u> <u>(DP 16-741981)</u>

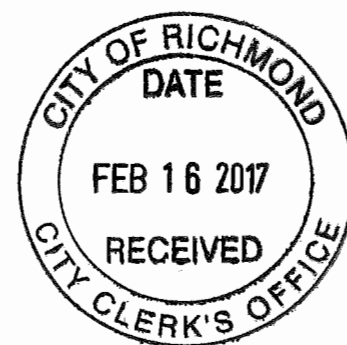
Send a Submission Online (response #1002)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/15/2017 9:49:58 PM

Survey Response

Your Name	Stefanie Weng
Your Address	309 - 8011 Ryan Road
Subject Property Address OR Bylaw Number	Townline Gardens DP-16-741981.
Comments	As a long time resident in the area, we welcome the new development at the Gardens. There have not been any new apartments in the area for long time. This development is a great addition to the area. It is also in a very convenient location with public transportation at the door step and close to the highway to Vancouver or to the Surrey. The park area is great and hard to find in any new development. I fully support this new development.



Schedule 9 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, February 20, 2017.

ON TABLE ITEM

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

MayorandCouncillors

From: Don and Isobel <daandigj@telus.net>
Sent: Sunday, 19 February 2017 16:36
To: MayorandCouncillors
Subject: Development Permit 16-741981

Mayor Brodie and City Councillors.

I have attended four open houses regarding the original gardens project.

The then project as presented was for a maximum height of six stories.

At the public information session February 16 2017 held at the Gardens, the site representatives talked of an eight story building which was news to me.

Mrs. Johnston and I are definitely not supportive of this DP 16-741981 project.

For your consideration.

Don Johnston



Mayor and Councillors

From: Webgraphics
Sent: Monday, 20 February 2017 08:28
To: Mayor and Councillors
Subject: Send a Submission Online (response #1004)

Schedule 10 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, February 20, 2017.

ON TABLE ITEM

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

Send a Submission Online (response #1004)

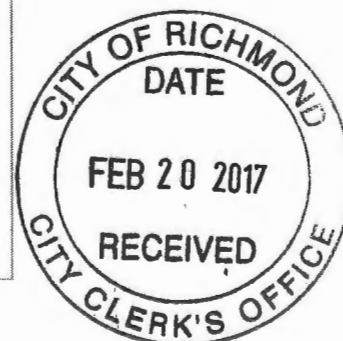
Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/20/2017 8:27:57 AM

Survey Response

Your Name	Bernie and Trisha Hoffman
Your Address	10571 Seaham Crescent
Subject Property Address OR Bylaw Number	10788 No. 5 Road
Comments	<p>We feel Townline's proposed changes for the final phase of The Gardens to be unacceptable for the area. Being that the predominantly single family home neighbourhood is well established the additional height of the 1 tower will have a negative visual impact for the area. The currently approved plan for the location of the towers is bad enough. The bridge has yet to receive final approval so making changes as proposed to accommodate it is premature and quite possibly unnecessary. Also, the neighbours have been fighting the nearby Temple for years over their desire to further develop including additional height allowances so if Council approves Townline's proposal this would likely serve to give the Temple more grounds to push for approval of their development. The existing plan should remain in place unless Townline is willing to scrap the towers in favour of more low- or mid-rise buildings which would be more in keeping with the area in terms of height, or if possible relocate the towers to the easternmost</p>

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	portion of the development (closer to the highway) but ideally keep them no higher than the currently approved height.
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Schedule 11 to the Minutes of
the Public Hearing meeting of
Richmond City Council held on
Monday, February 20, 2017.

ON TABLE ITEM

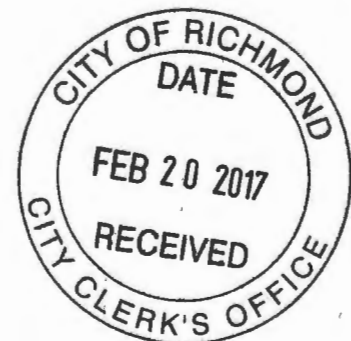
Mayor and Councillors

From: Marty McKinney <chiefhvvd@hotmail.com>
Sent: Monday, 20 February 2017 09:07
To: Mayor and Councillors
Subject: The Gardens Development

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

- Just a note to express my opposition to the addition of 2 more floor to The Gardens development.
- From what I read they have already had a variance to increase from 6 to 8 floors and now wish to go higher.
- If this is allowed it then sets a precedent for the rest of the 5 Road properties north of this development.
- More units adds up to more vehicles and even with the new interchange there are no changes to the #5 Road and Steveston Hwy corner merge mess.

Marty McKinney
11520 Seahurst Rd
Richmond, BC
V7A 3P2



Schedule 12 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, February 20, 2017.

ON TABLE ITEM

Mayor and Councillors

From: Don Flintoff <don_flintoff@hotmail.com>
Sent: Monday, 20 February 2017 09:30
To: CityClerk; Mayor and Councillors
Subject: Townline Gardens Inc.

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

Dear Mr. Weber,

After reviewing the site plans, I would prefer the original 8-storey building along the lines of the original proposal.

My reasons for this are:

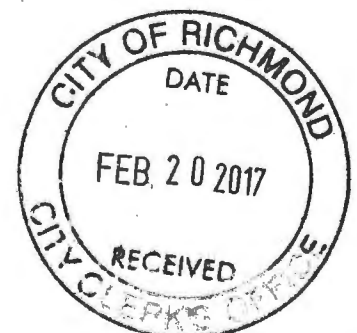
1. The 10-storey residential building should be reduced to the original 8 stories as it would be obtrusive in this area.
2. It should be sound-proofed similar to those near the airport to reduce the road noise.
3. The balconies should not protrude into the setbacks.

To be clear, I oppose the 10-storey building.

Cheers,

Donald Flintoff,

6071 Dover Rd.



Schedule 13 to the Minutes of
the Public Hearing meeting of
Richmond City Council held on
Monday, February 20, 2017.

ON TABLE ITEM

To Public Hearing	
Date:	Feb 20 / 17
Item #	6
Re:	DP 16-741981

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

Dear Mayor and Council,

We are writing to express our support for the development permit (DP-15-708397) plan for the final phase of 'The Gardens' community located at the corner of No. 5 Road and Steveston Highway. We believe this new plan successfully portrays the vision of 'The Gardens' while minimizing the impact to the surrounding community.

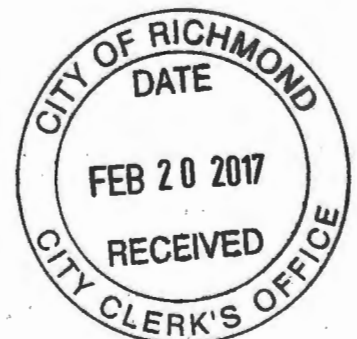
As owners of a residence in phase one of this project, we believe this final phase will turn 'The Gardens' into the community that was envisioned when we purchased the unit. We understand the reasons for the design changes and feel that this new proposal with the 10-storey building in the middle will benefit all residents of 'The Gardens'. We are looking forward to seeing our community being completed.

Regards,

Shelagh Brennan

Bryan Frazer and Shelagh Brennan
#201 - 12339 Steveston Hwy
Richmond V6W 0B4

BD Frazer



Schedule 14 to the Minutes of
the Public Hearing meeting of
Richmond City Council held on
Monday, February 20, 2017.

Council meeting Feb. 20, 201

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

Re: Density exchange at the "Gardens", Steveston Hwy & No 5 Rd.

Your worship and councillors,

In December 2008 Townline Homes submitted a rezoning application to the City of Richmond for the old Fantasy Garden's site.

The developer sought the input of the community early in the process, to develop a vision and a plan for the site. There were three separate and well attended workshops to include the public. I attended all three workshops and was impressed, and the result was a plan that showed strong support by the public.

I remember appearing in front of Council, saying that this developer dotted all his I's and crossed his T's, and that I wished that more developers would involve the public like this. The result was that Townline Homes final plan was accepted by Council.

But this was, of course, before the Province of British Columbia prepared it's plan for a 10 lane bridge, which would change the eastern parameters of the site in a significant way. Proposed are now about 14 lanes of freeway adjoining the eastern part of the site, and some interchange lanes are up to three stories high.

To accommodate this major change a transfer of density is asked for by the developer. I can imagine why he exchanged the higher density of an 8 story building at the corner of the freeway and Steveston highway for the lower density of a townhouse development. He wishes to transfer this density toward the quieter middle of the site.

Sound travels up, not down; and so three story townhouses would not be as exposed to the freeway sight and noise as taller buildings.

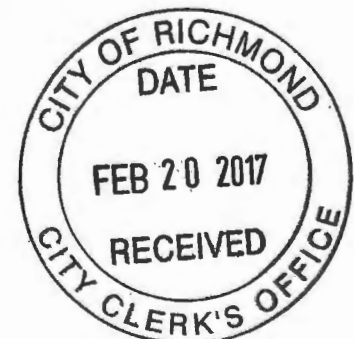
I hope that the row of Cedar trees is not lost by the re-configuration of the site, as they are needed by the townhouses as a buffer from all the car-exhaust.

Unforeseen external influences are responsible for "Townline Homes" request.

Because this developer did everything right with his initial application and he only wants to transfer density to the middle of the site, I am asking Council to accept "Townline Homes" density exchange as it is presented to you.

Thank you.

Erika Simm



Mayor and Councillors

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

To Public Hearing	
Date:	Feb 20/17
Item #	6
Re:	DP 16-741981

From: Emily Emberson <emilyemberson@icloud.com>
Sent: Monday, 20 February 2017 17:13
To: Mayor and Councillors
Subject: Tonight's Council Meeting-Garden's

This Gardens Project has been one thing after the other. This latest change is purely profit based. The four floor building that they want to cancel is based on the fact they will be hard to sell as they are facing the intersection and new bridge. The proposed town houses would be more profitable and easier to market.

Allowing to go ten floors would just be the tip of the iceberg, setting a precedence, along every corner of major roads in Richmond. Those two floors added to the new building would be easier to sell with better views and sell for more money, that's what they want.

The council should take into account how much money this project has made more than projected, due to the increase of the housing market. One, the land prices years ago when purchased. Two, the prices for the condos now, compared to then have been very rewarding and profitable and now they want more. Should the original plans stand AND NOT have council change the rules because DEVELOPERS will not make the \$\$\$'s they think they can. We ALL must now accept the new bridge and ALL the inconveniences and possible negatives that go with it. Build the original four floor tower and they will be cheaper and perhaps more affordable for sale as lower cost affordable housing.

We all know this Developer has been a generous giver donating to the Richmond Hospital but now this has become pure greed. So stick to the plan building the original four floors and perhaps selling all for low income families, which is now most young families.

Yours Truly,

Stefan Emberson.

Sent from my iPad

Sent from my iPad



Schedule 15 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, February 20, 2017.



Community Safety Committee

Date: Wednesday, February 15, 2017

Place: Anderson Room
Richmond City Hall

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

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

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 10, 2017, be adopted as circulated.

CARRIED

Cllr. Day entered the meeting (4:01 p.m.).

NEXT COMMITTEE MEETING DATE

March 14, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Community Safety Committee
Wednesday, February 15, 2017

DELEGATION

1. Cpl. Bob Basanti, Richmond RCMP, provided a brief overview of the Richmond RCMP's Vulnerable Persons Unit (VPU), noting that (i) the VPU provides assistance for high-risk individuals who may have issues related to mental health, domestic violence, and addictions, (ii) VPU members are cross-trained and utilize a record management system, (iii) the VPU collaborates with other police agencies and Vancouver Coastal Health (VCH), other jurisdictions have a similar programs to the VPU, and (iv) RCMP staff are working on ways to evaluate the VPU program.

LAW AND COMMUNITY SAFETY DIVISION

2. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – DECEMBER 2016**

(File Ref. No. 12-8060-01) (REDMS No. 5281578)

In reply to queries from Committee, Ron Graham, Manager, Community Bylaws, noted that recent sign violations calls tend to be complaints related to signs on City property and real estate signs. Also, he noted that enforcement revenue from parking violations decreased due in part to the recent winter conditions and holidays.

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report – December 2016", dated January 18, 2017, from the Acting General Manager, Law and Community Safety, be received for information.

CARRIED

3. **EMERGENCY PROGRAMS ACTIVITY REPORT - OCTOBER TO DECEMBER 2016**

(File Ref. No. 09-5126-01) (REDMS No. 5281915)

In reply to queries from Committee, Daniel McKenna, Acting Senior Manager, Community Safety, noted that development of the Sea Island Emergency Preparedness Program is on-going and that more meetings between staff and the Sea Island Community Association are scheduled.

Discussion ensued with regard to (i) development of the Emergency Preparedness Program for other neighbourhoods, (ii) the availability of emergency supplies in the City's Fire Halls, (iii) involving the public in emergency preparedness drills, (iv) emergency preparedness training for first responders, (v) development of the online emergency notification system, and (vi) reviewing the City's eight Emergency Preparedness Plans.

Community Safety Committee
Wednesday, February 15, 2017

It was moved and seconded

That the staff report titled, "Emergency Programs Activity Report – October to December 2016," dated January 10, 2017, from the Acting General Manager, Law and Community Safety, be received for information.

CARRIED

4. DONATION OF SURPLUS EQUIPMENT – 1931 LAFRANCE FIRE TRUCK

(File Ref. No. 99-Fire Rescue) (REDMS No. 4822576 v. 5)

Tim Wilkinson, Acting Fire Chief, Richmond Fire-Rescue (RFR), briefed Committee on the donation of the 1931 LaFrance Fire Truck to the Victoria Fire Department Historical Society, noting that the family of former RFR Fire Captain Gene Neumeyer, who previously owned the truck, was consulted on the proposed donation.

It was moved and seconded

That the 1931 LaFrance fire truck pumper unit, listed in the staff report titled "Donation of Surplus Equipment – 1931 LaFrance Fire Truck", dated January 16, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation and repatriation to Victoria Fire Department Historical Society.

CARRIED

5. DONATION OF SURPLUS VEHICLES

(File Ref. No. 99-Fire Rescue) (REDMS No. 5284180 v. 9)

Acting Fire Chief Wilkinson briefed Committee on the donation of surplus RFR vehicles noting that the donation of the Chevrolet S10 truck is under review for use in the Bylaws Department. He added that transportation costs for the donated vehicles would be provided by Firefighters Without Borders Canada.

It was moved and seconded

That the surplus City vehicles listed in the staff report titled "Donation of Surplus Vehicles", dated January 11, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation to Firefighters Without Borders Canada.

CARRIED

Community Safety Committee
Wednesday, February 15, 2017

6. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – DECEMBER 2016**

(File Ref. No. 09-5000-01) (REDMS No. 5290733)

Acting Fire Chief Wilkinson reviewed RFR activities for December 2016, noting that there has been an increase in medical-related calls due in part to the recent winter weather.

Discussion ensued with regard to the British Columbia Ambulance Service's response to medical calls in the city.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - December 2016", dated January 17, 2017 from the Acting Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

7. **FIRE CHIEF BRIEFING**

(Verbal Report)

(i) Lucas Auto CPR Machine

RFR members provided a demonstration of the Lucas Auto CPR Machine acquired by the RFR. Acting Fire Chief Wilkinson noted that the RFR currently has three CPR Machines which assists members perform CPR on patients. He added that the CPR machine costs approximately \$13,000 and can last 45 minutes on a single charge.

Discussion ensued with regard to CPR Machine training for RFR members and acquiring more machines.

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

It was moved and seconded

That staff examine options to acquire seven additional Lucas Auto CPR Machines to equip all fire trucks and report back.

CARRIED

(ii) Time Change/Smoke Alarm Check

Acting Fire Chief Wilkinson wished to remind residents to check smoke alarms at the upcoming change to daylight savings time.

Kim Howell, Deputy Fire Chief, noted that a news release on the matter as well as social media postings will be made to promote awareness of checking smoke alarms.

(iii) Staffing Optimum Report

Acting Fire Chief Wilkinson noted that a staff report on RFR staffing will be presented in the first quarter.

Community Safety Committee
Wednesday, February 15, 2017

8. RCMP'S MONTHLY ACTIVITY REPORT – DECEMBER 2016

(File Ref. No. 09-5000-01) (REDMS No. 5267929)

Eric Hall, Inspector, Richmond RCMP, reviewed Richmond RCMP's December 2016 activities, noting that (i) December 2016 statistics are near the five year average, (ii) crime events that may involve multiple offenses or prolific offenders may skew statistic averages, and (iii) movement along the Canada Line may influence the number of lower level crime in the area.

It was moved and seconded

That the report titled "RCMP's Monthly Activity Report – December 2016" dated January 16, 2017 from the Officer in Charge, Richmond RCMP, be received for information.

CARRIED

9. RCMP/OIC BRIEFING

(Verbal Report)

(i) BC Chief Meeting

Insp. Hall noted that the BC Chiefs will be meeting on February 20, March 1 and March 2, 2017 in the River Rock Casino Resort.

(ii) Muslim Mosques

Insp. Hall noted that the Richmond RCMP initiated patrols of Richmond Muslim Mosques and schools in light of recent events in Quebec. He added that Richmond RCMP members are working Muslim community leaders on ways to improve emergency preparedness.

10. COMMITTEE STANDING ITEMS

(i) Emergency Programs

This item was discussed previously in the meeting.

(ii) E-Comm

The Chair advised that E-Comm President and CEO David Guscott will be retiring this August 2017 and that the E-Comm board will be meeting to discuss his replacement.

11. MANAGER'S REPORT

None.

Community Safety Committee
Wednesday, February 15, 2017

ADJOURNMENT

It was moved and seconded

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

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, February 15, 2017.

Councillor Bill McNulty
Chair

Evangel Biason
Legislative Services Coordinator



General Purposes Committee

Date: Monday, February 20, 2017

Place: Anderson Room
Richmond City Hall

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

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

AGENDA

It was moved and seconded

That Bed and Breakfast Operations be added to the Agenda as Item No. 3.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on February 6, 2017, be adopted as circulated.

CARRIED

General Purposes Committee
Monday, February 20, 2017

DELEGATION

1. Richmond Arts Coalition representatives to speak on repurposing the existing Seniors Centre as arts space.

Debbie Tobin and Ying Wang, representatives of the Richmond Arts Coalition, spoke in favour of repurposing the existing Seniors Centre as arts space. Ms. Wang requested that members of the audience demonstrate their support by show of hands for the Richmond Arts Coalition's request to Council.

Ms. Tobin commented on the opening of the current Cultural Centre in 1993, noting that the City has grown significantly since then; however there has been no increase in dedicated arts space. She remarked that arts programs have waitlists, while new programs are challenging to introduce as it would displace popular existing ones. Ms. Tobin highlighted that the Seniors Centre provides an opportunity for additional dedicated arts space, and spoke of the location's benefits such as its proximity to the Cultural Centre.

Ms. Wang spoke of new programs introduced at the Cultural Centre and the City's growing demographics, noting that there has been no increase to dedicated arts. She requested that the City work with the Richmond Arts Coalition to bring forward options to rectify the lack of additional dedicated arts space.

Also, Ms. Tobin highlighted that their submission includes many letters of support, representing an array of arts groups.

In reply to a query from the Chair, Cathryn Volkering Carlile, General Manager, Community Services, stated that staff are examining options for the future use of the Minoru Activity Centre as a result of a referral made at the December 21, 2016 Parks, Recreation and Cultural Services Committee meeting.

Discussion ensued and it was noted that it would be valuable to know how much space individual arts groups require. Also, in reply to a query from Committee, Ms. Carlile spoke to the public consultation process, noting that the general public will be consulted as part of phase two.

General Purposes Committee
Monday, February 20, 2017

LAW AND COMMUNITY SAFETY DIVISION

2. PURCHASE OF TWO FIRE PUMPER APPARATUS

(File Ref. No. 99-Fire Rescue) (REDMS No. 5282222)

It was moved and seconded

- (1) *That the staff report titled "Purchase of Two Fire Pumper Apparatus", dated February 6, 2017 from the Acting Fire Chief, Richmond Fire-Rescue, be received for information; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute a contract with Wholesale Fire & Rescue Ltd. for the purchase of two Fire Pump apparatus in 2017.*

CARRIED

In accordance with Section 100 of the *Community Charter*, Councillor Carol Day declared herself to be in a conflict of interest with respect to Item No. 3 as she and her spouse are owners of a bed and breakfast and left the meeting at 4:15 p.m.

FINANCE AND CORPORATE SERVICES DIVISION

3. BED AND BREAKFAST OPERATIONS

(File Ref. No.)

Discussion ensued regarding the results of inspections of licenced bed and breakfasts (B&B's) and it was noted that additional information regarding the nature of the violations was needed.

Carli Edwards, Manager, Customer Services and Licencing, remarked that businesses listed in Category B in the referenced memorandum represent minor violations that can be quickly remedied; for instance, a B&B that has a fire evacuation plan but has failed to post the plan would be listed under Category B.

In reply to further queries from Committee regarding the nature of the violations, Ms. Edwards advised that businesses listed in Category C represent complex violations that cannot be simply remedied; for instance, a B&B that has an additional bedroom or the addition of a kitchen represents work done without permits, which requires further investigation.

The Chair remarked that the nature of the violations would be valuable information and should be publicly available.

General Purposes Committee
Monday, February 20, 2017

Discussion took place on (i) the City's capacity to manage bed and breakfast operations and short-term rentals, and (ii) the potential to mirror Vancouver Coastal Health's model on inspection reports being made publicly available in regards to restaurants and child care facilities.

In reply to a query from Committee, Daniel McKenna, Acting Senior Manager, Community Safety, advised that the City is in the process of hiring four additional bylaw enforcement officers to manage short-term rentals and that enforcement will be prioritized based on public feedback and data mining.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:29 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 20, 2017.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator



Planning Committee

Date: Tuesday, February 21, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au (entered at 4:03 p.m.)
Councillor Alexa Loo (entered at 4:01 p.m.)
Councillor Harold Steves

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 Planning Committee held on February 7, 2017, be adopted as circulated.

CARRIED

It was moved and seconded

That the agenda be amended to consider Item No. 3 last.

CARRIED

Cllr. Loo entered the meeting (4:01 p.m.).

NEXT COMMITTEE MEETING DATE

March 7, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Cllr. Au entered the meeting (4:03 p.m.).

Planning Committee
Tuesday, February 21, 2017

COMMUNITY SERVICES DIVISION

1. RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2017-2022 INTERCULTURAL STRATEGIC PLAN, 2016 ANNUAL REPORT, 2017 WORK PROGRAM, AND THE COMMITTEE'S TERMS OF REFERENCE

(File Ref. No. 07-3300-01) (REDMS No. 5250533 v. 2)

Alan Hill, Cultural Diversity Coordinator, commented on the Richmond Intercultural Advisory Committee "Hi Neighbour" initiative which encourages practical connections between neighbours.

It was moved and seconded

- (1) *That the Richmond Intercultural Advisory Committee (RIAC), Draft Intercultural Strategic Plan - 2017-2022, be adopted by Council;***
- (2) *That the RIAC 2016 Annual Report and 2017 Work Program be adopted by Council; and***
- (3) *That the RIAC Terms of Reference be referred to staff for review and that any recommended changes are brought back to Council to ensure that the committee continues to be an effective resource for Council and the community.***

CARRIED

2. NAMING OF CHILD CARE FACILITY - 5688 HOLLYBRIDGE WAY (CRESSEY CADENCE)

(File Ref. No. 07-3070-01) (REDMS No. 5296583 v. 2)

It was moved and seconded

That the City's child care facility being constructed at 5688 Hollybridge Way (Cressey Cadence) be named the Willow Early Care and Learning Centre.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

4. **APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS LTD. FOR A ZONING TEXT AMENDMENT TO THE "INDUSTRIAL RETAIL (IR1)" ZONE TO ALLOW "VEHICLE SALE/RENTAL" ON UP TO 10% OF THE GROSS FLOOR AREA AS AN ADDITIONAL USE AT 4331 AND 4431 VANGUARD ROAD**

(File Ref. No. 12-8060-20-009670; ZT 16-740866) (REDMS No. 5210355 v. 4)

David Brownlee, Planner 2, reviewed the application, noting that the proposed zoning text amendment would allow for approximately 10,000 square feet of the proposed building to be used for a retail sales vehicle showroom.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9670, for a Zoning Text Amendment to the "Industrial Retail (IR1)" zone to allow "vehicle sale/rental" limited to a maximum of 10% of the gross floor area as an additional use at 4331 and 4431 Vanguard Road, be introduced and given first reading.

CARRIED

5. **APPLICATION BY FOCUS CONSTRUCTION LTD. FOR REZONING AT 9760 SEALILY PLACE FROM "SINGLE DETACHED (RS1/E)" TO "SINGLE DETACHED (RS2/B)"**

(File Ref. No. 12-8060-20-009680; RZ 16-741423) (REDMS No. 5280131)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that the applicant is proposing to build a secondary suite on both new lots.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9680, for the rezoning of 9760 Sealily Place from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, February 21, 2017

6. APPLICATION BY KAIMANSON INVESTMENTS LTD. FOR REZONING AT 4300, 4320, 4340 THOMPSON ROAD AND 4291, 4331, 4431 AND 4451 BOUNDARY ROAD FROM “SINGLE DETACHED (RS1/F)” AND “TWO-UNIT DWELLINGS (RD1)” TO “HIGH DENSITY TOWNHOUSES (RTH1)”

(File Ref. No. 12-8060-20-009681; RZ 15-713048) (REDMS No. 5304796 v. 3)

Mark McMullen, Senior Coordinator - Major Projects, briefed Committee on the application, noting that (i) the development site includes approximately three acres of Environmentally Sensitive Area (ESA), (ii) the proposed development will provide off-site habitat compensation including approximately 1200 trees planted and invasive plant species removed in the adjacent Hamilton Area Park, (iii) the proposed development will provide approximately \$900,000 towards the City's Hamilton Area Plan Amenity Reserve Fund, and (iii) the proposed development will be built to LEED Silver Standards.

In reply to queries from Committee, Wayne Craig, Director, Development and Mr. McMullen noted that (i) the proposed development complies with the City's Affordable Housing Strategy (AHS) and has not sought additional density, (ii) the proposed development will provide a cash-in-lieu contribution towards the Affordable Housing Reserve in keeping with the City's AHS, (iii) should the application proceed, staff can work with the applicant to improve accessibility in the Development Permit process, (iv) the City's floodplain requirements in the Hamilton area limit most of the proposed development's habitable area to the second floor or higher, (v) staff is in regular contact with Richmond School District No. 38, and through school site acquisition charges, staff will provide information on the proposed development to the District should it proceed to a building permit, and (vi) the off-site habitat compensation will utilize plant species native to the Fraser River Delta.

Discussion ensued with regard to (i) on-site tree planting, (ii) increasing the proposed development's setbacks, (iii) the proposed development's density, and (iv) allocating some of the proposed development's units for affordable housing.

In reply to queries from Committee, Melvin Yap and Taizo Yamamoto, representing Kaimanson Investments Ltd., noted that (i) the applicant can explore options to include secondary rental suites, (ii) increasing the density may reduce the proposed development's setbacks, and (iii) single-level units may not be possible due to the area's floodplain requirements.

Planning Committee
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Discussion ensued with regard to the availability of affordable housing in the Hamilton area and Mr. Craig noted that under the current Affordable Housing Strategy, the proposed development is not required to provide units towards affordable housing; however the Strategy is under review to consider amending affordable housing threshold requirements.

In reply to queries from Committee, Joyce Rautenberg, Affordable Housing Coordinator, noted that availability of low-end market rental affordable housing is generally located in areas that allow for higher density and access to transit and amenities, such as the City Centre area. She added that it is anticipated that the Hamilton area will see demand for affordable housing and staff can work with the applicant to secure affordable housing units.

As a result of the discussion, staff were directed to discuss options to secure affordable housing units and enhance accessibility options with the applicant prior to the Regular Council meeting scheduled for February 27, 2017.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9681 to:

- (1) Include the Hamilton Area Plan density bonus and community amenity provisions within the "High Density Townhouses (RTH1)" zone; and*
- (2) Rezone 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431 and 4451 Boundary Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "High Density Townhouses (RTH1)";*

be introduced and given first reading.

CARRIED

7. **APPLICATION BY INCIRCLE PROJECTS LTD. FOR REZONING AT 7760 GARDEN CITY ROAD FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT49) - MOFFATT ROAD, ST. ALBANS SUB AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)"**

(File Ref. No. 12-8060-20-009682; RZ 15-701939) (REDMS No. 5271445 v. 2)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, February 21, 2017

8. APPLICATION BY AMAN HAYER FOR REZONING AT 3411/3431 LOCKHART ROAD FROM "SINGLE DETACHED (RS1/E)" TO "SINGLE DETACHED (RS2/B)"

(File Ref. No. 12-8060-20-009683; RZ 15-716841) (REDMS No. 5302073)

Cynthia Lussier, Planner 1, reviewed the application, highlighting that the proposed development will provide secondary suites on both proposed lots.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9683, for the rezoning of 3411/3431 Lockhart Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

3. RCSAC MUNICIPAL RESPONSES TO CHILD AND YOUTH POVERTY REPORT

(File Ref. No. 11-7000-01) (REDMS No. 5127996 v. 5)

Deidre Whalen, representing the Richmond Poverty Response Committee, read from her submission (attached to and forming part of these minutes as Schedule 1), and spoke on developing a poverty reduction strategy for the city.

Discussion ensued with regard to (i) the City's living wage policies and composition of regular and contract staff, (ii) the living wage policies of other municipalities, (iii) measuring the levels of poverty in the city and the statistics from the 2016 Census, (iv) City programs and policies that target poverty reduction, and (v) the role of higher levels of government in poverty reduction.

Brenda Denchfield, representing the Canadian Federation of University Women, read from her submission (attached to and forming part of these minutes as Schedule 2), and expressed support for developing a poverty reduction strategy for the city.

Deanna Ogle, representing the Living Wage for Families Campaign, encouraged the City to work towards living wage certification and spoke on other municipalities that have received certification and the living wage certification process for organizations.

Alex Nixon, Co-Chair, RCSAC, expressed support for the City's poverty reduction efforts and commented on (i) advocating senior levels of government for support on poverty reduction initiatives, (ii) the poverty reduction efforts at the municipal level, and (iii) developing a poverty reduction strategy for Richmond.

Planning Committee
Tuesday, February 21, 2017

It was suggested that the RCSAC report on “Municipal Responses to Child and Youth Poverty” be sent to Richmond Members of Parliament and Members of the Legislative Assembly.

It was moved and seconded

- (1) *That the Richmond Community Services Advisory Committee (RCSAC) Report on “Municipal Responses to Child and Youth Poverty”, identified in Attachment 1 of the staff report titled “RCSAC Municipal Responses to Child and Youth Poverty Report”, dated January 30, 2017, from the General Manager, Community Services be received for information; and*
- (2) *That the Richmond Community Services Advisory Committee (RCSAC) Report on “Municipal Responses to Child and Youth Poverty”, identified in Attachment 1 of the staff report titled “RCSAC Municipal Responses to Child and Youth Poverty Report”, dated January 30, 2017, from the General Manager, Community Services, be sent to the Premier, Leader of the Opposition, Richmond Members of Parliament, Richmond Members of the Legislative Assembly, and Richmond Members of the Legislative Assembly candidates.*

CARRIED

Discussion then ensued with regard to the City’s wage policies and composition of regular and contract staff, and as a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff provide a report on the wages of contracted services within the City.

CARRIED

9. MANAGER’S REPORT

- (i) *Public Consultation on House Size Regulations in the Agricultural Land Reserve (ALR)*

Terry Crowe, Manager, Policy Planning, briefed Committee on the upcoming public open house on ALR house size regulations scheduled for March 2, 2017 in City Hall. He noted that consultation materials have been sent to Council and will be available on the City’s website and Let’s Talk Richmond. He added that an information meeting with the Agricultural Advisory Committee and the Richmond Farmer’s Institute is scheduled on March 7, 2017 in City Hall.

Cllr. Au left the meeting (5:24 p.m.) and returned (5:26 p.m.).

Planning Committee
Tuesday, February 21, 2017

Discussion ensued with regard to simplifying information related to house size regulations in the ALR. Staff advised that, as the matter is technical, the information should not be shorted and that staff will be available to respond to queries in the upcoming public open house.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:28 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 21, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, February 21, 2017.

To Planning Committee
Feb. 21, 2017
Item # 3

My name is Deirdre Whalen, a long time resident of Richmond and chair of the Richmond Poverty Response Committee (PRC). I've been asked to speak on behalf of the PRC in regards to the staff report that was written in response to the 2015 RCSAC report "Municipal Responses to Child/ Youth Poverty."

The PRC is disappointed that the staff report does not see the need for the City of Richmond to accept the report's recommendations 1 through 4. That said, we are pleased the report recommends that the City should continue to advocate to the provincial government for a province-wide poverty reduction plan with targets and timelines.

It goes on the reference various City documents and strategies that are in the process of being updated. The PRC will certainly participate in these discussions as a stakeholder, but we fell strongly that what is still missing is a cohesive strategy, a made-in-Richmond strategy with targets and timelines, to fully address poverty reduction.

This is why the first recommendation "make poverty objectives of the Social Development Strategy a priority" makes sense. When this strategy is updated, staff should encourage stakeholders to view any improvements through a poverty lens. When you make things better for people living in poverty, it is better for every resident.

The second recommendation asks the City to develop a process using the Surrey poverty reduction plan strategy. This document has a graphic way of showing who is responsible for what. This would be useful for Council to consider since most of your strategy documents state "the city cannot do everything." That is certainly true, and the Surrey document shows how different entities are responsible for different aspects of the poverty puzzle. I have provided a link to the document in this presentation. Please take a look:
<http://www.surrey.ca/community/11554.aspx>

The third recommendation could be an easy win for Council. It would require the Community Grants program funding to be augmented with 15% of gaming revenues in order to increase the total funds available for community service agencies. In the absence of any concerted action from the City on poverty reduction, including targets and timelines, these agencies will be taking on more and more clients and could really use the extra funds to continue to provide excellent services.

The fourth recommendation asks the City to investigate innovative programming in Surrey and Burnaby that serve families and youth. This is just a reminder that Richmond may not have all the answers. The original report shows that although Richmond has a similar number of programs and services targeted to these populations, it is not translating into better general and mental health outcomes compared to other Metro cities. Nor is it decreasing the overall level of poverty in Richmond. No matter how you look at it, when all cities use the same statistics and the same parameters, Richmond still has the highest level of poverty in Metro.

Lastly, the PRC is pleased to see a mention of a living wage for City of Richmond employees. I am not surprised that all City employees are enjoying a living wage. I've heard it said that people are proud to work for the City of Richmond. But for City to truly be a great employer and a beacon of community leadership, contract workers in cleaning, security and food service should be proud to work for the City too. I hope this aspect of the staff report will be taken into account when the various strategies are updated.

I would also note that the original report was written in April 2014 and approved by the RCSAC in September 2015. So a lot of changes may have been made in the eight cities cited. For example, there are more living wage cities in Metro now. In light of the time elapsed since the original data was collected, we hope you will encourage staff to review and update City of Richmond strategies based on 2017 information.

Thank you,
Deirdre Whalen
13631 Blundell Road
Richmond V6W1B6



To Planning Committee
Feb. 21, 2017
17244 # 3



February 20, 2017

To: Mayor and Council, City of Richmond.

CFUW Richmond (Canadian Federation of University Women) has been part of the Richmond community since 1967. CFUW has developed national policy on issues relating to poverty, which are supported by clubs in every province. We are aware that BC is the only province without a poverty reduction strategy.

CFUW BC Council has focused on child poverty for the last 4 years. CFUW Richmond has brought our concerns to MLA's and provincial cabinet ministers.

Locally, our club has had members on the Richmond Poverty Response Committee and members served on the Richmond Children First committee looking into child poverty. It produced a Report entitled "It's Not Fair" which told stories of what it is like for families in Richmond living in poverty. We are currently involved in the breakfast program at Brighthouse School, as we know that feeding children who live in poverty will contribute to their success in school.

We participated in the Richmond Childcare survey by completing a key informant interview, as we know that providing affordable childcare is an important part of lifting families out of poverty.

We are here today in support of the Richmond Community Services Advisory Committee Report as the Planning Committee considers the staff report on Municipal Responses to Child/Youth Poverty Report. The health of our community and especially its children would benefit greatly from a coordinated plan to reduce poverty.

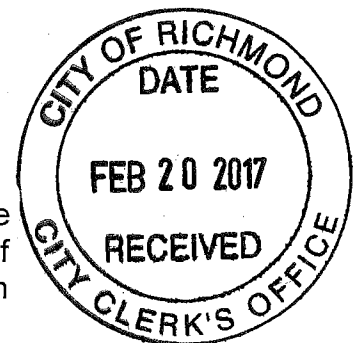
CFUW Richmond encourages you to work with community partners to develop a Richmond poverty reduction strategy and to support the development of such a plan for the province of BC.

Regards,

Brenda Denchfield, CFUW Richmond President

brlade2015@gmail.com

Schedule 2 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, February 21, 2017





Public Works and Transportation Committee

Date: Wednesday, February 22, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Carol Day
Councillor Alexa Loo (entered at 4:05 p.m.)

Absent: Councillor Derek Dang

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on January 18, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

March 22, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. TRANSLINK SOUTHWEST AREA TRANSPORT PLAN – INITIATION OF PHASE 2

(File Ref. No. 01-0154-04) (REDMS No. 5299472 v. 2)

In reply to a query from Committee, Donna Chan, Manager, Transportation Planning, noted that the map titled “Draft Issues and Opportunities: East Richmond” is a TransLink document.

Public Works & Transportation Committee
Wednesday, February 22, 2017

Councillor Loo entered the meeting (4:05 p.m.).

Victor Wei, Director, Transportation, advised that staff can clarify in the staff report that the map titled "Draft Issues and Opportunities: East Richmond" is supportive of TransLink's plans; also, he noted that staff would further clarify Council's position on the George Massey Tunnel Replacement Project, which is that the Tunnel be improved as oppose to replaced with a new bridge.

Also, Mr. Wei commented on discussions with TransLink with regard to the potential to add light rail transit to the new bridge, and advised that staff would seek further clarification on this matter with TransLink.

It was moved and seconded

That the staff report titled "TransLink Southwest Area Transport Plan – Initiation of Phase 2" dated January 25, 2017 from the Director, Transportation, be received for information.

CARRIED

2. TRANSLINK TRANSIT FARE REVIEW – INITIATION OF PHASE 2
(File Ref. No. 01-0154-04) (REDMS No. 5298084 v. 2)

Hans Havas, Chair, Transportation sub-committee of the Richmond Seniors Advisory Committee, provided background information regarding TransLink's transit fare review, noting that the review is examining 'zone' fares in an effort to have fares correlate with distance travelled as oppose to the number of zones travelled.

It was moved and seconded

That Richmond's comments as provided at the elected officials forum held on January 24, 2017 as outlined in the staff report titled "TransLink Transit Fare Review – Initiation of Phase 2," dated February 6, 2017, from the Director, Transportation, be endorsed.

CARRIED

3. 2017 SUBMISSION TO THE NEW BUILDING CANADA FUND – RIVER PARKWAY (GILBERT ROAD-CAMBIE ROAD)
(File Ref. No. 01-0140-01) (REDMS No. 5302490)

In reply to a query from the Chair, Denise Tambellini, Manager, Intergovernmental Relations and Protocol Unit, spoke on the new Building Canada Fund submission process.

It was moved and seconded

(1) That the submission to Provincial and Federal Government funding programs including the New Building Canada Fund to request up to 66 percent of the \$11,300,000 design and construction cost for River Parkway (Gilbert Road-Cambie Road) be endorsed;

2.

Public Works & Transportation Committee
Wednesday, February 22, 2017

- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to enter into funding agreements with the Government of Canada and/or the Province of BC for the above mentioned projects should they be approved for funding; and*
- (3) *That, should the above mentioned projects be approved for funding by the Government of Canada or Province of British Columbia, the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be amended accordingly.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

4. **DRAINAGE BOX CULVERT REHABILITATION NO. 2 ROAD FROM STEVESTON HIGHWAY TO LONDON ROAD**
(File Ref. No. 10-6340-20-P.16201) (REDMS No. 5305149 v. 4)

In reply to a query from Committee, Milton Chan, Manager, Engineering Design and Construction, advised that through a separate Capital project submission, staff are examining the potential relocation of the south No. 2 Road drainage pump station.

It was moved and seconded

That funding of \$3,700,000 from the Drainage Improvement Reserve be included as an amendment to the 5 Year Financial Plan (2017-2021) to complete rehabilitation of the drainage box culvert on No. 2 Road from Steveston Highway to London Road.

CARRIED

5. **AWARD OF CONTRACT 5807Q - SUPPLY AND DELIVERY OF TWO TANDEM AXLE CAB AND CHASSIS WITH DUMP BOX AND FRONT PLOUGHS**
(File Ref. No. 02-0735-01) (REDMS No. 5280032 v. 3)

It was moved and seconded

That Contract 5807Q, for the Supply and Delivery of Two Tandem Axle Cab and Chassis with Dump Box and Front Ploughs, be awarded to Peterbilt Pacific Inc. at a total cost of \$538,680, plus applicable taxes and levies, within existing capital budgets.

CARRIED

Public Works & Transportation Committee
Wednesday, February 22, 2017

6. **MANAGER'S REPORT**

Mr. Chan provided an update on the interim Lansdowne Road extension project, noting that it is near completion.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:19 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 22, 2017.

Councillor Chak Au
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Community Safety Committee
From: Tim Wilkinson
Acting Fire Chief, Richmond Fire-Rescue
Date: January 16, 2017
File: 99-Fire Rescue/2017-
Vol 01
Re: Donation of Surplus Equipment – 1931 LaFrance Fire Truck

Staff Recommendation

That the 1931 LaFrance fire truck pumper unit, listed in the staff report titled "Donation of Surplus Equipment – 1931 LaFrance Fire Truck", dated January 16, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation and repatriation to Victoria Fire Department Historical Society.

Tim Wilkinson
Acting Fire Chief
(604-303-2734)

Att.1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage Finance Department	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	^{ACTING}
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO

Staff Report

Origin

The Disposal of City Assets Policy requires that the disposal of surplus City assets by donations be forwarded to Council for approval. A request has been made by the Victoria Fire Department Historical Society for Richmond Fire-Rescue (RFR) surplus equipment.

Analysis

On several occasions since 2003 RFR has received requests from the Victoria Fire Department Historical Society to repatriate, to the Victoria Fire Department Historical Society, the 1931 LaFrance fire truck that is currently owned by the City of Richmond. In compliance with the Disposal of City Assets Policy we are requesting Council's approval to donate the antique fire truck to the Victoria Fire Department Historical Society.

The antique truck's history started with the Victoria Fire Department and was in service in Victoria until 1968 when it was disposed of. The truck then became the property of the late Gene Neumeyer, a former RFR Fire Captain, whose family, in 1988, donated the truck to RFR.

The truck was then used in parades; however, due to the mechanical condition, RFR no longer makes use of the apparatus. The fire truck is currently not used, not on display and stored outside under a tarp at one of the fire halls. The vehicle has no historical value for the City of Richmond and also requires significant funding to retrofit it for it to be in a useable condition. The cost to retrofit is estimated to be approximately \$200,000.

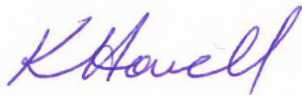
Richmond Fire-Rescue does not have the capacity to retrofit the truck or the desire to use the truck and therefore recommend the donation back to the Victoria Fire Department Historical Society. Should this request be approved the Victoria Fire Department Historical Society would take possession of the truck "as is" and all associated cost to transfer and transport the truck would be the responsibility of the Society.

Financial Impact

None.

Conclusion

Through donating, and therefore repatriating, the surplus 1931 LaFrance fire truck to the Victoria Fire Department Historical Society, the City of Richmond would be continuing interagency relationships and partnerships with other Fire Departments.



Kim Howell
Deputy Chief
(604-303-2762)

KH:js
Att.1: Image of 1931 LaFrance fire truck

ATTACHMENT 1

Image of the 1931 LaFrance Fire Truck





City of Richmond

Report to Committee

To: Community Safety Committee
From: Tim Wilkinson
Acting Fire Chief, Richmond Fire-Rescue
Re: Donation of Surplus Vehicles

Date: January 11, 2017
File: 99-Fire Rescue/2017-
Vol 01

Staff Recommendation

That the surplus City vehicles listed in the staff report titled "Donation of Surplus Vehicles", dated January 11, 2017, from the Acting Fire Chief, Richmond Fire-Rescue be authorized by Council for donation to Firefighters Without Borders Canada.

Tim Wilkinson
Acting Fire Chief
(604-303-2734)

Att. 1

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

Staff Report

Origin

Firefighters Without Borders Canada (FWBC) has made a formal request (Att. 1) of Richmond Fire-Rescue (RFR) to donate any surplus vehicles and this report responds to the request.

The Disposal of City Assets Policy requires that the disposal of surplus City assets by donation be forwarded to Council for approval.

Analysis

FWBC is a nationally registered non-profit charitable group with the mission "to assist the emergency service agencies of developing nations by helping to improve their ability to effectively provide a higher level of emergency services to their communities". This organization has delivered over 700 tons of retired equipment and over 61 vehicles to 14 countries; all donated by fire departments across Canada.

RFR currently has surplus vehicles that have exceeded their serviceable life due to age, changes in technology, safety standards or replacement upgrades. A formal request was submitted by FWBC for surplus vehicles. The list of vehicles currently available for donation is listed below:

	Unit #	Year	Make/Model/Style	Original Value Total	Estimated Disposal Value Total
1	716	1992	Superior Pumper	\$151,055	\$5,000
2	889	1996	GMC Yukon	\$35,000	\$2,000
3	1090	2001	Dodge 15 Passenger Van	\$32,756	\$2,000
4	1117	2001	Ford Explorer Sport Trac Pick-up	\$34,662	\$2,000
5	1104	2001	GMC Pick-up	\$24,072	\$3,000
6	977	1998	Ford Ranger Pick-up	\$18,530	\$1,500
7	1156	2001	Chevrolet S10 Pick-up	\$20,809	\$1,200
8	1280	2005	Jeep Liberty	\$25,863	\$3,000
9	1285	2005	Ford Ranger Pick-up	\$23,346	\$3,500
Total				\$366,093	\$23,200

Financial Impact

Once donated FWBC would transport, store and ship the surplus vehicles at no cost to the City of Richmond.

The financial impact of donating the surplus vehicles would be any potential revenue received through the auction of the items. Given the low return or lack of demand for the items, the social value is more effectual than the total monetary return on the sale. The disposal value is estimated to be \$23,200.

Conclusion

Through the donation of the vehicles to Firefighters Without Borders Canada, the City of Richmond would be supporting efforts to ensure the safety of fire fighters and enhancing the level of emergency service in less developed countries.

A handwritten signature in black ink, appearing to read 'K Howell'.

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

KH:kh

Att. 1: Firefighters Without Borders Canada Request for donation



THE MISSION OF FIREFIGHTERS WITHOUT BORDERS CANADA IS TO ASSIST THE EMERGENCY SERVICE AGENCIES OF DEVELOPING NATIONS, BY HELPING TO IMPROVE THEIR ABILITY TO EFFECTIVELY PROVIDE A HIGHER LEVEL OF EMERGENCY SERVICES TO THEIR COMMUNITIES.

January 12, 2017

City of Richmond
Mayor Brodie & Council
Deputy Chief Howell
Richmond Fire Rescue

Mayor Brodie;

Firefighters Without Borders Canada is a nationally registered non profit charitable group with a mission to assist firefighters and other emergency personnel in less developed countries. As part of our mandate, we have embarked on 19 overseas training deployments since 2008 to 6 different countries. We have also delivered over 700 tons of retired equipment and 61 emergency vehicles to 14 countries, which were donated by departments all across Canada. Richmond Fire Rescue has been a past supporter of our group, having donated their used equipment on several occasions since 2008.

This letter is our formal request for the soon to be surplus Richmond Fire Rescue vehicles and equipment to be donated to Firefighters Without Borders Canada. The requested equipment includes-

1997 Spartan "Quint" fire apparatus
1996 GMC Yukon Command Unit
2001 Dodge 15 Passenger Van
2001 Ford Explorer
1998 Ford Ranger Pick Up Truck
2001 GMC Pick Up Truck
2001 Chevrolet S10 Pick Up Truck

Various firefighting equipment and personal protective equipment that will soon be retired from service

This equipment would be earmarked for projects in Mexico and the Philippines. We are working with Rotary in Richmond and other communities, as well as Rotary World Help to facilitate these projects.

I would be happy to provide any further information to Richmond Fire Rescue or the City of Richmond as needed.

We look forward to continuing this relationship and thank you again for your ongoing support.

Sincerely,

Bob Dubbert- President Firefighters Without Borders Canada



City of Richmond

Report to Committee

To: General Purposes Committee
From: Tim Wilkinson
Acting Fire Chief
Re: Purchase of Two Fire Pumper Apparatus

Date: February 6, 2017
File: 99-Fire Rescue/2017-
Vol 01

Staff Recommendation

1. That the report titled "Purchase of Two Fire Pumper Apparatus", dated February 6, 2017 from the Acting Fire Chief, Richmond Fire-Rescue, be received for information.
2. That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute a contract with Wholesale Fire & Rescue Ltd. for the purchase of two Fire Pump apparatus in 2017.

Tim Wilkinson
Fire Chief
(604-303-2701)

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

Staff Report

Origin

During the December 21, 2016 Special Council meeting Council directed staff to negotiate with Wholesale Fire & Rescue Ltd. for the purchase of two (2) Fire Pump apparatus in 2017 to be approved by Council.

This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

1.2. Program and service enhancements that improve community safety services in the City.

Findings of Fact

In August of 2016, the City of Richmond issued a Request for Proposal (RFP 5732P) to the market place for the purchase of one (1) Pumper Apparatus and one Quint Fire Apparatus for Richmond Fire Rescue with Wholesale Fire & Rescue Ltd. (WFR) being evaluated as the successful Proponent. However, no contract was awarded for the fire pumper apparatus as it was over the approved capital budget.

On December 12, 2016, Council approved 2017 Funding for the Fire Equipment Replacement Plan. The approved amount includes the amount required to complete the purchase of the pumper apparatus originally planned for replacement in 2015 as well as the pumper apparatus planned for replacement in 2017.

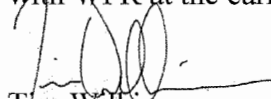
In January of 2017 as directed by Council, staff entered negotiations with WFR on the purchase of the two fire pumper apparatus based on the conditions identified within RFP 5732P. Staff were able to negotiate the holding of the 2016 pricing (a 3% savings over 2017 pricing) along with the maintenance of all conditions within RFP 5732P. The negotiated price is within budget.

Financial Impact

The negotiated price for the two Fire Pumper apparatus is \$1,945,332 CDN plus \$97,267 in GST and \$136,173 in PST. Funding is available in the approved Fire Vehicle Replacement capital projects.

Conclusion

The negotiation process has successfully concluded with the maintenance of the 2016 RFP conditions and pricing as such staff recommend moving forward with the execution of a contract with WFR at the earliest opportunity.



Tim Wilkinson

Fire Chief

(604-303-2701)

TW:tw

5282222



City of Richmond

Report to Committee

To: Planning Committee
From: Cathryn Volkering Carlile
General Manager, Community Services
Date: January 30, 2017
File: 07-3300-01/2017
Re: **Richmond Intercultural Advisory Committee 2017-2022 Intercultural Strategic Plan, 2016 Annual Report, 2017 Work Program, and the Committee's Terms of Reference**

Staff Recommendation

1. That the Richmond Intercultural Advisory Committee (RIAC), Draft Intercultural Strategic Plan - 2017-2022, be adopted by Council;
2. That the RIAC 2016 Annual Report and 2017 Work Program be adopted by Council; and
3. That the RIAC Terms of Reference be referred to staff for review and that any recommended changes are brought back to Council to ensure that the committee continues to be an effective resource for Council and the community.

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

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

Staff Report

Origin

The mandate of the Richmond Intercultural Advisory Committee (RIAC), as outlined in its terms of reference, is to “enhance intercultural harmony and strengthen intercultural co-operation in Richmond”. The City supports RIAC by providing an annual operating budget, a Council liaison and a Staff liaison.

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.

2.2. Effective social service networks.

This report has also been written in response to two commitments in the Social Development Strategy. The first of these commitments, under Goal 2 Action 15 is to ‘Implement, Monitor and Update the Intercultural Strategic Plan and Work Program’. The second commitment, under Goal 2 Action 26, is to ‘Review the City’s Advisory Committee Structure to determine: Mechanisms for ensuring committees are best positioned to provide helpful and timely advice to City staff and elected officials’.

Attached to this report are the RIAC Draft 2017-2022 Intercultural Strategic Plan (Attachment 1), the RIAC 2016 Annual Report to Council and proposed RIAC 2017 Work Program (Attachment 2) and the RIAC Terms of Reference (Attachment 3).

Analysis

2017 - 2022 Intercultural Strategic Plan

In January 2013, Council approved the 2012-2015 Richmond Intercultural Advisory Committee (RIAC) Intercultural Strategic Plan. In 2016, RIAC began a process of updating the plan to reflect the current community context to 2022. The resulting 2017-2022 RIAC Intercultural Strategic Plan re-affirms the City Intercultural Vision for Richmond to become the “most welcoming, inclusive and harmonious community in Canada”. It has re-visited the strategic directions and work program from the 2012-2015 Plan and revised them to reflect future work.

In launching this current review, it was acknowledged that the 2012-2015 Strategic Plan provided a solid foundation for preparation of an updated document. The new plan for 2017-2022 builds on the key vision, values and strategic directions of the 2012 -2015 plan, while making it more focused and relevant to Richmond today.

The demographic profile of Richmond continues to change. In addition to high levels of immigration from mainland China, there are new arrival of refugees (principally from Syria and Iraq). The refugee communities, although relatively small in comparison to those in other municipalities, face multiple barriers. The Filipino community has also grown substantially and has an active and visible role in Richmond's cultural and civic life.

There have also been some high profile issues that have developed in the community (e.g. signage) that have illustrated the need for innovative approaches to research, explore and promote cultural harmony. In 2017, the City's Community Social Development department will be embarking on a Cultural Harmony Plan and RIAC's work will help to complement this.

To support the implementation of the 2017-2022 Intercultural Strategic Plan, four strategic directions have been identified that will form the basis of future RIAC annual work programs. These strategic directions are:

1. Address language, information and cultural barriers that interfere with building a welcoming community and ensure that information on City and community activities is available for newcomers and residents in a manner that appreciates the needs, communication skills and traditions of different cultural groups;
2. Address the perception and reality of racism and discrimination in the community. Dispel misconceptions related to culture that maintain stereotypes and foster prejudice;
3. Work to explore potential areas of alignment between the intercultural vision and other governmental and stakeholder systems, policies and planning processes. Use "best practice" methods to make decisions and prevent cross-cultural misunderstanding and antipathy; and
4. Support the development and integration of Richmond's immigrants while doing this in a way that respects family and cultural traditions.

2016 Annual Report

Highlights of RIAC's activities for 2016, as summarized in the Annual Report (Attachment 2) include:

- The update and launch of the second Tagalog edition of the City's Newcomers Guide;
- The culmination of a partnership with the Canadian Race Relations Foundation (CRRF) and the planning of a public forum on cultural harmony, which was held on January 21, 2016;
- Planning sessions that resulted in the development of the 2017-2022 RIAC Intercultural Strategic Plan;
- Planning of the second City of Richmond Diversity Symposium that was held on November 18, 2016; and

- Providing input and support on the:
 - Food Security Strategy for Richmond;
 - City of Richmond Police Services Consultation;
 - City of Richmond's Use of Language on Signage pilot project and outreach;
 - RCMP "Block Watch" initiative; and
 - City of Richmond Affordable Housing Update public consultation.

2017 Work Program

RIAC has used the draft 2017-2022 Intercultural Strategic Plan to develop and prioritize a proposed Work Program for 2017. Some highlights of the proposed actions include:

- Updating the Richmond Newcomers Guide and assisting with the identification of future funding sources, revision of protocols and Terms of Reference;
- Developing a project plan for the "Hi Neighbour" community engagement initiative;
- Developing an outreach strategy to find ways of involving aboriginal residents in the work of RIAC;
- Assisting City staff with the planning and implementation of the City's 3rd Annual Symposium project (to be held late 2017);
- Continuing to promote civic engagement with new immigrant groups and building intercultural understanding through the partnership with the Canadian Race Relations Foundation (CRRF);
- Assisting with implementation and providing feedback on the City's Social Development Strategy, where and when appropriate.
- Assisting with the distribution of the 2017-2022 Richmond Intercultural Strategic Plan and Work Program to key stakeholders; and
- Meeting with a wide range of community stakeholders to build awareness, consensus and commitment in assisting with implementation of the 2017-2022 Richmond Intercultural Strategic Plan.

In addition, RIAC will continue its primary function of serving as a resource to City Council on intercultural matters, providing information and advice as required and responding to Council requests as they arise.

RIAC Terms of Reference

The current RIAC Terms of Reference was approved by Council at the meeting held January 28, 2008. The Terms of Reference (Attachment 3) contains the following:

- Purpose of the Committee
- Mandate of the Committee
- Role of the Committee
- Principles


Staff have noted that some of the language in the RIAC Terms of Reference may no longer be appropriate and an overall review is now warranted. Staff are recommending that a review be undertaken and recommendations from that review be brought back to Council for consideration. Updated Terms of Reference will better enable RIAC to implement its work programs and continue to be an effective resource for Council and the community. A review of the City structures aligns with Social Development Strategy Action #26.

Financial Impact

The RIAC operating budget of \$2,500 for 2017 reflects the existing funding plan, as budgeted.

Conclusion

RIAC's Draft 2017-2022 Intercultural Strategic Plan and 2017 Work Program present steps to further achieve the Council approved vision for intercultural life in the City: *"for Richmond to be the most welcoming, inclusive and harmonious community in Canada"*. RIAC will continue to execute its mandate and mission as a resource for Council and respond to intercultural issues as they arise. RIAC's Terms of Reference are to be reviewed by staff and any recommended changes are to be brought back to Council for consideration. This will ensure that RIAC continues to be effective in supporting Council and in implementing its work programs and the Intercultural Strategic Plan.



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

- Att. 1: Draft 2017-2022 Intercultural Strategic Plan
2: RIAC 2016 Annual Progress Report and RIAC 2017 Work-Program
3: RIAC Terms of Reference

Richmond Intercultural Advisory Committee Draft 2017-2022: Intercultural Strategic Plan

Prepared by:
Richmond Intercultural Advisory Committee

Acknowledgements

Richmond Intercultural Advisory Committee (RIAC), 2016 Membership

Citizen Appointees

James Hsieh
Lawrence Lim
Mohinder Grewal
Christopher Heathe
Wendy Yuan
Joan Page

Organizational Appointees

Diane Bissenden, Richmond Health Services (Chair)
Shashi Assanand, Ministry of Children & Family Development
Nigel Pronger, RCMP Richmond Detachment
Viet Vu, Richmond Centre for Disability
Aileen Cormack Richmond Seniors Advisory Committee
Diane Tijman, School District #38
Phyllis Chan, Richmond Community Services Advisory Committee
Parm Grewal, Richmond Community Services Advisory Committee
Diane Sugars, Richmond Community Services Advisory Committee
Barbara Bawlf, Richmond Community Services Advisory Committee

City Council Liaison

Councillor Derek Dang

City Staff Liaison

Alan Hill, Cultural Diversity Coordinator

For further information regarding RIAC and the RIAC 2017- 2022 Intercultural Strategic Plan, please contact Alan Hill, Cultural Diversity Coordinator, City of Richmond (604-276-4391, ahill@richmond.ca).

For additional copies of this document, please visit the City of Richmond website at www.richmond.ca.

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Introduction

RIAC Mandate

The Richmond Intercultural Advisory Committee (RIAC) was established by Richmond City Council in February 2002 to assist the City in working toward its corporate vision of making Richmond the "most appealing, liveable, and well-managed city in Canada."

The mandate of RIAC, as outlined in its terms of reference, is to "enhance intercultural harmony and strengthen intercultural co-operation in Richmond." RIAC achieves this mandate through several interrelated functions, such as providing information, options and recommendations to City Council and community stakeholders regarding intercultural issues and opportunities, and responding to intercultural issues referred by Council.

To be able to implement its mandate, RIAC has an Intercultural Strategic Vision and Work Program. The current Intercultural Strategic Plan came to an end in 2015 and RIAC made a commitment in its '2016 Annual Work Program' to update the Intercultural Strategic Plan to reflect current Council Term Goals and the City of Richmond's Social Development Strategy 2013-2022.

RIAC recognizes that the successful achievement of the Intercultural Vision necessitates the City to work in partnership, especially in a facilitative role, with numerous stakeholders that make up the Richmond community. The Intercultural Strategy cannot be successfully implemented without the participation and involvement of the many diverse cultural groups and interested stakeholders in Richmond.

Stakeholders include federal and provincial governments, institutions, agencies, educational organizations, the private sector, community, associations, the media, religious and cultural groups, and the general public.

RIAC Vision for Intercultural Life in Richmond

To achieve the overall vision of the City, "to be the most appealing, liveable and well-managed community in Canada," Richmond will continue to incorporate an understanding of diversity into all its planning and services.

Richmond's Intercultural Vision: "for Richmond to be the most welcoming, inclusive and harmonious community in Canada"

The vision for intercultural life in Richmond:

Promotes:

- Pride and acceptance of Canadian values and laws.
- Pride and respect for diverse heritages and traditions.
- Pride and participation in community life.

Recognizes:

- That "culture" is an integrated pattern of thought, speech, action and behaviour which is passed on from one generation to another, through education and learning.

- That “culture” evolves, and Richmond’s culture is shaped by historic patterns and traditions, current practices and trends, and future planning.

Embraces:

- The concept of “Interculturalism”, a culturally interactive and vibrant process, as the next step for Canadian multiculturalism.

Richmond Context

Intercultural Strategic Plan

During the 2012-2015 Intercultural Strategic Plan, there were significant changes to the context in which RIAC operates. A major development was the launch and implementation of the City of Richmond Social Development Strategy, whose prioritised actions the 2017-2022 Intercultural Strategic Plan will complement. Richmond City Council also adopted a new set of Council Term Goals for 2014- 2018 and these goals have also been taken into account in the planning of this document.

Since the endorsement of the 2012-2015 Intercultural Strategic Plan, Richmond has come to experience greater cultural diversity with arrivals in Richmond coming from a greater number of countries of origin than before. There has also been a marked increase in the number of Mandarin speaking immigrants arriving from Mainland China. This group is now residing in Richmond in greater numbers than the Cantonese speaking immigrants who originated from Hong- Kong. Cantonese speakers from Hong-Kong were until recently, the largest single group of immigrants in the community.

Another major change in Richmond is that the Filipino community is now the second largest immigrant community. This community is somewhat hidden and is often assumed to be more integrated into mainstream Canada because many Filipinos speak English well. However this community faces many barriers and Richmond has very few specific support structures to meet their needs.

Since the endorsement of the 2012-2015 Intercultural Strategic Plan, Richmond has developed a more diverse refugee community. Many of these refugees are from Arabic countries, particularly Iran and Iraq, and there are also some from Afghanistan. In early 2016, Richmond became home to a small number of Syrian refugees. There is also a well-established refugee community from Somalia that are often outside the reach of mainstream services. Since 2012, a much more confident Aboriginal community has become evident. Although this is a small community it has not had high levels of involvement in intercultural planning and is a community that RIAC anticipates to engage in the future.

This 2017-2022 Intercultural Strategic Plan update recognises that there is an increased need for innovative ways to build and maintain community. This also reflects the current operating priorities for non-profit, immigrant- serving agencies. Immigrant serving agencies are now directly funded by the Federal Government and the emphasis is on community planning and promoting cultural harmony. The main manifestation of this has been the development of the Richmond Community Collaborative Table (CCT) coordinated by Richmond Multicultural Community Services (RMCS). The CCT has developed an immigrant settlement plan for Richmond to the end of 2019.

Guiding Framework and Rationale

Strategic Considerations

○ Council Term Goals

The 2017-2022 Intercultural Strategic Plan has been developed with reference to the Council Term Goals. There are five Council Term Goals that specially build a framework for this document. These goals are:

- **A Safe Community:** Maintain emphasis on community safety to ensure Richmond continues to be a safe community.
- **A Vibrant, Active, and Connected Community:** 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.
- **A Well-Planned Community:** Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.
- **Partnership 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.
- **Well-informed Citizenry:** Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

City of Richmond- Social Development Strategy 2017- 2022

The City of Richmond Social Development Strategy has been a major framing and reference point in the development of this document. The main strategic direction in the Social Development Strategy that relates to RIAC's mandate and directions is Strategic Direction 5: Build on Richmond's Cultural Diversity.

Guiding Principles for Action

The following were agreed to by RIAC as foundation principles for the 2017-2022 Intercultural Strategic Plan:

- Inclusion: Participation by all sectors of the community is to be invited and encouraged.
- Co-operation: Partnerships are to foster co-operation, rather than competition.
- Collaboration: The interests (e.g. needs, goals, concerns) of all stakeholders are to be considered in decision-making processes.
- Dynamism: Flexibility and adaptability are required to stay abreast of emerging needs, issues and opportunities and being open to new ideas and approaches.
- Integration: Cultural diversity is to be recognized as a core aspect of Richmond life, and the principles of multiculturalism and the vision of interculturalism applied.
- Interculturalism: Recognized as a core aspect of Richmond life.
- Equity: Strategic initiatives are to be implemented in a manner that is fair to all groups, communities and individuals in need.

City and Stakeholder Intercultural Roles

It is acknowledged by RIAC that improving intercultural harmony requires full stakeholder participation and that neither the City nor any one stakeholder can achieve it alone.

The City's role is to:

- Emphasize leadership and facilitation; and
- Utilize existing City resources, including staff time and existing budget levels, unless otherwise approved by Council.

Stakeholders' (see Appendix A) roles include:

- Participation;
- Mutual support;
- Funding; and
- Resource sharing.

Strategic Focus Areas

To guide stakeholders in their involvement in the implementation of the 2017-2022 Strategic Plan, RIAC identified the following strategic areas of focus:

- Coordination;
- Partnerships;
- Research;
- Education & Training;
- Promotion & Information; and
- Project Management & Planning.

2017 - 2022 Intercultural Strategic Plan Development Planning Process

This timeline outlines the planning process that guided the development of the draft 2017-2022 Intercultural Strategic Plan.

Fall 2015

A workshop was conducted with RIAC members to review strategic directions and identify draft 2017-2022 actions. This workshop:

- reviewed the achievements and outstanding items contained in the 2012-2015 RIAC Intercultural Strategic Plan;
- reviewed Council Term Goals;
- reviewed the Social Development Strategy;
- reviewed the RIAC Mandate;
- identified key guiding principles; and
- identified draft 2017-2022 Intercultural Strategic Plan action items.

Spring 2016

A second planning workshop was held with RIAC members to review and finalise action items and identify community stakeholders and engagement strategies. This workshop:

- revisited and reviewed Council Term Goals;
- revisited and reviewed the Social Development Strategy;
- reviewed draft 2017-2022 action items and revised or added items as appropriate; and
- identified stakeholders and strategies of engagement.

Summer/Fall 2016

- RIAC members engaged stakeholders and reviewed feedback on the draft 2017- 2022 Intercultural Strategic Plan; and
- Stakeholder's feedback was integrated into the draft 2017- 2022 Intercultural Strategic Plan.

Fall 2016

- RIAC endorsed the draft 2017-2022 Intercultural Strategic Plan.

2012 - 2015 Intercultural Strategic Plan Evaluation

Achievements made from 2012-2015 and any outstanding work items have been taken into account in the development of the 2017-2022 Intercultural Strategic Plan.

2012 - 2015 RIAC Achievements

RIAC has achieved successes over the period of the 2012-2015 Strategic Plan. Greater details of RIAC achievements can be found in the annual RIAC reports to City Council. Brief highlights of these achievements include;

Community Dialogue

- This initiative was designed to engage citizens who do not normally participate in intercultural dialogues by providing them with an opportunity to discuss Richmond's changing cultural dynamic. This process included a questionnaire, a day of community dialogue with sessions in multiple languages and a major community event in the spring of 2012.

National Aboriginal Day

- The RIAC Youth Sub Committee was the lead on this initiative in partnership with SD38, VCH, Pathways Aboriginal Project and the City of Richmond. This work resulted in the first ever National Aboriginal Day event to be held at Richmond City Hall.

Social Development Strategy

- RIAC gave feedback on this document, which directs the social development agenda in the City and the City's relationship with its community partners in relation to social service provision.

Kiwanis Place Making

- A Simon Fraser University (SFU) researcher asked the committee for input into "place making" for the Kiwanis senior's affordable housing development. This research was conducted to understand how space is experienced by seniors transitioning into affordable housing and to identify how to create a role for seniors to participate as active "place makers" in community planning.

Diversity Symposium

- This 2015 event informed municipal staff/partner organizations on best practices in the area of community and neighbourhood building within intercultural environment and explored possible actions between different levels of government in relation to social inclusion and community building.

2012 - 2015 Outstanding Work Program Items

A number of outstanding work items contained in the 2012-2015 Strategic Plan were not implemented. This was due to capacity/resource issues or because they had become less relevant. These work items were revisited in the development of the 2017-2022 update and included;

The Encouragement of Intercultural Programming

- RIAC forum with City Departments to highlight best practices in culturally inclusive arts and cultural programming; and
- The creation of a "Richmond Day" to celebrate diversity in the city.

The Identification of Barriers Faced by New Immigrants

- Explore possible partnerships and concept of a new annual event to welcome immigrants.

Encourage Dialogue and Discussion with Immigrants Regarding Involvement in Civic Life

- RIAC to develop a lecture series on the principles of interculturalism.

2017 - 2022 Strategic Directions.

To achieve the Richmond's Intercultural Vision: *"for Richmond to be the most welcoming, inclusive and harmonious community in Canada"*, RIAC is committed to establishing and working towards the following four strategic directions:

1. Address language, information and cultural barriers that interfere with building a welcoming community
2. Address the perception and reality of racism and discrimination in the community.
3. Work to explore potential areas of alignment between the intercultural vision recommended in this plan and other governmental and stakeholder systems, policies and planning processes.
4. Support the development and integration of Richmond's immigrants.

Key Overarching Commitments

To assist in the implementation of the 2017-2022 Plan Strategic Directions, RIAC has made the following overarching commitments:

- a) To invite stakeholders to share and find ways to make resources available (e.g. stakeholder staff, volunteers, facilities, equipment, funding) to implement the Intercultural Strategic Plan and Work Program.

The City will support the implementation of this Strategic Plan and Work Program through its existing contributions, which include providing:

- organizational support for RIAC;

- space for RIAC meetings, public forums and other RIAC sponsored events; and
 - facilitating connections with City departments, programs and resources (e.g. communications, recreation programming, community facilities) to explore possibilities to assist in the implementation the 2017-2022 Plan.
- b) When asked, work with and support training initiatives by stakeholder organisations that encourage attitudes, practices and communication skills that are central to achieving the intercultural vision and adhering to the principles set out in this plan.

Strategic Directions

To support the implementation of the 2017 -2022 Strategic Plan, for each strategic direction, specific initiatives have been identified. These are outlined below and are also suggested for consideration by RIAC stakeholders.

1. Address Language, Information and Cultural Barriers

Address language, information and cultural barriers that interfere with building a welcoming community and ensure that information on City and community activities is available for newcomers and residents in a manner that appreciates the needs, communication skills and traditions of different cultural groups.

Suggested RIAC Strategic Actions

- Continue to provide input on updating the *Newcomer's Guide* and add other languages as necessary. Review design and content to ensure that it is consistent with the RIAC mandate;
- Develop RIAC promotional materials to provide the community with easy to find and up to date information about RIAC events and engagement initiatives;
- Make recommendations for improving two way communication between RIAC and City departments to ensure that RIAC members feel confident discussing issues and transferring knowledge in the community; and
- Build on and improve RIAC member's knowledge of intercultural issues through continuing to feature guest speakers at RIAC meetings and through sharing relevant information and educational opportunities.

Indicators of Success

- Richmond residents can communicate and understand one or both of the official Canadian languages;
- There are fewer language barriers that are interfering with Richmond being a connected community;
- All Richmond residents have the ability to equally participate in public life; and

- Richmond residents and visitors know where to go to get information and assistance on settlement related issues.

2. Address the Perception and Reality of Racism

Address the perception and reality of racism and discrimination in the community. Dispel misconceptions related to culture that maintain stereotypes and foster prejudice.

Suggested RIAC Actions

- Support and promote a range of inter-ethnic community dialogues that focus on all types of diversity;
- Support and promote interfaith community events to recognize, understand, and celebrate harmony and diversity;
- Support and promote the 'Hi Neighbour' initiative within Richmond; and
- Support and promote partnerships to facilitate greater engagement with Aboriginal communities.

Indicators of Success

- Richmond is an inclusive, respectful and harmonious community;
- The reality of racism has been defined and dialogue on the issues carried out;
- Richmond residents have a better understanding and respect for different cultures;
- There is sense of belonging for all residents of Richmond; and
- There is increased social integration in Richmond.

3. Explore Areas of Alignment between RIAC Intercultural Vision and Governmental and Stakeholder Systems.

Work to explore potential areas of alignment between the intercultural vision recommended in this Plan and other governmental and stakeholder systems, policies and planning processes. Use best practice methods to make decisions and prevent cross-cultural misunderstanding.

Indicators of Success

- City departments are more aware of the diverse cultural values and realities of the population of Richmond;
- City and stakeholders organizations are aware and informed of the work of RIAC;
- City Advisory Committees are reflective of the community; and

- City uses an “intercultural lens” to inform planning processes.

Suggested RIAC Actions

- Promote the intercultural values and vision to ensure they are reflected in City events and operational practices;
- Build relationships and promote the intercultural vision through the facilitation of engagement strategies for partners and stakeholders;
- Develop capacity building programs for RIAC committee members to ensure the committee operates at full capacity and that individual members talents are fully utilised; and
- Work with City staff and community partners to research and promote best practices in intercultural project development and planning.

4. Support the Development and Integration of Richmond’s Immigrants.

To support the development and integration of Richmond's immigrants while doing this in a way that respects family and cultural traditions.

Suggested RIAC Actions

- As and if requested by the COR and its community partners, assist with the promotion of employment opportunities and training for immigrants;
- Assist the COR and its community partners to engage the community in building “cultural bridges” and learning opportunities that allow the sharing and understanding of cultural traditions;
- Work with the COR and its community partners to devise innovative approaches to engage immigrant youth in intercultural dialogue; and
- Support engagement with the Richmond business sector to build cultural capacity by informing and educating on interculturalism and developing project partnerships.

Indicators of Success

- Immigrant families are supported with their integration into the community;
- Multicultural identities are supported across and between generations;
- Richmond community centres have intergenerational and multicultural programming; and
- All Richmond residents are proud to live in Richmond and are proud of the diversity in the community.

Next Steps

To implement the Intercultural Strategic Plan 2017 – 2022 Work Program the following next steps are proposed:

1. Meet with a wide range of stakeholders to build awareness, consensus and commitment for stakeholders' participation in implementing the 2017 - 2022 Richmond Intercultural Strategic Plan and Work Program.
2. Establish annual intercultural priorities within annual RIAC work programs that will be presented to Council for feedback and endorsement.
3. Produce achievable annual work programs by ensuring:
 - all relevant existing resources have been identified;
 - community partnerships and stakeholder involvement have been established; and
 - funding has been applied for from diverse sources.
4. Assist in building community capacity in building intercultural harmony.

2017- 2022 Richmond Intercultural Strategic Plan and Work Program

Stakeholder Index 1. RCMP/Fire Rescue 2. NGOs 3. Business Sector 4. Community Associations 5. SD38 6. Faith/Cultural Groups 7. VCH 8. Other Levels of Government 9. Local Media					
Strategic Areas and Specific Initiatives	Proposed RIAC Actions**	Possible City Actions***	Proposed Stakeholders * (see index below)	Indicators of Success.	
Strategic Direction #1 – Address language and information and cultural barriers					
Continue to provide input on updating of the <i>Newcomer's Guide</i> and suggest other languages as necessary (including Arabic for the incoming refugees). Review design and content to ensure this is consistent with the RIAC mandate.	Assist in identifying appropriate sources of sponsorship.	Assistance with administration and research. Assistance with project planning, Newcomers Guide Protocol Implementation.	1,2,3,4,5,7,	Sponsorship identified. Guide content reviewed and updated.	
	Community need for additional languages researched.	Facilitation and guidance on sponsorship opportunities. Assistance with administration and research-identification of additional languages.	1,2,3,4,5,7,	Additional languages identified. Community need mapped.	
Increase awareness of RIAC through the support of the development of easy to find and up to date information about RIAC events and engagement initiatives.	Community consultation supported to ascertain information needs.	Assistance with administration and research.	1,2,3,4,5,7,8,9	Consultation supported.	
	Web content reviewed as appropriate.	Assistance with administration and research.	1,2,5,7	Web content reviewed.	
	Development of a promotional leaflet/flyer that introduces the work of RIAC and interculturalism.	Assistance with design and printing.	1,2,5,7	Pamphlet produced.	

Improve two way communication between RIAC and City departments to ensure that RIAC members feel confident discussing issues and transferring knowledge in the community.	RIAC communications plan produced and disseminated.	Assistance with administration and research. Assistance with plan production and distribution.	1,4	Communications plan produced.
Build on and improve RIAC member's knowledge of intercultural issues by continuing to feature guest speakers at RIAC meetings and through the sharing of relevant information, and educational opportunities.	Issues and guest speakers identified and annual guest speakers schedule produced.	Assistance with administration and research.	1,2,3,4,5,6,7,8,9	Guest speakers identified and asked to meetings.
Strategic Direction #2 - Address the perception and reality of racism and discrimination in the community.				
Support a range of inter-ethnic dialogues that focus on all types of diversity.	RIAC outreach plan produced. On-going advisory role with the City of Richmond Diversity Symposium.	Assistance with administration and research.	1,2,4,5,7	RIAC outreach plan developed. Advisory role in Diversity Symposium.
Support interfaith events to recognize, understand, and celebrate harmony and diversity.	Database of faith groups produced.	Assistance with administration and research.	2,6	Database of faith groups produced.
	Interfaith outreach plan developed.	Assistance with administration and research.	2,6	Interfaith outreach plan developed.
Adoption of the "Hi Neighbour" initiative in the City	Develop a "Hi Neighbour" project plan.	Assistance with administration, research and dissemination.	1,2,4,5,7	Project plan developed.
Welcome the Aboriginal voice at the RIAC table; create partnerships in the community to facilitate greater engagement with Aboriginal communities.	Propose and support outreach to promote engagement with Aboriginal communities.	Assistance with administration and research.	2,4,5,	Outreach plan developed.

Strategic Direction #3 - Explore Areas of Alignment between RIAC Intercultural Vision and Governmental and Stakeholder Systems.					
Work to ensure that the Intercultural Vision is reflected in City events and operational practices	RIAC involvement in City consultation processes.	Assistance with administration and research.	1,2,5,7	RIAC input given on City plans and strategies.	
Build relationships and promote the Intercultural Vision through the facilitation of an annual RIAC event for partners and stakeholders.	Produce and disseminate an annual event plan.	Assistance with administration and research.	1,2,3,4,5,6,7,8,9	Annual partnership event held.	
Develop capacity building programs for RIAC committee members to ensure that the committee operates to its full capacity and that individual members talents are fully utilised.	Develop capacity building program for RIAC members.	Administrative support.	1,2,5,7	Capacity building program developed.	
Work with City staff and partners to research and promote municipal best practices in intercultural project development and planning.	Annual meeting and best practice sharing sessions held with other municipal diversity committees.	Administrative support.	1,2,5,7,8	Annual best practice session held.	
	Municipal best practices tool kit and resource guide developed.	Assistance with administration and research.	1,2,5,7,8	Toolkit developed.	
Strategic Direction #4 - To support the development and integration of Richmond's immigrants					
Recommend and promote City employment opportunities to new immigrant and diverse groups.	When requested, promote employment marketing opportunities.	Assistance with administration and research.	1,2,4,5,7	City employment opportunities promoted.	

Appendix A
2017 - 2022 Richmond Intercultural Strategic Plan and Work Program

Engage the community in building "cultural bridges"; learning opportunities that allow the sharing and understanding of cultural traditions	Plan produced that identifies opportunities for building bridges between communities.	Assistance with administration and research.	1, 2, 3, 4, 5, 6, 7, 8, 9	Community bridge building opportunities identified.
Engage with Richmond's business sector to build cultural capacity – inform and educate on interculturalism and develop project partnerships.	Outreach plan developed to engage Richmond corporate business sector.	Assistance with administration and research.	1, 2, 3, 4, 5, 6, 7, 9	Outreach plan developed.
Work with community partners to devise innovative approaches to engage immigrant youth in intercultural dialogue	Community Engagement Manual developed that indicates best practice in immigrant youth engagement.	Assistance with administration and research.	1, 2, 3, 4, 5, 6, 7	Community engagement manual developed.

* Means stakeholder involvement will be sought, including providing resources (e.g., support, volunteer/staff time, ideas, facilities, funding, and programs).
 ** RIAC's role will be to facilitate, coordinate, promote, etc. as the case may be.
 *** Resources that the City may contribute are limited and may include staff time, materials, funding, and meeting space, subject to Council approval.

Richmond Intercultural Advisory Committee

2016 Annual Report and 2017 Work Program

1. INTRODUCTION

Richmond City Council established the Richmond Intercultural Advisory Committee (RIAC) in February 2002 to assist the City in working towards its Corporate Vision of making Richmond the “most appealing, liveable, and well-managed community in Canada”. The mandate of RIAC, as outlined in its Terms of Reference, is to “enhance intercultural harmony and strengthen intercultural co-operation in Richmond”. In 2016 the RIAC continued to work to achieve its goals as laid out in the 2016 Richmond Intercultural Advisory Committee Work Program.

Throughout 2016, the Committee invited guest speakers to present on current intercultural issues. The aim of inviting these speakers was for the committee to gain knowledge of Richmond’s diverse cultures and assist in communication between these communities, City of Richmond staff (CoR) and elected officials. Newly appointed members, who replaced the outgoing members, were welcomed and the collaboration between the new and the continuing members made 2016 a successful year (see Appendix A).

In keeping with the committee’s operational procedures, a Chair and Vice-Chair were elected in January 2016 for a one year term.

2. RIAC’s 2016 ACTIVITIES

Guest Speakers

January - Ted Townsend, CoR Corporate Communications and Mark Corrado, CoR Community Safety Policy and Programs- Police Services Consultation.

Mr. Townsend and Mr. Corrado introduced the City of Richmond’s formal public consultation on police services that was underway. Under Council’s direction, the City conducted an ongoing, comprehensive review of police services. As a result of that review, Council identified two options that were then under consideration for the delivery of police services in Richmond:

- continuation with the current service provided by the RCMP; or
- establishing an independent Richmond police force.

Before any final decision was made, Council was seeking community input on the two options. RIAC was one of the groups to be asked for feedback. RIAC was also asked to circulate information out about the review to community contacts and to help mobilize the community.

February - Christopher Heathe, CellProne

Chris Heathe introduced the CellProne project. The project is a practical and fun way of starting conversations with strangers as well as a way of promoting cultural harmony and breaking down social barriers between people. The group developed the CellProne wristband, and by wearing the wristband people will know that you are willing to have an open and friendly conversation. The CellProne group came to RIAC as they were looking for more volunteers to get involved and a small amount of funding to be used to produce wristbands.

CellProne, had at that point, yet to become a registered non-profit, but were considering that as a future priority. More details on the project and how to get involved are available on the project's Facebook page.

March - Jessie Sutherland, "Scaling Up - Elder Abuse Awareness"

The "Scaling Up" initiative was introduced as part of the "Finding Home" project which supports individuals and neighbourhoods to foster a sense of belonging, build inclusive communities and increase effectiveness in responding to personal and community challenges. This is achieved through seniors and neighbourhood dialogues, community engagement & diversity training, keynote addresses, asset mapping and publications. The "Scaling Up" project involved diverse newcomer groups of seniors from across the Lower Mainland in dialogue to explore senior-led solutions to such issues as financial abuse, loneliness and community connection. The dialogues explored what home meant to each individual and different cultural idea of what home means, and examined challenges faced by seniors and identified workable next steps that seniors themselves could take forward. For more information on this project visit www.worldviewstrategies.com or www.findinghome.ca.

April - Cpl Kevin Krieger, Richmond RCMP Block Watch.

The RCMP introduced "Block Watch", which is a program where neighbours work with each other to prevent crime in the neighbourhoods in which they live. The program is well established but it was reported that it needs to do more outreach to newcomers and diversify its membership base. RIAC discussed the idea of assisting with this and finding innovative ways to link Block Watch to the ongoing RIAC "Hi Neighbour" initiative. The RCMP representatives were open to this idea and the conversation will be continued at a later date.

May - Albert Lo, Chairperson, Canadian Race Relations Council

Albert Lo, who is a Richmond resident, gave an overview of the work of the Canadian Race Relations Council (CRRRC). Mr. Lo talked to RIAC on the mandate and history of the CRRF. In 1988, the Government of Canada and the National Association of Japanese Canadians signed the Japanese Canadian Redress Agreement. The Agreement acknowledged that the treatment of Japanese Canadians during and after World War II was unjust and violated principles of human rights. Under the terms of the agreement, the federal government also promised to create a Canadian Race Relations Foundation, which would "foster racial harmony and cross-cultural understanding and help to eliminate racism."

The Federal Government proclaimed the Canadian Race Relations Foundation Act into law on October 28, 1996. The Foundation officially opened its doors in November 1997. The Foundation's office is located in Toronto; however its activities are national in scope. It operates at arm's length from the Federal Government, and its employees are not part of the federal public service. The Foundation has registered charitable status.

RIAC recently partnered with CRRF on one of a number of symposiums to “take the pulse” of Canadian attitudes towards multiculturalism.

June - Mary Wilson, Black History Month

Mary Wilson is a Richmond Resident that is involved in organizing and promoting Black History Month activities in our community. Black history refers to the stories, experiences, and accomplishments of people of African origin. The African-Canadian population is made up of individuals from a range of places across the globe including the United States, South America, the Caribbean, Europe, Africa, and Canada itself.

Every year, Canadians are invited to participate in Black History Month festivities and events that honour the legacy of black Canadians, past and present. Canadians take this time to celebrate the many achievements and contributions of black Canadians who, throughout history, have done so much to make Canada the culturally diverse, compassionate and prosperous nation it is today. During Black History Month, Canadians can gain insight into the experiences of black Canadians and their vital role in the community.

Mary asked RIAC to think about where she may be able to develop partnerships and where there may be funding for events in 2017.

June - Joyce Rautenberg and Monica Bennington CoR - Affordable Housing

The CoR Affordable Housing team, Joyce Rautenberg, Affordable Housing Coordinator and Monica Bennington, Affordable Housing Planner, presented on the Affordable Housing Strategy update. RIAC members were invited to participate in a stakeholder workshop and put forward feedback on behalf of the committee. RIAC members were asked to:

- Identify opportunities and challenges in Richmond related to affordable housing;
- Discuss the City's current affordable housing policies; and
- Explore potential ideas for future policy direction.

September - Eliana Chia, Vancouver Foundation – Neighbourhood Small Grants

Eliana Chia spoke to the committee on Neighbourhood Small Grants. Neighbourhood Small Grants (NSG) is a program that helps build community and strengthen connections right where people live – in their neighbourhood. Small grants of up to \$500 are given to projects led by residents. The goals of NSG are to connect and engage neighbourhood residents and share residents' skills and knowledge. It is also the goal of the program to provide opportunities for participants to learn from each other, build a sense of ownership and pride, respect and celebrate diversity, and promote accessibility and social inclusion. RIAC discussed the idea that the NSG program could be a fit for the proposed “Hi Neighbour” idea.

October - Ann Swann, Vancouver Coastal Health and Anita Georgy, Richmond Food Security Society re: Richmond Food Charter

The speakers presented a PowerPoint about the Richmond Food Charter. This Charter, endorsed by Council in July 2016, is the first step towards a Food Security Strategy for Richmond. It presents a definition of food security, as well as a set of values, principles and commitments to guide a food security program and policy development.

The Charter was developed by a working group including the Richmond Food Security Society, the Richmond Poverty Response Committee, Vancouver Coastal Health and the Canadian Federation of University Women. This group coordinated a series of “Kitchen Table Talks” to better understand the food security needs and aspirations of Richmond residents. The resulting Charter reflects a number of Official Community Plan objectives and is consistent with Metro Vancouver’s proposed Regional Food System Action Plan. Culture is one of the key themes, recognizing that culturally appropriate foods are an essential component of food security.

November - Dr. Meena Dawar, Medical Health Officer, Vancouver Coastal Health, ‘My Health My Community’- Survey Findings.

Dr. Meena Dawar shared VCH research that highlighted the connections between a person’s understanding and sense of community and their physical and mental health. The ‘My Health My Community’ survey was a voluntary survey that took place between June 2013 and July 2014. It provides a snapshot of the health, lifestyle, and neighborhood characteristics of a cross section of the community of Richmond. The findings were particularly useful to RIAC in planning future community engagement activities. Social Inclusion was shown to lead to an increased ability to access resources and racism and discrimination was shown to impact mental and physical health.

November - Cecilia Achiam, CoR Director, Administration and Compliance: ‘Sign Bylaw Update and Public Consultation Process’

Cecilia Achiam informed the committee of the steps being taken to create an updated sign bylaw, with a target date of early 2017. The current signage bylaw is deemed to be out of date and not reflective of current City values, practices and challenges. Ms. Achiam informed the committee that a public consultation process was underway and that recommendations made by the public during this process will form the basis of an updated signage bylaw. These recommendations were presented to RIAC and their views were sought.

3. Major Projects for 2016

Newcomers’ Guide

A new second edition of the Tagalog language version of the Newcomers Guide was produced with sponsorship for this being secured from Western Union Bank of Canada. This version was launched in August. A community volunteer has been working on an update of the Russian language version.

City of Richmond Diversity Symposium

RIAC helped plan and provide strategic direction to the second City of Richmond Diversity Symposium, which was held in November 2016 at Richmond City Hall. The symposium took the form of a series of talks and workshops aimed at sharing municipal level initiatives that promote/foster community building. Over 100 participants, including stakeholders, community leaders and staff attended. The event, which is to be repeated in 2017, was framed by the City of Richmond’s Intercultural Vision.

Developing the RIAC Intercultural Strategic Plan 2017-2022

During the course of 2016 two planning sessions were held to finalise the process of evaluating and updating the 2012 - 2015 Intercultural Strategic Plan. The 2017 - 2022 Intercultural Strategic Plan is the end result of this process. The committee revisited and reviewed:

- Council Term Goals;
- the Social Development Strategy;
- draft 2017-2022 action items and revised or added items as appropriate and;
- identified stakeholders and strategies of engagement.

4. RIAC 2016 Working Group Reports

RIAC - Newcomer's Guide, Lawrence Lim, Project Lead.

In 2016 the Newcomers Guide Sub-Committee produced a new Tagalog version of the Guide. This was possible due to sponsorship from Western Union. The new Tagalog version of the Guide was launched in the summer of 2016 and distributed to community partners and Filipino groups across Richmond.

Hi Neighbour, Phyllis Chan, Project Lead

This year saw the continuation of planning for the 'Hi Neighbour' Project. Research is underway and a project working group has been set up. A project plan is being developed which will be finished in 2017.

City of Richmond 2016 Diversity Symposium

This working group provided input on the 2016 City of Richmond Diversity Symposium that was held on November 18, 2016. RIAC members provided input on the vision, values and content of the event and the RIAC Chair was involved on the day and facilitated the closing of proceedings.

Inter-municipal Best Practice Sharing, James Hsieh, Project Lead.

During the year the lead of this group identified and contacted staff and volunteers involved in similar work to RIAC in other municipalities. This information was shared at RIAC committee meetings. It is intended that this work will be built upon in 2017 through the organizing of an inter-municipal information sharing and networking event.

5. 2016 Financial Statement

	January 1- December 31, 2016
Revenue- City Funding	\$2,500
Expenses	
Forums/Events	\$150
Meeting Refreshments	\$1,983
Printing	\$180
Total Expenses	\$2,313
Balance	\$187

6. RIAC 2017 PROPOSED BUDGET

RIAC is requesting an operating budget of \$2,500 for 2017. This will cover costs incurred by meetings, forums, interpretation/translation of materials and consultant fees (should these be required) associated with the implementation of the 2017 Work Program.

7. ACKNOWLEDGEMENTS

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

Prepared by: Diane Bissenden
Chair, Richmond Intercultural Advisory Committee
December 2016

RIAC 2016 Membership

Citizen Appointees

Philip He
Christopher Heathe
Diane Jubinville
Lawrence Lim
Wendy Yuan
James Hsieh
Mohinder Grewal
Joan Page

Organizational Representatives

Diane Bissenden, Vancouver Coastal Health- Richmond
Shashi Assanand, Ministry of Children & Family Development
Nigel Pronger, RCMP Richmond Detachment
Barbara Bawlf , Richmond Community Services Advisory Committee
Diane Sugars, Richmond Community Services Advisory Committee
Parm Grewal, Richmond Community Services Advisory Committee
Phyllis Chan, Richmond Community Services Advisory Committee
Aileen Cormack , Richmond Seniors Advisory Committee
Viet Vu, Richmond Centre for Disability
Diane Tijman, School District #38

RICHMOND INTERCULTURAL ADVISORY COMMITTEE WORK-PROGRAM 2017

The 2017 work program will have as its central pillar, an extensive roll out of the 2017- 2022 RIAC Intercultural Plan. The main focus areas of this new plan are civic engagement and fulfilment of the RIAC intercultural vision and these priorities are reflected in the 2017 Work program.

Council Term Goals 2014-2018

This Work Program supports the following Council Term Goal (2014-2018). RIAC will give priority to providing Council with advice regarding the following Council Goal in 2017:

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 Outcome of RIAC Actions	Indicator of RIAC Success	Partners
1. Address language and information and cultural barriers.				
Continue to update the Richmond Newcomers Guide and identify future funding sources.	Revision of protocols and Newcomers Guide protocol document.	Newcomers Guide protocol document revisited and revised.	Newcomers Guide revised and distributed.	City of Richmond Community Services, Vancouver Coastal Health (VCH), Immigrant Serving Agencies, Richmond School District (SD38), Richmond RCMP, others TBD
	Support the Identification of funding sources.	Funding in place and Guide produced	Funding sources identified and accessed and publication of the Guide.	
	Support the update and review of existing versions of the Newcomers Guide.	Newcomers Guide contains updated information.	Existing Newcomers Guides updated.	
Assist in the promotion of the Intercultural Vision to influence the development of key cultural events.	Identify key cultural events in Richmond.	Number of community organizations aware of and incorporating RIAC vision and values.	Number of event organizers contacted	City of Richmond Arts Culture and Heritage, Community based arts and cultural groups, Richmond Public Library (RPL) Gateway Theatre.
	Develop appropriate RIAC marketing material to promote RIAC to cultural event organizers.	Cultural even organizers are aware of RIAC and the Intercultural Vision.	Number of marketing materials produced. Marketing materials developed that promote RIAC vision and values.	

Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	Partners
2. Address racism and misconceptions.				
Identify opportunities for interfaith dialogue	Faith groups identified and contacted.	Opportunities for interfaith dialogue identified.	Interfaith dialogue facilitated.	Faith Groups, Immigrant Serving Agencies.
	Meeting/forum held to identify opportunities for interfaith dialogue.	Faith groups engaged in dialogue.	Meeting /forum held.	
Promote the City of Richmond Intercultural Vision through outreach to the Richmond business sector.	Identify key messages and develop presentation materials.	Business Sector and service clubs more and understanding of RIAC Intercultural vision and values.	Meeting held with Richmond Chamber of Commerce.	<i>Richmond Chamber of Commerce, Richmond based service clubs (TBD)</i>
	Develop plan to outreach to Richmond Chamber of Commerce.	Business Sector and service clubs more and understanding of RIAC Intercultural vision and values.	Outreach plan developed.	
	Develop plan to outreach to service clubs.	Richmond service clubs connected and aware of RIAC and its values.	Meeting held with Richmond based service clubs	
Work with City staff to assist with the planning and implementation of the City of Richmond Diversity Symposium.	Meet with City staff to provide input into the vision, values and structure of the City of Richmond Diversity Symposium.	Practical actions identified and implemented to encourage intercultural education, planning and programming.	Diversity Symposium incorporates RIAC vision and values.	City of Richmond Community Services, Immigrant serving agencies, SD38, VCH, Other levels of government, others to TBD.

Strategy/Initiative	RIAC Actions/Steps	Expected Outcome of RIAC Actions	Indicator of RIAC Success	Partners
3. Ensure that City & other governmental and stakeholder systems, policies and planning processes are aligned with the Intercultural Vision				
Continue to assist with implementation and feedback on the City of Richmond Social Development Strategy, where and when appropriate.	Assist and advise on implementation as required.	Actions identified and advise given to assist City of Richmond staff and community partners with the implement of the Social Development Strategy	Practical actions identified and implemented and advice given as and when requested.	City of Richmond – Community Social Development and others
Meet with a wide range of community stakeholders to build awareness, consensus and commitment in assisting with implementation of the 2017-2022 Richmond Intercultural Strategic Plan.	Identify relevant stakeholders.	Stakeholders engaged	Relevant stakeholders identified.	City of Richmond Community Services, Vancouver Coastal Health (VCH), Immigrant Serving Agencies, Richmond School District (SD38), Richmond RCMP, others TBD
	Develop outreach plan.	Successful outreach plan implemented, community stakeholders contacted.	Stakeholders engaged.	
	Organize an information sharing and planning forum.	Information and information sharing	Stakeholders engaged.	
4. To support the development and integration of Richmond's immigrants while doing this in a way that respects family and cultural traditions.				
The developing of a project plan for the “Hi Neighbour” community engagement initiative.	Research opportunities for a ‘Hi Neighbour’ project- discuss with relevant stakeholders.	Neighbours connected- newcomers and more established Richmond residents connected around common goals	Research completed/ opportunities identified.	City of Richmond Community Services, Vancouver Coastal Health (VCH), Immigrant Serving Agencies, Richmond School District (SD38), Richmond RCMP, others TBD
Support the development of an outreach strategy to find ways of involving aboriginal residents in the work of RIAC.	Aboriginal groups identified.	Aboriginal issues reflected in RIAC work programs.	Comprehensive and inclusive list of aboriginal groups and key individuals	SD38, Richmond Youth Service Agency (RYSA)
	Outreach plan developed and implemented.	Aboriginal groups contacted and involved in dialogue	Number of aboriginal groups/individuals contacted.	

Terms of Reference

Richmond Intercultural Advisory Committee

Terms of Reference Richmond Intercultural Advisory Committee

1. Purpose

These terms of reference shall apply to the "Richmond Intercultural Advisory Committee" (RIAC).

2. Mandate

The purpose of the Richmond Intercultural Advisory Committee is to enhance intercultural harmony and strengthen intercultural co-operation in Richmond.

3. Role

The role of the RIAC is to carry out the following functions:

- advise City Council by providing information, options and recommendations regarding intercultural issues and opportunities
- respond to intercultural issues referred to the RIAC by Council or the community
- assist Council and the community to:
 - develop a vision for improved intercultural relations in Richmond
 - determine appropriate goals, objectives, policies and guiding principles to enhance intercultural harmony
 - periodically review City policies and procedures pertaining to intercultural issues
- encourage and co-ordinate public participation and networking in the identification and development of solutions to intercultural issues
- enhance public awareness of and involvement in intercultural issues
- liaise with other levels of government to address Richmond intercultural issues

4. Principles

The RIAC will follow a community development approach by involving those affected in resolving issues and identifying opportunities.

In doing so, the RIAC will act on the following principles:

Inclusiveness:

- The RIAC will consult with and seek to include Richmond's many cultures and organizations in its activities.

Co-operation:

- The RIAC will co-operate with Richmond's many cultures and organizations to achieve enhanced intercultural harmony.

Partnerships:

- The RIAC will seek and encourage a wide range of partnerships with Richmond's many cultures and organizations to identify enhancing intercultural opportunities and available community resources to address intercultural issues.

Flexibility:

- The RIAC will operate with flexibility thereby encouraging Richmond's many cultures and organizations to determine themselves how they wish to co-operate.

Voluntary:

- Participation in and with the RIAC is voluntary.

3. City Councillor Liaison To RIAC

There shall be one Councillor Liaison appointed to the RIAC.

4. Composition

Voting Members:

RIAC shall be comprised of up to 18 Council appointed members consisting of:

- six citizens interested in enhancing intercultural harmony
- four RCSAC representatives
- one representative from each of the following statutory organizations:
 - School District 38
 - RCMP
 - Richmond Health Services
 - Ministry of Children and Family Development
- two youth representatives
- one representative from the Richmond Seniors Advisory Committee
- one representative from the Richmond Committee on Disability

5. Recruitment, Selection and Appointment

a) Recruitment

- Recruitment of citizen appointees shall be according to Council policy and procedures (e.g., the City Clerk's office will place appropriate public advertisements in the media to ask for volunteers).
- RCSAC representatives shall be recruited and nominated by the RCSAC.
- Statutory organizations shall recruit and nominate their own representatives.
- Organizations (e.g., School District #38) will be asked to nominate youth interested in participating.

b) Selection

All members of RIAC shall be selected based on one or both of the following criteria:

- Be a Richmond resident or non-resident who has demonstrated an interest in and commitment to improving intercultural harmony in Richmond
- Represents the diversity of the community.

c) Appointment

- All members shall be appointed by Council.

6. Term

- Members shall be appointed for 2-year terms.
- The RIAC shall have rotating membership so that:
 - eight members shall initially be appointed for a one-year term, and
 - eight shall initially be appointed for a two-year term.
- When these respective initial terms expire, each appointment shall be for a two-year term.

7. Operation and Process

a) Operation

- Each year, in January, RIAC shall appoint a Chair, Vice Chair and Secretary.
- Meetings shall be held a minimum of six times a year.

- Sub-committees may be appointed by the RIAC as necessary. Membership in the sub-committees is not restricted to appointed RIAC members. The sub-committees will report to and take direction from the RIAC.

b) Accountability

The RIAC shall:

- produce annual reports, work programs, budgets and other reports for Council approval
- be required to disclose in writing the nature of their interests and involvement in Richmond to identify any potential conflict of interest.

c) Communication

- The RIAC shall report to Council through the staff liaison to Planning Committee and then to Council.
- The RIAC may communicate regularly with the public.
- RIAC meetings shall be open to the public.

d) Decision-Making Process

- Members of RIAC shall:
 - follow Council decision-making policy and procedures;
 - strive for consensus.
- Each member is entitled to one vote.
- Where RIAC recommendations are brought forward on a basis other than consensus, the submission of minority RIAC member(s) opinions shall be permitted.

8. Resources

- RIAC shall prepare and submit:
 - For the Year Just Completed:
 - an annual report
 - a financial statement
 - For the Upcoming Year
 - a proposed work plan
 - a proposed budget.
- Richmond City Council will review the RIAC annual budget submission and may provide funding subject to City budgetary priorities.
- RIAC may incur expenses only for Council authorized items, and City policy and procedures shall be followed.
- The RIAC may draw upon external consultants and volunteers to assist in fulfilling its mandate, provided that any expenditure can be accommodated within the approved annual RIAC budget.
- City staff support and liaison shall be co-ordinated through the Policy Planning Department.



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 23, 2017
From: Cathryn Volkering Carlile **File:** 07-3070-01/2017-Vol
General Manager, Community Services 01
Re: Naming of Child Care Facility - 5688 Hollybridge Way (Cressey Cadence)

Staff Recommendation

That the City's child care facility being constructed at 5688 Hollybridge Way (Cressey Cadence) be named the Willow Early Care and Learning Centre.

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

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

Staff Report

Origin

A child care facility was negotiated as a community amenity to be constructed by Cressey Gilbert Development LLP (Cressey), as part of a mixed use residential and commercial development at 5640 Hollybridge Way (RZ 12-602449). The project, known as the Cressey Cadence development, includes affordable housing and market residential units, commercial space and a 465m² (5,000 sq. ft.) child care facility with related outdoor play area.

On October 24, 2016, the Atira Women's Resource Society (Atira) was selected by City Council to be the future operator of the child care facility at 5688 Hollybridge Way. Once the amenity is completed, it will be transferred to the City. As the child care facility will be a City asset, it will require a name in keeping with the City's Naming Public Buildings – Parks or Places Policy No. 2016.

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.

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

This report supports the City's Social Development Strategy Strategic Direction 4: Action #10 Support the establishment of high quality, safe child care services in Richmond through: 10.3 Securing City-owned child care facilities from private developers through the rezoning process for lease at nominal rates to non-profit providers.

Analysis

Naming Options for the Child Care Facility

The child care facility, located at 5688 Hollybridge Way, is under construction and scheduled to be completed in the spring of 2017. During the planning and development stage, the facility has been informally referred to as the Cressey Cadence child care facility. Staff are proposing that a different name be chosen to give the facility its own identity to distinguish it from the development's marketing name.

With the help of the City's Archivist and the Environmental Sustainability staff, a selection of potential names was compiled using references such as:

- Historic maps of the City Centre area;
- Previous property ownership records;

- History of Lulu Island, Thomas Kidd;
- The City of Richmond Heritage Inventory, 2005;
- The Brighthouse Homestead & Heritage Trees Statement of Significance;
- Joseph Trutch Field Survey Notes of 1859;
- City of Richmond brochure: “Birds: discover Richmond...”; and
- Native Plants & Wildflowers Guide, a landscaping resource on the City’s website.

Based on a staff review of these various references, along with suggestions solicited from the Atira Women’s Resource Society, three options were identified:

- Option 1: Willow Early Care and Learning Centre - a name derived from a native plant found on the historic Brighthouse Homestead site;
- Option 2: Beach Pea Early Care and Learning Centre - a name derived from a native plant that grows in Richmond; and
- Option 3: Song Sparrow Early Care and Learning Centre - a name derived from a common bird found in the area.

Staff considered the following questions to help narrow the name selection to one recommendation:

1. Does the name have historical or current relevance to the site or to Richmond?
2. Does the name relate to native flora and fauna?
3. Does the name distinguish the child care facility from others in the Lower Mainland?

The use of “early care and learning centre” in all three name options has been put forward by Atira as it reflects their program approach.

The first name option (recommended), Willow Early Care and Learning Centre, is derived from historical landscape features. The Cressey Cadence development is being built on land that was previously part of the historic 697 acre Brighthouse Homestead owned by Samuel Brighthouse, one of Richmond’s first aldermen. The City’s Heritage Inventory notes that Brighthouse brought several thousand tree seedlings from Europe and planted them on his property. Some of the tree species included willow, elm, oak, pine and ash. The willow is also a native plant and was documented in the 1859 Trutch field survey notes as frequently found along the edges of the Richmond’s sloughs. There are no existing Lower Mainland child care programs that use this name.

Beach Pea Early Care and Learning Centre, is the second name option and utilizes the name of a native plant. The beach pea is found growing along Richmond’s sandy shoreline areas. It has purple or pink flowers and seed pods. If this name were selected it would not duplicate an existing child care centre’s name.

The third option, Song Sparrow Early Care and Learning Centre, utilizes the name of a bird commonly found in Richmond. The bird is small, brownish with strong black streaks on its wings. It is known for its repertoire of at least twenty songs with up to one thousand variations. The name also has musical elements and relates well to the development's name, Cadence.

The name of the City child care facility put forward in the report is in keeping with the City's Naming Public Buildings – Parks and Places Policy No. 2016.

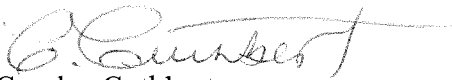
Financial Impact

There is no financial impact as a result of selecting a name for this City child care facility.

Conclusion

The child care facility at the Cressey Cadence development will be completed in the spring of 2017. The new child care centre will add 37 licensed child care spaces (12 spaces of Group Care Under 30 Months and 25 spaces of Group Care 30 Months to School Age) to the City Centre area. It will have a name that reflects the program being offered and the history of the facility's location.

Staff are recommending that the City child care amenity, currently under construction at 5688 Hollybridge Way, be named the Willow Early Care and Learning Centre.



Coralys Cuthbert
Child Care Coordinator
(604-204-8621)



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 30, 2017
From: Cathryn Volkering Carlile **File:** 11-7000-01/2016-Vol
General Manager, Community Services 01
Re: RCSAC Municipal Responses to Child and Youth Poverty Report

Staff Recommendation

That the Richmond Community Services Advisory Committee (RCSAC) Report on "Municipal Responses to Child and Youth Poverty", identified in Attachment 1 of the staff report titled "RCSAC Municipal Responses to Child and Youth Poverty Report", dated January 30, 2017, from the General Manager, Community Services be received for information.

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

Att. 2

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

Staff Report

Origin

At the February 2, 2016 Planning Committee Meeting, the Richmond Community Services Advisory Committee (RCSAC) presented a report, "Municipal Responses to Child and Youth Poverty". Following discussion, it was resolved:

That the report on Municipal Responses to Child and Youth Poverty, from the Richmond Community Services Advisory Committee, be received for information and be referred to staff for comment and report back.

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.*

2.2. *Effective social service networks.*

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

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

5.1. *Advancement of City priorities through strong intergovernmental relationships.*

This report supports the following Social Development Strategy Actions:

Action 5 – Acknowledging that income data from Statistics Canada and other sources alone do not present a complete or fully reliable picture of poverty in Richmond, work with community-based organizations, senior governments and other partners to initiate a culturally-sensitive process to:

5.1 *Improve understanding of the characteristics and challenges of low income residents in Richmond. (Short Term 0-3 years and then Ongoing)*

5.2 *Support initiatives to help individuals and families move out of poverty, specifying the roles that the City and other partners and jurisdictions can play in pursuing viable solutions (e.g. job readiness programs, affordable housing measures). (Short Term 0 – 3 years and then Ongoing)*

Action 6 – Support and encourage community-based initiatives that promote independence and reduce the cost of living for low income households (e.g. community gardens, community kitchens, low income resource directory, social enterprises, and community-based life skills workshops). (Ongoing)

Action 12 – Seek opportunities to provide support for children and families through:

12.5 Supporting the establishment of family-oriented affordable housing. (Ongoing)

12.6 Providing community grants to organizations that offer services to support children and families. (Ongoing)

12.7 Providing affordable and accessible child and family-friendly parks, recreation and cultural opportunities, including library programs & services. (Ongoing)

12.9 Supporting programs and initiatives that address domestic violence, poverty, mental health and addictions. (Ongoing)

Action 35 – Strengthen the City's already strong collaborative relationship with the Richmond School District, consulting with the district on emerging children, youth and education issues facing the community, advocating for needed programs, and partnering on priority community and social development initiatives. (Ongoing)

This report responds to the February 2, 2016 Planning Committee Meeting referral identified above.

Findings of Fact

In response to Statistics Canada findings as well as concerns expressed by Richmond front line service providers about children, youth and their families struggling to meet basic needs, the RCSAC prepared a report, *"Municipal Responses to Child/Youth Poverty"* (Attachment 1). While Richmond's high child poverty rate (24% as reported in the 2016 BC Child Poverty Report Card, highest in Metro Vancouver) is questioned due to possible unreported offshore income based on Canadian and foreign income tax laws, the RCSAC member organizations work with many children, youth and families whose income is insufficient to meet the basic needs of adequate food, clothing and shelter. For example, the Richmond Food Bank served an average of 2,200 people per week in 2016 (1,400 per week through grocery distribution and delivery, and 800 per week through community partner and school meal programs). This is a significant increase from the combined average of 1,350 per week in 2010. The Richmond Food Bank estimates that about one-third of those served are children.

The purpose of the RCSAC report was to explore how various Metro Vancouver municipalities have addressed the needs of low-income families with children and youth, and to inform Richmond service agencies as well as the City of Richmond about measures taken by other municipalities to reduce the impact of poverty on families. Eight municipalities were surveyed

for the study. In addition to Richmond, staff from Vancouver, Surrey, Burnaby, Coquitlam, Township of Langley, Delta and New Westminster were interviewed. Topics covered included income subsidies, housing, child care, food security, health, transportation and recreation.

Since the RCSAC research was completed in 2015, some other actions have been undertaken by the municipalities surveyed. The City of New Westminster has endorsed a Community Poverty Reduction Strategy (December 5, 2016), although it must be noted that both the Surrey and New Westminster poverty reduction plans were initiated and funded by non-City sources. The City of Vancouver has also resolved to pursue certification as a "Living Wage Employer" whereby municipal staff and certain contracted workers will be paid the Metro Vancouver Living Wage or more, as determined annually by the Canadian Centre for Policy Alternatives, currently \$20.64 per hour including benefits (please note that the City of Richmond currently pays above the 2016 Metro Vancouver Living Wage to all regular City employees, starting at \$26.60 per hour including lieu of benefits and fringe). Of the municipalities surveyed, the City of New Westminster is also a certified Living Wage employer.

As emphasized in the RCSAC report, "Richmond compares favourably in the number and types of services targeted to low-income residents in comparison to other Metro municipalities" (pg. 2, Attachment 1).

RCSAC Proposed Actions

The RCSAC review of municipal actions resulted in five proposals for Richmond's consideration:

1. That the City of Richmond makes poverty objectives of the Social Development Strategy a priority for implementation and that this priority is well understood by City Council and staff and communicated to the citizenry.
2. That the City of Richmond works with community based organizations and other partners to develop a process for a made-in-Richmond Poverty Reduction Plan Strategy, using the City of Surrey's Poverty Reduction Plan (2012) as a guide (Attachment 2).
3. That the City of Richmond Community Grants program funding be augmented with 15% of gaming revenues in order to increase the total funds available for community services agencies.
4. That the City of Richmond engages in discussion with the City of Burnaby and the City of Surrey regarding their innovative programs serving low-income children, youth and families, expressly:
 - Burnaby and Surrey's cost-sharing agreements for recreational, educational and social programs for vulnerable neighbourhoods, with a view to implementing agreements with School District No. 38 and other funders such as the United Way of the Lower Mainland; and
 - Burnaby's Youth Hub that provides a youth clinic, alternative school and youth centre, with a view to establishing a Youth Hub in Richmond.

5. That the City of Richmond requests that the Provincial Government adopt a BC Poverty Reduction Plan with targets and timelines.

The following analysis will address these five proposals consecutively, focusing on relevant City of Richmond initiatives.

Analysis

Social Development Strategy Poverty Objectives

The first RCSAC proposal is:

That the City of Richmond makes poverty objectives of the Social Development strategy a priority for implementation and that this priority is well understood by City Council and Staff and communicated to the citizenry.

While all Social Development Strategy (SDS) actions are aimed at improving the quality of life for residents, the themes of social equity and social inclusion, most directly addressing family income disparities, are found in “Goal 1: Social Equity and Inclusion”. Within this first goal of Social Equity and Inclusion, four strategic directions are identified:

- (1) expand housing choices,
- (2) enhance community accessibility,
- (3) address the needs of an aging population, and
- (4) help Richmond’s children, youth and families thrive.

SDS implementation is underway, including many actions that contribute to improving the quality of life for low-income Richmond residents. Some aim to directly address social inequity, while others enhance the quality of life for all residents. These include, but are not limited to:

Affordable Housing and Homelessness

- *Affordable Housing Strategy (AHS)* through which subsidized, low-end and market rental units, entry-level home ownership units, and secondary suites/coach houses are secured; a Strategy update is currently underway and will be completed in 2017.
 - Low-end market units are secured in developments larger than 80 residential units in exchange for a density increase; staff work with developers to secure a mix of unit types, including larger 2/3 bedroom units that are suitable for families.
 - Family friendly housing (both rental and ownership) has been identified as a need through community consultation during the first phase of the AHS update; staff will bring policy options forward for Council consideration.
 - Policy encouraging accessible housing will be explored.

- *Homelessness Strategy*, to be updated in 2017, as well as City funding provided for a one-year Homelessness Liaison pilot contract and a centralized housing database.

Child Care

- *City-owned Child Care Centres*, negotiated from private developers and leased to non-profit providers at a nominal rate to increase the availability of quality facilities; currently 6 centres operating, with 6 more negotiated that will provide a combined total of 480 child care spaces.
- *Early Childhood Development Hub*, one of these negotiated facilities, will provide between 69 and 81 child care spaces, as well as space for other child development and family programs; estimated construction completion date of 2019.
- *Child Care Needs Assessment and Strategy* update is currently underway and will be completed in 2017.

Community Grants

- *City Grant Programs (Arts & Culture; Child Care; Health, Social & Safety; and Parks, Recreation & Community Events)* supporting non-profit societies that improve the quality of life of Richmond residents in a multitude of ways (e.g. direct services to low-income children, youth and families; increasing food security; improving the quality of child care operations and facilities; free neighbourhood and cultural events).
- *Operating Grants* to the Richmond Centre for Disability & Richmond Therapeutic Equestrian Society to provide a range of supports (e.g. recreation, employment skills development and social opportunities) to children, youth and families with disabilities.

Access to Programs and Services

- *Youth Service Plan: Where Youth Thrive (2015 – 2020)* includes actions targeting low-income and vulnerable youth (e.g. increasing the availability of low cost, no cost programs and services; enhancing life skills and building career training into programs and services; and increasing youth participation in these activities).
- *Seniors Service Plan Update: Action and Healthy Living (2015 – 2020)* and *Age-Friendly Assessment and Action Plan* (referenced as many seniors are an integral part of extended families, often providing care for grandchildren); both include actions to increase the affordability of social and recreational activities for low-income seniors.
- *Recreation Fee Subsidy Program* for all Richmond residents in financial need, currently being updated and will be presented for Council consideration in 2017.
- *Recreation Access Card*, providing a 50% discount to persons with disabilities.
- *“Low Cost, No Cost”*, a guide to low cost and free programs offered through Arts, Culture and Heritage facilities, Community Centres, and Aquatic and Arenas Services; City and Community Partner events and activities.

- *Barrier Free Richmond*, a guide to a range of accessible City and community resources available to individuals and families living in Richmond, including a section on children and youth.
- *Parks and Park Programs*, including seasonal events in parks throughout the city (e.g. Wild Things at the Richmond Nature Park); over 300 community garden plots; Council-endorsed Richmond Food Charter seeking to increase food security for low-income and other residents.
- *Arts, Culture and Heritage Facilities*, including free entrance to the Richmond Museum, London Heritage Farm, Steveston Museum and Tram, and the Richmond Art Gallery; a range of free events, programs and activities offered at these facilities and in the community, including Culture Days and Family Day Weekend activities.
- *Minoru Place Activity Centre* programs and services, including free events and specialized programs such as the “Wellness Connections” program for frail, isolated seniors.
- *Library Services and Programs* including no-cost Babytimes, Storytimes, Reading Buddies, Homework Clubs and Parenting Programs, some offered in partnership with non-profit societies (e.g. Touchstone, Richmond Family Place, Richmond Youth Service Agency); “pop-up” libraries conducted with Syrian refugee families while temporarily housed at the Executive Inn.
- *Social Service Wellness Programs in Schools* whereby the City provides non-profit organizations with the opportunity to offer wellness programs in school gyms through the City-School Board Partnership Agreement; combined with sport and recreation non-profits, a total of 26 community groups used school facilities in the 2014/2015 school year.
- *Richmond Community Wellness Strategy*, prepared in partnership with Vancouver Coastal Health and the School District No. 38, including strategic actions aimed at “reducing barriers to living a physically active life for vulnerable populations and people living with a disability”; a Strategy update, including two additional focus areas of mental health and social well-being, is underway and will be completed in 2017.
- *Major Events* with free entrance, including Ships to Shore, the Richmond Maritime Festival and the Richmond World Festival, with additional events planned for Canada150 celebrations.

Other Financial Assists

- *Nominal Lease Payments and Permissive Tax Exemptions* for non-profit societies leasing City properties including Richmond Caring Place Society, housing 13 non-profit tenants serving children, youth and families; Richmond Family Place; Richmond Centre for Disability; Richmond Society for Community Living Group Homes; Developmental Disabilities Association and others.

The breadth and depth of these undertakings demonstrates that, as advised by the RCSAC, social equity strategic directions are indeed City priorities in the SDS implementation. A more comprehensive SDS implementation plan and update will be presented in a forthcoming report to City Council in 2017.

Extensive community consultations are currently underway to develop various social equity plans identified in the SDS (Affordable Housing Strategy Update; Child Care Needs Assessment and Strategy Update; Recreation Fee Subsidy Program Update), and others will be initiated in

2017 (Homelessness Strategy Update). As these consultations make the SDS very much a “living document” that has the capacity to identify and respond to emerging challenges, issues and trends, staff will continue SDS strategy implementation and communication as an effective means of addressing City roles in supporting low-income residents.

Surrey Poverty Reduction Plan

The RCSAC’s second proposed action is:

That the City of Richmond works with community based organizations and other partners to develop a process for a made-in-Richmond Poverty Reduction Plan Strategy, using the City of Surrey’s Poverty Reduction Plan (2012) as a guide.

While the City of Surrey participated in the development of this plan, it is not a City of Surrey document as indicated in the above recommendation. It was developed and led by Vibrant Surrey, a non-profit society, with funding from the McConnell Foundation to facilitate poverty reduction efforts. The project was guided by a Steering Committee consisting of representatives of the Surrey Homelessness and Housing Society, the Surrey Homelessness and Housing Task Force, Fraser Health Authority, Kwantlen Polytechnic University and the City of Surrey. The City of Surrey subsequently adopted the Plan as a guide for City actions within its mandate and available resources, while also identifying the need for community action on this Plan.

Many innovative community initiatives aimed at reducing poverty in Richmond have been undertaken, or are currently in progress, under the auspices of numerous non-profit societies, community tables and statutory organizations. While the actions of specific non-profit societies toward this goal are significant and critically important to low-income residents, they are too numerous to list herein. Examples of projects undertaken by community tables, including non-profit representatives, are described below:

- Richmond Children First

Richmond Children First (RCF) is a committee of organizations serving children and their families funded by the Ministry of Children and Family Development. RCF conducted an extensive project, “The Face of Child Poverty”, to better understand the circumstances and experiences of low income families, as well as to educate front line staff and stakeholder organizations about these realities. RCF is currently convening a consortium to guide “Avenues of Change”, a project administered by Touchstone Family Association with three-year funding from the United Way of the Lower Mainland (2016 to 2018) that aims to improve access to services and social connections for marginalized families living in the City Centre. RCF membership includes representatives of children and family-serving non-profit agencies, Vancouver Coastal Health, Ministry of Children and Family Development, School District No. 38 and City of Richmond staff.

- Richmond Homelessness Coalition

As identified in their Terms of Reference, the Richmond Homelessness Coalition (RHC) aims to end homelessness in Richmond with the understanding that permanent affordable housing options and individualized supports are a primary component of generating a

long-term solution to end homelessness. Membership of the RHC includes representatives from local non-profit housing and service providers, Vancouver Coastal Health, BC Housing, RCMP, community organizations and individuals, the faith community, the private sector and City of Richmond staff.

- **Richmond Poverty Response Committee**

The Richmond Poverty Response Committee (RPRC) has received funding from the Vancouver Foundation and the Richmond Community Foundation to conduct a project, “Eliminating Barriers to Participation for People Experiencing Poverty” that will identify and propose local Richmond solutions to persistent barriers that effectively bar low-income people from participating fully in society. The project aims to establish a self-advocacy network of those with lived experience of poverty; facilitate awareness with local service providers; and provide opportunities to bring people together as engaged citizens (e.g. community forums). Organizational representatives, including City staff, will participate as this project progresses.

This list is by no means exhaustive. As reported in the RCSAC 2016 Annual Report and 2017 Work Plan, there are 38 committees or community tables currently meeting in Richmond, many of which are dedicated to improving child, youth and family well-being in the face of financial and other challenges. As illustrated, the City participates in many of these community undertakings, and staff will continue to be involved in such collective action.

Community Grant Funding

The RCSAC’s third proposed action is:

That the City of Richmond Community Grants program funding be augmented with 15% of gaming revenues in order to increase the total funds available for community service agencies.

As part of a 2011 City Grant Program Review, the overall City Grant budget was increased by 35% based on an assessment of appropriate funding levels. Even before this increase, the City’s grant funding compared favourably with that provided by other municipalities based on a comparative analysis conducted as part of the Grant Program Review. Furthermore, since 2011, the City has increased the City Grant budget annually with a Cost of Living increase to ensure that City Grant levels keep pace with rising costs. In 2016, a total of \$834,655 was distributed through the City Grant Program.

Burnaby and Surrey’s Cost-Sharing Agreements for Vulnerable Neighbourhoods

The RCSAC’s fourth proposed action is:

That the City of Richmond engages in discussion with the City of Burnaby and the City of Surrey regarding their innovative programs serving low-income children, youth and families, expressly:

Burnaby and Surrey's cost-sharing agreements for recreational, educational and social programs for vulnerable neighbourhoods, with a view to implementing agreements with School District 38 and other funders such as the United Way of the Lower Mainland.

The RCSAC report refers to Community Schools in Surrey and Burnaby. In Community Schools, the school serves as a hub offering a range of programs, services and supports to children, youth, and their families based on partnerships between the school and community service providers.

While the Community School model has not been pursued in Richmond, the City and School District, as well as non-profit agencies, collaborate in many School District and community initiatives (e.g. the annual Learning and the Brain conference; Richmond Children First; and Collaborative Opportunity for Resources, a VCH committee to coordinate family mental health services).

The City and School District No. 38 also have a partnership whereby schools may be used for community recreation activities when not in use for school purposes, in exchange for City services (e.g. grass-cutting). Initiated in 1988 and originally limited to City and community sport and recreation organizations, this partnership was expanded in 2013 to include social service agencies. In the 2014/2015 school year, a total of 26 community groups including the Multicultural Helping House Society and the Richmond Centre for Disability made use of school facilities through this agreement. The agreement is currently undergoing an administrative review.

With respect to other cost-sharing agreements for recreation programs, the City of Richmond's Recreation Fee Subsidy Program (RFSP) is currently under review. The RFSP provides low-income children and youth with access to activities provided by the City and Community Partners through subsidized admissions and program registrations. Staff are currently consulting with Community Partners about the program update, including options that would provide better support to low-income residents through cost-sharing by the City and Community Partners. A report to City Council is anticipated in 2017.

Burnaby's Youth Hub

The RCSAC also proposes that the City engage in discussion with the City of Burnaby regarding:

Burnaby's Youth Hub that provides a youth clinic, alternative school and youth centre, with a view to establishing a Youth Hub in Richmond.

Recently, the BC Integrated Youth Services Initiative, funded by Vancouver Coastal Health, issued a Request for Proposal to establish a new youth services centre in the Metro Vancouver area. Richmond Addiction Services, in partnership with other youth-serving agencies, submitted a proposal to establish such a centre in Richmond. The City of Richmond participated in this process. While the Richmond proposal was not selected, significant collaboration and planning went into the development of the proposal, leaving Richmond well-positioned should another opportunity arise. The City also works in collaboration with Richmond Community

Associations, School District No.38, Vancouver Coastal Health, RCMP, Touchstone Family Association, Richmond Addictions Services, Richmond Youth Service Agency and others to implement the City's Youth Services Plan through an asset development, relationship-based approach.

BC Poverty Reduction Plan

On May 24, 2016, Richmond City Council endorsed a resolution for submission to the UBCM calling on the Provincial Government to develop a Poverty Reduction Strategy, with subsequent UBCM endorsement of a similar resolution at their 2016 Convention. In May 2014, the City also endorsed a UBCM resolution requesting that the Province develop a Social Policy Framework "that will set out key policy directions, values, priorities, roles and expectations, and guide the creation of public policy to meet our social needs now and into the future". The City has also advocated to the Province on many other occasions on behalf of residents needing financial relief (e.g. April 2016 letter seeking the elimination of additional bus pass fees for Persons with Disabilities; October 2016 letter requesting the re-instatement of tuition-free status for all Adult Basic Education courses). However, British Columbia remains the only province or territory in Canada without a poverty reduction strategy.

The Province has worked with select communities around the province to develop local poverty reduction plans. The City of Surrey, as well as New Westminster, participated in the BC Government's "Community Poverty Reduction Strategies" initiative to create or build on local poverty action plans. The project began as a partnership with the UBCM Healthy Communities Committee for administering the program. This partnership, initiated in 2012, included seven communities from around the province and was intended to expand to 40 more over the subsequent two years, although this did not occur. While some variation in local challenges emerged, communities concurred that an overarching provincial vision was needed. UBCM withdrew from this partnership in October 2015, indicating that UBCM would continue to advocate for a provincial poverty plan, deemed to have the greatest potential to effectively reduce poverty in BC.

While acknowledging the critical importance of taking action within municipal mandates, as illustrated by Richmond's many actions, staff concur with the UBCM's assertion that a provincial plan has vastly greater potential for effective poverty reduction. With no direct mandate or funding source to substantively address income disparity, the cost of living or social service provision, municipalities are better positioned to play supporting roles, and Richmond has made significant commitments in this regard.

Next Steps

Staff will continue to develop, implement and update the many strategies and initiatives outlined in the SDS that aim to improve the quality of life for low-income children, youth and families. Given the number of community consultations currently underway to update social equity strategies, staff do not recommend establishing a separate Poverty Reduction Plan at this time. With respect to the Youth Hub, community stakeholders have laid the groundwork for such a centre through recent collaboration and the City will continue to support such an endeavour, as well as continue to work with various stakeholders in the delivery of programs and services to

youth. The City will also continue to participate in community-based initiatives aimed at reducing child, youth and family poverty, currently lead by non-profits, community tables and other levels of government, in partnership with funders and stakeholders. Council will be apprised as reports come forward from these various initiatives.

Financial Impact

None.

Conclusion

The RCSAC has provided a valuable scan of Metro Vancouver municipal actions to reduce poverty for children, youth and their families. The RCSAC also recognizes that Richmond compares favourably in comparison to other Metro Vancouver municipalities with respect to programs and services aimed at reducing poverty. Many SDS actions with the goals of equity and inclusion are currently underway, and others will be implemented as resources permit.

Through City actions, including advocacy to senior governments and staff participation in numerous community initiatives, the City will continue to seek ways to make Richmond “the best place in North America to raise children and youth” and to mitigate the significant challenges facing families struggling with insufficient resources.



Lesley Sherlock
Social Planner
(604-276-4220)

- Att. 1) RCSAC Communication Tool and Report, “Municipal Responses to Child/Youth Poverty”
2) Surrey Poverty Reduction Plan, July 2012

**RICHMOND COMMUNITY SERVICES ADVISORY
COMMITTEE (RCSAC)**

**REPORT
TO RICHMOND CITY COUNCIL
ON
MUNICIPAL RESPONSES TO
CHILD AND YOUTH POVERTY
DECEMBER 2015**



**Richmond Community Services
Advisory Committee**

To: Mayor Brodie and Councillors

From: Daylene Marshall and Alex Nixon, Co-Chairs, RCSAC

CC: Cathy Carlile, Kim Somerville and Lesley Sherlock

Date: December 10, 2015

Re: **Municipal Responses to Child/ Youth Poverty Report 2015**

Issue	Potential impact	Agency or individuals affected	Suggested action
The RCSAC commissioned the Richmond Poverty Response Committee (PRC) to investigate and report back on municipal responses to child and youth (ages 0-18) poverty in a number of Metro Vancouver municipalities. Cities chosen for the study were: Vancouver, Surrey, Burnaby, Richmond, Coquitlam, Township of Langley, Delta and New Westminster. Criteria compared were: income subsidies, housing, childcare, food security, health, transportation and recreation. The report supports <i>Richmond's Social</i>	The study compared responses that municipalities have adopted to address the needs of low-income families with children and youth. The report found that although the City of Richmond has a comparable number and types of services targeted to low-income families, other municipalities have better integrated approaches and more responsive programs and services. Since Richmond still has the highest level of people living in poverty (22.4%) compared to the other municipalities and the Metro Vancouver average (17.4%), the report shows there is still work to be done. The report	<ul style="list-style-type: none"> • Various Departments of the City of Richmond; and • Low-Income families that include children and/or youth; and • Richmond service agencies that provide services and programs for low-income families. 	<p>That Richmond City Council accept the report's findings and recommendations:</p> <ol style="list-style-type: none"> 1. Make poverty objectives in <i>Richmond's Social Development Strategy</i> a priority for implementation; 2. Work with community based organizations and other partners to develop a process for a made-in-Richmond Poverty Reduction Plan Strategy, using the <i>City of Surrey's Poverty Reduction Plan (2012)</i> as a guide, see link: http://www.surrey.ca/community/11554.aspx; 3. Augment the Community Grants program funding with 15% of gaming revenues in order to increase the total funds available for community service agencies; 4. Engage in discussion with the Cities of Burnaby and Surrey on their innovative programs serving low-income children, youth and families with a view to implement same,

<p><i>Development Strategy, Equity and Inclusion and Goal 1</i></p> <p><i>Action 5 that "initiates a process to improve the characteristics and challenges of low-income residents in Richmond."</i></p>	<p>recommends we follow other municipalities' best practises to improve the lives of our residents.</p>		<p>expressly:</p> <ul style="list-style-type: none"> • Burnaby and Surrey's cost-sharing agreements for recreational, educational, and social programs for vulnerable neighbourhoods; and • Burnaby's Youth Hub with a youth clinic, alternative school and youth centre; <p>5. Request that the Provincial Government adopt a B.C. Poverty Reduction Plan with targets and timelines.</p>
		•	

**RCSAC REPORT ON
MUNICIPAL RESPONSES TO CHILD/YOUTH POVERTY
SEPTEMBER 2015**

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Executive Summary and Recommendations

Background

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 and services, and public spaces that reflect Richmond's demographics, heritage, diverse needs, and unique opportunities, and that facilitate active caring, and connected communities."*

This RCSAC report was commissioned to investigate and report back on municipal responses to child/youth poverty in a number of Metro Vancouver municipalities. Cities included in the study were: Vancouver, Surrey, Burnaby, Richmond, Coquitlam, Township of Langley, Delta and New Westminster. Criteria studied were: income subsidies, housing, childcare, food security, health, transportation and recreation.

Summary

The purpose of this report is to review and compare responses that these eight (8) municipalities have adopted to address the needs of low-income families with children and youth. Richmond compares favourably in the number and types of services targeted to low-income residents in comparison to other Metro municipalities. However Richmond still has the highest level of people living in poverty at 22.4% compared to all the studied cities and the Metro Vancouver average of 17.4%. In addition, subsequent to the completion of this report, the "My Health, My Community" report was released and it reports that Richmond residents' "overall general and mental health is significantly lower compared to health authority and regional averages." It also reports that 38% of residents have a household income of less than \$40,000/year. This result, combined with a higher child/youth poverty rate indicates that there is still work to be done.

Data from this report may be used by Richmond service agencies and the City of Richmond to further support services and programs that lessen the impact of poverty on Richmond families. The report will also be shared with the other Metro Vancouver cities for their information and action.

Richmond's Strengths

- Low Income Resource Directory administered by Richmond Cares Richmond Gives
- Roving Leaders outreach and recreation program for vulnerable youth;
- Current review of the Recreation Fee Subsidy Program;
- Low Cost/ No Cost recreation activities brochures;
- Community Grant program for community non-profits delivering \$2.2 m in 2015;
- Affordable Housing Strategy securing 500 affordable rental units;
- Nine (9) community gardens on City-owned land;
- 200 childcare spaces in City-owned facilities;
- Adoption of the Richmond Children's Charter;
- Ongoing operation of the Garrett Wellness Centre;
- Richmond Social Development Strategy.

Building on Richmond's Strengths

Richmond Social Development Strategy in particular, directly addresses the criteria chosen for the study. The First Theme is: *Equity and Inclusion—e.g. improving efforts to reduce financial barriers to participation in City programs, finding ways to address affordable housing and homelessness concerns in Richmond.*

Goal 1 Action 5 also states: *Acknowledging that income data from Statistics Canada and other sources alone does not present a complete or fully reliable picture of poverty in Richmond, work with community based organizations, senior governments and other partners to initiate culturally-sensitive process to: (5.1) improve the characteristics and challenges of low income residents in Richmond and (5.2) Support initiatives to help individuals and families move out of poverty, specifying the roles that the City and other partners and jurisdictions can play in pursuing viable solutions (i.e. job readiness programs, affordable housing measures).*

Recommendations:

1. Recommendation: That the City of Richmond makes poverty objectives of the Social Development Strategy a priority for implementation and that this priority is well understood by City Council and Staff and communicated to the citizenry.
2. Recommendation: That the City of Richmond works with community based organizations and other partners to develop a process for a made-in-Richmond Poverty Reduction Plan Strategy, using the City of Surrey's Poverty Reduction Plan (2012) as a guide. See link: <http://www.surrey.ca/community/11554.aspx>
3. Recommendation: That the City of Richmond Community Grants program funding be augmented with 15% of gaming revenues in order to increase the total funds available for community service agencies.
4. Recommendation: That the City of Richmond engages in discussion with the City of Burnaby and the City of Surrey regarding their innovative programs serving low-income children, youth and families, expressly:
 - Burnaby and Surrey's cost-sharing agreements for recreational, educational and social programs for vulnerable neighbourhoods, with a view to implementing agreements with School District 38 and other funders such as the United Way of Lower Mainland; and
 - Burnaby's Youth Hub that provides a youth clinic, alternative school and youth centre, with a view to establishing a Youth Hub in Richmond.
5. Recommendation: That the City of Richmond requests the Provincial Government to adopt a B.C. Poverty Reduction Plan with targets and timelines.

**Report prepared by Lynda Brummitt,
Project Coordinator, Richmond Poverty Response Committee**

Introduction

Child Poverty in British Columbia and Richmond in particular has remained stubbornly high since the beginning of the 21st century. As provinces across the country have initiated Poverty Reduction Strategies with targets and timelines to address systemic issues relating to poverty, the call for a similar strategy for BC has gone unheeded by the provincial government. In the place of provincial strategy, community poverty reduction pilot projects were put in place in 2012 by the BC Government, in partnership with the Union of BC Municipalities, in seven BC communities. Two of the communities, Surrey and New Westminster, are included in this current study. The first progress report on the pilot communities was released in spring 2014. The communities selected for the pilot benefitted from funding for coordination for development of community action plans and 72 families of 108 referred, benefitted from tailor-made strategies out of poverty. The report itself acknowledged “that families cannot forge a path out of poverty until their most basic needs – including food, shelter and health care – are addressed”.¹ This is the same challenge that faces local municipalities, the level of government closest to the children living in poverty, with the least means to make the systemic changes contributing to poverty in their community.

Richmond Community Services Advisory Committee (RCSAC) and Richmond Poverty Response Committee (RPRC) share an interest in where the City of Richmond fits with other Metro Vancouver cities, with regard to finding workable responses that assist families living in poverty. The purpose of this report is to review and compare the responses that the selected municipalities of the lower mainland (study municipalities) are adopting to address child/youth poverty issues in their communities. The data from this report may be used by RCSAC member agencies to further support programs and services that lessen the impact of poverty on Richmond families. The report will also be shared with the City of Richmond and other Metro Vancouver cities for their information and action.

Parameters of Study

As requested by the RCSAC Executive, the Richmond PRC agreed to undertake a study to review municipal responses to child/youth poverty. The age demographic is birth to 18 years and geographic scope is municipalities with similar populations. Initiatives were included in areas such as: income subsidies, housing, childcare, food security, health, transportation and recreation.

Prior to commencing this project, a consultation was held with a task group of Richmond PRC and the Child Poverty Action Team of Richmond Children First to review the criteria and determine the lower mainland communities to be included in the study. By population, compared to Richmond, the municipalities of Vancouver, Surrey, Burnaby Coquitlam, Langley and Delta were selected (three communities of higher population and three of lower population). Giving consideration to the social planning capacity of lower mainland communities, it was agreed to include New Westminster, which has a much smaller population than the seven others, but has a social planner on staff. The criteria

for collecting information was expanded to include community grants, and information to be gathered included process, policy and programs, as each apply to the criteria selected.

Child Poverty in Study Municipalities

Poverty is: Not having breakfast sometimes; being afraid to tell your mom that you need new shoes; sometimes really hard because my mom gets scared and she cries; not being able to take swimming lessons; not getting to go on school trips; being teased about the way you are dressed; (Grade 4 & 5 children- ISARC: 1998)ⁱⁱ

In Metro Vancouver, using the low-income after tax measure (LIM-AT), 395,095 individuals are considered to be living in poverty, or 17.4% of the total population. Metro Vancouver is slightly higher than the provincial rate of 16.4%. The following table compares the general poverty rate between the study municipalities, using the after-tax low income measure.ⁱⁱⁱ Six of the study municipalities have a higher proportion of their population living in poverty compared to the provincial rate of 16.4%. However, when compared to the poverty rate in Metro Vancouver of 17.4%, only 3 of the study municipalities, Vancouver, Burnaby and Richmond have higher proportions of people living in poverty.

	Population/private households for income status	In low income in 2010 based on LIM-AT	Prevalence of low income in 2010 based on LIM-AT (%)
Province BC	4,245,795	696,850	16.4%
Metro Vancouver	2,272,730	395,095	17.4%
Vancouver	590,210	121,020	20.5%
Surrey	463,340	71,695	15.5%
Burnaby	220,260	46,360	21%
Richmond	189,305	42,365	22.4%
Coquitlam	125,015	21,620	17.3%
Township of Langley	103,145	11,730	11.4%
Delta	98,745	10,105	10.2%
New Westminster	65,090	10,980	16.9%

National Household Survey Community Profiles 2011

When considering child poverty, the picture is slightly different. Among the study municipalities, 4 have higher proportions of their populations under age 18 living in poverty compared to the BC and Metro Vancouver average. At 25.4%, Richmond has the highest proportion of children under 18 living in poverty, followed by Burnaby (23.1%), Vancouver (22.4%) and Coquitlam (21.1%). In absolute numbers, the City of Surrey has the most children, 20,355, living in poverty but proportionally, it represents 18.7% of children under the age of 18.

The table below considers the child poverty rate for children under the age of 18. It does not show proportion of the subset of children under 6 living in poverty. For all study municipalities, except New Westminster, the proportion of children under 6 living in poverty is less. In New Westminster, the proportion of children under 6 living in poverty is 18.9%, while the proportion of children under 18 living in poverty is 17.2%. This is of particular concern given the influence of early years of life on a child's future health and development.

	Population in Private households for income status u/18 &	Prevalence of low income in 2010 based on after-tax measure u/18	Prevalence of low income in 2010 based on LIM-AT (%)
Province BC	823,410	157,250	19.1
Metro Vancouver	439,425	85,535	19.5
Vancouver	88,470	19,855	22.4

Surrey	109,045	20,355	18.7
Burnaby	38,215	8,835	23.1
Richmond	34,790	8,820	25.4
Coquitlam	26,150	5,515	21.1
Township of Langley	24,080	3,415	14.2
Delta	21,980	2,720	12.4
New Westminster	10,360	1,780	17.2

National Household Survey Community Profiles 2011

To add to our understanding of poverty within Metro Vancouver and the study municipalities it is helpful to note the mapping information that is provided in the 2014 Child Poverty Report Card issued by First Call^{iv}. Based on the LIM-AT 2012, poverty data was mapped by census tract and illustrates where the children living in poverty live. The following table compares the study municipalities using the two extreme categories – proportion of children living in poverty of >40% and proportion of children living in poverty <10%.

	# of Census Tracts >40% Child Poverty	# of Census Tract <10% Child Poverty
Vancouver	5	2
Surrey	2	3
Burnaby	2	0
Richmond	2	0
Coquitlam	1	1
Township of Langley	0	3
Delta	0	4
New Westminster	0	0

Source: Fact Sheet #10: Child Poverty in Metro Vancouver

It is generally accepted that growing up in a poor household negatively affects children, not only in the short term but potentially across the life-cycle. These effects also have implications for society which means it is important that local governments take into account the plight of children and youth living in poverty within their jurisdiction.

“The economic benefits of investing in children have been extensively documented. Investing fully in children today, will ensure the well-being and productivity of future generations for decades to come. By contrast, the physical, emotional and intellectual impairment that poverty inflicts on children can mean a lifetime of suffering and want - a legacy of poverty for the next generation...” Carol Bellamy, Executive of UNICEF, 1995-2005^v

FINDINGS FROM STUDY MUNICIPALITIES

Local governments have a unique and important role in building communities that matter. They shape the conditions that attract people and capital and ensure funding is used effectively to build attractive and sustainable communities that offer opportunities to all residents. A municipality's services, programs and facilities form a social infrastructure upon which people rely to earn a living and raise their families.^{vi}

The above quote is taken from a report by Vibrant Communities Canada, based on the results of work done in 13 communities across Canada, over 10 years. The report notes that while senior levels of government control the majority of political levers that influence prosperity, the full benefit of such of those policies can not be realized without the coordination at the city-region level. The report goes on to identify and provide illustrations of ways in which municipal governments across Canada have raised awareness and changed attitudes, addressed needs of those currently living in poverty and focused on changing public policy to break the cycle of poverty.

Through the process of gathering information for this report, it was identified that several municipalities have developed overarching social planning strategies that have helped to “connect the dots” and knit together other strategies and initiatives that contribute to addressing quality of life and well-being, including poverty. It is interesting to note that all four municipalities with social planning strategies also have social planners and/or social planning departments. The development of the strategies included information gathering and data sharing as well as extensive community consultation and poverty was included as an important community concern. Each of the documents is comprehensive and reflects the high level priorities of each city or municipality. The following are some interesting notes relating to poverty reduction and alleviation.

- The City of Vancouver, A Health City for All. This strategy is a long-term, integrated plan to improve the health of people, the community and the environment. Vancouver’s strategy was adopted in September 2014, with 13 major goals and targets for each goal. There is a goal for “Making Ends Meet” and the targets are to reduce the poverty rate by 75% and increase the median income by at least 3% per year.
- City of Surrey, Plan for Society Wellbeing of Surrey Residents. The City of Surrey’s Social plan was adopted in 2006 and has five priority areas that include community development and inclusion, housing and homelessness and poverty reduction strategy. The poverty reduction strategy was developed by a community group Vibrant Surrey. The City of Surrey and other community partners participated in the development and it was adopted by Council in 2012. Council receives regular staff progress reports on the social plan. Continued participation in the Surrey Poverty Reduction Coalition and implementation of the poverty reduction plan was identified as a priority for 2015-2017 in latest progress report.
- City of Richmond, Building our Social Future. Council adopted the Social Development Strategy in 2013. Future steps include developing the work plan for implementation and regular monitoring and reporting. The needs of people living in poverty are woven within the goal for social equity and inclusion - expanding housing choices, enhancing community accessibility and acknowledging working with community-based organizations and senior levels of government to understand the characteristics of people living in poverty and supporting initiatives to help families move out of poverty, as well as poverty alleviation initiatives.
- City of Burnaby, Social Sustainability Strategy. The strategy was adopted in 2011 and an implementation plan was adopted in 2013. Priority actions for phase 1 include economic security and affordable, suitable housing, and leasing of city-owned properties for non-market supportive housing.

The City of Surrey and New Westminster are participating in the community poverty reduction pilot project of the Province of BC. City of Surrey, has adopted a poverty reduction strategy and New Westminster is in the process of developing a poverty reduction strategy. In the City of New Westminster the social planner was able to provide support to the working group that was formed. The initial work has identified 6 priority areas, several of which are poverty related – childcare, access and inclusion and affordable housing. The remaining study municipality with social planning capacity is the City of Coquitlam which has identified 2 priorities – housing affordability and multiculturalism.

Study Results

The following table provides an overview of the results of this study with the details in the following paragraphs.

	Vancouver	Surrey	Burnaby	Richmond	Coquitlam	Langley	Delta	New West
Social Plan	✓	✓	✓	✓				
1.Recreation	✓	✓	✓	✓	✓	✓	✓	✓
2.Grants	✓	✓	✓	✓	✓	✓		✓
3.Housing	✓	✓	✓	✓	✓			✓
4. Food Security	✓	✓	✓	✓				

5. Childcare	✓		✓	✓			✓
6. Health			✓	✓		✓	
7. Income Subsidy	✓						✓
8. Transit							

1. Recreation

Vancouver: The City of Vancouver has the Leisure Access Program for low income residents and provides access to basic recreation programs – pools, rinks, fitness centres and participating community Centres. The subsidy is loaded on the “OneCard” (used by all residents regardless of income) for discounted access to facilities. Included is free admission and rentals for skating and swimming, 50% discounts for admissions/passes for recreational facilities and programs and local attractions. Youth also are able to receive discounts for fitness centre admissions and the “flexipass” (1, 3 and 12 month passes) for swimming pools, ice rinks and fitness centres although costs may be prohibitive). A Leisure Access Agency pass is available for non-profit staff and volunteers when they accompany and assist clients and foster parents when they supervise their foster children.

Community-based youth workers provide additional supports and resources to youth ages 8 to 18, with a broad range of developmental issues facing youth. Programming varies across the city and is designed and led by local youth in consultation with staff and youth volunteers.

Surrey: The Leisure Access Program in Surrey includes one-year full facility passes for children and youth that includes swimming, skating (including free helmet and skate rental), weight room, fitness classes, and sports drop in. Discounts of 75% are offered for most registered programs. In addition to the Leisure Access Program, information about Kidsport grants and Jumpstart are made available to families for children/youth who want to participate in organized sports or recreation programs.

Surrey has seven youth centres with drop-in lounges, registered programs and activity-specific nights. Free annual memberships provide preteens and youth free access to the youth lounge and drop-in activities. Drop-in activities include video games, foosball, air hockey, gym activities, sports equipment and pool tables. Youth Engagement Projects Teams support youth to plan events that they have developed or support small projects developed by youth. The youth centres also offer pre-teen activities. In addition there are eight Youth Parks for BMX and skateboarding. The City provides year round programming called Surrey Rides and hosts special skateboarding events and camps.

The Community-Schools Partnership (C-SP), an initiative of the school district in collaboration with the City of Surrey, involves community partners working alongside schools in addressing vulnerabilities and creating opportunities for all children to flourish. This initiative supports 25 identified schools, (22 elementary, 3 secondary). The C-SP staff work with schools and partners to develop activities that best meet the needs of the school. Programs include afterschool extended enrichment and learning, recreation and culture programs, parent engagement, youth transition, English Language Learning, school break programming and early learning. In addition to C-SP staff, school and City staff support is provided.

Burnaby: The Recreation Credit program provides financial assistance for low income residents. The program is set up by Burnaby but the application process is administered by designated non-profit agencies. A credit amount for one year is registered in the computer system for the individual who can then use the credit to access swimming pools, skating rinks, fitness classes, indoor cycling, or weight rooms. Information about the Fitness and Arts Tax Credit (federal), is also available on the City of Burnaby website along with a list of Burnaby programs that qualify for the tax credit and links to the relevant Government of Canada website. For grade five students, who are residents of Burnaby, a “Be Active” pass provides free access to a number of activities such as swimming, skating, golf and activities at community centres.

Burnaby has five city-operated youth centres or lounges located in town centres. Depending on the facility, free drop-in activities include a variety of recreational activities, including a pool table, foosball, outdoor games, open gym time,

computer, board games, cards, TV, and access to kitchen space. Programming is geared to both preteen (10-12) and teen (13-18). Special events are also organized.

In addition to the youth centres, The City of Burnaby has a cost sharing agreement with the School District for coordination of seven community schools to offer a variety of programs and services to meet specific educational, recreational and social needs of the neighbourhood. Most schools are located in more vulnerable neighbourhoods.

Richmond: The Recreation Subsidy Program is available to low income families for admissions and program registration. Each child within a family may access one activity or program per quarter. The fee subsidy program is complemented by a range of free events such as the Arts Centre Truck, Youth Media Arts Lab, Summer Park Program, outdoor movie nights, community festivals and events. The City of Richmond also provides a Grade 5 Activity Pass to all grade 5 students who are Richmond residents. For one year, grade five students have free admission to drop-in swim and skating sessions at Richmond facilities, pre-teen drop-in at local community centres and pitch and putt. In addition, City of Richmond staff are involved in the administration of Kidsport and JumpStart programs that provide further financial assistance for access to organized sports and other costs relating to participation in physical activity such as fees, transportation and equipment.

Currently the Recreation Subsidy program is under comprehensive review as an initiative of the Social Development Strategy. The review will consider fee subsidies within the context of enhanced community accessibility and consideration will be given to program expansion for low income residents, increasing opportunities for participation, better communication about the program, alternate administration and technology improvements.

Youth recreation services are provided through a network of area and youth development coordinators (based at local community centres) and partnerships with youth-serving community organizations. The youth development coordinators, in partnership with the local community association, plan a broad range of youth recreation and activity opportunities for the local area. Several locations have created dedicated youth spaces. At five sites, Nightshift, a free Friday night drop in, is offered that includes activities and gym time. Pre-teen Hangout, is a similar program for pre-teens. Several city facilities have created dedicated youth spaces for youth programming. The media lab at the Richmond Cultural Centre offers the Richmond Youth Media Program.

Local youth programming also supports positive development through leadership development and volunteer opportunities for youth. Several community centres have youth councils or leadership groups. The Roving Leaders program is done city wide, on an outreach basis, to connect with vulnerable youth (which may include low income youth). Youth are mentored and guided through the program and may ultimately end up participating in more traditional youth programs.

The Roving Leaders program provides outreach to vulnerable youth, including low income youth. The focus is to connect and establish positive relations with unaffiliated youth (13 to 18). Youth are mentored and guided through the program with bridging of recreation and cultural activities and/or appropriate services. Youth may be referred to this program and service is individualized to the interests and needs of the youth.

Coquitlam: Get Connected, Get Active is the financial assistance program for recreation activities. Applicants may choose one of three options – 50 free drop-in admissions, 50% off 4 programs over a year or 2 free programs over one year. Each family member may choose the option that best meets their needs. Grade 5 Get Active, Grade 6 Stay program provides free access to recreation programs. In Grade 5, the cardholder has access to all drop-in activities during the school year and in Grade 6 the cardholder has 12 free admissions. The subsidy program is complemented by once a month free swimming and skating sessions, sponsored by a credit union.

Coquitlam offers a Youth Leadership Committee, at two sites. It is no cost and provides bi-weekly meetings for leadership development and volunteer opportunities at community events.

Township of Langley – financial assistance is available through an application process available at local community centres. Financial assistance is in the form of reduced admission or program fees. In addition to financial assistance, reduced admission community swims and swim and gym activities are offered weekly throughout the year. Information about Kidsport and Jumpstart programs is available in the Leisure guide. At one community centre, a weekly youth

lounge drop in and preteen hangout program is offered. A monthly Just Boys and Just Girls session is offered at the same centre for a nominal fee.

Delta: The Leisure Access Assistance Program access to drop-in land and aquatic fitness classes, weight room sessions, public swims, open gyms and public skating. The applications to the program are administered through a central location. Information about Kidsport and Jumpstart is available on the website and in the Leisure Guide. In addition Delta has two memorial funds that provide complete or partial funding for swimming lessons (ages 6 months-12) and introductory recreation programs (ages 6-18) for children. In addition to financial subsidy, Delta has Grade 5 and 6 free Admission Passes for public skate, swim or open gym sessions and for Grade 7 students, a free 10-Admission Pass card. Children's Fitness Tax Credit information is also available.

New Westminster: New Westminster has an income assistance program that provides low income residents with a 50% discount on most programs offered in the Active Living Guide throughout the year. The program is administered by Fraserside Community Services on behalf of the City.

For youth, there is a centrally located youth centre (co-located with Seniors Century House). This youth centre includes a computer lab, full kitchen, multipurpose room for sports and special events, laundry and shower facilities, and a youth lounge. Seniors access the space during the day, and youth have after school/evening access. The Youth Centre is open daily and has a \$15.00 annual membership. An exercise room is on site with weight and cardio equipment. There is a \$1.00 drop in fee or \$10.00 monthly fee for use of this room. Acting as a hub, there are also youth programs in four neighbourhoods throughout New Westminster. Leadership opportunities are offered through the Youth Centre Committee and other committees organized around interests (music, arts, advisory, etc).

2. Community Grants

Vancouver – The grant program is design to strengthen communities and is a comprehensive program with grants provided in 15 areas of funding. In relation to child poverty, the following grant areas are relevant: social innovation, direct social service grants, small capital projects, childcare, neighbourhood organizations (mainly neighbourhood houses), organizational capacity and vantage point bursaries (access to workshops for staff/board members on non-profits.

Surrey: The grant program in Surrey includes the areas of community promotion, cultural and recreational, environment and taxes. The grants are in two categories – on-going from year to year and one time only. A global grant budget is established for each year.

Burnaby: Community grants in Burnaby support volunteer assistance groups including (non-profit community groups) as well as cultural and athletic organizations. Non-profit groups may apply for start-up funding towards overhead but not for salaries or wages.

Community grants falls within a larger program, "Community Capacity Building and Support". This program is based on citizen participation and includes:

- Citizen Plaza Pavers - a community project that celebrates the City and raises funds to benefit Burnaby based charities and non-profits
- Burnaby Interagency Council – for networking and partnership opportunities
- Festivals Burnaby – grants to support neighbourhood and City wide events
- Community Resource Centres – four community resource centres owned by City and other properties provide affordable office space/programming space for non-profits (lease grant to offset lease costs)
- Free meeting space – free or low cost meeting space in municipal facilities for non-profit groups
- Community Benefit Bonus Policy – develops community amenity space including non-profit office space, childcare centres and affordable housing in Burnaby's four town centres.

- Community Schools – cost of the coordinator (at each of seven schools) is shared with school district and municipality
- Establishing Business Associations

Richmond: The goals for the community grant program clearly state the intention to assist Council with achieving term goals and adopted strategies, to improve quality of life, assist Richmond based community groups to provide programs to residents and build community and organizational capacity. City grants fund in the areas of arts and culture, child care, health, social and safety and parks, recreation and community events. Each grant area has its own criteria and allocation budget. One and three year grants are awarded. An annual cost of living increase is also factored into the community grants awarded.

Coquitlam: The annual grant program supports community groups and non-profits in the areas of arts, culture and heritage, sports and community. The grant program will fund events, programs, equipment, public art and capital expenditures. A current initiative included in the grant program is Spirit 125 related to the City's upcoming 125th. Eligible expenses include staff/volunteer training, program supplies, marketing and special event costs. On-going operating expenses are ineligible. In addition to the formal community grant program, the City of Coquitlam provides an annual service grant of \$25,000 to Share Family and Community Services, an organization that provides most of the poverty-related services in Coquitlam.

Township of Langley: The annual grant program consists of grants for events and projects and capital improvements (for community halls only). The grants for events and projects have four categories – general, dry grad, major festival grant, scholarship (for each secondary school) and "Nothing without Effort" grant. The general grant is for special events and projects that benefit the Township and involve local residents, has a limit of \$2,500 and funds must not be used for administrative salaries. "Nothing without Effort" is a community matching grant for which a poverty related project could possibly be eligible. The Township will match up to \$5,000 per community (7) for a project that is planned, initiated, and implemented by community members in partnership with the Township. The funds raised by the group in initiating the project may include cash as well as in-kind volunteer labour, donated materials or professional services.

Delta: There is no formal community grant program in Delta. However there are annual service agreements with two Delta community agencies relevant to this report. One agency provides poverty related supports and another provides family resources centres and social/recreation club programs for children and youth. The service agreement for the former includes a grant of \$29,000 and municipal property tax exemption amount. The service agreement for the latter includes a grant for \$113,000 and the municipal property tax exemption amount. This agency also has a license renewal (5-year term) for access to the building where their programs are held.

There is a Facility Rental Fee Grant up to \$1000 that community groups providing an event of benefit to Delta and its residents may access. The grant maybe used for the facility fee or showstage rental. Dry Grads are included in this grant and may receive a grant up to \$1200.

New Westminster: The community grant program has eight funding areas. Those most relevant to children and youth are community grants, childcare and city partnership grants. Community grants support both new and established organizations with start-up or projects on a one-time basis. Eligible activities include special programs, events, community workshops, seed funds for new initiatives and specialized equipment but grant must not be used for operating costs. Child care grants assist licensed, non-profit child care operators with capital expenditures. City partnership grants are designed specifically to assist non-profit, incorporated organizations with the delivery of major services to the community. Non-profit organization involved in poverty reduction and poverty alleviation related activities would be eligible. The focus of the funding is community livability, and social equity, vibrant economy, arts and culture and environmental leadership. Funding is available for one to three years and allows for operating grants.

3. Housing

Vancouver: In the "Healthy City for All" strategy the goal for housing is to have a range of affordable housing choices available for all Vancouver residents. The strategy has housing targets that include 2,900 supportive housing (for specific populations including women and youth), 5,000 new social housing units and 5,000 new units of secured market rental by 2021. Strategies include leveraging City assets to build more affordable housing, and target shelters and supportive and social housing to underserved neighbourhoods. In July 2013 a Chief Housing Officer was appointed by Council to oversee the affordable housing strategy. In July 2014 The Affordable Housing Agency (city owned housing authority) was formed. The goal of the agency is to expedite affordable housing with a focus on incremental non market/ social housing (leveraging city land and partners land), renewal and increased capacity and sustained affordability of aging public social housing stock and private market rental stock, rezoning for new mixed income affordable housing with an emphasis on 2-3 bedroom family housing.

Market rental housing will likely not be affordable for low income families. Within the housing and homelessness strategy, protecting existing supply of affordable rental housing and secondary suites in single family areas will support purpose build rental and provide accommodation for low to moderate income families are included. Specifically related to children and families, in December, 2013 Council appointed the YWCA Metro Vancouver as a lease holder for 31 units of non-market rental housing as part of the New Fire Hall No. 5 building. Low to moderate-income single mothers and their children will be housed in 2 and 3 bedroom units.

In support of the above, Vancouver owns market rental housing and vacancies are posted on the website, along with a database of non-market rental and co-op housing inventory available on line to assist with locating subsidized housing. There is also information available for rental properties with health and safety issues. The City of Vancouver also operates a rent bank. The rent bank aims to increase housing stability by preventing evictions or loss of essential services. One-time interest free loans are available to low income people in temporary financial crisis.

Surrey: The Social Plan for Surrey identified affordable housing and homelessness as a critical component of a healthy community. Implementing the Master Plan for Housing the Homeless is a priority for 2015 to 2017. The Master Plan for Housing the Homelessness has identified women with children and youth among the group of at-risk populations. Council allocated \$9 million+ from the Affordable Housing Reserve Fund to seed the Surrey Homelessness and Housing Fund. The fund is to support made in Surrey solutions to homelessness and housing. The Surrey Homelessness and Housing Society was established by Council to oversee the management and growth of the fund and to make recommendations for awarding grants. Approximately \$200,000 to \$240,000 in grants are awarded annually.

Housing is also included in the Poverty Reduction Plan that was approved by Surrey Council. The biannual 2012-2014 report on the Social Plan, included a report on the Housing First Landlord Project which facilitates a connection between private landlords and the health and services agencies that support people who are chronically or episodically homeless. The Poverty Reduction Coalition hosted a breakfast session with landlords to increase their awareness and understanding of the issue homelessness and experience of the service providers. This event was sponsored by The Surrey Board of Trade.

Burnaby: Affordable and suitable housing is identified in the Social Sustainability Strategy as foundation strategy for achieving economic security. Actions included developing and clarifying criteria for use of the Housing Fund to fill gaps in the city's housing continuum, continue to lease City-owned properties for non-market and supportive housing which is affordable for low income households and advocate the seniors levels of government for programs and policies that reflect a full continuum of housing options and make it easier for municipalities to support affordable and suitable housing.

Previous to the Social Sustainability Strategy Burnaby had adopted policies such as fast-track approvals process, permit fees deferral for non-market housing, grants from the Housing Fund, reduced parking standards, requirement that 20% of units in newly developing community of publicly owned land be affordable.

The Community Benefit Bonus Policy (BBP) is a tool for securing community amenities through development that is occurring in Burnaby's four town centres. This policy has been applied for security affordable/special needs housing. Under this program 6 units of affordable housing, 2-bedroom were secured for families and a nine-unit second stage transition house for women and children fleeing violence (maximum stay 18 months) Housing Fund disbursements have also been made to advance affordable housing within Burnaby.

Richmond: Expanding housing options is included in the social planning strategy as a means for social equity and includes development of a shelter for women and children and using the Affordable Housing Reserve for land acquisitions that will facilitate provision of subsidized housing. The Richmond Affordable Housing Strategy was adopted by Council in 2007. The strategy identified 5 policy areas for responding to the need for affordable housing - identified priority housing types and annual targets for each priority, regulatory tools to facilitate the creation of affordable housing, preservation and maintenance of existing rental housing stock, incentives, building community capacity and advocacy, the position of Affordable Housing Coordinator and maintains a housing reserve fund.

Under the affordable housing strategy, the following has been secured for families and children. Subsidized rental – 15 units to support lone-parent families, with access to child care; Affordable rental housing – 16 3 and 4 bedroom units for women and children will be included in Storeys development; and low end market rental units 238 low end market rental units and an additional 70,857 square feet of floor space in large phased developments which equates to approximately 80-130 units.

Coquitlam: An Affordable Housing Strategy was adopted in 2007 and an Affordable Housing Reserve Fund in 2008. The Affordable Housing Strategy is currently being reviewed. The goal is to work with partners from the non-profit, private and public sectors to ensure a wide variety of housing types, sizes, tenures and prices to meet future housing needs. A draft Housing Affordability Strategy has been developed for discussion purposes.

New Westminster: An Affordable Housing Strategy was prepared in 2010 that includes actions in support of developing affordable, non-market and rental housing. A Tenant Displacement Policy was adopted in 2011 which includes procedures for dealing with displaced tenants. In 2013 a Secure Market Rental Housing policy was adopted that includes strategies and actions aimed at retaining and renewing and enhancing the supply of market rental housing. There is a non-profit rental (100 units)/market rental (80 units) development with Onni Development in progress.

To support the above initiatives, an Affordable Housing Reserve Fund has been established which receives 30% of density bonus revenues. An Inter-Departmental Affordable Housing Review Committee was established to review affordable housing proposals for purposes of coordination, expediting approvals and fast tracking approvals. A Secondary Suite Readiness Guide to assist homeowners with legalizing a suite or building a new one.

4. Food Security

Vancouver: A goal in the Health City Strategy is "Feeding Ourselves Well" and a target for food security includes increasing city-wide and neighbourhood food assets by a minimum of 50% over 2010 levels by 2020. Food assets include community gardens and orchards, community kitchens, community produce stands, etc. The Vancouver Food Strategy has five goals, one being to improve access to health, affordable and cultural diverse foods for all residents. The Vancouver Food Policy Council, provides input to Council regarding the development of food security policies and assists the City with community engagement. The Council also works cooperatively with other agencies to initiate and develop relevant projects.

The community grant program includes sustainable food system grants to non-profits. The focus of the grant program is to support projects that increase access to food, promote inclusion and participation or build sustainable food systems. The Park Board has developed a Local Food Assets Task Force that makes policy recommendations for expanding food assets within Vancouver parks and recreation systems. Neighbourhood food networks are coalitions of citizens, organizations and agencies that act on food security policies - community based food programs that include food

building, education and awareness, engagement opportunities. Asset maps identify community gardens, food programs, kitchen spaces, food stores (particularly for those at risk of food security). Examples of work by the neighbourhood food networks include mobile pocket markets and community food markets that provide fresh food in “food deserts” or lower income areas of the city where access to health, and affordable food is limited., meals programs and bulk buying and community kitchens and food skills training.

Surrey: In the Surrey Sustainability Charter, food and farming is identified as an economic pillar. Recent work has focussed on farming and agriculture business but the City has four established and one proposed community gardens in Surrey parks, with an invitation on its website to community groups to start new ones.

Burnaby: Within the Social Sustainability Strategy, meeting basic needs is the first priority. Updating and relaunching the Healthy Community Initiative is identified as an action as well as working with multiple sectors of the community to develop community gardening and development of a food strategy.

Currently Burnaby has a network of community gardens administered by several non-profit organizations. The information about the location, number of plots, etc is available on the City website. A representative of the City of Burnaby sits on the Burnaby Food First, a group of individuals and community organizations working on food issues. The City of Burnaby partners. The City is also a partner in the bi-annual Empty Bowls Fundraising Gala, which raises money to feed hungry people in Burnaby through a variety of community programs. New community spaces owned by the City include kitchens for programming.

Richmond: Food security is identified in the Building Our Social Future social plan. Among the proposed actions is encouraging development of community gardens and farmers markets along with working with community partners to facilitate food security initiatives. In another section of the plan that focuses on social equity and inclusion, food initiatives such as community gardens and community meals, are identified as community initiatives that promote independence and reduce the cost of living for low income households.

In Richmond there are nine community gardens throughout Richmond. Developed on City properties, the City contributes to on-going development, maintenance and supplies for the sites. The Richmond Food Security Society administers the community gardens. Development of a Food Charter is on-going, led by Richmond Food Security Society. Representatives of City of Richmond, Vancouver Coastal Health and other community partners are involved in this project.

In the remainder of the study municipalities, food security initiatives are less formalized and/or led by local non-profits or community groups. Coquitlam and the Township of Langley have demonstration gardens, in Langley it is a partnership with Langley Environment Partners (LEPS). LEPS also runs community gardens. On the Corporation of Delta website information is posted about local community gardens operated by a local groups. Delta also has a service agreement with Earthwise Society to manage a community garden of eight plots located in a Delta park. The City of New Westminster has a partnership with the New Westminster Community Gardening Society for community gardens located in two parks.

5. . Childcare

Vancouver: “A Good Start and a Healthy Childhood” is the first goal in the Healthy City Strategy. In achieving this goal, the City of Vancouver has comprehensive childcare and child development strategies. Childcare is recognized as a public amenity and partnership with non-profit organizations to deliver quality, affordable and accessible childcare. The City role includes facilitating the development of infrastructure to support integrated childcare services, including both licensed group care and other family support services, use of financial tools to leverage facilities and land and offset some operation costs. Within the community grant program there are separate funding streams for childcare enhancement, childcare program development, childcare program stabilization, childcare research, policy development and innovation and school-age care expansion projects.

The Joint Childcare Council, made up of City, Park Board and School District (who work together to provide childcare) along with business and academic institutions have a target of 500 new childcare spaces in Vancouver over 3 years.

Burnaby: The City of Burnaby has a Child Care Policy, since 1993, that outlines a commitment to the critical social and economic role quality childcare has in community well-being. The policy includes municipal mechanisms (planning rezoning, etc) for improving availability, access and affordability. The policy also established the Child Care Resources Group as an advisory body to the Community Issues and Social Planning Committee of Council and also sets out policy for the City of Burnaby, as an employer in relation to personnel practises and options for employees in meeting their childcare needs.

Through the Community Benefit Bonus Policy, five city-owned childcare facilities (143 spaces), have been created. Each centre is leased on a rent free basis to non-profit child care providers for quality reasonably-priced child care. In 2014 The Lease Grant Guidelines Agreement was signed with the school district that will create up to 12 new childcare centre (potentially 500-600 new spaces).

Richmond: In the social plan childcare infrastructure is acknowledged as important to the health and wellbeing of children and families. A key action is supporting the establishment of high quality and safe childcare. In a commitment to childcare document the City outlines a comprehensive child care development policy that includes: child care development advisory committee to advise council on quality, affordable and accessible childcare; the child care statutory reserve fund for child care facility development; city-owned child care facilities that are leased to non-profit childcare providers at a nominal rate; within the city grant program, two grant streams - child care capital grant and child care professional and program development grants available to non-profit child care providers; and regular childcare needs assessments for planning. The City also has a full time Child Care Coordinator to manage City childcare initiatives.

Currently city owned facilities offer 195 licensed childcare spaces, five additional child care facilities have been negotiated which will increase the inventory by 200 and the number of City-owned facilities to nine. In addition, the City of Richmond endorsed the Richmond Children's Charter, developed by Richmond Children First.

New Westminster: The City of New Westminster prepared a child care needs assessment in 2007, and a strategy in 2008, which assisted in creating over 500 licensed child care spaces. In 2014 a new needs assessment was completed that has identified community needs for affordable child care (particularly infant/toddler), lack of licenses spaces, limited availability of flexible, occasional and part-time care, and inability of child care subsidy and special needs supplement to bridge the affordability gap between a parent's ability to pay and the actual cost of child care.

The City of New Westminster has a number of childcare initiatives. Child Care Protocol between the city and school district to provide child care together. The Civic Child Care Grant Program and Reserve Fund, with the former providing \$147,898 to non-profit childcare providers since inception in 2011. The development of the Queensborough Child Education Hub, with 25 spaces for childcare is the first of four planned hubs. The City has endorsed the New Westminster Children's Charter and the Community Plan for a Public System of Integrated Early Care and Learning (\$10/day Childcare).

6. Health

Burnaby: Burnaby Youth Services developed in 1974 was intended to serve as an alternative to youth court. This service provides short term guidance and counselling for youth and their parents, with a view to preventing future criminal activity. The City of Burnaby is also a partner in the Youth Hub, a multi-sectoral collaborative, integrated youth resource that provides a youth health clinic, alternate school and youth centre.

Richmond: The Garrett Wellness Centre is a community health partnership. It is owned by the City of Richmond and operated by Vancouver Coast Health. The purpose of the centre is to promote independence and empower people to

improve or maintain health status through increased awareness and access to health promotion services. Children, youth and family programs are included. The centre acts as a hub for community wellness.

Township of Langley: Jointly operated by the City and Township of Langley, provides counselling and intervention for children and youth up to age 17 to prevent anti-social behaviour and conflict with the law.

7. Income subsidies

There were no cities or municipalities that had income subsidies for low income families. The City of Vancouver provides financial aid through a Rent Bank Program which provides one-time, interest-free loans to low income people in temporary financial crisis. The City of New Westminster implemented a Living Wage Bylaw in 2011 which ensures that municipal staff, as well as contracted workers, are paid enough to meet basic, locally calculated living expenses.

Many of the study municipalities however, provide low cost, no cost information in the form of brochures and information on websites. Many of the study municipalities however, provide low cost, no cost information in the form of brochures and information on websites.

- The City of Surrey in particular, through the information services of the Surrey Library have a comprehensive list of such brochures in the areas of Education/ESL/Citizenship, Employment and Income, Food and Transportation, Health Services, Housing, Household Goods, Legal Services, Activities in the Community, Activities in the Library. This information is also available on line.
- The City of Richmond provides a seasonal low cost no cost brochure both in hard copy and on line. In addition the Library in partnership with Volunteer Richmond Information Services maintains an on-line Low Income Resource Directory.
- City of Coquitlam has the low cost recreation activities posted on its website.
- City of New Westminster has an Affordable Active Living brochures which lists free and low-cost parks, culture and recreational programs. The "Helping Hand" brochure that covers broad social services and "Survival Guide" includes drop in and food services.

8. Transit

There were no transit/transportation services found that were directed towards low income families. The planning for transit is done at the Metro Vancouver level and the Mayor's Council prepared a transit plan that will be decided by plebiscite. As low income people are higher users of public transit, the outcome of the plebiscite will have an impact on low income families and their access to transit.

Several of the study municipalities have identified active transportation as a priority thorough their social plans or other documents. Safe pedestrian and bicycle lanes and paths provide more options for low income families to get about in their communities.

ⁱ Community Poverty Reduction Pilot Projects 2014 Progress Report, page ii

ⁱⁱ The Impact of Poverty on the Health of Children and Youth, Rachel Singer, April 2003, page 2

ⁱⁱⁱ National Household Survey, Community Profiles 2011

^{iv} 2014 Child Poverty Report Card, British Columbia, First Call Coalition, BC Child Poverty in Maps

^v <http://www.doonething.org/quotes/children-quotes.htm>

^{vi} Creating Shared Prosperity: Cities that Lead, Succeed, Vibrant Communities Canada, 2014, page 5



January 25, 2016

To: Mayor and Council, City of Richmond.

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE
For Feb 2 Planning - Item 1

CFUW Richmond (Canadian Federation of University Women) has been part of the Richmond community since 1967. CFUW has developed national policy on issues relating to poverty which are supported by clubs in every province. We are aware that BC is the only province without a poverty reduction strategy.

CFUW BC Council has focused on child poverty for the last 4 years. CFUW Richmond has brought our concerns to MLA's and provincial cabinet ministers.

Locally, our club has had members on the Richmond Poverty Response Committee and members served on the Richmond Children First committee looking into child poverty. It produced a Report entitled "It's Not Fair" which told stories of what it is like for families in Richmond living in poverty. We are currently involved in the breakfast program at Brighthouse school as we know that feeding children who live in poverty will contribute to their success in school.

We are here today in support for the report from the Richmond Community Services Advisory Committee. The health of our community and especially its children would benefit greatly from a coordinated plan to reduce poverty.

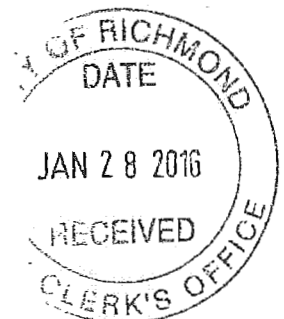
The health of our community and especially its children would benefit greatly from a coordinated plan to reduce poverty..

CFUW Richmond encourages you to work with community partners to develop a Richmond poverty reduction strategy and to support the development of such a plan for the province of BC.

Regards,

Fran Mitchell

CFUW Richmond President.



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/ TRANSPORTATION / HOUSING / INCOME / SUPPORT /

IS HOW WE
END POVERTY
IN SURREY

TRANSPORTATION

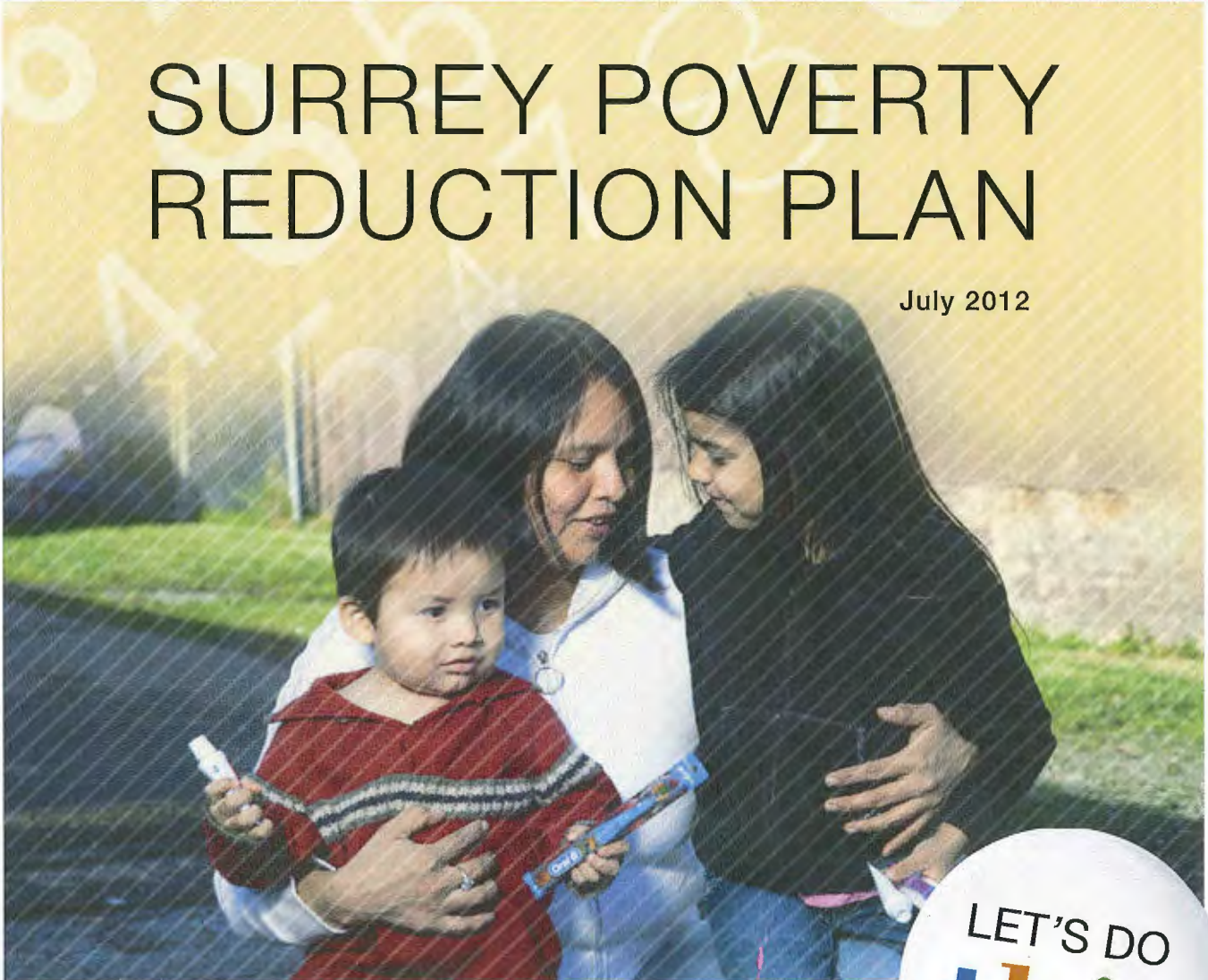
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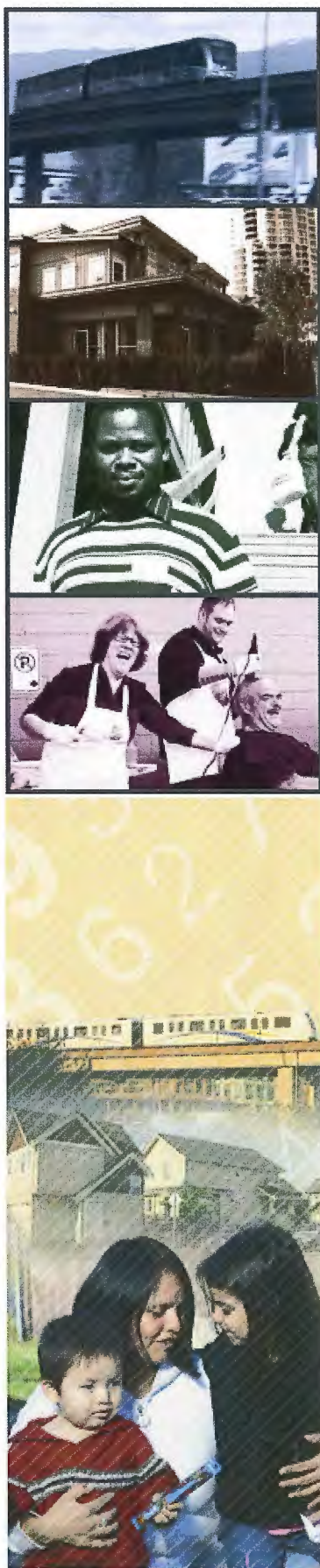
SURREY POVERTY REDUCTION PLAN

July 2012



LET'S DO
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Acknowledgements

this is How We End Poverty in Surrey could not have happened were it not for the contributions of more than 100 concerned citizens and professionals who came together to develop a practical strategy to end poverty in Surrey. During two community consultation exercises we heard from non-profit and government agencies, faith based groups and engaged citizens who wanted to roll up their sleeves and help. We are truly thankful for all their contributions. We look forward to working with the community to ensure that the recommendations featured in this Plan have every opportunity to see the light of day.

We would also like to acknowledge the partnership that came together to implement the consultation process and to develop the final Plan. With Vibrant Surrey as the lead, this Plan reflects a true partnership between Vibrant Surrey, City of Surrey, Centre for Interdisciplinary Research: Community Learning and Engagement (CIR:CLE) at Kwantlen Polytechnic University, Social Planning and Research Council of BC (SPARC BC), Fraser Health Authority Aboriginal Health, Surrey Homeless and Housing Task Force and Surrey Homelessness and Housing Society. That such a diverse coalition came together to produce the Plan is reflective of the reality that the eradication of poverty is everyone's concern.

A project of this magnitude would not have been possible without the generous financial support from multiple sources. We would like to acknowledge the financial support provided by the following:

- **Vibrant Surrey Poverty Reduction Society**
- **Surrey Homelessness and Housing Society**
- **United Way of the Lower Mainland**
- **City of Surrey**
- **Vancouver Foundation**

Finally, we would like to acknowledge the leadership of Councillor Judy Villeneuve, who has worked tirelessly for more than 20 years to support the needs of persons living in poverty. Throughout the development of this Plan Councillor Villeneuve made sure we were all aware that we were doing more than writing a Plan — we had a mandate to produce something that would be of practical value to those most directly affected by poverty. We thank Judy for keeping us grounded to the reality that there are 71,000 real human faces behind the statistics about poverty in Surrey.



Executive summary

Moving to eradicate poverty in Surrey

this is **How We End Poverty in Surrey** provides a comprehensive set of recommendations to move towards the eradication of poverty in Surrey. The Plan is based on a series of community consultations and is grounded in a set of twelve fact sheets developed to ensure an evidence based understanding of poverty in Surrey. **this** refers to the four broad policy areas or themes that were used to help categorize the recommendations: transportation, housing, income and support.

The main priorities within each **this** category are provided below. In the body of the Plan the recommendations are further developed and include key facts derived from the fact sheets, examples of initiatives already underway in Surrey (we make no claim that this is a comprehensive list), and recommended actions. The recommended actions identify level of responsibility based on federal, provincial, municipal and community categories. In this context community responsibility refers to a wide spectrum of stakeholder groups including the private sector, non-profit, faith based groups and the general citizenry.

PRIORITIES

transportation

- Develop higher density, transit-oriented communities
- Promote walking and cycling
- Advocate for increased transit services
- Advocate for more affordable and accessible transit services

housing

- Advocate for a national housing strategy
- Address homelessness
- Maintain and increase the supply of non-market and social housing
- Ensure market rental housing is accessible and affordable for low income households
- Support the provision of affordable and appropriate housing for all

income

- Advocate for federal and provincial policy and program improvements
- Increase awareness about income services and supports
- Promote local economic development
- Encourage employers to adopt a living wage

support

- Promote healthy children and youth
- Support education and literacy
- Increase access to post-secondary education
- Build a healthy and inclusive community
- Improve health outcomes
- Support the settlement of recent immigrants



Participants provide feedback at the March 2012 Poverty Dialogue.

The Plan represents a starting point — a commitment by the community to take action.



Introduction

According to census data, one in five Surrey residents, about 71,000 people, live in poverty. This is 71,000 too many.

Some population groups are especially vulnerable to poverty. Single parent families, people with disabilities, recent immigrants and refugees, one-person households and Aboriginal people are over-represented among those living in poverty.

Place also matters. Increasingly there is a trend toward more concentrated pockets of poverty in cities across Canada. This is also the case in Surrey where some neighbourhoods have high levels of poverty and deprivation.

And while the focus of the recommendations of this Plan is on the needs of the 71,000 Surrey residents living in poverty, we know there are multiple consequences of poverty that affect us all. According to a recent federal government report:

“...poverty costs us all. Poverty expands healthcare costs, policing burdens and diminished educational outcomes. This in turn depresses productivity, labour force flexibility, life spans and economic expansion and social progress, all of which takes place at huge cost to taxpayers, federal and provincial treasuries and the robust potential of the Canadian consumer economy...”

*We believe that eradicating poverty and homelessness is not only the humane and decent priority of a civilized democracy, but absolutely essential to a productive and expanding economy benefitting from the strengths and abilities of all its people.”**

If we are all affected by poverty then a key question is this: who is responsible for the eradication of poverty? While the impacts of poverty are most acutely felt at the community level, eradicating poverty requires a serious commitment from both the federal and provincial levels of governments. It is these levels of government that have responsibility for the policies and programs that could effectively increase income levels and provide the social supports to transition individuals and families out of poverty.

Indeed, national and provincial groups have developed comprehensive recommendations for addressing poverty. These include:

- *In From the Margins*, Federal Standing Committee on Social Affairs, Science and Technology, 2009;
- *Child Poverty Report Card*, First Call BC, 2011; and
- *A Poverty Reduction Plan for BC*, Canadian Centre for Policy Alternatives, 2008.

* Source: *Federal Poverty Reduction Plan: Working in Partnership Towards Reducing Poverty in Canada*, Report of the Standing Committee on Human Resources, Skills and Social Development and the Status of Persons with Disabilities, November 2010, 40th Parliament, 3rd Session.

Eradicating poverty is not only the humane and decent priority of a civilized democracy, but absolutely essential to a productive and expanding economy.

Purpose

The aim of **this is How We End Poverty in Surrey** is to provide a comprehensive and practical set of recommendations to eradicate poverty in Surrey. The Plan does not duplicate the efforts of national and provincial recommendations, but it has drawn inspiration from these documents. While this Plan recognizes a local role to advocate for federal and provincial action, the Plan is primarily focussed on actions that the City of Surrey and local community groups can take to tackle poverty.

The purpose of Surrey's Poverty Reduction Plan is to provide strategic direction for addressing poverty in Surrey. The Plan represents a starting point — a commitment by the community to take action. It is expected that the Plan will evolve as other good ideas and opportunities emerge.

About the Plan

this is How We End Poverty in Surrey is focussed in four policy areas — transportation, housing, income and support. Access to affordable housing and transportation, an income that covers living expenses, and supports and opportunities that promote health and well-being and inclusion in the community are key features for addressing poverty among all people and families who are living on very low incomes.

We are hopeful that this Plan, and the set of fact sheets, will be useful to community groups in their proposal writing efforts and to thus bring more financial support to agencies working hard to eradicate poverty in Surrey.

The Plan is organized by the four policy areas or themes — transportation, housing, income and support (**this**). Each theme includes:

- key facts taken from the Fact Sheets that were developed as part of this project;
- example initiatives highlighting work that is already underway in Surrey to address poverty; and
- priorities and recommended actions.

A word of caution about the examples that were selected to highlight ongoing work. We note that by highlighting one particular initiative we have systematically excluded others that could just as easily have been mentioned. The citation of examples is not meant to suggest what we deem is better or best. Rather, the examples provided are merely meant to recognize that efforts to eliminate poverty are ongoing and rapidly evolving.

The Plan is primarily focussed on actions that the City of Surrey and local community groups can take to tackle poverty.

For each recommendation, we have identified the level of government (federal, provincial or municipal) that we see as responsible for implementation. We have also identified community as a source of responsibility for some recommendations. Here community refers to multiple possibilities including the private sector, non-profit, faith based organizations and the general citizenry. The transportation section also includes Translink. Finally, please note that municipal refers to both the City of Surrey and Surrey Public Library.

Where primary responsibility lies with the federal and/or provincial levels of government, the City of Surrey and community agencies can take action by: advocating to seek resolution to issues; understanding or acquiring and maintaining knowledge about the issue; and supporting the implementation of solutions through actions that are within the City's and/or community's responsibilities or mandates.

Recommendations that indicate both municipal and community responsibility are actions for which either could take the lead to implement. For example, the City of Surrey may choose to take the lead in implementing a recommendation related to food security. Likewise, a community agency may apply for a grant to undertake a food security project.

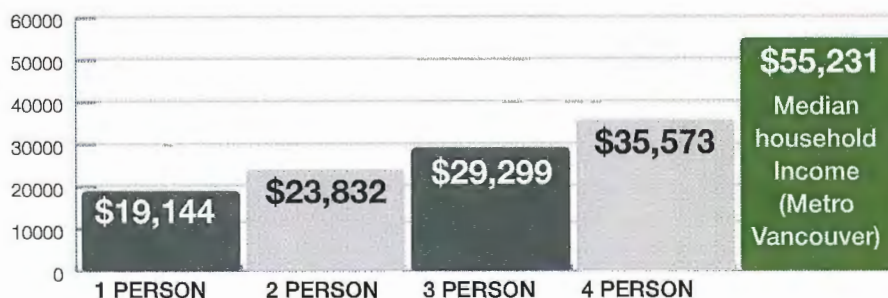
Defining poverty

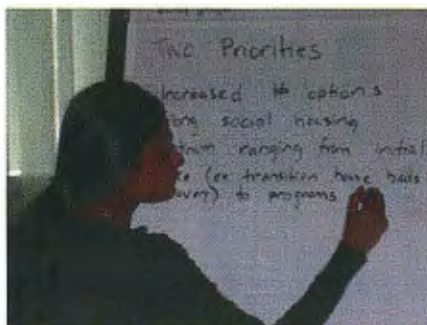
Statistics Canada calculates the income threshold that determines if a household is living in poverty. This calculation takes into consideration differences in family and household size, community size and incomes in community. The graph below shows the low-income cut-offs (LICO) for households of different sizes.

What are the low income cut-offs?

LOW INCOME CUT-OFFS BY FAMILY AND HOUSEHOLD SIZE COMPARED TO THE REGIONAL MEDIAN INCOME

For a city the size of Surrey, households below these income levels are considered to be living in poverty.





The March 2012 Poverty Dialogue engaged the community in developing the Surrey Poverty Reduction Plan

Background and methodology

The need for a comprehensive poverty reduction plan for the City of Surrey has been long expressed by numerous stakeholders. It was also acknowledged that a credible plan would need to be supported by authoritative evidence that describes the statistical reality of poverty in Surrey.

In the fall of 2010, the Surrey Homelessness and Housing Task Force (SHHTF) and Vibrant Surrey Poverty Reduction Society took the lead on the initiative. They invited a small group of stakeholders including the City of Surrey, the Fraser Health Authority (Aboriginal Health) and the Surrey Homelessness and Housing Society (SHHS) to actively participate in the community collaboration. This initiative aligned with the City of Surrey's Social Planning Advisory Committee's (SPAC) priorities as SPAC had identified poverty reduction as a priority for their 2010-2011 Work Plan.

This steering committee was successful in attracting the Social Planning and Research Council of BC (SPARC BC) to conduct the research, and with financial contributions from Vibrant Surrey and SHHS the project got underway. Rather than conduct new research, the methodology was to compile data that already exists from a variety of sources including the Census, labour market surveys and the Community Social Data Strategy database housed with Metro Vancouver and SPARC BC. The result of this work was the production of twelve fact sheets in late 2011.

A preliminary dialogue with community stakeholders on November 8, 2011 brought together 22 participants who generated initial feedback on the draft fact sheets and provided input to the development of an Action Plan.

The **this is How We End Poverty in Surrey** fact sheets were prepared to provide an evidence-base for the Surrey Poverty Reduction Plan. The fact sheets compile existing census and other data related to poverty in Surrey including:

- *The Facts on Poverty in Surrey*: Key facts and figures, focusing on four policy areas — transportation, housing, income and support.
- *Living in Poverty in Surrey*: Seven fact sheets focusing on vulnerable population groups — families, seniors, people with health and activity limitations, women, men, Aboriginal people, and immigrants.

In 2011, Vibrant Surrey secured United Way of the Lower Mainland funding to develop the Surrey Poverty Reduction Plan through a comprehensive consultation with a wide range of community partners. The steering committee was expanded to include the Surrey Women's Centre and the Centre for Interdisciplinary Research: Community Learning and Engagement (CIR:CLE) at Kwantlen Polytechnic University.



Roundtable discussions at the March 2012 Poverty Dialogue

Place-based strategies that build upon assets and resources at the neighbourhood level can help to lift low income families and individuals out of poverty.

On March 30, 2012, the Poverty Dialogue, a full-day community consultation, was held to engage stakeholders in the development of the Poverty Reduction Plan. Approximately 100 people, representing diverse community and government agencies, participated. The objectives of the dialogue were to: inform stakeholders about the fact sheets and identify how these can be used for advocacy, program development and evaluating progress; and consult with stakeholders on strategies and actions that should be included in the Surrey Poverty Reduction Plan.

Two subsequent focus groups helped to guide the development of the Surrey Poverty Reduction Plan. The Plan was written through the collaborative efforts of CIR:CLE, SPARC BC, City of Surrey Social Planning, Vibrant Surrey, SHHTF and SHHS.

Implementation of the Plan

Vibrant Surrey will coordinate the implementation of this Poverty Reduction Plan through a collaborative community process. This will involve a number of activities, outlined below in General Recommendations.

General Recommendations

- **Communicate the data and strategies** to the broader community including Surrey City Council, Surrey Board of Trade, Surrey Homelessness and Housing Task Force and other coalitions working to address poverty and its impacts, as well as government agencies such as Ministry of Social Development and Ministry of Children and Family Development.
- **Make the Fact Sheets accessible** for community groups to support program development, advocacy and measuring and reporting on community outcomes and needs.
- **Establish a collaborative community roundtable** with key government, business, non-profit, and other groups to implement the Plan.
- **Convene community forums** to share progress, determine actions and support community-level decision making.
- Where possible, **update the Fact Sheets with new data** from the 2011 Census and other sources.
- **Monitor and report on implementation** of the Plan on a regular basis.
- **Participate in the Cities Reducing Poverty Learning Community** – a national network working collaboratively to reduce poverty.



transportation

Many people in Surrey need to rely on their cars to get to and from work, school, shopping, recreation and medical appointments. For many low income households the cost of transportation can be significant.

Exploring choices to reduce the cost of transportation for low income families and individuals and facilitate greater mobility within and across the region is an important focus of Surrey's Transportation Strategic Plan.¹ This includes promoting and supporting communities that are safe, healthy, and child-friendly and working with community partners and other levels of government to ensure that transportation choices are available to support the well-being and inclusion of all residents.



Key facts

- Households in Metro Vancouver spend an average of \$803/month on transportation-related expenditures.²
- The majority of workers who live in Surrey rely on their car to get to and from work. This includes approximately 85% of all workers in Surrey compared to 74% of all workers across the Metro Vancouver region.³
- Public transit can reduce transportation costs for Surrey residents with a three-zone transit pass costing significantly less than owning and operating a vehicle. For example, for a family of three (2 adults and a child), transportation costs can go from approximately \$803 per month using a private vehicle to \$349 per month using public transit.
- 11% of Surrey residents take public transit to get to work. Aboriginal people (19%), people with disabilities (13%), and recent immigrants (19%) are more likely to take public transit to get to work.
- Discounted transit passes targeted to specific households and population groups in the community make a real difference for families and individuals struggling to make ends meet.

¹ 2010 Report on Transportation. Surrey, BC: City of Surrey.

² Statistics Canada. (2009). Survey of Household Spending.

³ Statistics Canada. 2006 Census.



11% of Surrey residents take public transit to get to work.

KEY FACT

The majority of workers who live in Surrey rely on their car to get to and from work.

Current initiatives

Below are some examples of initiatives underway:

- Surrey's Transportation Strategic Plan⁴ addresses access to transit, improved walking and cycling opportunities within the City, and greater connectivity across the region.
- So far, sixteen Surrey schools have taken part in the HASTE HUB program for Active School Travel.⁵ This program focuses on reducing greenhouse gas emissions by encouraging alternative modes of travel to and from school including walking or cycling instead of driving.
- The City of Surrey Engineering Department has an on-going Safe & Active Schools program to create a safe and friendly environment for children and youth. This program includes traffic and pedestrian safety audits for all public elementary and secondary schools in Surrey supported by an annual program of improvements such as traffic calming, parking controls or new crosswalks.⁶
- In a typical year, 12 new kilometers of cycling routes are constructed in Surrey. With additional one-time funding, 18 kilometers of new cycling routes were either approved or started construction in 2010. Two pedestrian and cycling overpasses above Highways 1 and 99 were also completed in 2010.⁷
- Two post-secondary institutions in Surrey, Simon Fraser University (SFU) and Kwantlen Polytechnic University, participate in Translink's U-Pass program. Participating in this program allows post-secondary students to have unlimited access to transit for \$30/month.
- Translink offers monthly concession fares of \$46.50 for a 3-zone bus pass for seniors, secondary school students (14 to 19 with a valid GoCard), and children 5 to 13. Children 4 or younger ride for free.⁸
- Special discounted fares and accessible transportation is also offered to people with disabilities through Translink's HandyDART and HandyCARD programs.

⁴ Surrey (City of). 2010. *2008 Transportation Strategic Plan*.

Available on-line: <http://www.surrey.ca/files/2010-Transportation-Report.pdf>

⁵ HASTE Hub for Active School Travel. 2012. *Action Showcase – View by School District*.

Available on-line: <http://hastebc.org/showcase/mapped-data-school-district>

⁶ Surrey (City of). 2012. *Safe and Active Schools*.

Available on-line: <http://www.surrey.ca/city-services/4791.aspx>

⁷ Surrey (City of). 2010. *2010 Report on Transportation*.

Available on-line: <http://www.surrey.ca/files/2010-Transportation-Report.pdf>

⁸ Translink. 2012. *U-Pass FAQ*.

Priorities and Recommended Actions

transportation

	WHO IS RESPONSIBLE				
	FEDERAL	PROVINCIAL	TRANSLink	MUNICIPAL	COMMUNITY
Develop higher density, transit-oriented communities					
• Create mixed use, compact communities that will allow people to access destinations closer to home and reduce their need to travel, as well as provide them with convenient access to transit services.			✓	✓	
• Consider reduced parking standards for new residential developments with good transit access (to reduce the cost of housing).				✓	
• Support the provision of shared vehicles in new multi-family residential developments in order to minimize the need for privately owned vehicles.				✓	✓
Promote walking, cycling and other transportation alternatives					
• Promote alternatives to the single occupancy vehicle by raising awareness of walking and cycling opportunities.		✓	✓	✓	✓
• Ensure that residents have the opportunity to choose safe, healthy non-motorized transportation modes for many of their trips through implementation of the City of Surrey's Walking Plan and Cycling Plans.				✓	✓
• Encourage the provision of convenient and secure parking and storage for bicycles in new developments, existing public spaces and public facilities.				✓	✓
• Design new developments that are walkable.				✓	✓
Advocate for increased transit service					
• Implement the City of Surrey Transportation Strategic Plan and South of Fraser Area Transit Plan.		✓	✓	✓	
• Increase community shuttles in areas that cannot support conventional large bus routes.			✓		
• Monitor the demand and supply of custom accessible transit (HandyDART), to ensure there is sufficient capacity to meet the mobility needs of those not able to use the conventional system.			✓		

TABLE CONTINUES ON NEXT PAGE

	WHO IS RESPONSIBLE				
	FEDERAL	PROVINCIAL	TRANS LINK	MUNICIPAL	COMMUNITY
Advocate for increased transit service — continued					
• Ensure that overcrowding does not limit the mobility of people with accessibility challenges when using the conventional transit system.			✓		
• Implement Light Rail Transit connecting communities South of the Fraser.			✓		
Advocate for more affordable and accessible transit services					
• Convene a group that includes the City, Translink, and community stakeholders to work on developing transit solutions for low-income families/individuals.			✓	✓	✓
• Develop a more equitable transit fare structure for people traveling around Metro Vancouver Region (eg. from Surrey to Vancouver), including exploring a distance-based pricing system and a longer duration before bus tickets expire.			✓		
• Provide a discounted transit pass rate for individuals and families who are receiving Income Assistance, and for non-profit agencies that provide transit passes to low-income people using their services.			✓		
• Ensure all bus stops, buses, rapid transit stations and services are accessible for people with mobility limitations.		✓	✓	✓	
• Explore potential partnerships between supermarkets, transportation providers and other key stakeholders to increase transportation options for low-income families/individuals who face barriers to accessing food.			✓		✓



housing

Access to safe, affordable housing plays an essential role in supporting the economic and social well-being of families and individuals. While housing in Surrey is more affordable when compared to other parts of the Metro Vancouver region, there are still too many families and individuals living in Surrey who are unable to find housing that is affordable with the resources that they have available.

As one of the single largest expenditures in a household's budget, access to affordable housing plays an important role in helping to break the dynamics of poverty and low income. Not only does Surrey's Social Plan⁹ identify housing affordability and homelessness as a priority for the City but the City has taken an active role in working to identify strategies and partnerships that can help to provide an expanded range of housing options for those who need it most.



Key facts

- While many households will aspire to own their own home, for some households renting is their only option. Approximately 35% of all households across Metro Vancouver are renters compared to approximately 25% of all households in Surrey.
- Approximately 1 in 3 renter households in Surrey were in core housing need in 2006. This represents approximately 10,430 renter households across the City who are facing challenges in finding suitable housing that costs less than 30% of their household income.
- Approximately 3,495 renter households in Surrey were in "worst case need." These are households that are in core housing need and spending at least 50% of their income on their housing costs.¹⁰

⁹ Plan for the Social Well-Being of Surrey Residents (March 2006). Surrey, BC: The Social Planning & Research Council of BC (SPARC BC). <http://www.surrey.ca/files/SocialPlanFinalReport2006.pdf>

¹⁰ Statistics Canada. 2006 census.

KEY FACTS

1 in 3

Approximately 1 in 3
renter households in
Surrey were in core
housing need in 2006.

- The 2011 Metro Vancouver Homeless Count identified 400 individuals in Surrey who were without a place to live on the night of the count. This includes 230 individuals who were sleeping outside at the time of the count.¹¹

- The existing inventory of subsidized housing and the rent assistance available through the Province's RAP (Rental Assistance Program) and SAFER (Shelter Aid for Elderly Renters) program make a real difference to households in need. There are currently 1,068 families and 1,285 seniors in Surrey helped by BC Housing's Rental Assistance Program (RAP) and Shelter Aid for Elderly Renters (SAFER) programs and approximately 4,376 households living in social housing.

- As of June 2011, there were approximately 1,320 Surrey families who were on BC Housing's Applicant Registry (waiting list) and who were eligible for social housing.

Current initiatives

Below are some examples of initiatives underway:

- In 2007, Surrey City Council established the Surrey Homelessness and Housing Society¹² with a commitment of \$9.5 million to help work toward solutions for ending homelessness in the City of Surrey.

- The City of Surrey entered into an MOU Agreement with BC Housing in 2008 to leverage opportunities to expand the supply of transitional and supportive housing units available to people who are homeless or at-risk of homelessness. Through this Agreement, 140 housing units and 40 beds have been opened or are under development on City-owned properties.¹³

- The City of Surrey is currently working on the development of a Master Plan for Housing the Homeless in Surrey. It will provide strategic direction for facilitating the provision of housing and services for people who are homeless or at-risk of homelessness in Surrey.

- Local service providers across the City actively work to provide housing, services and supports to help those who are homeless as well as work on strategies and initiatives to prevent homelessness. This includes initiatives like the Homeless Connect Day held every year in partnership with the Regional Steering Committee on Homelessness as well as initiatives like the Surrey Rent Bank which provides short-term assistance to families and individuals who are in crisis and who are at risk of becoming homeless.¹⁴

¹¹ Metro Vancouver. 2012. *Metro Vancouver 2011 Homeless Count Report*.

¹² Surrey Homelessness and Housing Society. 2012. *History*. Available on-line: <http://surreyhomelessnessandhousing.org/about/history/>

¹³ Surrey (City of). 2011. *PLAN for the SOCIAL well-being of Surrey residents*. 2010 annual report.

¹⁴ Newton Advocacy Group. 2012. *Surrey Rent Bank*. Available on-line: <http://www.newtonadvocacygroup.ca/main/wp-content/uploads/2011/06/SRB-Brochure.pdf>

Priorities and Recommended Actions

housing

	WHO IS RESPONSIBLE			
	FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY
Advocate for a national housing strategy				
• Develop and implement a national housing strategy.	✓			
Address homelessness				
• Sustain and increase the funding focussed on homelessness until a combined strategy on housing and homelessness is developed to guide federal and provincial investment.	✓	✓		
• Coordinate among all government departments and agencies the policies and programs that address issues related to homelessness such as: justice, health, income, employment etc.	✓	✓		
• Maintain and increase the funding for the Unlicensed Supportive Recovery Home Program to enable additional beds to be funded through this program.		✓		
• Complete and implement the City of Surrey Master Plan for Housing the Homeless in Surrey.			✓	
• The Surrey Homelessness and Housing Society to continue providing grants for projects that provide solutions to homelessness in Surrey. The Society will also raise funds to enhance its ability to have an impact on homelessness in Surrey.				✓
• The Surrey Homelessness and Housing Task Force to continue to provide a leadership role by coordinating services, building the capacity of local non-profits, engaging the business community, and identifying gaps and solutions to homelessness in Surrey.				✓
Maintain and increase the supply of non-market and social housing				
• Provide funding to maintain and increase the supply of non-market and social housing in Surrey.	✓	✓		
• Plan and create the capacity and conditions necessary to develop new social housing projects in Surrey that respond to the needs of diverse population groups.	✓	✓	✓	✓
• Commit funds to maintain and develop additional housing for urban Aboriginal people.	✓	✓		
• Contribute surplus federal and provincially owned lands in Surrey for the development of social housing at a reduced cost or no cost.	✓	✓		

TABLE CONTINUES ON NEXT PAGE

WHO IS RESPONSIBLE			
FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY

Ensure that market rental housing is accessible and affordable for low income households

<ul style="list-style-type: none"> • Raise awareness of the Rental Assistance Program (RAP), Shelter Aid For Elderly Renters (SAFER), Home Adaptations For Independence (HAFI) and other housing services and programs that are available for low-income households. 			✓	✓
<ul style="list-style-type: none"> • Maintain and increase the funding levels available for rent supplement programs, including the Rental Assistance Program (RAP) for low-income working families. 		✓		
<ul style="list-style-type: none"> • Sustain and enhance housing stability strategies such as the Surrey Rent Bank. 	✓	✓		✓
<ul style="list-style-type: none"> • Amend the Residential Tenancy Act such that the Residential Tenancy Branch's (RTB) dispute resolution services are more accessible to low income renters and more effective in responding to their needs, and that decisions are enforced by the RTB, and in a timely manner. 		✓		
<ul style="list-style-type: none"> • Introduce taxation changes that will stimulate the development of new purpose-built rental housing. 	✓			

Support the provision of affordable and appropriate housing

<ul style="list-style-type: none"> • Develop and implement a City of Surrey Housing Action Plan that will identify housing issues and strategies for municipal actions that will ensure that there is an adequate supply of housing to meet the full range of incomes and needs in the city. 			✓	
<ul style="list-style-type: none"> • Implement a residential rehabilitation program to replace the federal RRAP program, which was terminated in 2011 at the same time that federal funds were transferred to the Province for renovation programs. 		✓		



income

Surrey's Social Plan recognizes that "an inclusive city is one where everyone can participate and benefit from opportunities offered, regardless of economic means."

While there is the potential for families and individuals living in Surrey to benefit from the economic and social opportunities that come with the growth and change that the City is experiencing, there is also the need to work actively to ensure that such opportunities are available to everyone. For some, this might mean improving access to training programs and other initiatives designed to provide greater financial stability to low income families and individuals who are living from pay cheque to pay cheque. For others, it might mean working to strengthen and enhance the social safety net.



Key facts

- Some households are at greater risk of poverty and exclusion. This includes single parent families, recent immigrants and single person households (senior and non-senior).
- Households relying on income assistance are living well below the Low Income Cut-offs. For example, a single person on income assistance receives only \$610 per month, or \$7,320 per year, to live on. This is considerably below the low-income cut-off of \$19,144 per year for a single person household. Likewise, a couple with two children receives \$1,101 per month, or \$13,212 per year, below the low income cut-off of \$35,575 for a family of four.
- Income assistance rates have not increased since 2008 while the cost of food, shelter and other basic essentials has continued to increase.
- A minimum wage of \$9.50 per hour, assuming a 37.5 hour week, translates into an annual income of \$18,525. This income level represents approximately 97% of the poverty line for a single person household, and 77% of the poverty line for a single parent with one child.
- Targeted initiatives like the Federal Child Tax Benefit and OAS/GIS can play a critical role in helping to lift low income families and individuals out of poverty and help to provide the foundation needed for moving forward.



There is significant variation in the employment and economic opportunities available to different groups and sectors of the community.

Targeted initiatives like the Federal Child Tax Benefit and OAS/GIS can play a critical role in helping to lift low income families and individuals out of poverty.

Current initiatives

Below are some examples of initiatives underway:

- The City of Surrey has taken a leadership role in advocating for the federal government to terminate the transportation loan program for government assisted refugees (GARS). Currently GARS, who are humanitarian refugees in desperate need of protection, are required to repay the costs associated with their transportation to Canada and their pre-entry medical costs.
- The Metro Vancouver Urban Aboriginal Strategy (MVUAS) helped to facilitate a partnership between the City of Surrey, the City of Vancouver and ACCESS (an Aboriginal employment agency) to create opportunities for Aboriginal people to develop skills needed to access administrative opportunities within local government including positions within the library system.¹⁵
- The Surrey Public Library, in partnership with OPTIONS, organizes an employment workshop for newcomers, which helps to provide them with the information and skills that they need to find suitable and appropriate work.¹⁶
- The Employment Centre for Persons with Disabilities (ERCPD), located in Surrey, provides employment services to assist people with disabilities to attach to the labour market.¹⁷
- Federal initiatives such as the Universal Child Care Benefit (UCCB), the Child Care Tax Benefit (CCTB) and BC's Family Bonus have helped improve the economic situation of many low income families with this support often lifting a family out of poverty.
- The assistance available through the Federal government's OAS/GIS programs and the indexing of this assistance has helped to provide greater economic stability and reduce the depth of need among many low income seniors living in poverty.

¹⁵ ACCESS.2012. *ACCESS Funded Programs*. Available on-line: <http://programs.accessfutures.com/>

¹⁶ OPTIONS. 2012. *OPTIONS homepage*. Available on-line: options.bc.ca

¹⁷ BC Centre for Ability. 2012. *Employment Centre for Persons with Disabilities (ERCPD)*. Available on-line: <http://www.centreforability.bc.ca/?page=25>

Priorities and Recommended Actions

income

WHO IS RESPONSIBLE			
FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY

Advocate for federal and provincial policy and program improvements

<ul style="list-style-type: none"> • Immediately cancel all outstanding refugee transportation loan debt and cease seeking repayment of transportation costs for new government assisted refugees coming to Canada. 	✓			
<ul style="list-style-type: none"> • Make improvements to policies and programs that impact low income individuals and families including: <ul style="list-style-type: none"> o Income Assistance and Disability Benefits o Minimum Wage o Employment Standards o Training Programs for People with Disabilities. 		✓		
<ul style="list-style-type: none"> • Make improvements to policies and programs that impact low income individuals and families including: <ul style="list-style-type: none"> o Child and Family Benefits o Employment Insurance (EI) o Income Guarantees (at or above LICO) o Employment Programs for Aboriginal People o Live-In Care Giver Program. 	✓			

Increase awareness about income services and supports

<ul style="list-style-type: none"> • Increase awareness among low income individuals and families of the Surrey Public Library's services including free job search and resume writing workshops, and free access to computers and the Internet for job search activities. 			✓	✓
<ul style="list-style-type: none"> • Raise awareness among low income individuals and families of the need to file an income tax return in order to benefit from tax credits. Promote the availability of free income tax filing services for low income people. 			✓	✓
<ul style="list-style-type: none"> • Explore and promote strategies to assist people for whom the new on-line application for Income Assistance is a barrier. 		✓	✓	✓

Promote local economic development

<ul style="list-style-type: none"> • Develop new opportunities to assist people facing barriers to employment to gain employment skills and experience. 		✓	✓	✓
<ul style="list-style-type: none"> • Support the sustainability of non-profit agencies through the development of social enterprise and other related initiatives. 		✓	✓	✓

TABLE CONTINUES ON NEXT PAGE

WHO IS RESPONSIBLE

FEDERAL

PROVINCIAL

MUNICIPAL

COMMUNITY

Promote local economic development — continued

- Ensure that government policies and regulations encourage and support small business development and co-operatives.

✓

✓

✓

- Explore the development of micro-loan programs.

✓

Living Wage

- Government and other employers to pay their regular and contract employees a living wage that allows them to access a good quality of life in Surrey.

✓

✓

✓

✓



support

Many families and individuals living in low income face real challenges in meeting basic day to day needs.

Access to affordable child care, education and other opportunities can make a real difference in helping families and individuals to overcome the challenges of poverty and low income. Place-based strategies that focus on providing supports to those who are most vulnerable can help to not only address gaps in the social safety net but also to provide low income families and individuals with the kind of stability and support that they need to move forward in their lives.



Key facts

- Local schools, churches, community centres, recreation centres and libraries all represent an important part of the social infrastructure in communities and play an important role in promoting and supporting the well-being of families and individuals.
- On average, fewer Surrey residents have college or university degrees than in the region as whole. In Surrey, 45% of residents have some post-secondary education (college or higher), as compared to 57% in Metro Vancouver.
- Services provided through the non-profit sector as well as targeted strategies across all levels of government can be part of the solution by responding to gaps in the social safety net and helping vulnerable families and individuals access the services and supports that they need in the community.
- Place-based strategies that build upon assets and resources at the neighbourhood level and target resources and services to those in the greatest need also play an important role in helping to lift low income families and individuals out of poverty.



The Surrey Library offers free services that support literacy.

KEY FACTS

On average, fewer Surrey residents have college or university degrees than in the region as a whole.

Current initiatives

Below are some examples of initiatives underway:

- In 2011, the City of Surrey opened a 77,000 square foot library in City Centre, which provides a variety of literacy services, employment programs, and family programs in the Whalley area.¹⁸
- Strong Start BC early learning programs, sponsored by the provincial Ministry of Education, provide free school-based early learning services for adults and their young children, aged birth to five.¹⁹ Twenty-two elementary schools in Surrey have Strong Start programs.
- The First Steps Early Childhood Development Settlement Program, provided by OPTIONS Community Services in collaboration with DIVERSECity Community Resource Society, and Umoja African Family Services, provides an ECD focussed settlement and developmental support program for young refugee children ages 0-6 years old. This program is offered in both the Whalley and Newton areas.²⁰
- Surrey's Community Schools Partnership, starting with just three schools in 2007, now supports more than 25 schools in identifying specific needs of the children and families, and bringing together community resources to meet those needs.
- As a Welcoming and Inclusive Communities project,²¹ the Surrey Food Bank in partnership with DIVERSECity's Community Kitchen²² held workshops with newcomers on how to use Canadian foods typically found in Food Bank hampers to cook culturally familiar, healthy meals.
- The City of Surrey's Parks and Recreation Department's Leisure Access Program enables low income residents to participate in Parks, Recreation and Culture activities at a reduced cost.²³
- The Sources/Newton Advocacy Group, located in the Newton area, advocates welfare, mental health, and housing issues with all levels of government. It also provides a pro-bono legal clinic and free tax clinic services for low income residents.²⁴

¹⁸ Surrey (City of). 2012. *Plan for the Social Well-Being of Surrey Residents. 2011 Annual Report*. Available on-line: http://www.surrey.ca/files/Social_Plan_FINAL.pdf

¹⁹ British Columbia Provincial Government Ministry of Education. 2012. *StrongStart BC*. Available on-line: http://www.bced.gov.bc.ca/early_learning/strongstart_bc/

²⁰ OPTIONS Community Services. 2012. *First Steps ECD Settlement Program*. Available on-line: http://www.options.bc.ca/program_info.php?cat_id=4&program_id=71

²¹ Surrey WIC (Welcoming & Inclusive Communities) Project. *Demonstration Projects*. Available on-line: <http://www.wicsurrey.org/demonstration-projects>

²² Diversecity Community Resources Society. *Food Security Programs*. Available on-line: <http://www.dcrs.ca/index.php?page=Food§ion=services&cat=community&sub=2>

²³ Surrey (City of). 2012. *Leisure Access Program*. Available on-line: <http://www.surrey.ca/culture-recreation/1773.aspx>

²⁴ Newton Advocacy Group. 2012. *About*. Available on-line: http://www.newtonadvocacygroup.ca/main/?page_id=2

Priorities and Recommended Actions

support

	WHO IS RESPONSIBLE			
	FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY
Promote healthy children and youth				
• Collaborate with the Ministry of Children and Family Development on their pilot project to reduce child poverty in Surrey.		✓	✓	✓
• Increase awareness of and access to free early literacy and school readiness programs available through the library, recreation services and other community agencies.			✓	✓
• Continue and increase efforts to support and encourage vulnerable youth, including Aboriginal youth, new immigrant and refugee youth, and youth from low-income families, to participate in library, recreation, civic engagement and other community activities.			✓	✓
• Continue to implement the City of Surrey Child and Youth Friendly City Strategy.			✓	
• Invest in a high quality, universally accessible child care program.	✓	✓		
Support education and literacy				
• Increase awareness of services offered free of charge at the Library, such as books and DVDS, computers and the Internet, technology training classes, assistance with filling out online forms, story-times for children, etc.			✓	✓
• Increase awareness of services offered free of charge at the Library for people with disabilities, including home delivery of books and audio books, specialized computer technology for those with visual impairments, and story-times for adults with developmental and cognitive disabilities.			✓	✓
• Continue to implement the Surrey Public Library's Learning for Life Strategy.			✓	
• Ensure that the School District No.36 (Surrey) receives an equitable share of provincial education funding, especially for vulnerable students.		✓		
• Reduce the student drop-out rate, especially among Aboriginal students.	✓	✓	✓	✓
• Reduce the use of cheque cashing and payday loan services by increasing financial literacy.				✓

TABLE CONTINUES ON NEXT PAGE

	WHO IS RESPONSIBLE			
	FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY
Increase access to post-secondary education				
• Ensure that an equitable share of post-secondary funding goes to support additional spaces for the growing population in the South Fraser area.		✓		
• Develop strategies for making post-secondary education more accessible for vulnerable and under-represented groups.		✓	✓	✓
• Change the student loan program to make loans for publically-funded post-secondary institutions more accessible to low-income students, and to ensure that new graduates are not overly burdened by debt.	✓	✓		
• Explore and consider ways to address problematic lending practices of financial institutions, facilitated by private post-secondary institutions, which leave some students with high debt levels and low-wage employment prospects.		✓		✓
• Increase the participation of women in trade schools.		✓		✓
Build a healthy and inclusive community				
• Continue to develop activities and opportunities that build social connectedness and sense of belonging among all Surrey residents, and that specifically include low income individuals/families and neighbourhoods.			✓	✓
• Develop strategies and/or initiatives that target low income individuals/families or neighbourhoods, and enhance access to recreational, cultural, library and other opportunities that promote health and well-being.			✓	✓
• Promote awareness of the City of Surrey's Leisure Access Pass (LAP) that provides free or reduced price recreation services for low income people. Also promote awareness of free-of-charge community events and other opportunities.			✓	✓
• Develop and support initiatives to increase low income households' dignified access to healthy food.			✓	✓
• Promote coordination of food security efforts including the coordination of meal programs.			✓	✓

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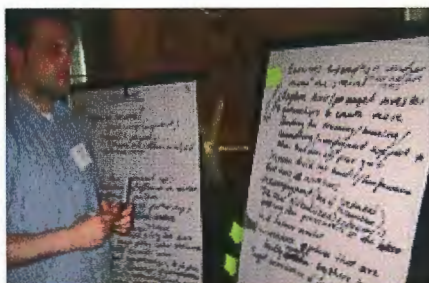
	WHO IS RESPONSIBLE			
	FEDERAL	PROVINCIAL	MUNICIPAL	COMMUNITY
Improve health outcomes				
• Increase awareness of the health resources available in the community.			✓	✓
• Adopt “plain language” and translated versions of health education materials and community social service materials.		✓	✓	✓
• Assist low-income individuals/families to access a quality primary care practitioner.		✓	✓	✓
• Ensure that mental health and addictions services are available and accessible for families and individuals who need them. Provide training to those who are supporting people with mental health concerns.		✓		
• Expand home support services for vulnerable seniors.		✓		
Support the settlement of recent immigrants				
• Develop strategies to support the settlement of refugees and other vulnerable recent immigrants.	✓	✓	✓	✓
• Increase new immigrants’ awareness of services and supports that are available to them.	✓	✓	✓	✓
• Support initiatives that address the issue of foreign credential recognition.	✓	✓		✓



Appendix I

Steering committee

Councillor Judy Villeneuve	Chair, City of Surrey Social Planning Advisory Committee and President, Surrey Homelessness and Housing Society
Sonya Boyce	Surrey Women's Centre
Lorraine Copas	Social Planning and Research Council of BC (SPARC BC)
Stephen Dooley	Kwantlen Polytechnic University and The Centre for Interdisciplinary Research: Community Learning and Engagement (CIR:CLE)
Scott Graham	SPARC BC
Laurel Jebamani	The Aboriginal Health Team, Fraser Health Authority
Susan Keeping	Surrey Homelessness and Housing Task Force
Vera LeFranc	Surrey Homelessness and Housing Society
Marlis McCargar	Social Planning, City of Surrey
Mary Miller	Surrey Homelessness and Housing Society
Aileen Murphy	Social Planning, City of Surrey
Alice Sundberg	Vibrant Surrey Poverty Reduction Society
Charlotte Watson	Engineering Department, City of Surrey



Appendix II

Poverty Dialogue participants

Aaron Cheng	Judy Peterson
Adriana Azzolini	Julie Potter
Adrienne Montani	Julie Stephenson
Ahmed Kafafi	Karen Abrahamson
Aileen Murphy	Karen Norman
Alice Sundberg	Kingsley Okyere
Angel Huang	Kulpreet Singh
Bruce Ralston	Lani Caron
Charles Partridge	Laurie Cavan
Charlotte Watson	Lindseigh Lochhead
Christine Mohr	Maddy Carlington
Daljit Gill-Badesha,	Manreet Kainth
Darrell Ferner	Margaret Mubanda
David Kerr	Marlis McCargar
David Pereira	Mary Miller
David Poulette	Mary Pichette
David Woollven	Maxine Larmour
David Young	Meredith Seeton
Denise Darrell	Michel Pouliot
Doris Sai-Boateng	Michelle Orfield
Elaine Clare	Michelle Shaw
Eric Kwon	Mike Lally
Feezah Jaffer	Mishele Blumke
Gary Robinson	Morten Bisgaard
Gurdeep Khaila	Natasha Smith
Helesia Luke	Nina Rihal
Irene McLellan	Nylle Kristine Quines
Jacki Tokaryk	Peter Hill
Janet Kreda	Pooja Khandelwal
Jean Macdonald	Richard Hosein
Jesse Sangha	Rocio Cabrera
Joanne Tang	Ron Savoy
Jonquil Hallgate	CONTINUES ON NEXT PAGE



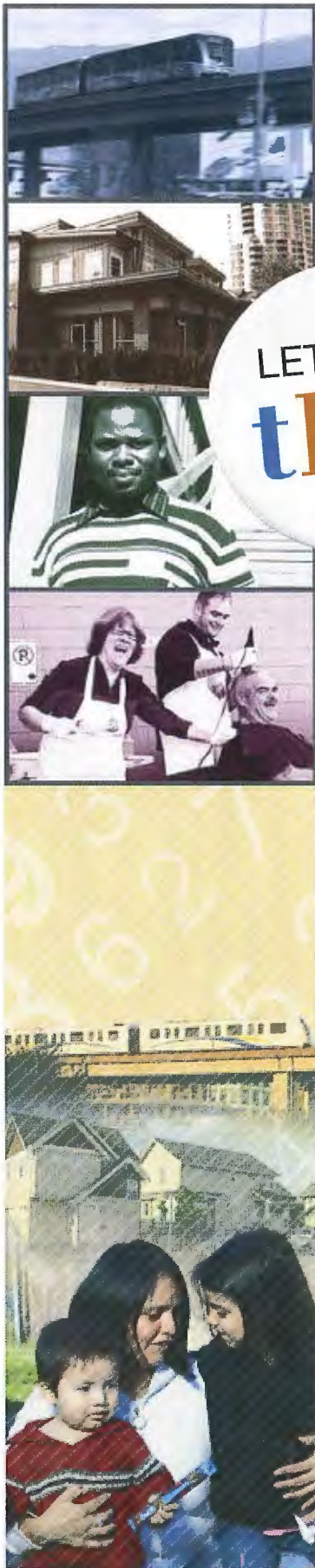
Appendix II - continued

Poverty Dialogue participants

Sandra Olson
 Sarjeet Purewal
 Shayne Williams
 Sonya Boyce
 Stacey Rennie
 Susan Keeping
 Susan Papadionissiou
 Susan Woronko
 Tanya Fink
 Tiffany Nguyen
 Trish Garner
 Vera LeFranc
 Victoria Barr
 Wanda Stachura
 Yazmin Hernandez Banuelas
 Yves Trudel

Collaborative community engagement process

The Surrey Poverty Reduction Plan is the product of a dynamic and truly collaborative community engagement process. More than 100 citizens and professionals took time to attend two separate consultations and provided recommendations to which this Plan is grounded. In other words, the recommendations provided in this Plan have a broad base of multi-sectoral support, and we are very hopeful that this support will enhance the viability of implementation.



The Surrey Poverty Reduction Plan is dedicated to the over 71,000 individuals in our City who face the daily challenge of living with limited incomes.

We hope that the recommendations in the Plan lead to dedicated action on the part of businesses, community agencies and all levels of government that will have a lasting positive impact on the economic circumstances of people living in poverty.

- transportation
- housing
- income
- support



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee

Date: February 16, 2017

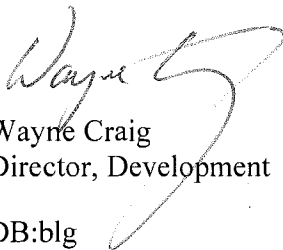
From: Wayne Craig
Director, Development

File: ZT 16-740866

Re: Application by Christopher Bozyk Architects Ltd. for a Zoning Text Amendment to the "Industrial Retail (IR1)" zone to Allow "Vehicle Sale/Rental" on up to 10% of the Gross Floor Area as an Additional Use at 4331 and 4431 Vanguard Road

Staff Recommendation

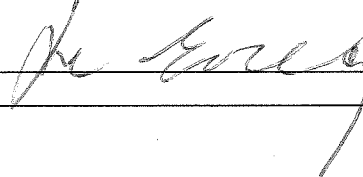
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9670, for a Zoning Text Amendment to the "Industrial Retail (IR1)" zone to allow "vehicle sale/rental" limited to a maximum of 10% of the gross floor area as an additional use at 4331 and 4431 Vanguard Road, be introduced and given first reading.


Wayne Craig
Director, Development

DB:blg
Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied for permission to amend zoning district “Industrial Retail (IR1)” zone to allow “vehicle sale/rental” as an additional use at 4331 and 4431 Vanguard Road. The proposed “vehicle sale/rental” use will be limited to a maximum of 10% of the building gross floor area. The subject site is located in the East Cambie Planning Area (see Attachments 1 and 2 for location maps and the East Cambie Land Use Map).

Findings of Fact

Project Description

The proponent proposes to undertake the construction of a new three storey (including the roof deck) vehicle storage and repair facility for Autowest BMW. The Zoning Text Amendment will allow approximately 930 m² (10,010 ft²) of the facility to be used as a showroom for sale of pre-owned vehicles. The applicant has indicated that the showroom is essential to the successful operation of the vehicle repair facility. The overall design incorporates 10 workshop bays, a detail shop, a car wash, an 18 space pre-owned vehicle showroom and vehicle storage areas for approximately 279 vehicles. A total of 98 parking spaces are provided for staff and visitors (Attachment 3).

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Surrounding Development

The two existing lots will be consolidated to create a single 9,303 m² (100,145 ft²) property (net of road dedications). Both properties are currently vacant with no existing structures and no significant vegetation with the exception of three Japanese Cherry trees, two of which are bylaw sized. Surrounding development is as follows:

- To the North and East: Medium sized industrial lots (0.12 ha to 0.25 ha) (0.3 ac to 0.6 ac.) all zoned “Industrial Retail (IR1)” and used for various general industrial purposes.
- To the South: An east-west leg of Vanguard Road and Highway 99.
- To the West: Shell Road, the Shell Road rail corridor and Highway 99.

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The 2041 Official Community Plan (OCP) designates the subject site as “Mixed Employment (MEMP)”. The MEMP designation applies to areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted including the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

The East Cambie Area Plan (Attachment 2) designates the subject site as “Industrial” which is defined in the OCP as those areas of the City where the principal uses provide for the production, manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, cleaning, servicing or repair of goods, materials or things.

The site’s current “Industrial Retail (IR1)” zoning provides for a range of general industrial uses, stand-alone offices and a limited range of general retail uses. Retail uses currently permitted in the IR1 zone are generally limited to retail goods that require large floor areas like furniture, carpet, home appliances and building materials. Under the proposed Zoning Text Amendment the proposed vehicle sale/rental use will be ancillary to the industrial uses and will be limited to a maximum of 10% of the building’s gross floor area.

It is acceptable to consider and allow limited automobile sales in this OCP designated Mixed Employment area for the following reasons:

- A BC economic consultant has advised that automobile dealership and mechanic repair uses provide the same or more number of jobs and the same or higher salaries, as industrial warehouse uses. This statement is supported by 2016 Statistics Canada information which indicates that an automotive service mechanic / technician can earn between \$28,000 -78,000 annually;
- In comparison, 2016 Stats Can data indicates that an industrial warehouse worker can earn between \$18,000 to \$54,000 per year and, as with any type of job, the higher paid workers are more skilled (e.g., a forklift operator);
- The density of jobs for the proposed uses are typically higher than for warehouse storage operations. The applicant anticipates that the proposed facility will provide approximately 20 full time jobs over the long term.

In summary, the proposed text amendment to allow limited vehicle sale/rental supports the existing auto service use already permitted on the site and the proposed development is expected to generate the same or more jobs and the same, or better, paying jobs as industrial warehouse uses.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff have only received a single enquiry from the public about the rezoning application in response to the placement of the rezoning sign on the property. No comments were offered by the caller.

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

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Site Contamination

The subject site had previously been used for automotive repair and machine shop operations. Both of these prior uses are classed as Schedule 2 uses under the Provincial *Environmental Management Act* and the site therefore requires a detailed site review. The Province has issued a letter to advise that the City should not adopt the rezoning for this site until the Province has received and reviewed further information on the contamination and the proposed remediation.

The applicant has engaged a consultant who is preparing the information required for the Province. The consultant has advised City staff that the contamination is primarily hydrocarbon based, and is relatively contained. A plan for excavating and removing the contaminated soils is being prepared for Ministry review. The Zoning Text Amendment Considerations include a requirement that the City receive an acceptable instrument of release prepared by the Province prior to the Bylaw adoption. Prior to the Bylaw adoption the City will require confirmation that any road dedications are not subject to contamination.

Built Form and Architectural Character

Although the proposed building is primarily intended to house industrial permitted uses, it has been designed with the knowledge that this location has an important visual presence from Highway 99, Shell Road and Vanguard Road. The lower floor will be primarily concrete masonry blocks and the main entrance will be emphasized with glazing, a living green wall and a two-storey tilt up concrete panel wall feature. The second floor showroom has a flush glazed curtain wall facing the southern and western elevations visible from adjacent roads. Cast in place concrete will be used for the car wash and detailing facility, as well as the upper floor parking area in the main building. Natural lighting will be provided to interior work areas and solar panels will be affixed to certain roof top areas to supplement the operation's power requirements.

Landscape and treed islands are to be provided throughout the at-grade parking area. Lower height shrubs, vines, perennials and grasses are proposed around the perimeter of the site.

It should be noted that if the Zoning Text Amendment proceeds, a Development Permit will be required.

Existing Legal Encumbrances

Public Utility Statutory Rights-of-Way (SRW Plan 53071 and Plan 45376) run across the subject property adjacent to the east property boundary and a portion of the southern property boundary. The proposed development does not encroach into these 3 m (10 ft.) wide SRWs; however, the Servicing Agreement works may result in the relocation of some portions of the utilities along the eastern property line which may make some sections of the SRW superfluous. A determination of whether the SRW can be reconfigured will be made through the Servicing Agreement.

BC Hydro and BC Telephone have utility right-of-way agreements registered on the Titles of the two properties. The proponent will address requirements of these external agencies as necessary.

Transportation and Site Access

The subject site is adjacent to a sharp bend in Vanguard Road; which turns from a north-south roadway to an east-west roadway and then makes its way under Highway 99.

Through discussions with the applicant, a two-step approach is proposed to improve the geometry at this bend. Through the Zoning Text Amendment Considerations, a 31.81 m² (342.4 ft²) road dedication will be required to address the most critical portion of the corner realignment. To allow for future widening as properties redevelop south of Highway 99 and more traffic moves along Vanguard Road, an agreement will be placed on Title, allowing the City to acquire an additional 385.07 m² (4,145 ft²) if and when required. The intent is that if redevelopment occurs south of Highway 99 that requires rezoning and warrants road improvements at the corner, those developments will be required to acquire the additional road widening on behalf of the City. The area for future dedication can be used only for parking in accordance with the Zoning Bylaw (Attachment 3).

Vehicle access to the site will be provided by two accesses to Vanguard Road located a safe distance away from the corner bend in the roadway. A pedestrian access will be provided from the main building to the north-south leg of Vanguard Road.

Zoning Bylaw parking requirements for 94 parking spaces will be fully addressed with the proposed on-site parking arrangement. One large loading area is provided and also allows for two medium loading spaces as shared space with the large loading space. The proposed building's parkade will provide up parking and medium-term storage for up to 279 inventory vehicles. Both Class 1 and Class 2 bicycle parking will be addressed through the Development Permit review, but will be required to meet the Zoning Bylaw requirements or provide supportable rationale for a variance to be considered.

Because of the proximity of the development site to Highway 99 and the proposed road dedications, the development plans were required to be reviewed by the Ministry of Transportation and Infrastructure (MOTI). Having no concerns, MOTI has provided a one-year preliminary approval for this development and will have to approve the final Zoning Text Amendment Bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses two bylaw-sized trees and one non-bylaw sized tree on the subject property. The report indicates that there are no trees on neighbouring properties, or street trees on City property. The three trees are located overtop of a sanitary sewer line; which will need to be removed as part of the redevelopment.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings with the following comments:

- The three on-site Cherry trees are too close to the proposed structure and cannot be retained.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

Locations of the replacement trees will be determined through the landscaping plan provided with the Development Permit application.

Green Roof Bylaw Response

City of Richmond Green Roof Bylaw No. 8385 applies to this development as the proposed gross floor area will exceed 2,000 m². The proponent's response to the Green Roof Bylaw includes the following:

- Provision of 20% roof rain water run-off management by means of underground storage tank; with an integrated vegetation irrigation system using the captured storm water.
- Provision of vertical landscaping, plus living/green wall along portions of the eastern and southern elevations of the building. Sections of the green wall will be placed to frame the entrances on these two building faces.

The applicant has submitted a consultant's report providing details on the proposed underground storage reservoir that will be used to collect surface storm water from the building's rooftop. This stored roof water will then be distributed to landscaped portions of the site during the growing season via an irrigation system. The consultant's calculations indicate that the proposed system will achieve the minimum 20% volume reduction generated by a conventional rooftop of equal area.

Details on the plant selections for the vertical landscaping will be provided as part of the required Development Permit application.

The combination of the storm water reduction and the vertical landscaping will achieve the required 100 points necessary for an acceptable response to the Green Roof Bylaw. Registration of a legal agreement is to ensure that the Green Roof response features are installed and maintained is a condition of the Zoning Text Amendment Bylaw adoption.

Proposed Variances

The conceptual development plans (Attachment 3) indicate that there are three areas of the proposed building which will exceed the 12 m maximum height established by the site's "Industrial Retail (IR1)" zoning. These include:

- A tilt up entrance panel is proposed as both an architectural feature/highlight and a functional feature intended to clearly identify the main entrance of the building and is proposed to be 14.02 m (46 ft.) tall.

- The show room roof is proposed to be 12.5 m (41.0 ft.) tall which is needed to accommodate, in particular, clearances for the two floors below
- The proposed roof parapet at 12.62 m (41.42 ft.) to screen parking from surrounding properties.

Details for the requested variances will be addressed in more detail through the Development Permit review.

Site Servicing and Frontage Improvements

As discussed under the “Transportation and Site Access” section of this report, a 31.81 m² (342.4 ft²) road dedication will be required at the bend of Vanguard Road.

A Servicing Agreement is required in the Zoning Text Amendment Considerations to address frontage improvements and the installation of utility services. Frontage improvements include, but are not limited to the following:

- Removal of existing water service connections and installation of new water connections with a water meter.
- Installation of fire hydrants.
- Installation of an approximately 152 m (499 ft.) length of storm sewer with manholes and catch basins along the east property line of the site.
- Installation of a new storm service connection with an inspection chamber along Vanguard Road.
- Installation of approximately 96 m (315 ft.) of new sanitary sewer with manholes along Vanguard Road (east property line) and the removal of the old existing sanitary sewer lines from the subject property.
- Installation of a concrete sidewalk, treed/grassed boulevard, curb and gutter, plus road widening along the eastern property boundary of Vanguard Road.

Issues To Be Resolved Through the Development Permit

A Development Permit/Development Variance Permit (DP/DVP) is required under the Zoning Text Amendment Considerations. The following issues will be addressed through the Development Permit review:

- Proposed height variances to accommodate the entrance tilt panel feature and the proposed building height.
- Reorganizing surface parking to eliminate overlapping handicapped parking spaces.
- Details for the vertical wall planting installation and plant selections.
- Review and refine the landscaping species selections and sizes as necessary. Addressing landscaping security requirements.
- Clarifying the location of a sediment separator and details of maintenance by the owner.
- Provision of bike parking spaces (indoor and outdoor) in compliance with the Zoning Bylaw.

- Modification of both driveway entrances to ensure a maximum throat width of 7.5 m and installation of a driveway letdown. Roll-over curbs may be accommodated outside the driveway letdown area for large vehicles.

Financial Impact or Economic Impact

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

Conclusion

Staff recommend support for the Zoning Text Amendment of the “Industrial Retail (IR1)” zone at 4331 and 4431 Vanguard Road to allow up to a maximum of 10% of the building gross floor area to accommodate “vehicle sale/rental” as an additional use. It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9670 be introduced and given first reading.



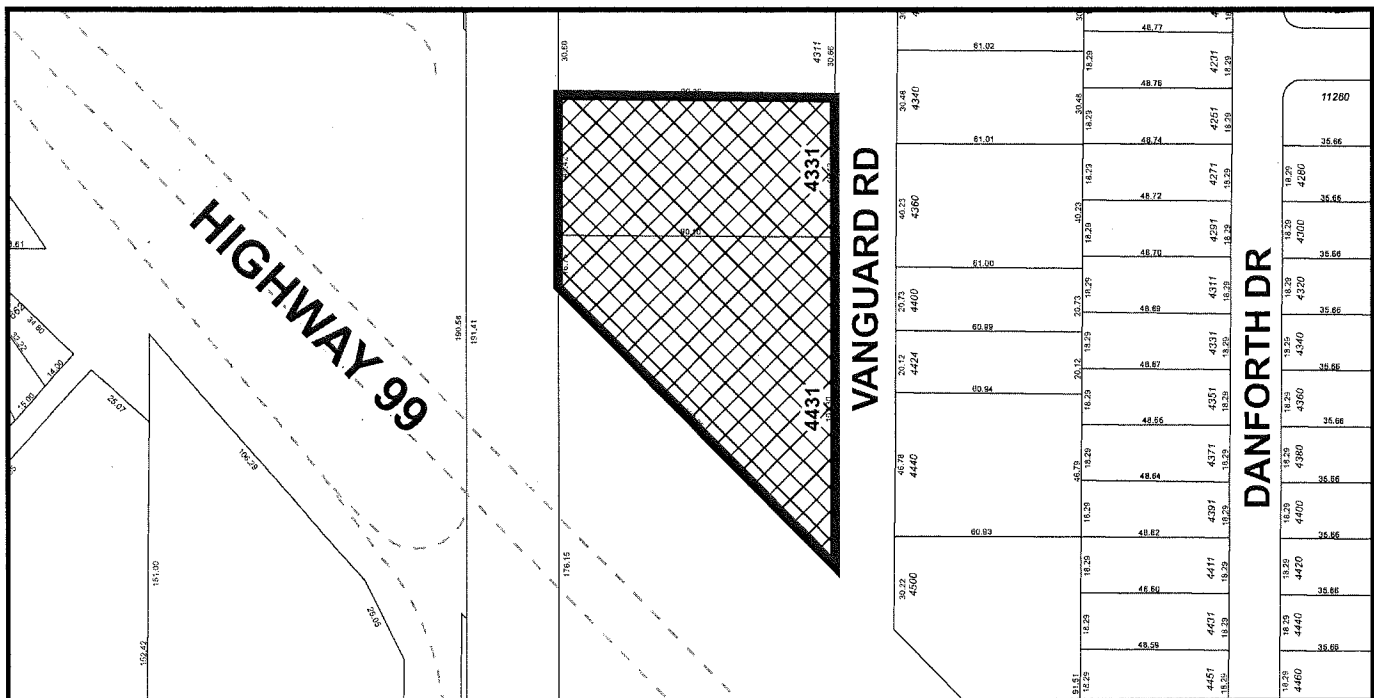
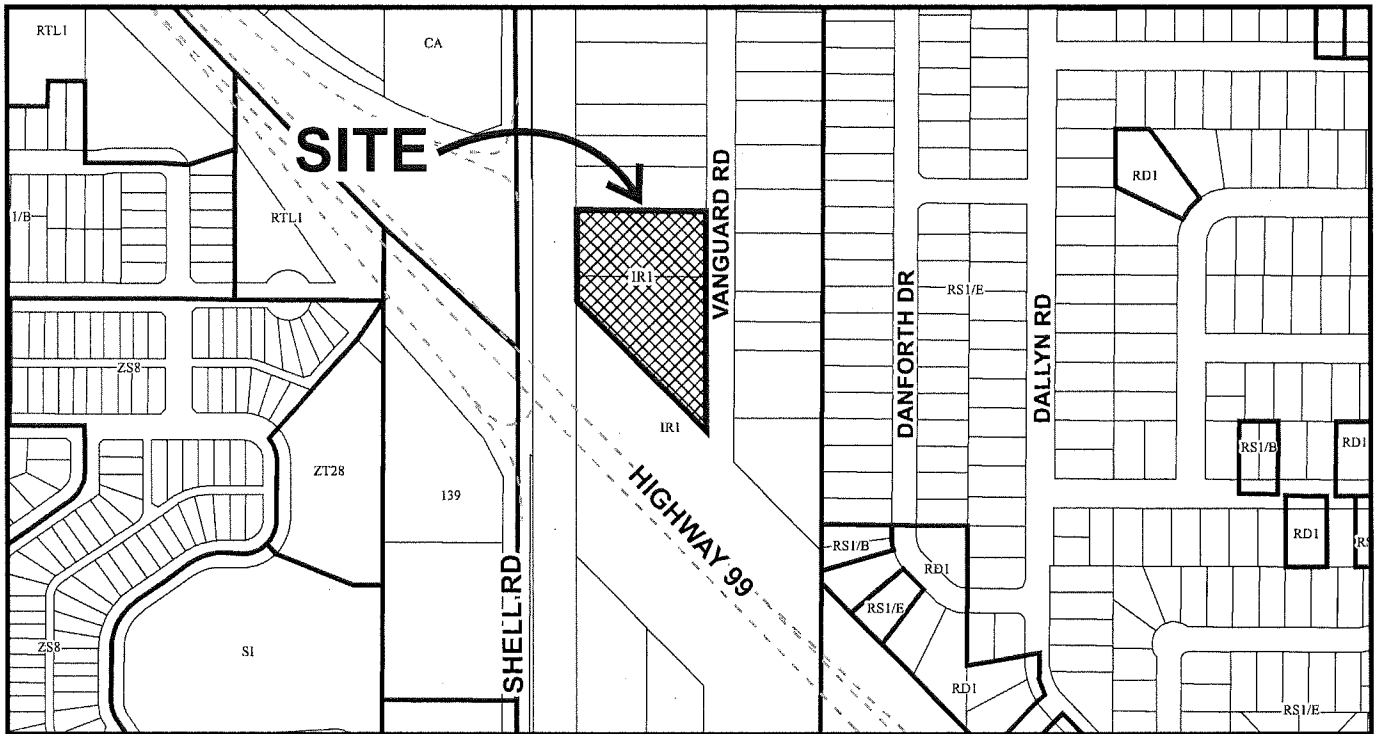
David Brownlee
Planner 2

DCB:blg

- Attachment 1: Location Map
- Attachment 2: East Cambie Land Use Map
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Rezoning Considerations



City of
Richmond



ZT 16-740866

Original Date: 09/13/16

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



ZT 16-740866

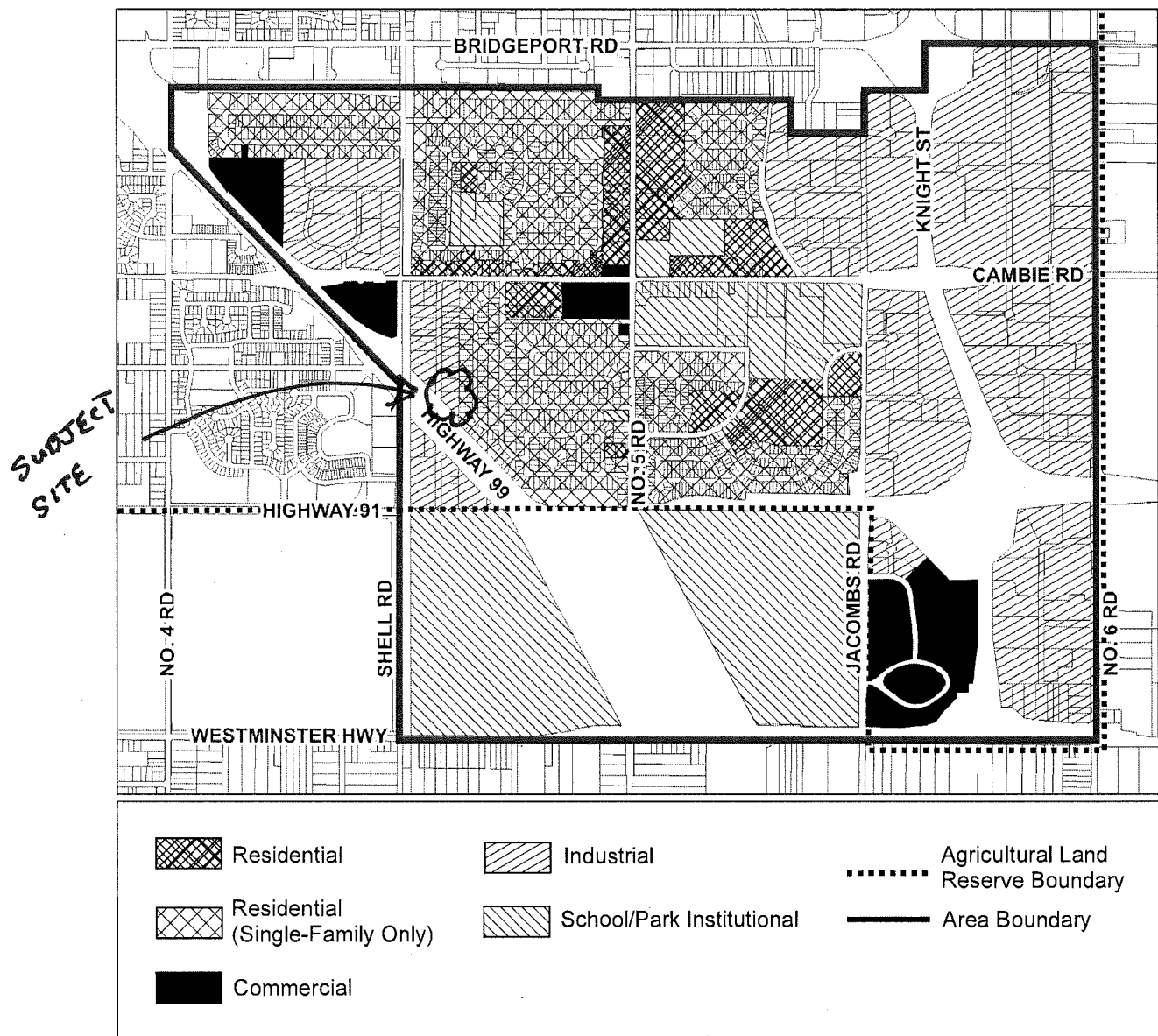
Original Date: 09/13/16

Revision Date:

Note: Dimensions are in METRES

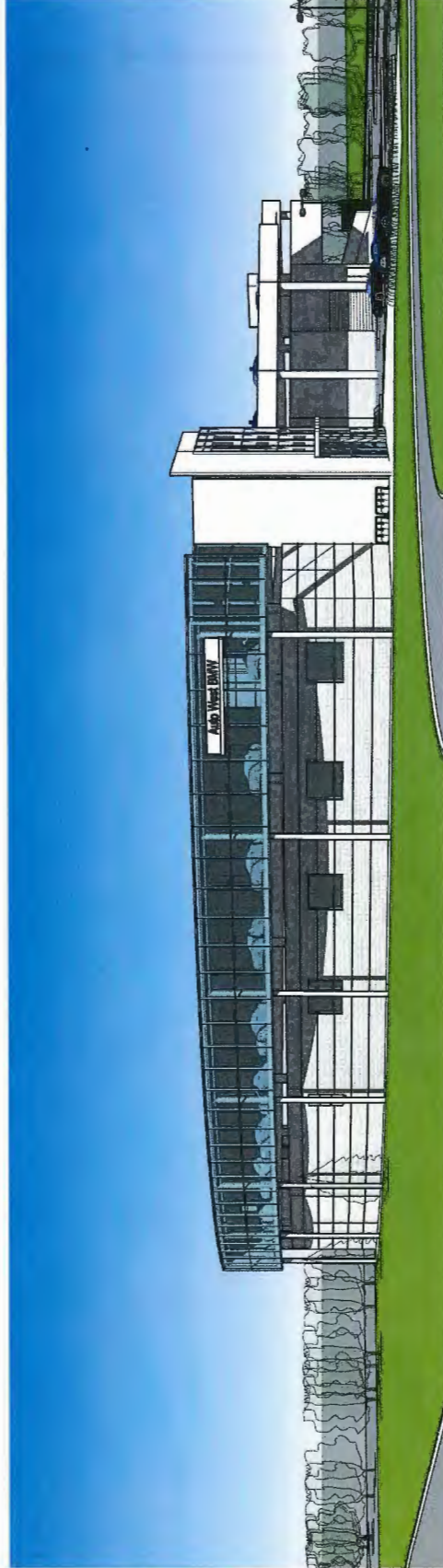
City of Richmond

Land Use Map Bylaw 8948
2016/10/24





② VIEW FROM SOUTH



① VIEW FROM HIGHWAY

REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD

PROPOSED VEHICLE STORAGE FACILITY

CHRISTOPHER CONTRACTS LTD
100-11745 SANDS CREEK VANGUARD RD, CAN. CT.
PHONE (604) 255-5449 FAX (604) 251-3888

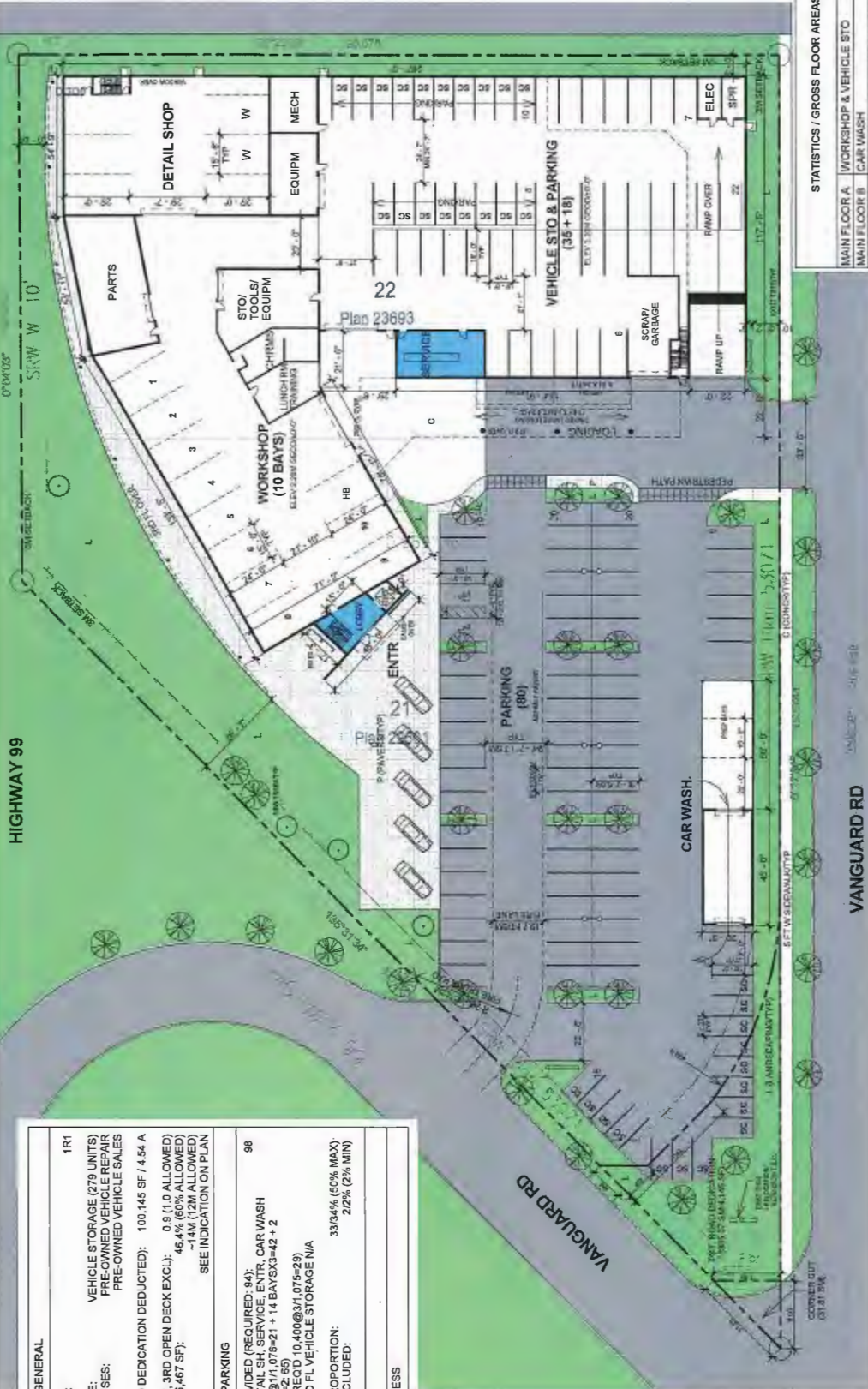
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PERSPECTIVE VIEWS DESIGN REVISIONS

SCALE:
DATE: JAN 18, 2017

PROJECT NUMBER: 216003

A0



STATISTICS / GROSS FLOOR AREAS	
MAIN FLOOR A	WORKSHOP & VEHICLE STO
MAIN FLOOR B	CAR WASH
2ND FLOOR	VEHICLE STO & ROOFED RAMP
3RD FLOOR A	SHOWROOM (10 BAYS)
3RD FLOOR B	VEHICLE STORAGE (OPEN DECK)
3RD FLOOR C	LOBBY & ROOFED RAMP
GROSS TOTAL:	
122055 SF	

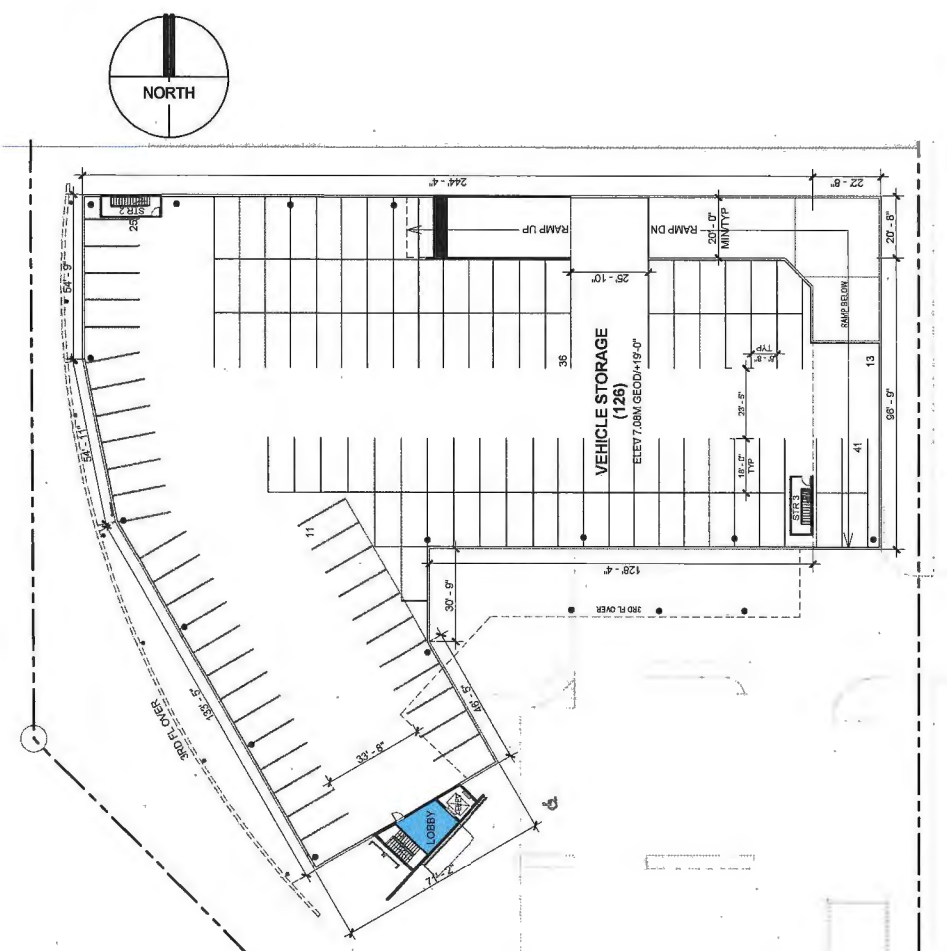
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1 SITE / MAIN FLOOR
1" = 40'-0"

REZONING TEXT AMENDMENT APPLICATION
4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY

CONSTRUCTION PROJECTS LTD
444 111 ALBERT STREET, VANCOUVER BC, V6A 1E1
PHONE: (604) 681-3344 FAX: (604) 681-3344

SITE PLAN & MAIN FLOOR PLAN REZONING REVISIONS / PRELIMINARY ISSUE
DATE: JUN 15, 2017 PROJECT NUMBER: 215803



STATISTICS / GROSS FLOOR AREAS

MAIN FLOOR A	WORKSHOP & VEHICLE STO	37235 SF
MAIN FLOOR B	CAR WASH	815 SF
2ND FLOOR	VEHICLE STO & ROOFED RAMP	39925 SF
3RD FLOOR A	SHOWROOM (10% SITE)	10010 SF
3RD FLOOR B	VEHICLE STORAGE (OPEN DECK)	31470 SF
3RD FLOOR C	LOBBY & ROOFED RAMP	2500 SF
GROSS TOTAL:		122055 SF

1 2ND FLOOR
1" = 40'-0"



2 3RD FLOOR
1" = 40'-0"

REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY

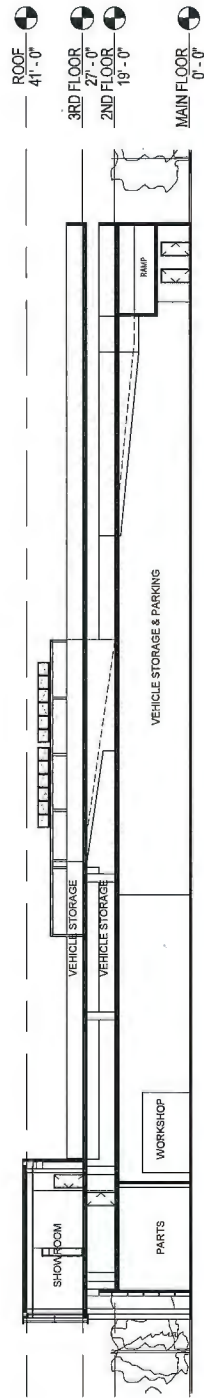
CHRISTOPHER BOZYK ARCHITECTS LTD
444-411 ALEXANDER STREET, VANCOUVER BC, V6A 1E1
PHONE: 604-251-5555 FAX: 604-251-5556

2ND & 3RD FLOOR PLANS DESIGN & REZONING REVISIONS

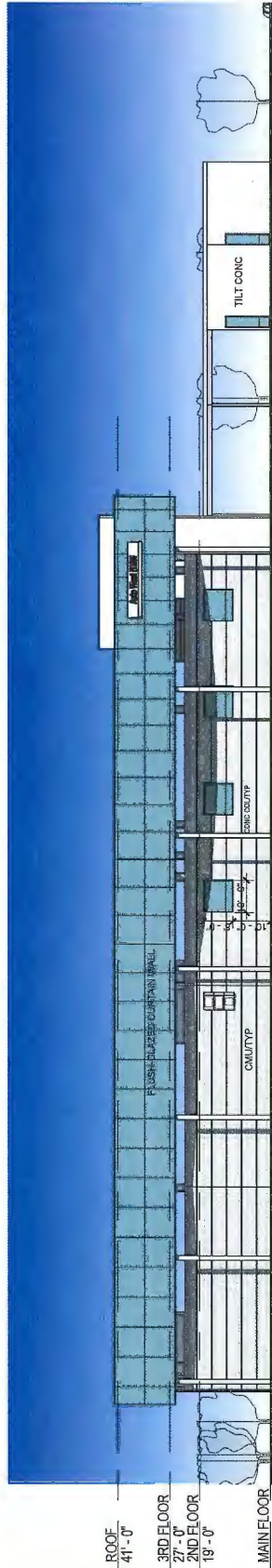
DATE: JUN 15, 2017 PROJECT NUMBER: 215303

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A2



③ E-W SECTION TO NORTH
1" = 30'-0"



② WEST ELEVATION
1" = 30'-0"



① SOUTH ELEVATION
1" = 30'-0"

REZONING TEXT AMENDMENT APPLICATION
4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY

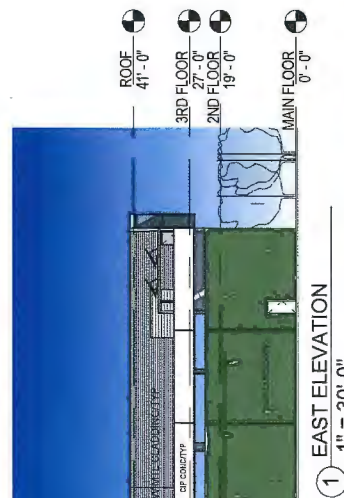
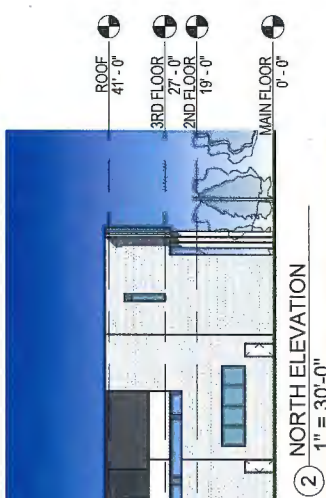
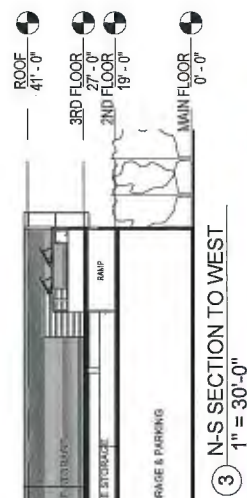
CHRISTOPHER BOYAN ARCHITECTS LTD
444-5116 KENNEDY STREET, VANCOUVER BC, V6N 1E1
PHONE: (604) 253-4466 FAX: (604) 271-5482

SECTION & ELEVATIONS DESIGN & REZONING REVISIONS

SCALE: DATE: JAN 15, 2017 PROJECT NUMBER: 215803

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A3.1



REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY

CHRISTOPHER ROUSSEAU ARCHITECTS LTD
444-571-5450
444-571-5450
444-571-5450

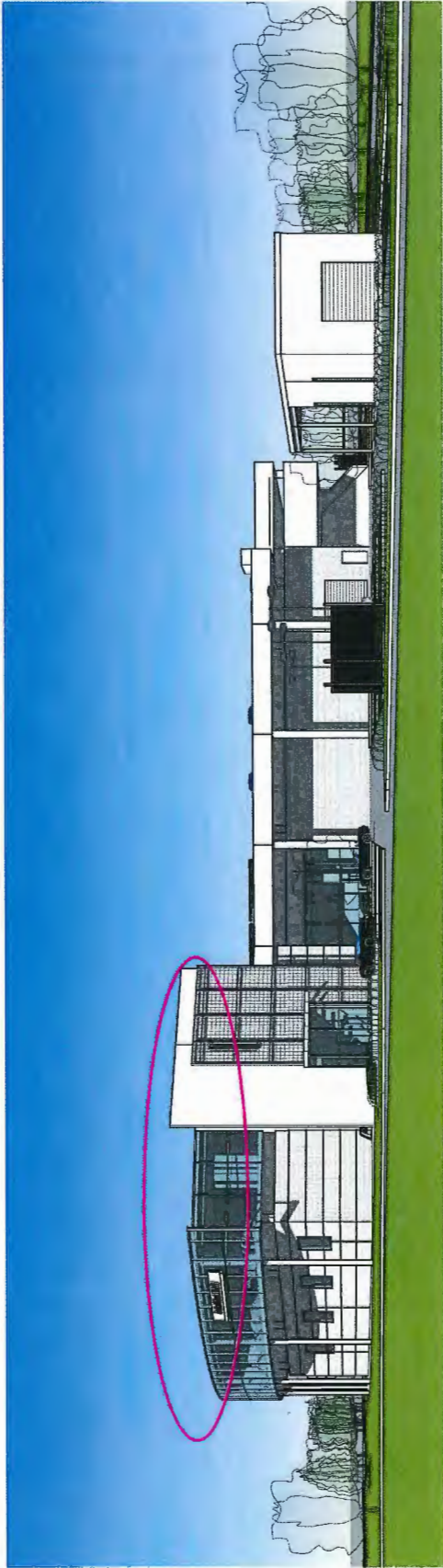
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SECTION & ELEVATIONS DESIGN & REZONING REVISIONS

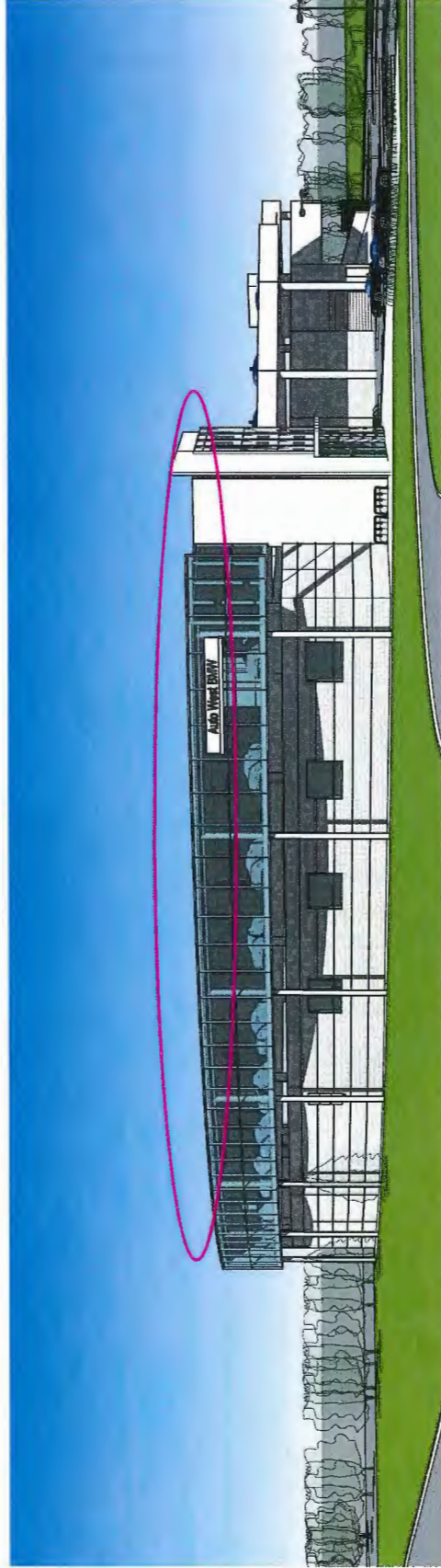
DATE: JAN 16, 2017 PROJECT NUMBER: 21503

A3-2





② VIEW FROM SOUTH



① VIEW FROM HIGHWAY

REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD

PROPOSED VEHICLE STORAGE FACILITY

CHRISTOPHER B. FIELDS LTD
ARCHITECTS
4001 E. CALDWELL STREET, SUITE 200, WILMINGTON, NC 28403
PHONE: (910) 291-1888 FAX: (910) 291-3488

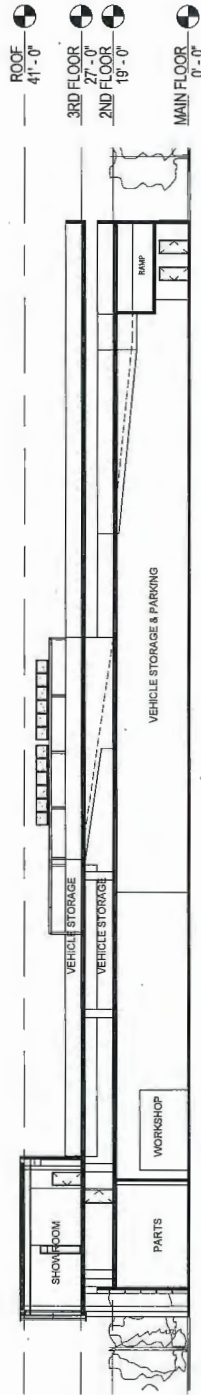
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PERSPECTIVE VIEWS DESIGN REVISIONS

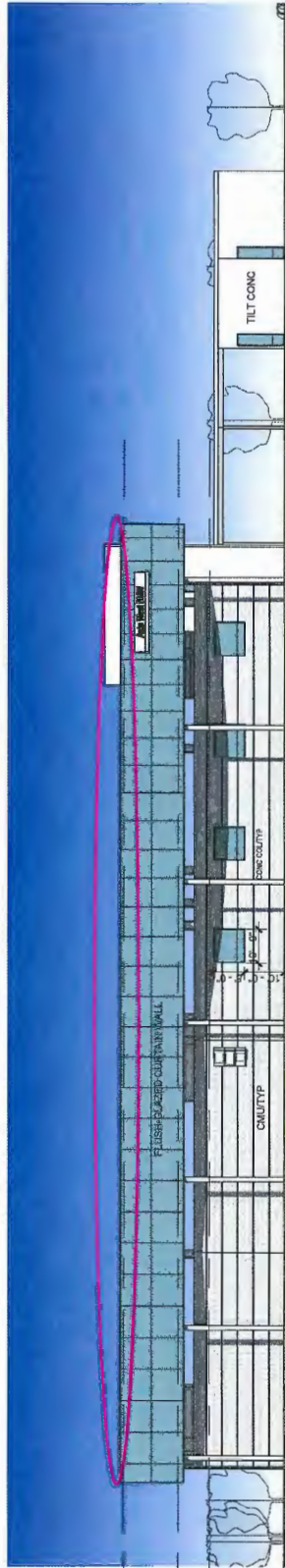
SCALE: DATE: JAN 18, 2017 PROJECT NUMBER: 218003

A0

HEIGHT VARIANCE



③ E-W SECTION TO NORTH
1" = 30'-0"



② WEST ELEVATION
1" = 30'-0"



① SOUTH ELEVATION
1" = 30'-0"

REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD

PROPOSED VEHICLE STORAGE FACILITY

CHRISTOPHER BOZAK ARCHITECTS LTD

4431 VANGUARD STREET, VANCOUVER, BC V6N 1A1

PHONE: (604) 251-1000 FAX: (604) 251-1001

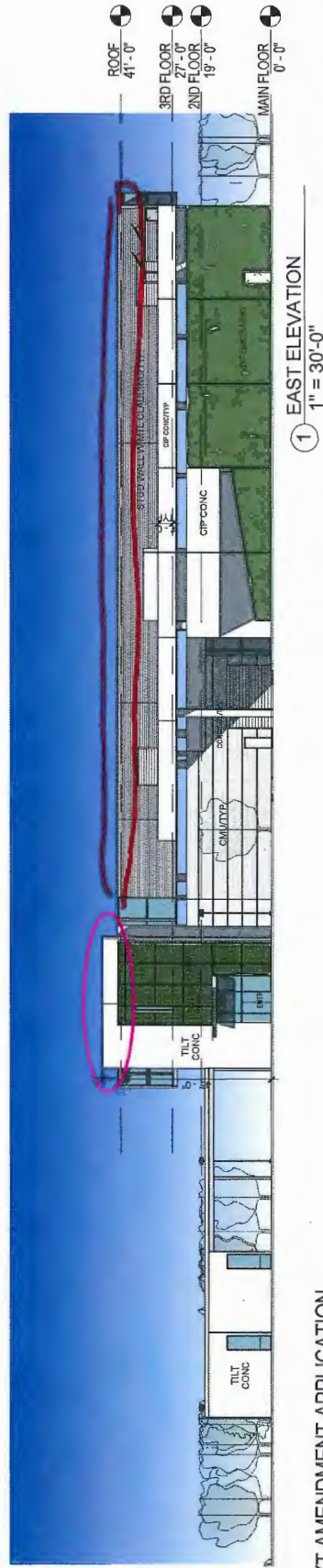
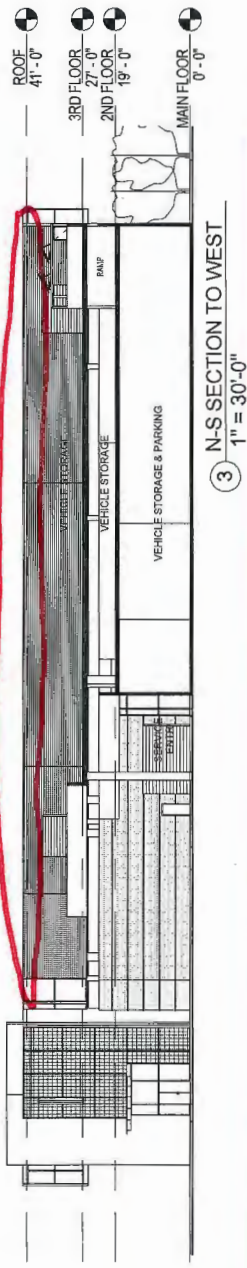
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SECTION & ELEVATIONS DESIGN & REZONING REVISIONS

SCALE: DATE: JAN 18, 2017 PROJECT NUMBER: 215003

A3.1

HEIGHT VARIANCE



REZONING TEXT AMENDMENT APPLICATION

4431 & 4331 VANGUARD RD

PROPOSED VEHICLE STORAGE FACILITY

CHRISTOPHER BOYAK ARCHITECTS LTD

405-67 ALEXANDER STREET, VANCOUVER, BC, V6A 4E1

PHONE: (604) 271-1000 FAX: (604) 271-1001

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SECTION & ELEVATIONS DESIGN & REZONING REVISIONS

DATE: JAN 15, 2017 PROJECT NUMBER: 215903

A3-2

HEIGHT VARIANCE



ZT 16-740866

Attachment 4

Address: 4331 and 4431 Vanguard Road

Applicant: Christopher Bozyk Architects Ltd.

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Estlin Holdings Ltd.	Same
Site Size (m²):	9,335.58 m ² (104,487 ft ²)	9,303.77 m ² (100,145 ft ²) after road dedications
Land Uses:	Vacant – no existing structures	Industrial general, commercial vehicle parking and storage, vehicle repair, vehicle body repair or paint shop, up to 10% GFA for vehicle sale/rental.
OCP Designation:	Mixed Employment (MEMP)	Same
Area Plan Designation:	Industrial	Industrial
Zoning:	Industrial Retail (IR1)	Same but with up to 10% GFA for vehicle sale/rental added as an additional use at the subject site.
Other Designations:	FCL: 2.9m GSC – Area A	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0 FAR	0.9 FAR	none permitted
Buildable Floor Area (m ²):*	Lot A: Max. 9,303.77 m ² (100,145 ft ²)	Lot A: Max. 8,404.94 m ² (90,470 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 60% Non-porous Surfaces: N/A	Building: Max. 44.4% Non-porous Surfaces: N/A	None
Lot Size:	No minimum lot size	9,303.77 m ² (100,145 ft ²) after road dedications	None
Lot Dimensions (m):	No minimum lot width, lot depth or lot area	Width: 62 m at its narrowest point. Depth: 90 m	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 0 m Side: Min. 0 m Exterior Side: Min. 3.0 m	Front: Min. 3.0 m Rear: Min. 3.0 m Side: Min. 2.4 m Exterior Side: Min. 11.15 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	12 m	14.02 m for the entrance wall, 12.62 m for the show room curtain walls and 12.5 for the showroom roof	Variance required
Off-street Parking Spaces – Based on Use by Floorspace	94 spaces	98 spaces Including 2 HC spaces. 33 are small spaces	None
Off-street Parking Spaces – Total:	94	98 All other spaces allocated for vehicle storage	None
Bicycle Spaces	Class 1: 23 Class 2: 23	Class 1: 23 Class 2: 23	None

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



Address: 4331 and 4431 Vanguard Road

File No.: ZT 16-740866

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9670, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Ministry of Environment (MOE) Certificate of Compliance or alternative approval for building to proceed granted from MOE regarding potential site contamination issues.
3. A Ministry of Environment (MOE) Certificate of Compliance is required prior to dedication of land for road to the City.
4. 31.81 m² corner cut road dedication at the south east corner of the site at the bend in Vanguard Road.
5. Registration of a legal agreement on Title allowing the City to acquire an additional 385.07 m² (4,145 ft²) in the future for road widening. The agreement is to also prohibit the placement of structures, unless authorized by the City, within this area. Surface parking will be permitted as an interim use.
6. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
7. Registration of a flood indemnity covenant on Title. (Site is in East Cambie)
8. Registration of a legal agreement on Title ensuring that the green roof response, as outlined in the reports by Envirowest Consultants Inc. (dated January 17, 2017) and Hub Engineering Inc. (dated January 18, 2017) is installed and maintained.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement* for the design and construction of frontage works along Vanguard Road. Works include, but may not be limited to, the off-site works identified in the Engineering Servicing Requirements and the Transportation Requirements outlined below.

ZT16-740866 – 4431/4331 Vanguard Road - Engineering Servicing Requirements:

Scope: CHRISTOPHER BOZYK ARCHITECTS LTD has applied to the City of Richmond for a Zoning Text Amendment to the Industrial Retail (IR1) zone to allow limited vehicle sales as a permitted use at 4331/4431 Vanguard Road.

A Servicing Agreement is required.

a. Water Works:

- a. Using the OCP Model, there is 246 L/s of water available at a 20 psi residual at the 4331 Vanguard Road Frontage and 245 L/s at a 20 psi residual at the 4431 Vanguard Road Frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations

must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

- Remove existing water service connection servicing 4331 Vanguard Road. Install a new water service connection, complete with water meter, off of the existing AC watermain fronting the site's east property line.
- Install fire hydrants spaced as per City standard along the proposed development's frontages at Vanguard Road.
- Provide a 3 m x 85 m Utility Statutory Right-of-Way along the south property line. Do not place any permanent structures or trees within the Statutory Right-of-Way and ensure the proposed site's designated parking spaces do not encroach into the Utility Statutory Right-of-Way.
- If the south access to the proposed site requires any widening or repaving, relocate the portion of the existing AC watermain to be affected by potential driveway widening at the south property line.

c. At the Developers cost, the City is to:

- Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

b. Storm Sewer Works:

a. The Developer is required to:

- Install a 600 mm storm sewer, complete with manholes and catch basins in the roadway fronting the east property line of the proposed development, approximately 152 m. The proposed storm main shall tie into the existing ditches to the east and west side of Vanguard Road via headwalls.
- Install a new storm service connection, complete with an Inspection Chamber, off of the proposed 600 mm diameter storm sewer along Vanguard Road to service the proposed development.

b. At Developer's cost, the City is to:

- Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

c. Sanitary Sewer Works:

a. The Developer is required to:

- Install new 200 mm sanitary sewer complete with manholes, spaced as per City standard, along Vanguard Road fronting the east property line of the proposed development; approximately 96 m. The proposed sanitary pipe shall tie into existing sanitary sewer at north property line via manholes.
- Once the proposed 200 mm sanitary sewer along Vanguard Road is operational, remove and dispose off-site existing 150 mm and 200 mm sanitary sewer located within the property and all existing sanitary service connections off of existing sanitary sewer. Discharge existing Utility Statutory Right-of Way (SRW 53071) along the proposed development's frontage once the existing sanitary main has been removed.

- Install a new service connection off of proposed sanitary sewer to service the proposed development and reconnect sanitary service to the properties across the street to the east.
- A possible alternative to relocating the sanitary pipe involves moving the proposed building edge back to establish a minimum of 3 m from the existing 150 mm sanitary pipe. That is, the pipe must be at least 3 m from the any proposed onsite works (soil densification, preloading, foundation, etc.). In addition, provide a geotechnical investigation to confirm any impact to the existing on-site sanitary pipe located at minimum 3.0 m from the proposed building edge. If the geotechnical investigation confirms no impact, the existing on-site sanitary pipe can remain at its current location within a 6 m Utility SRW (3m on either side of the pipe) as per the City's Engineering Design Specifications. If the geotechnical investigation identifies impact to the on-site sanitary pipe from proposed onsite works, relocate the sanitary pipe in accordance to the requirements above.

b. At Developer's cost, the City is to:

- Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

d. Frontage Improvements:

a. The Developer is required to:

- Coordinate with BC Hydro, Telus, and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - When determining required clearance from the existing distribution lines located at the west property line to the proposed building edge.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These shall be located on-site, as described below.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4 m W X 5 m (deep)
 2. BC Hydro LPT – 3.5 m W X 3.5 m (deep)
 3. Street light kiosk – 1.5 m W X 1.5 m (deep)
 4. Traffic signal kiosk – 1 m W X 1 m (deep)
 5. Traffic signal UPS – 2 m W X 1.5 m (deep)
 6. Shaw cable kiosk – 1 m W X 1 m (deep) – show possible location in functional plan
 7. Telus FDH cabinet - 1.1 m W X 1 m (deep) – show possible location in functional plan

- Other frontage improvements as per Transportation's requirements

CNCL-211

Initial: _____

e. General Items:

- a. The Developer is required to:

Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure. **Transportation Requirements**

- MoTI approval required.
- Road dedication required as shown in the attached PDF to allow for the future normalization and/or widening of the intersection.
- Applicant responsible for the design and construction of the following frontage improvements along Vanguard Road:
 - o 1.5 m wide concrete sidewalk at the property line.
 - o 1.5 m wide treed/grassed boulevard.
 - o 0.15 m wide curb and gutter.
 - o Road widening to complete the western ½ of the ultimate 12 m wide driving surface.
- One vehicular access off each frontage can be considered. Maximum driveway throat width at 7.5 m. Any additional width required for large vehicles can be accommodated with roll-over curbs outside the driveway letdown area. Use driveway letdown (as opposed to curb returns).
- Relocate the proposed driveway off Vanguard Road (east/west portion) to as far west as possible.
- Size of parking stalls: confirm size of all stalls meets the Zoning Bylaw (ZB) requirements by showing on the plan the typical stall size. The following are the ZB requirements as the minimum stall dimensions:
 - o Regular-size stall: Length (5.5 m) x width (2.65 m).
 - o Small-size stall: Length (5.0 m) x width (2.4 m).
 - o Handicapped stall: Length (5.5 m) x width (3.7 m).
- Width of maneuvering drive aisles should be no less than 7.5 m.
- Ensure on-site loading spaces proposed as per bylaw requirements. Applicant to address.
- Ensure both Class 1 and 2 on-site bicycle parking spaces are provided as per bylaw requirements. Applicant to address and show these on the plans.
- Reorganize the surface parking to eliminate overlapping handicapped parking spaces. Each handicapped space must be a minimum of 3.7 m wide.
- Prior to the issuance of BP, a construction parking and traffic management plan to be provided to the Transportation Division (Ref: <http://www.Richmond.ca/services/ttp/special.htm>>)

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9670 (ZT16-740866)
4331 and 4431 Vanguard Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a) Adding “**vehicle sale/rental**” to Section 12.4.3 of the “Industrial Retail (IR1)” zone.
 - b) Inserting the following Section into the “Industrial Retail (IR1)” zone and renumbering subsequent Sections as necessary:

“12.4.11.7 “**Vehicle sale/rental**” uses shall be limited to a maximum of 10% **Gross Floor Area (GFA)** and shall be permitted only at the following **site(s)**;

4331 Vanguard Road
P.I.D. 001-404-008
Lot 22, Plan 23693, Section 36, Block 5 North Range 6 West, New Westminster District.”

4431 Vanguard Road
P.I.D. 001-403-991
Lot 21, PL 22601 Section 36, Block 5 North Range 6 West, New Westminster District.”
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9670**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>al</i>

ADOPTED

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 6, 2017
File: RZ 16-741423

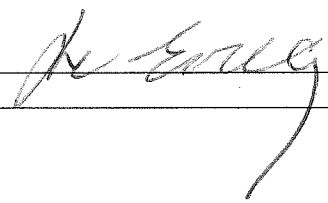
Re: Application by Focus Construction Ltd. for Rezoning at 9760 Seallily Place from
"Single Detached (RS1/E)" to "Single Detached (RS2/B)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9680, for the rezoning of 9760 Seallily Place from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director, Development

JR:blg
Att. 7

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

Staff Report

Origin

Focus Construction Ltd. has applied to the City of Richmond for permission to rezone 9760 Sealily Place from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Sealily Place (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing dwelling on the property, which would be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E).”
- To the South: Two single-family dwellings on lots zoned “Single Detached (RS1/E),” with vehicle access from Seaton Place.
- To the East: A duplex on a lot zoned “Single Detached (RS1/E)”; fronting Sealily Place and with vehicle access from the rear lane.
- To the West: A single-family dwelling on a lot zoned “Single Detached (RS1/E),” with vehicle access from Sealily Place. There is a pending rezoning application for this property (RZ 16-735240), to rezone the property from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit a subdivision to create two single-family lots. This application was given third reading on November 21, 2016.

Related Policies & Studies

Official Community Plan/Shellmont Area Plan

The subject site is located in the Shellmont planning area. The Official Community Plan (OCP) designation for the subject site is “Neighbourhood Residential” (Attachment 4). The proposed rezoning and subdivision is consistent with this designation.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy No. 5409

The subject site is located in the area governed by Single-Family Lot Size Policy No. 5409, which was adopted by Council on April 10, 1989, and subsequently amended on October 16, 1995, July 16, 2001, and October 21, 2013 (Attachment 5). The subject property is permitted to rezone and subdivide as per the requirements of the “Single-Detached (RS2/B)” Zoning Bylaw only. The proposed rezoning and subdivision is consistent with this Policy.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Existing Legal Encumbrances**

There is an existing Statutory Right-of-Way (SRW) for the sanitary sewer service in the southeast corner of the subject property. An additional SRW for an extension of the sanitary sewer to service the newly subdivided lots will be required. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access to each lot is proposed from separate driveways with a shared driveway crossing to Sealily Place.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses six (6) bylaw-sized trees on the subject property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the findings of the applicant's arborist, with the following comments:

- Two Western Red Cedar trees (Tag # 171 and 173) located on the development site are to be retained and protected.
- One Crimson King Maple tree (Tag # 174) located on the development site is to be retained and protected.
- Two Lombardy Poplar trees (Tag # 169 and 170) located on the development site; between 100 cm and 96 cm DBH in size, have been historically topped and are in poor condition. Remove and replace.
- One Silver Maple tree (Tag # 172) located on the development site; 66 cm DBH in size, has been historically topped and is in poor condition. Remove and replace.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

Parks Department staff has reviewed the application as it impacts landscaping in the City-owned boulevard. Staff have authorized the removal of the Laurel and Cedar hedge, and have determined that no compensation is required.

Tree Replacement

The applicant wishes to remove three on-site trees (Tag # 169, 170, and 172). The 2:1 replacement ratio would require a total of six replacement trees. The applicant has agreed to plant three trees on each lot proposed; for a total of six trees. The required replacement trees are to be of the following minimum sizes; based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m

Prior to final adoption of the rezoning bylaw, the applicant must provide a \$3,000 Landscape Security to ensure that six required replacement trees are planted.

Tree Protection

Three trees (Tag # 171, 173, and 174) on the subject property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a \$20,000 Tree Survival Security.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The City's Affordable Housing Strategy requires a secondary suite or coach house on 100% of new lots created through single-family rezoning and subdivision applications; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft² of the total buildable area of the remaining lots; or a cash-in-lieu contribution for all lots created in instances where a secondary suite cannot be accommodated in the development.

To comply with the City's Affordable Housing Strategy, the applicant proposed to build a secondary suite on both of the new lots. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At future subdivision and Building Permit stage, the applicant is required to complete the following:

- Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 7.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 9760 Sealily Place from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Sealily Place.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7; which has been agreed to by the applicant (signed concurrence on file).

February 6, 2017

- 6 -

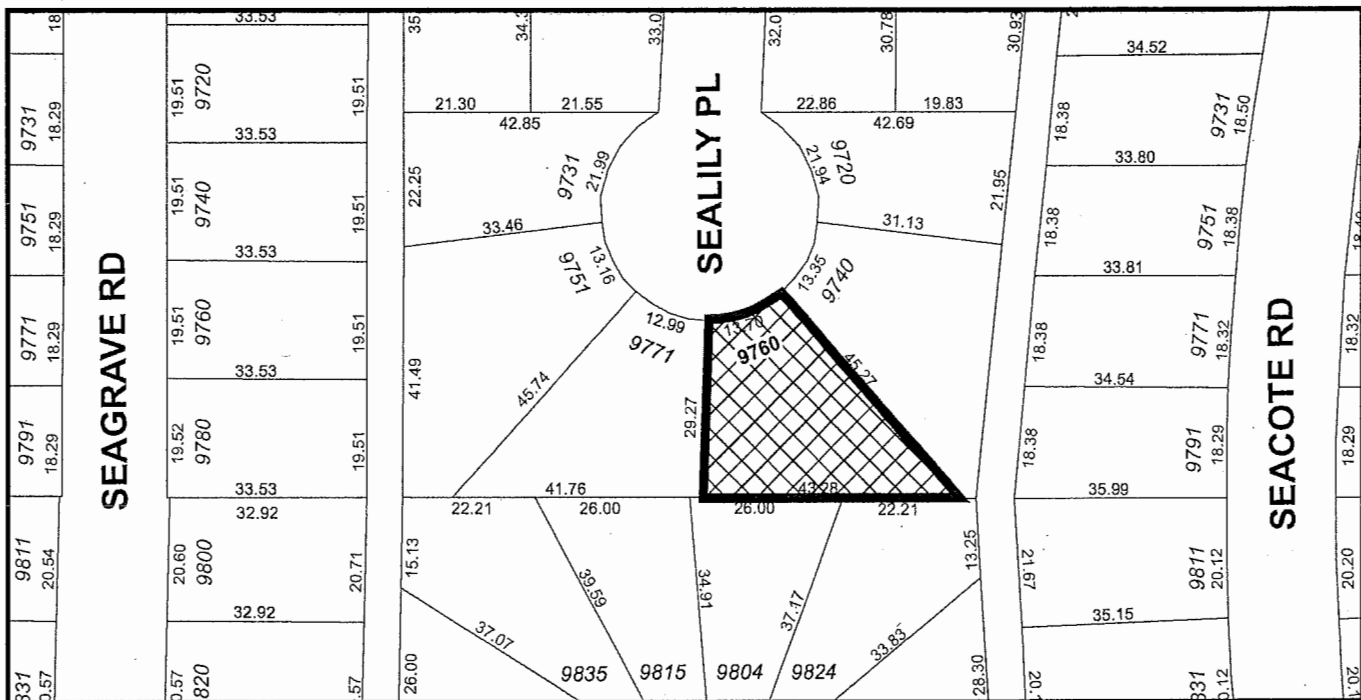
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9680 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Shellmont Area Land Use Plan
Attachment 5: Single-Family Lot Size Policy No. 5409
Attachment 6: Tree Management Plan
Attachment 7: Rezoning Considerations

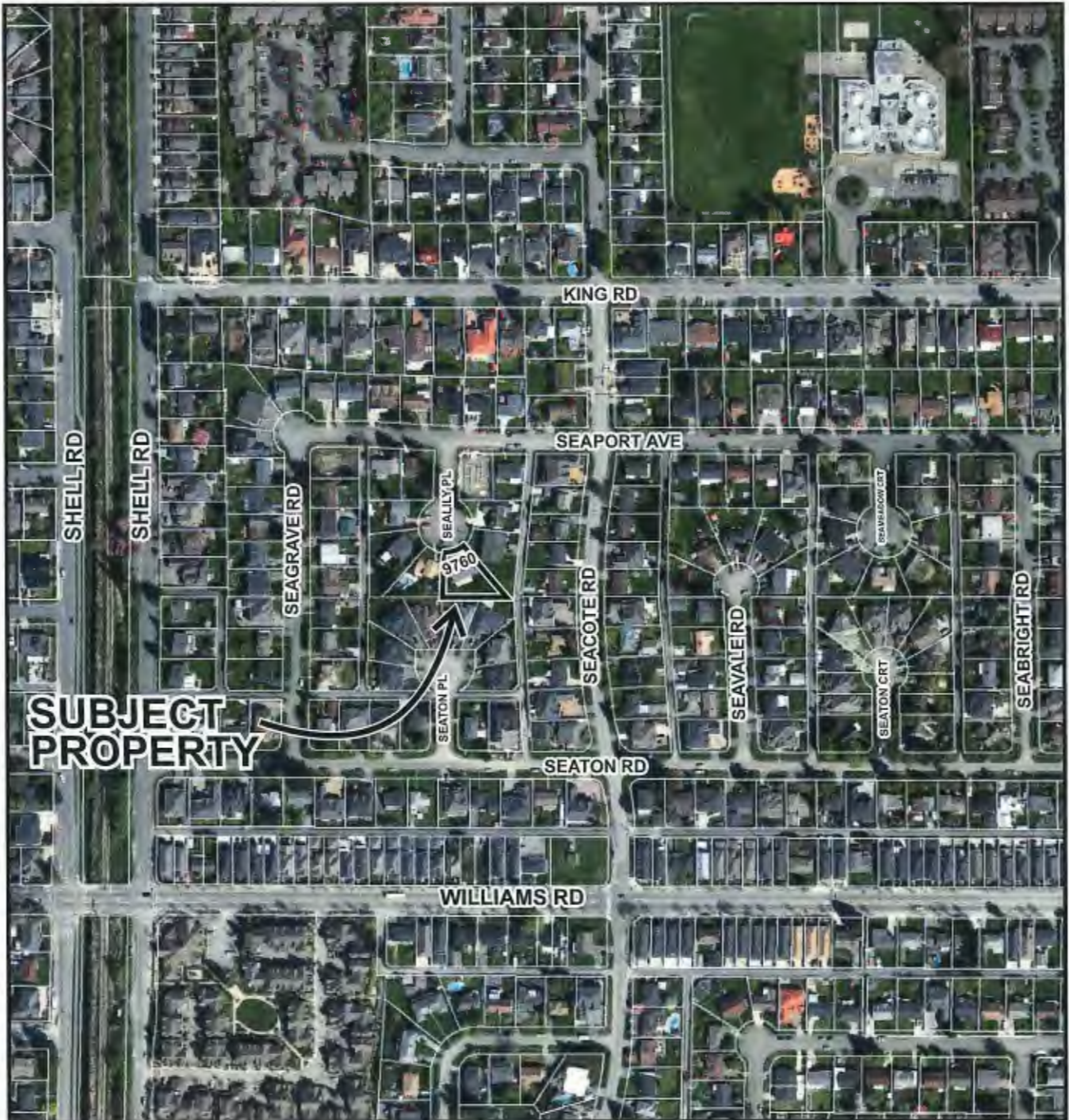


RZ 16-741423

Note: Dimensions are in METRES



City of Richmond



RZ 16-741423

Original Date: 09/16/16

Revision Date:

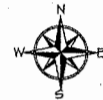
Note: Dimensions are in METRES

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TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION PLAN OF
 LOT 297 SECTION 25 BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT PLAN 42425

#9760 SEALILY PLACE,
 RICHMOND, B.C.
 P.I.D. 003-653-871

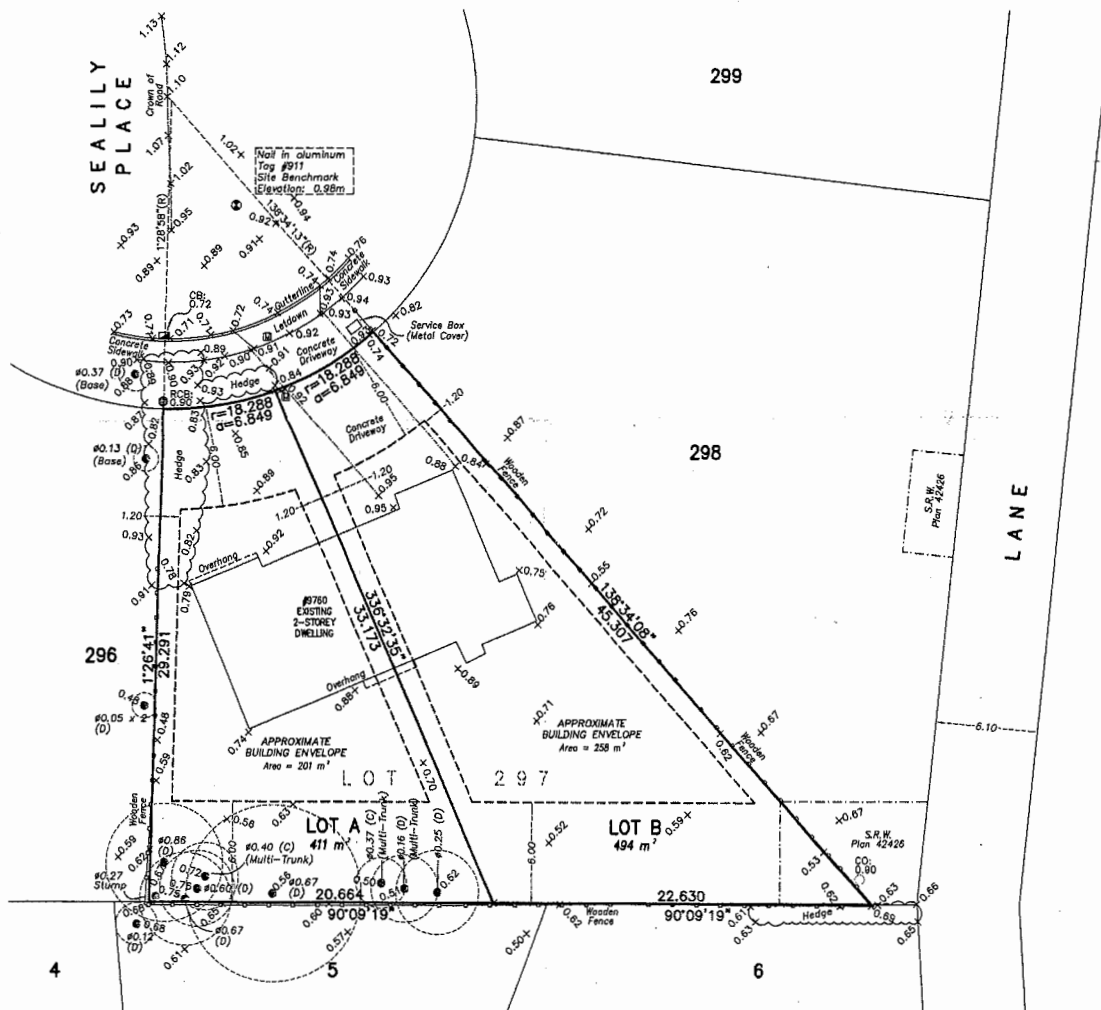
ATTACHMENT 2



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



© copyright
 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 6622
 FB-309 P127, 129-131
 Drawn By: IO

NOTE:
 Elevations shown are based on
 City of Richmond HPN
 Benchmark network.
 Benchmark: HPN #190
 Control Monument 94H1624
 Elevation: 2.353m
 Benchmark: HPN #191
 Control Monument 02H2453
 Elevation: 1.664m

NOTE:
 Use site Benchmark Tag #911 for
 construction elevation control.

LEGEND:
 (C) denotes conifer
 (D) denotes deciduous
 [] denotes catch basin
 ● denotes round catch basin
 [V] denotes water valve
 [M] denotes water meter
 [] denotes cleanout
 (R) denotes radial bearing

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CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

Johnson C. Tam
 JOHNSON C. TAM, B.C.L.S.
 JUNE 21st, 2016.

DWG No. 6622-TOPO-03



RZ 16-741423

Attachment 3

Address: 9760 Seality Place

Applicant: Focus Construction Ltd.

Planning Area(s): Shellmont

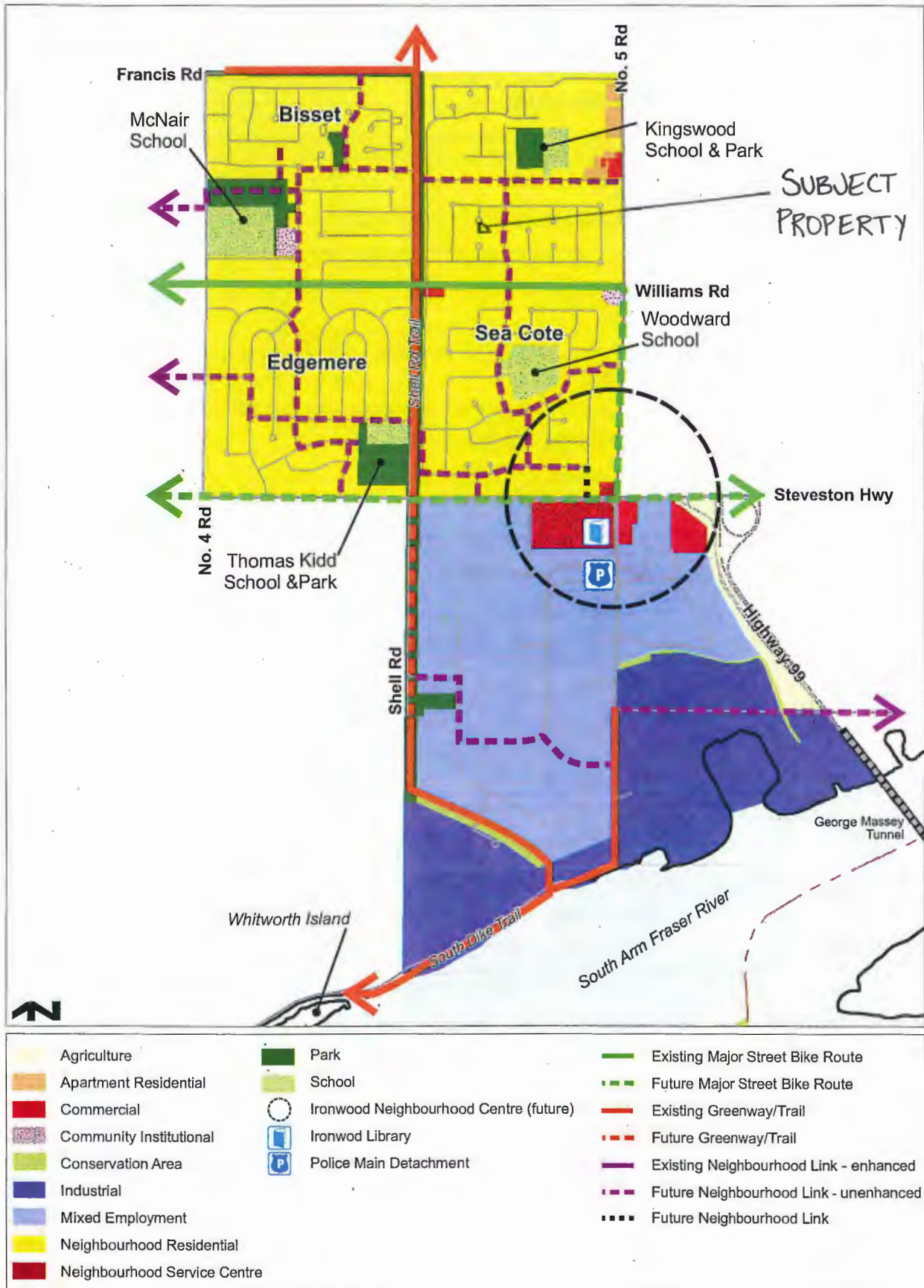
	Existing	Proposed
Owner:	Alan C. L. Chen Audrey I. L. Chen	To be determined
Site Size (m²):	905 m ²	Lot A: 411 m ² Lot B: 494 m ²
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Single Detached (RS2/B)	Single Detached (RS2/B)
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area:*	Lot A: Max. 226.05 m ² (2,433.18 ft ²) Lot B: Max. 264.33 m ² (2,845.17 ft ²)	Lot A: Max. 226.05 m ² (2,433.18 ft ²) Lot B: Max. 264.33 m ² (2,845.17 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 25%	none
Lot Size:	Min. 360.0 m ²	Lot A: 411 m ² Lot B: 494 m ²	none
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Lot A Width: 13.76 m Lot A Depth: 31.23 m Lot B Width: 14.74 m Lot B Depth: 39.24 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

8. Shellmont



CNCL - 226



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989
 Amended by Council: October 16, 1995
 Amended by Council: July 16, 2001*
 Amended by Council: October 21, 2013

POLICY 5409

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6

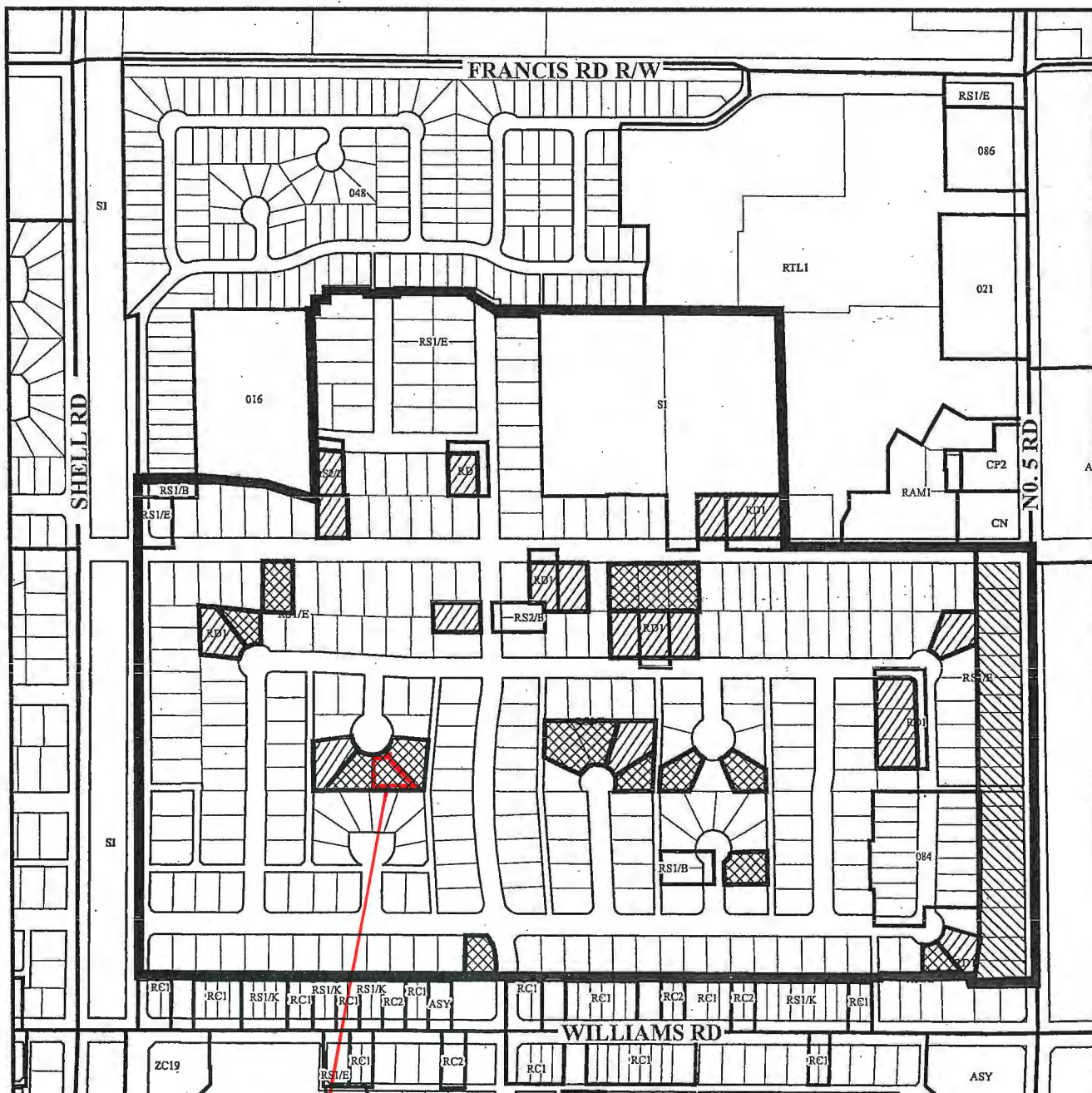
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road and properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future single-family rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

* Original Adoption Date in Effect



SUBJECT PROPERTY



Rezoning and Subdivision
permitted as per RS2/C



Duplexes eligible to be rezoned
and subdivided into two lots.



Rezoning and Subdivision
permitted as per RS2/E



Rezoning and subdivision
permitted as per RS2/B



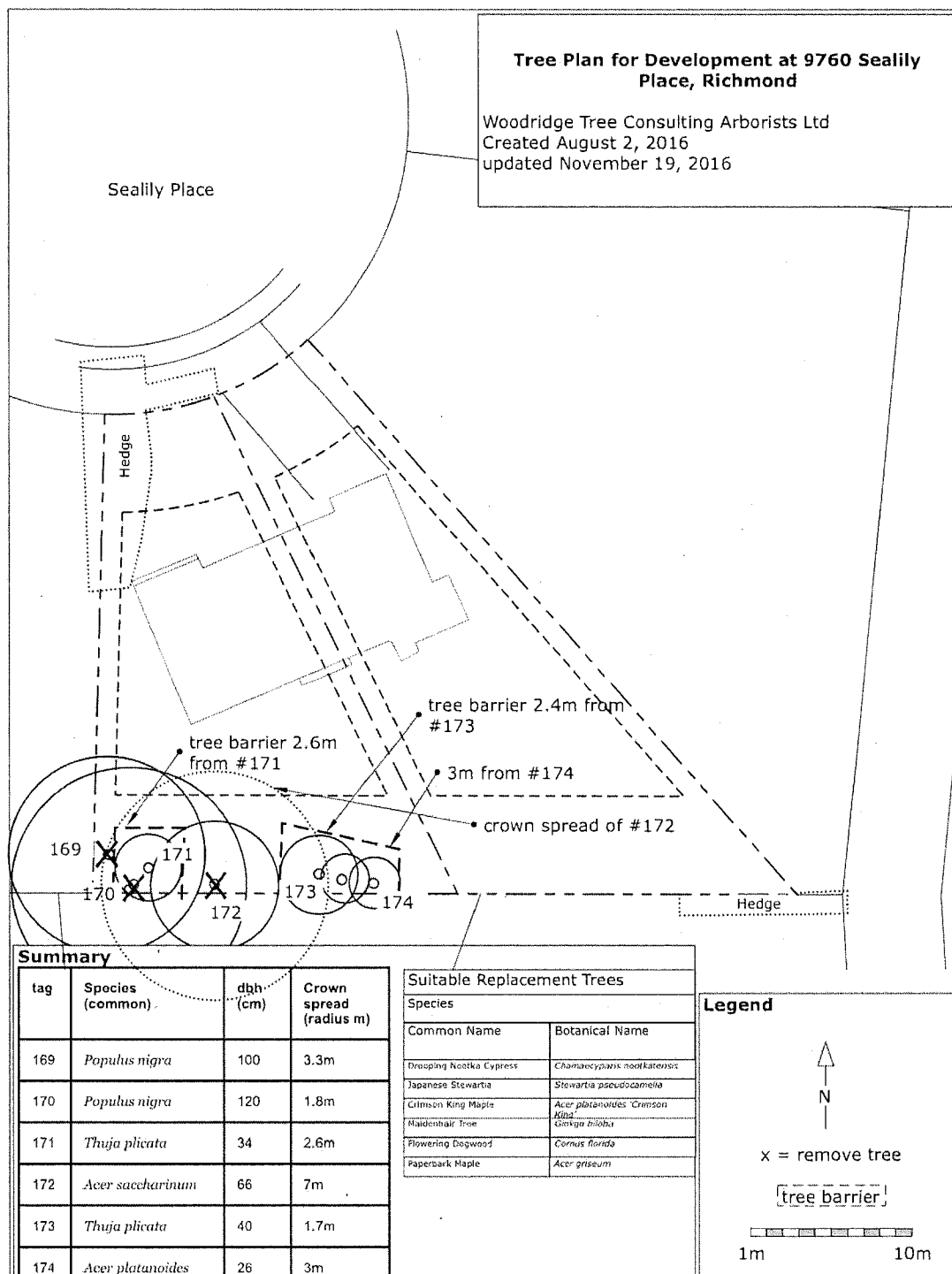
Policy 5409 Section 25,4-6

CNCL - 228

Adopted Date: 04/10/89

Amended Date: 07/16/01

Amended Date: 10/21/13



Arborist report for 9760 Seallily Place, Richmond

Woodridge Tree Consulting Arborists Ltd

CNCL - 229



City of Richmond

Rezoning Considerations

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

Address: 9760 Sealily Place

File No.: RZ 16-741423

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9680, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$3,000 (\$500/tree) to ensure that a total of three replacement trees are planted and maintained on each lot proposed (for a total of six trees). Minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees, as shown below:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
6	11 cm	6 m

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$20,000 for the three trees to be retained.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to removing the landscaping in the City-owned boulevard, the developer must complete the following requirement:

1. Notify the City Parks Division (604-244-1208, ext. 1317) a minimum of four business days prior to removal, so that appropriate signage can be posted.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

At Subdivision* or Building Permit* stage, the developer must complete the following requirements:

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. The following servicing works and off-site improvements may be completed through either: a) a Servicing Agreement entered into by the applicant to design and construct the works to the satisfaction of the Director of Engineering; or b) a cash contribution based on a City cost estimate for the City to manage the design and construction of the works:

Water Works

- Using the OCP Model, there is 128 L/s of water available at a 20 psi residual at the Seaport Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- At Developer's cost, the City is to:
 - Install two new water service connections complete with meter and meter box off of the existing 150 mm AC watermain on Sealily Place.
 - Cut and cap, at main, the existing water service connection.

Storm Sewer Works:

- At Developer's cost, the City is to:
 - Install a new storm service connection complete with inspection chamber and dual service leads at the adjoining property line of the two newly subdivided lots.
 - Cut and cap the existing storm service lead at the northeast corner of the subject site. Remove the inspection chamber if it is no longer in use by 9771 Sealily Place.

Sanitary Sewer Works:

- The Developer is required to:
 - Install approximately 30 m of sanitary sewer along the south property line of 9760 and 9740 Sealily Place complete with tie-in to the existing manhole SMH362. Terminate sewer with a new manhole and dual service leads off of the manhole.
 - Provide additional utility SRW along the south property line for the proposed sanitary sewer.
 - Tie-in the sanitary service connection for 9740 Sealily Place to the new proposed sanitary sewer along the south property line. Ensure Lot 9740 is adequately serviced during and after the construction process.
- At Developer's cost, the City is to:
 - Perform all tie-ins of proposed works to existing City infrastructure.
 - Cut, cap and remove the existing sanitary service connection and inspection chamber at the southwest corner of the subject site.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
 - Remove and replace concrete sidewalk panels and driveway letdowns as required.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director

of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*; which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that, where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9680 (RZ 16-741423)
9760 Sealily Place**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 003-653-871

Lot 297 Section 25 Block 4 North Range 6 West New Westminster District Plan 42425

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9680"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor hl



City of Richmond

Memorandum Planning and Development Division Development Applications

To: Mayor and Councillors
From: Wayne Craig,
Director of Development
Date: February 23, 2017
File: RZ15-713048
Re: **Kaimanson Investments Ltd.**
4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431, 4451 Boundary Road
Revised Rezoning Considerations - Affordable and Accessible Housing

This memorandum provides Mayor and Councillors with an update on the above-noted application for the subject 120-unit townhouse development as directed at the February 21, 2017 Planning Committee meeting. The Rezoning considerations for the development included a cash contribution of \$573,520 consistent with the City's Affordable Housing Strategy which requires a cash contribution of \$4.00 per square foot for townhouse projects. Notwithstanding the Strategy, Committee directed staff to enter into discussions with the applicant, Kaimanson Investments Ltd., to determine if there was an ability to provide affordable housing and accessible housing units in the proposed development.

Staff had focused discussions with applicant regarding the provision of affordable and accessible housing units within the development. An agreement has been reached whereby the developer would be willing to provide some accessible housing, adaptable housing and affordable housing units in lieu of the affordable housing cash contribution currently identified in the rezoning Staff Report. The revised Rezoning considerations agreed to by the applicant include:

- Registration of the City's standard Affordable Housing Agreement to secure a minimum of six (6) 3-bedroom units within the development in lieu of providing the currently required affordable housing cash contribution.
- The Housing Agreement would require that the six (6) affordable housing units will have a total combined floor area of at least 665 m² (7,158 ft²) which is five (5) percent of the development's total net residential floor area. The proposed units will comply with the minimum unit sizes, tenant eligibility and rental rates specified in the Affordable Housing Strategy.
- Registration of a legal agreement on title requiring that 27 of the units (including all Affordable Housing units) are identified and designed as accessible convertible housing with construction specifications to readily allow the units to be converted into fully accessible units in the future should an owner elect to do so. These units will include framing to allow for a lift to be installed, wider doorways and corridors, an accessible washroom and kitchen, and other measure to allow for ease of conversion.
- The legal agreement would also require one (1) unit be built with all accessibility measures and an elevator being installed to ensure that the unit is fully accessible.

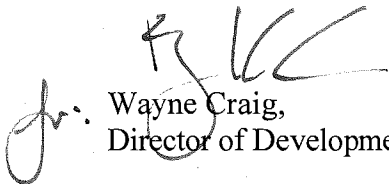
For Council's consideration of First Reading, the following are provided:

- The original Bylaw 9681 with the affordable housing cash contribution requirement (Attachment 1); and
- A revised Bylaw 9681 with the requirement to provide affordable housing units (Attachment 2).

The Rezoning considerations are provided as follows:

- The original Rezoning considerations with the proposed changes to include the accessible and affordable housing conditions as highlighted and underlined (Attachment 3).
- The revised Rezoning considerations, with the revised accessible and affordable housing conditions, as signed by the applicant (Attachment 4).

Should Council wish to proceed with requiring the accessible and affordable housing, the revised Bylaw 9681 (Attachment 2) should be given First Reading, with the revised Rezoning considerations (Attachment 4) being applicable to the development.


Wayne Craig,
Director of Development

cc: Senior Management Team
Mark McMullen, Senior Coordinator – Major Projects

Attachment 1 Original Zoning Amendment Bylaw 9681
Attachment 2 Revised Zoning Amendment Bylaw 9681
Attachment 3 Original Zoning Considerations (With Proposed Changes Highlighted)
Attachment 4 Revised Rezoning Considerations (Signed Copy)

WC/mm



City of Richmond

Bylaw 9681

Richmond Zoning Bylaw 8500 Amendment Bylaw 9681 (RZ 15-713048) 4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 & 4451 Boundary Road

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended:
 - a. at Section 3.4 (Use and Term Definitions) by inserting the following definitions in alphabetical order:

"Hamilton

means the area included in the
Hamilton Area Plan.

**Hamilton Area Plan
community amenity capital
reserve**

means the statutory Capital Reserve
Fund created by Hamilton Area
Plan Community Amenity Capital
Reserve Fund Establishment Bylaw
No. 9276."; and

- b. at Section 8.8.4 by deleting Section 8.8.4 and replacing it with the following:

"8.8.4 Permitted Density

1. The maximum **floor area ratio** is 0.6, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 8.8.4.1, in **Hamilton** the maximum **floor area ratio** for the RTH1 **zone** is 0.4, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
3. Notwithstanding Sections 8.8.4.1 and 8.8.4.2, the respective references to "0.6" and "0.4" are increased to a higher **density** of:
 - a) "0.75" in the RTH1 **zone**;
 - b) "0.80" in the RTH2 **zone**;
 - c) "0.85" in the RTH3 **zone**; and
 - d) "0.90" in the RTH4 **zone**,if the following conditions occur:

- e) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1, RTH2, RTH3 or RTH4 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; and
 - f) for rezoning applications within **Hamilton**, if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1 **zone**, pays into the **Hamilton Area Plan community amenity capital reserve**, a sum based on \$70.50 per square meter of total residential **floor area**."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**High Density Townhouses (RTH1)**":
- That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9681".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9681**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

LEGAL REQUIREMENTS SATISFIED

ADOPTED

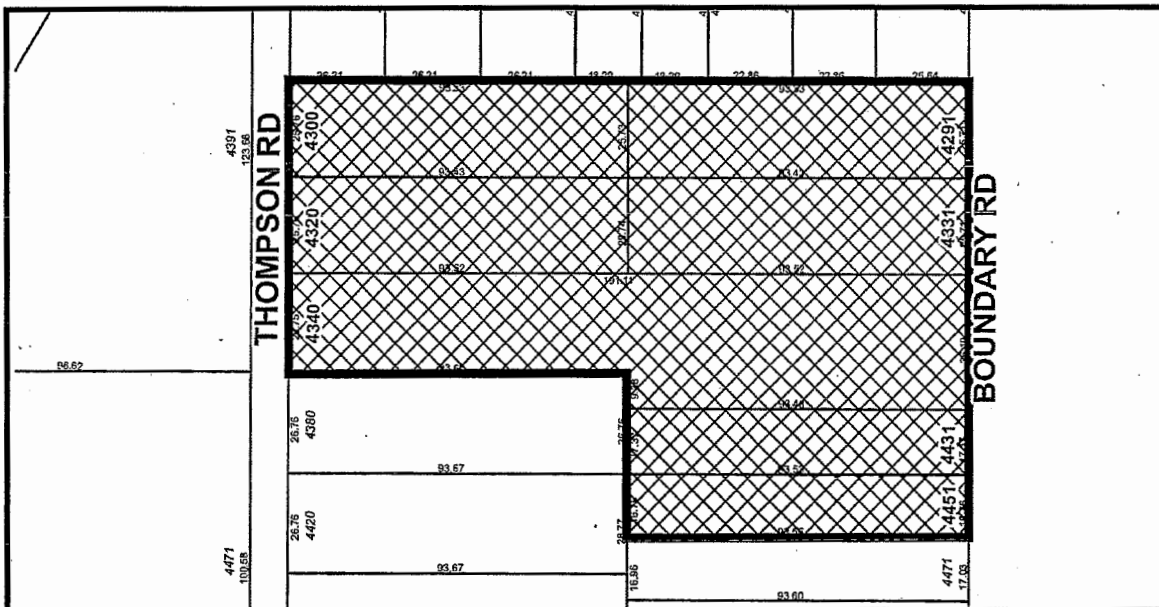
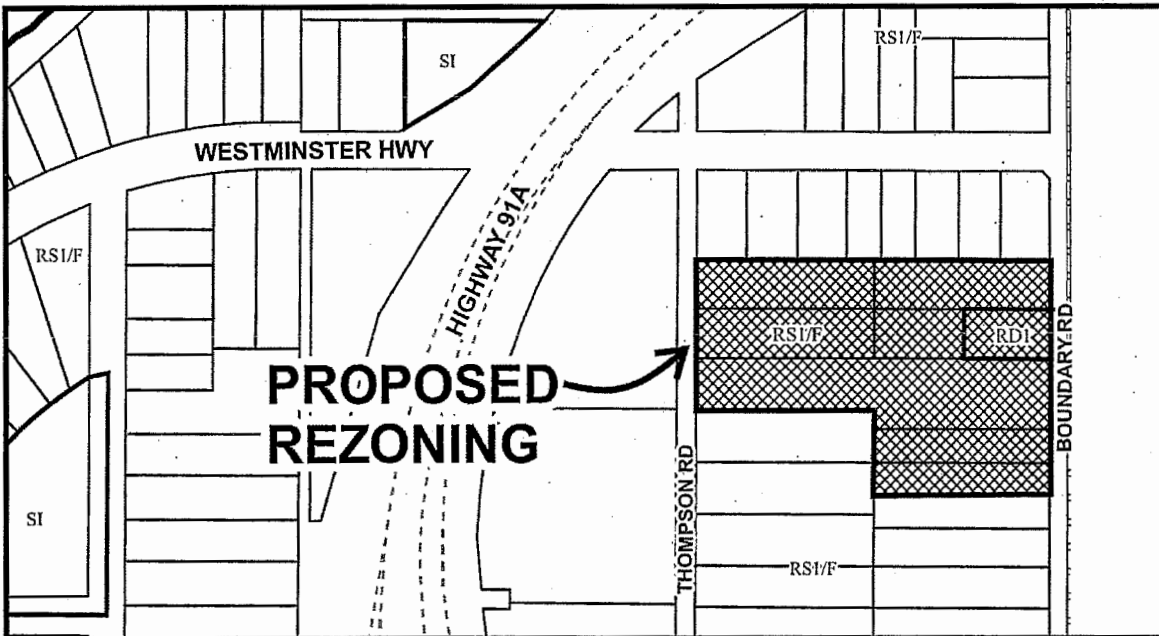
CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>Jof</i>

MAYOR_____
CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw No. 9681"



City of
Richmond



RZ 15-713048

Original Date: 01/05/16

Revision Date: 01/07/16

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9681 (RZ 15-713048)
4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 &
4451 Boundary Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended:
 - a. at Section 3.4 (Use and Term Definitions) by inserting the following definitions in alphabetical order:

“Hamilton	means the area included in the Hamilton Area Plan.
Hamilton Area Plan community amenity capital reserve	means the statutory Capital Reserve Fund created by Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276.”; and

- b. at Section 8.8.4 by deleting Section 8.8.4 and replacing it with the following:

“8.8.4 Permitted Density

1. The maximum **floor area ratio** is 0.6, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 8.8.4.1, in **Hamilton** the maximum **floor area ratio** for the RTH1 **zone** is 0.4, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
3. Notwithstanding Sections 8.8.4.1 and 8.8.4.2, the respective references to “0.6” and “0.4” are increased to a higher **density** of:
 - a) “0.75” in the RTH1 **zone**;
 - b) “0.80” in the RTH2 **zone**;
 - c) “0.85” in the RTH3 **zone**; and
 - d) “0.90” in the RTH4 **zone**,if the following conditions occur:

- e) (i) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1, RTH2, RTH3 or RTH4 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
- (ii) prior to first occupancy of any **building**, the **owner**:
- (A) has constructed on the **lot** to the satisfaction of the **City** **affordable housing units** with a combined **habitable space** of the **affordable housing units** comprising at least 5% of the buildable **floor area** resulting from the maximum permitted **floor area ratio**; and
- (B) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office; and
- g) for rezoning applications within **Hamilton**, if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1 **zone**, pays into the **Hamilton Area Plan community amenity capital reserve**, a sum based on \$70.50 per square meter of total residential **floor area**."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**High Density Townhouses (RTH1)**":
- That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9681".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9681**".
- FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

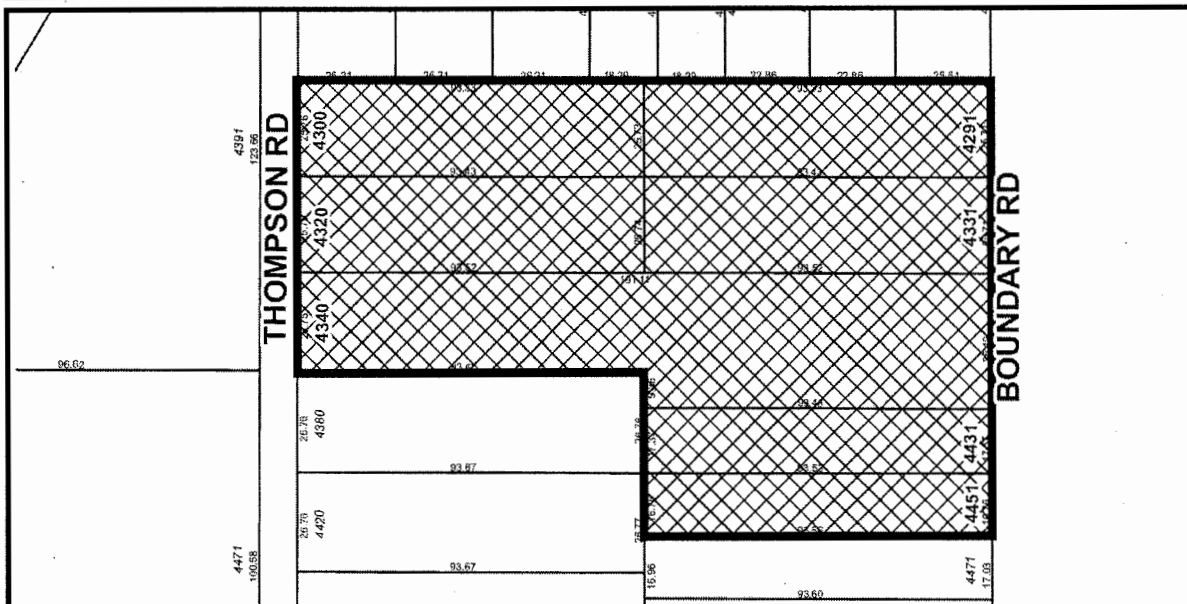
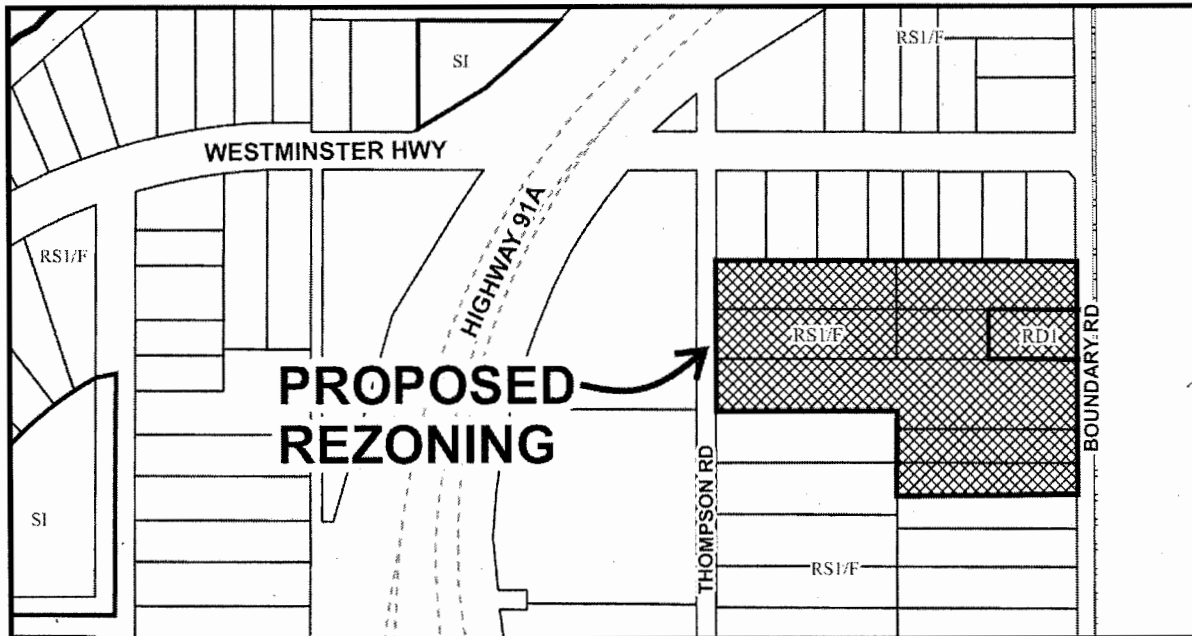
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor JA

"Schedule A attached to and forming part of Bylaw No. 9681"



City of
Richmond



RZ 15-713048

Original Date: 01/05/16

Revision Date: 01/07/16

Note: Dimensions are in METRES



Address: 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431, 4451 Boundary Road File No.: RZ 15-713048

Kaimanson Investments Ltd.

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9681, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Road dedication of 2.59 m along the entire frontage of Thomson Road and 5.49 m along the entire frontage of Boundary Road as shown on Attachment 1.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Submission of a Tree Survival Security to the City in the amount of \$60,000 to be held for a term of three (3) years for the six (6) trees that are to be retained (labelled with tag nos. 5, 61, 63, 65, 66 and 67) in the Arborist Report from Mountain Maple Garden and Tree Service Ltd. dated July 2, 2015).
5. Submission of an on-site landscape plan for the subject project site that includes at least 156 replacement trees based on a ratio of at least 2:1 to compensate for the 78 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will also plant further trees within the ESA compensation area within Hamilton Hwy Park in Hamilton Highway Park, respectively required for the ESA Development Permit and Servicing Agreement (see Development Permit Considerations below).
6. "Shared Street": The granting of a 7.5 m wide statutory right-of-way on the subject property from Boundary Rd to Thompson Rd for public pedestrian and vehicle access over the 6.7 m wide driveway, and for landscaping, way-finding signage and street lights identified as a "Shared Street" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
7. East-West "Strollway" SRW: The granting of a 2.0 m wide statutory right-of-way on the subject property for a 1.5 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance to provide an additional east-west pedestrian connection to the "Shared Street".
8. North-South "Strollway" SRW: The granting of a 4.0 m wide statutory right-of-way on the subject property for a 2.0 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
9. Water Pressure Reducing Valve SRW: The granting of a 13 m by 14 m statutory right-of-way for City water services, pressure reducing valve and an associated building as shown on Attachment 2 with the City being responsible for liability, construction and maintenance.
10. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$6.55 per square foot of the total residential floor area (e.g. \$939,139) to the City's Hamilton Area Plan Amenity Reserve Fund (with the amount to be confirmed on the floor area within the Development Permit plans).
13. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$573,520) to the City's affordable housing fund. Registration of a City Housing Agreement and Covenant to identify and secure six (6) affordable housing units, the combined habitable floor area of which shall comprise at least 665 m² (5%) of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Minimum Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
3-Bedroom	6	102 m ² (1,100 ft ²)	\$1,437	\$57,500 of less

** May be adjusted periodically as provided for under adopted City policy.

14. Registration of a legal agreement on title requiring that 27 of the units (including all Affordable Housing units) are identified and designed as "Convertible Housing" with construction specifications provided based on the guidelines within Attachment 5, and requiring one (1) additional unit with all such accessibility measures and a lift /elevator installed; all identified units must have the measures installed/built prior to the City issuing permits granting occupancy for buildings in which the units are located.
15. City acceptance of the developer's offer to voluntarily contribute \$113,270 to the City's Public Art Program based on the buildable floor area of 143,380 sq. ft. at \$0.79 per buildable square foot. A covenant is to be registered on title that provides for the City's acceptance of developer-installed public art with a security provided a monetary public art contribution at \$113,270 to the City.
16. Discharge of City Covenant (LTO BG386398) from 4311 Boundary Road which restricts use of the land to two-dwelling building (duplex) only.
17. Voluntary contribution of a \$99,500 cash-in-lieu contribution for the City's construction of a Pressure Reducing Valve (PRV) station.
18. Voluntary contribution of a \$91,500 cash-in-lieu contribution to the City for the Boundary Road pump station upgrade by the City of New Westminster or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
19. Submission of a letter from a LEED certified consultant as a requirement of issuance of the development permit and building permit confirming that the development has been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score criteria. The submission of a follow-up letter from a LEED certified consultant that confirms that buildings have been constructed to achieve LEED Silver certification or equivalent is required. Consideration should be given to building design with higher energy efficiency ratings than required by the BC Building Code.
20. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
21. Ensure to the satisfaction of the City that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement.
22. The submission and processing of a Development Permit* that addresses the Area Plan and OCP Multiple Family Guidelines and the Environmentally Sensitive Area Guidelines, completed to a level deemed acceptable by the Director of Development.
23. Enter into a Servicing Agreement* for the design and construction of works described in Attachment 4 – Servicing Works.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Environmentally Sensitive Area (ESA): The developer is required to address the vegetation and habitat loss within the on-site ESA within the development site with a compensation area of 0.648 ha. (1.6 ac) that includes planting of a minimum of 1,188 trees and 6,475 shrubs/groundcover plants within Hamilton Highway Park as provided in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 including sheets L1-ESA to L9-ESA (the Landscape Plan) (L1-ESA included in Attachment 3). This ESA compensation area has been accepted on the basis of it being larger in than the 0.032 ha. (0.345 ac) compensation area (with 100 replacement trees) included in report entitled "Detailed Environmental Sensitivities Report, Kaimanson Queensborough Development" prepared by SLR Consulting (Canada) Ltd., dated March 8, 2016 (the QEP Report). The Landscape Plan and QEP Report and are

to be respectively included within the Servicing Agreement and Development Permit to the satisfaction of the Senior Manager, Parks and the Director of Development.

2. On-Site Native Planting Areas: The on-site landscaping plan requires a minimum of 1,100 m² (0.27 acres) fully planted with native shrubs and trees within the north amenity area, on either side of the east-west and north-south Strollways and along the Boundary Road frontage of development.
3. Energy Efficiency: Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.
4. Accessible Adaptable Units: The Development Permit plans are to identify 27 of the units (including all Affordable Housing units) as "Convertible Housing" with construction specifications to be provided based on the guidelines within Attachment 5, and to identify one (1) additional unit with all such accessibility measures and a lift /elevator installed.

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

1. Each townhouse garage is to be equipped with a 120V electric plug-in for electric vehicle charging equipment.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

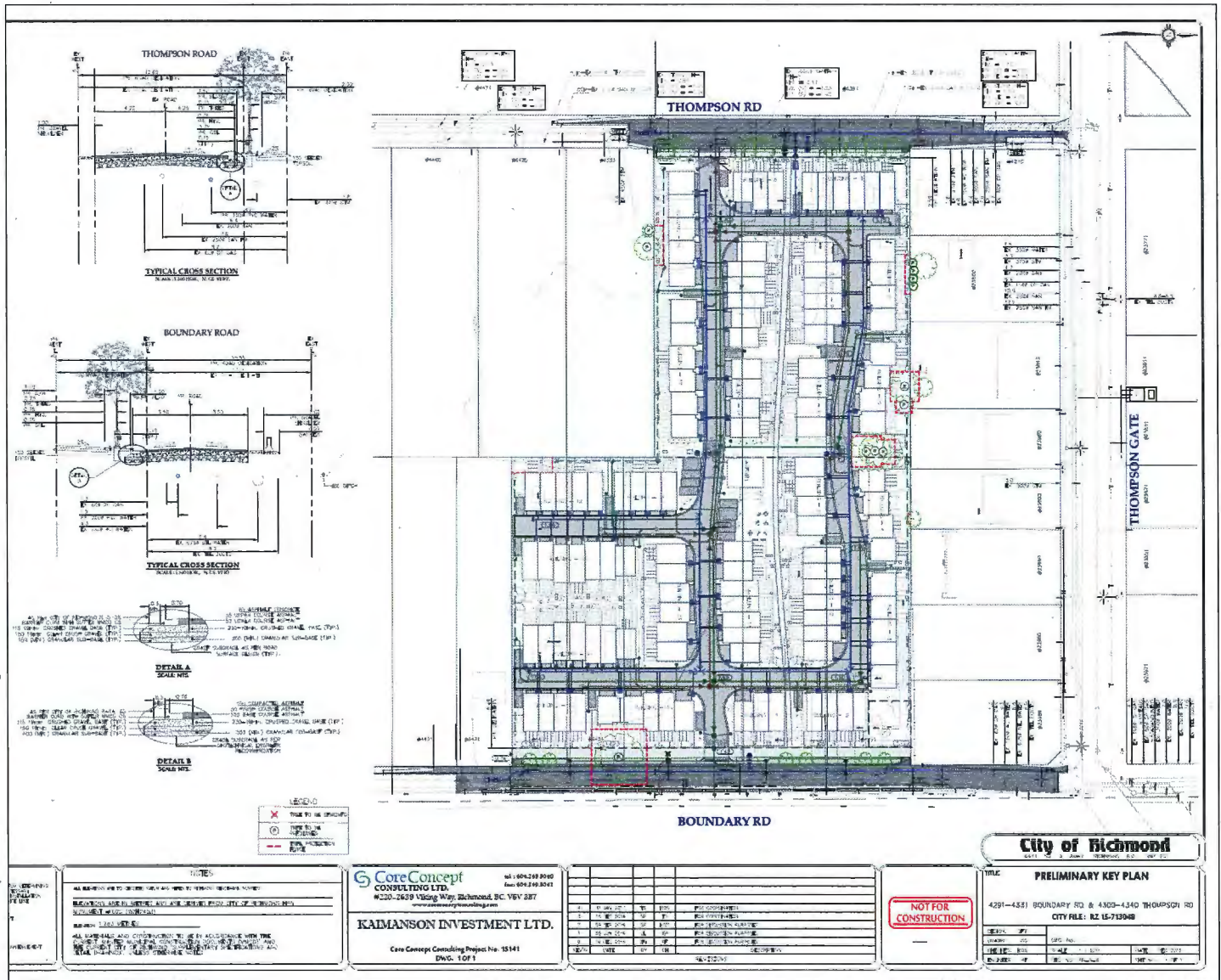
Signed _____

Date _____

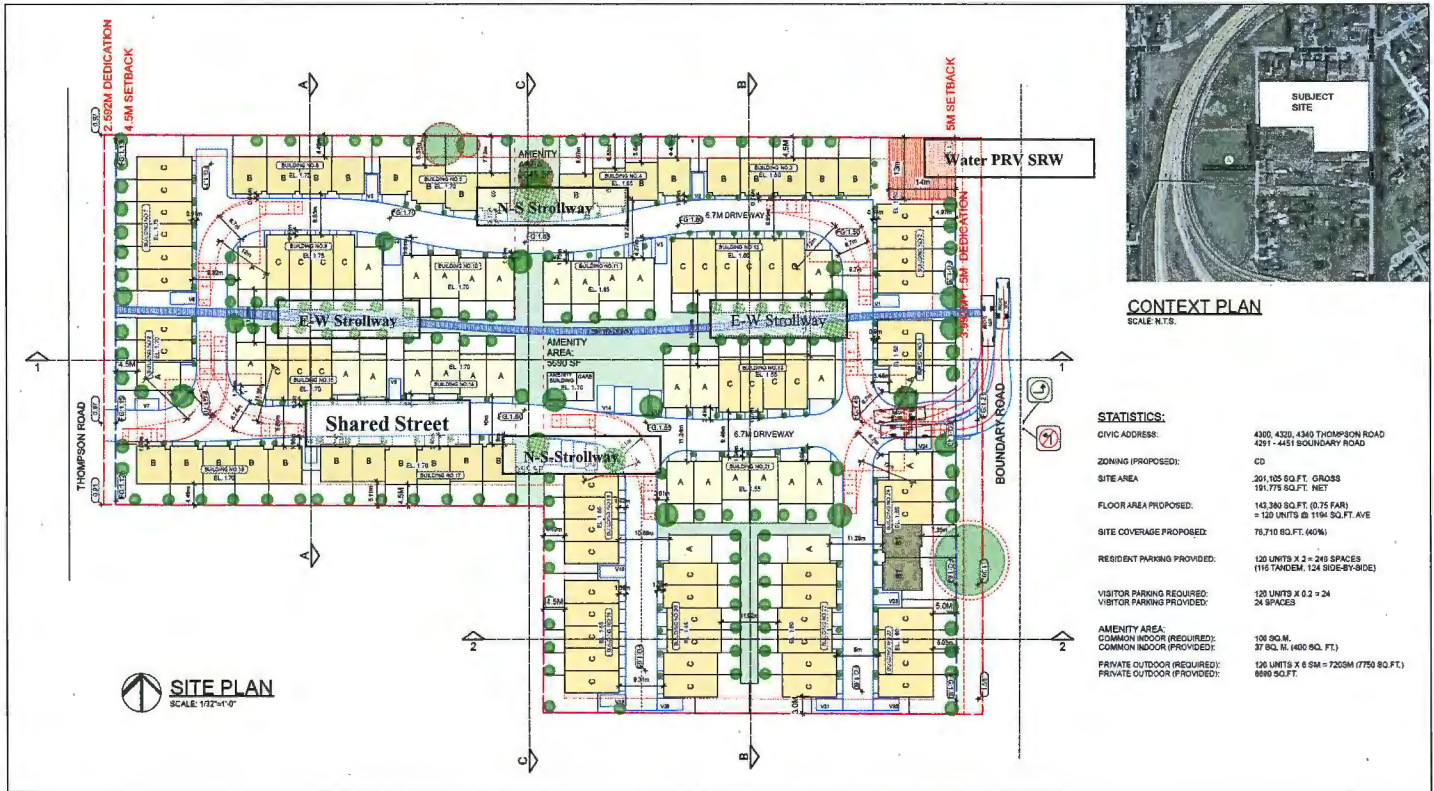
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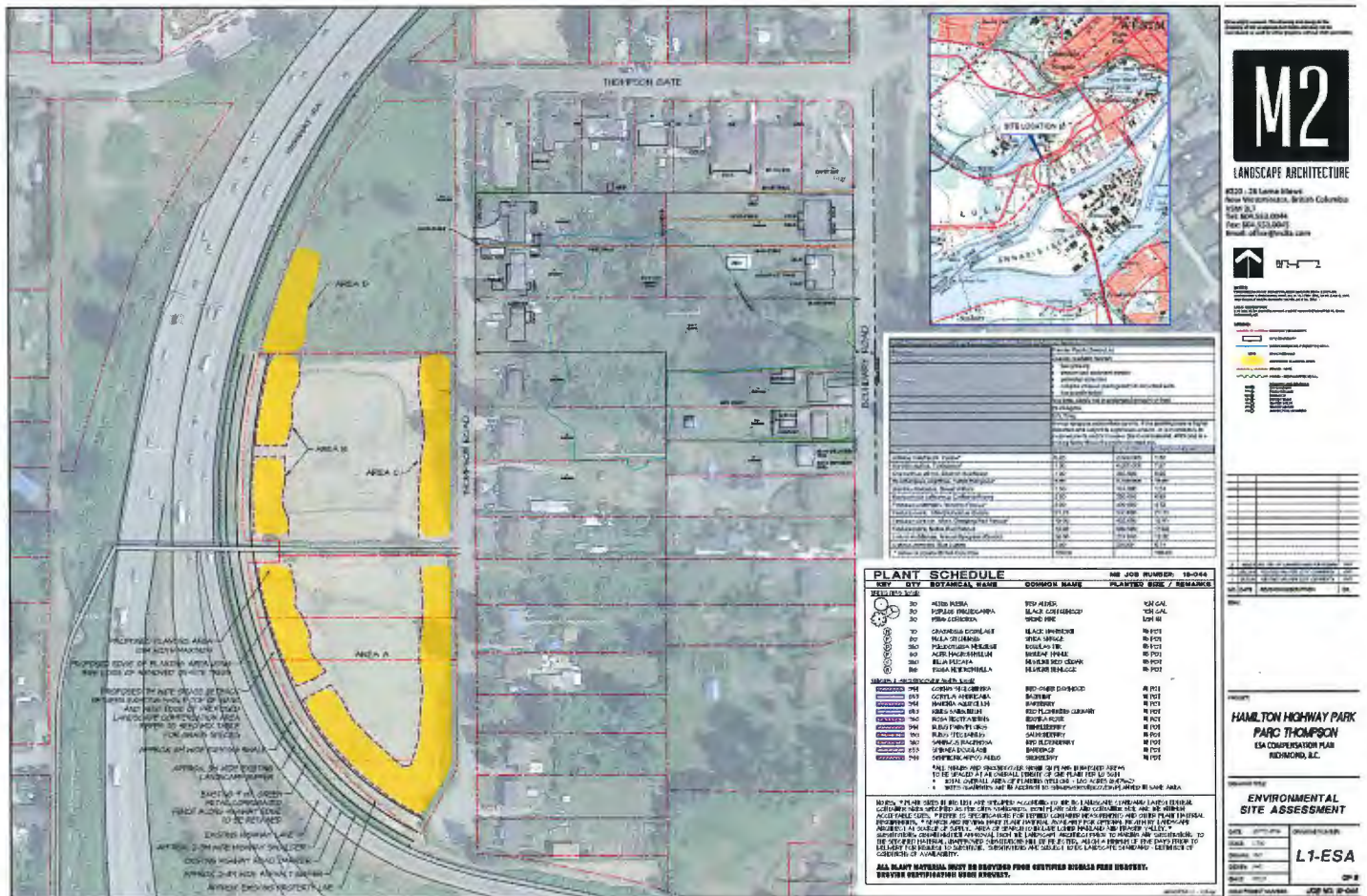
Attachment 1 – Civil Key Plan with Functional Road & Lot Consolidation



Attachment 2 – Site Development Plan with SRWs



Attachment 3 – Hamilton Highway Park, Parc Thompson, ESA Compensation Plan



Attachment 4 – Servicing Works

The following works must be included with the Servicing Agreement:

1. Engineering Works

• Water Works:

- a. Using the OCP Model, there is 74 L/s of water available at 20 psi residual at the Thompson Road frontage and 33 L/s of water available at the Boundary Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s. To achieve this flow, watermain upgrades and the installation of a pressure reducing valve are required. By installing the works described below, the OCP Model indicates that 311.0 L/s of water will be available at 20 psi at the Thompson Road and 293.0 L/s at the Boundary Road frontage.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the west property line from Thompson Gate to approximately 127m south to the south property line of the development site.
 - Upgrade the existing 150mm AC watermain to 300mm PVC along Boundary Rd from the proposed PRV station to approximately 45m north and tie in to the existing 300mm watermain along Thompson Gate.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the east property along Boundary Road line from the northeast corner of the site to approximately 122m south to the south property line of the development site.
 - Provide approximate 13m x 14m of land as statutory right of way required for PRV station at the northeast corner of the development site, location and area to be defined through the SA drawings.
 - Pay, in keeping with the Subdivision and Development Bylaw No 8751, a \$99,500 cash-in-lieu contribution for the construction of the PRV station.
 - Install additional fire hydrants along the east and west property line frontages to accommodate hydrant spacing requirements.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing water service connections at the watermain along Thompson Road and Boundary Road frontages.
 - Install a new water service connection complete with meters and meter boxes along Thompson Road frontage.

• Storm Sewer Works:

- a. Currently the City's drainage system capacity is inadequate to service the new development.
- b. The Developer is required to:

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$91,500 cash-in-lieu contribution towards the Boundary Road pump station upgrade or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
- Install a new IC and service connection discharging directly into the Boundary Rd canal. Design must meet all applicable environmental requirements including the provision of any impact mitigation works. Design and construction approval will be required from the City of New Westminster.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing storm sewer service connections along the Thompson Road and Boundary Road frontages.
- **Sanitary Sewer Works:**
 - a. The Developer is required to
 - Install a new sanitary service connection complete with IC at the Thompson Road frontage.
 - b. At the Developers cost, the City is to:
 - Cut and cap the existing sanitary service connections and remove the existing ICs located at the west property line frontage of the development site.
- **Frontage Improvements:**
 - a. The Developer is required to:
 - Dedicate land along the development sites east and west frontages for all required road, boulevard, side walk, bike lane, greenway improvements.
 - Coordinate with private utility companies when adding new infrastructure or when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4mW X 5m (deep)
 2. BC Hydro LPT – 3.5mW X 3.5m (deep)
 3. Street light kiosk – 1.5mW X 1.5m (deep)
 4. Traffic signal kiosk – 2mW X 1.5m (deep)
 5. Traffic signal UPS – 1mW X 1m (deep)
 6. Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 7. Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - b. Other frontage improvements as per Transportation's requirements.

- **General Items:**

a. The Developer is required to:

- Coordinate with the City of New Westminster for works involving Private Utility servicing within the east half of Boundary Rd.
- Provide street lighting along the sites east and west frontages, design required through Servicing Agreement to the satisfaction of the City as follows:

Thompson Road (East side of street)

- Pole colour: Grey
- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole, but EXCLUDING any banner arms, duplex receptacles, pedestrian luminaires, flower basket holders, or irrigation.

Boundary Road (West side of street)

- Pole colour: Grey
- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole with pedestrian luminaires, but EXCLUDING any banner arms, duplex receptacles, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the 3.0 m wide sidewalk/off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)

- Provide, within the first SA submission, a geotechnical assessment of preload, soil preparation and dewatering impacts on the existing utilities fronting or within the development site and provide mitigation recommendations.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

2. Transportation Works

The required road works as shown on Attachment 1 that include:

- a. Boundary Road development frontage: Use the existing east edge of the roadway as the reference, widen the road to the west to provide:
- Roadside barriers (0.9m);
 - Paved 1.5m wide shoulder;
 - Paved 7.0 wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 3.0m wide concrete sidewalk/pathway.
- b. Thompson Road development frontage: Use the existing west edge of the roadway as the reference, widen the road to the east to provide:
- Paved 1.0m wide shoulder;
 - Paved 8.5m wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 1.5m wide concrete sidewalk.

- c. Boundary Road, north of the development to Thompson Gate (for a distance approximately 50m):
- Min. 1.5m wide paved walkway along the west side of the road, separated from the southbound traffic lane by physical barriers such as extruded curbs.
 - Upgrade of the existing two-way stop at the Boundary Road/Thompson Gate/Ewan Ave. intersection to a four-way stop configuration with marked pedestrian crosswalks to the satisfaction of the City of Richmond and City of New Westminster.

3. Parks Works

1. Hamilton Highway Park: The developer is to complete the native landscape planting and invasive species removal specifications in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 (sheets L1-ESA to L9-ESA; L1-ESA is included in Attachment 3) to the satisfaction of the City subject, but not limited, to:
- a. The plans being completed prior to issuance of the Development Permit for the impacted ESA within the development.
 - b. A BLCS survey of Hamilton Highway Park and adjacent road allowances being completed with any adjustments to the landscaping as may be needed based on a review of the survey by the City.
 - c. The completion of landscape maintenance and monitoring plan for a three (3) year maintenance period.
 - d. Completion of the invasive species removal prescription consistent with the City's herbicide/pesticide policy (e.g. prohibition of the use of glyphosate to treat blackberries).
2. Boundary Road & Canal: The developer is to complete a landscape plan that maintains a vegetated edge of Boundary Canal which may include further native plants, in coordination with the road works design, to the satisfaction of the City.

Attachment 5 – Convertible Housing Guidelines

Convertible housing is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

Initial: _____



Address: 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431, 4451 Boundary Road File No.: RZ 15-713048

Kaimanson Investments Ltd.

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9681, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Road dedication of 2.59 m along the entire frontage of Thomson Road and 5.49 m along the entire frontage of Boundary Road as shown on Attachment 1.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Submission of a Tree Survival Security to the City in the amount of \$60,000 to be held for a term of three (3) years for the six (6) trees that are to be retained (labelled with tag nos. 5, 61, 63, 65, 66 and 67) in the Arborist Report from Mountain Maple Garden and Tree Service Ltd. dated July 2, 2015).
5. Submission of an on-site landscape plan for the subject project site that includes at least 156 replacement trees based on a ratio of at least 2:1 to compensate for the 78 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will also plant further trees within the ESA compensation area within Hamilton Hwy Park in Hamilton Highway Park, respectively required for the ESA Development Permit and Servicing Agreement (see Development Permit Considerations below).
6. "Shared Street": The granting of a 7.5 m wide statutory right-of-way on the subject property from Boundary Rd to Thompson Rd for public pedestrian and vehicle access over the 6.7 m wide driveway, and for landscaping, way-finding signage and street lights identified as a "Shared Street" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
7. East-West "Strollway" SRW: The granting of a 2.0 m wide statutory right-of-way on the subject property for a 1.5 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance to provide an additional east-west pedestrian connection to the "Shared Street".
8. North-South "Strollway" SRW: The granting of a 4.0 m wide statutory right-of-way on the subject property for a 2.0 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
9. Water Pressure Reducing Valve SRW: The granting of a 13 m by 14 m statutory right-of-way for City water services, pressure reducing valve and an associated building as shown on Attachment 2 with the City being responsible for liability, construction and maintenance.
10. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$6.55 per square foot of the total residential floor area (e.g. \$939,139) to the City's Hamilton Area Plan Amenity Reserve Fund (with the amount to be confirmed on the floor area within the Development Permit plans).
13. Registration of a City Housing Agreement and Covenant to identify and secure six (6) affordable housing units, the combined habitable floor area of which shall comprise at least 665 m² (5%) of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for the following:

Initial: ML

Unit Type	Minimum Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
3-Bedroom	6	102 m ² (1,100 ft ²)	\$1,437	\$57,500 or less

** May be adjusted periodically as provided for under adopted City policy.

14. Registration of a legal agreement on title requiring that 27 of the units (including all Affordable Housing units) are identified and designed as "Convertible Housing" with construction specifications provided based on the guidelines within Attachment 5, and requiring one (1) additional unit with all such accessibility measures and a lift /elevator installed; all identified units must have the measures installed/built prior to the City issuing permits granting occupancy for buildings in which the units are located.
15. City acceptance of the developer's offer to voluntarily contribute \$113,270 to the City's Public Art Program based on the buildable floor area of 143,380 sq. ft. at \$0.79 per buildable square foot. A covenant is to be registered on title that provides for the City's acceptance of developer-installed public art with a security provided a monetary public art contribution at \$113,270 to the City.
16. Discharge of City Covenant (LTO BG386398) from 4311 Boundary Road which restricts use of the land to two-dwelling building (duplex) only.
17. Voluntary contribution of a \$99,500 cash-in-lieu contribution for the City's construction of a Pressure Reducing Valve (PRV) station.
18. Voluntary contribution of a \$91,500 cash-in-lieu contribution to the City for the Boundary Road pump station upgrade by the City of New Westminster or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
19. Submission of a letter from a LEED certified consultant as a requirement of issuance of the development permit and building permit confirming that the development has been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score criteria. The submission of a follow-up letter from a LEED certified consultant that confirms that buildings have been constructed to achieve LEED Silver certification or equivalent is required. Consideration should be given to building design with higher energy efficiency ratings than required by the BC Building Code.
20. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
21. Ensure to the satisfaction of the City that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement.
22. The submission and processing of a Development Permit* that addresses the Area Plan and OCP Multiple Family Guidelines and the Environmentally Sensitive Area Guidelines, completed to a level deemed acceptable by the Director of Development.
23. Enter into a Servicing Agreement* for the design and construction of works described in Attachment 4 – Servicing Works.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Environmentally Sensitive Area (ESA): The developer is required to address the vegetation and habitat loss within the on-site ESA within the development site with a compensation area of 0.648 ha. (1.6 ac) that includes planting of a minimum of 1,188 trees and 6,475 shrubs/groundcover plants within Hamilton Highway Park as provided in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 including sheets L1-ESA to L9-ESA (the Landscape Plan) (L1-ESA included in Attachment 3). This ESA compensation area has been accepted on the basis of it being larger in than the 0.032 ha. (0.345 ac) compensation area (with 100 replacement trees) included in report entitled "Detailed Environmental Sensitivities Report, Kaimanson Queensborough Development" prepared by SLR Consulting (Canada) Ltd., dated March 8, 2016 (the QEP Report). The Landscape Plan and QEP Report and are to be respectively included within the Servicing Agreement and Development Permit to the satisfaction of the Senior Manager, Parks and the Director of Development.

Initial: MM

2. On-Site Native Planting Areas: The on-site landscaping plan requires a minimum of 1,100 m² (0.27 acres) fully planted with native shrubs and trees within the north amenity area, on either side of the east-west and north-south Strollways and along the Boundary Road frontage of development.
3. Energy Efficiency: Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.
4. Accessible Adaptable Units: The Development Permit plans are to identify 27 of the units (including all Affordable Housing units) as "Convertible Housing" with construction specifications to be provided based on the guidelines within Attachment 5, and to identify one (1) additional unit with all such accessibility measures and a lift /elevator installed.

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

1. Each townhouse garage is to be equipped with a 120V electric plug-in for electric vehicle charging equipment.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

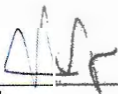
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

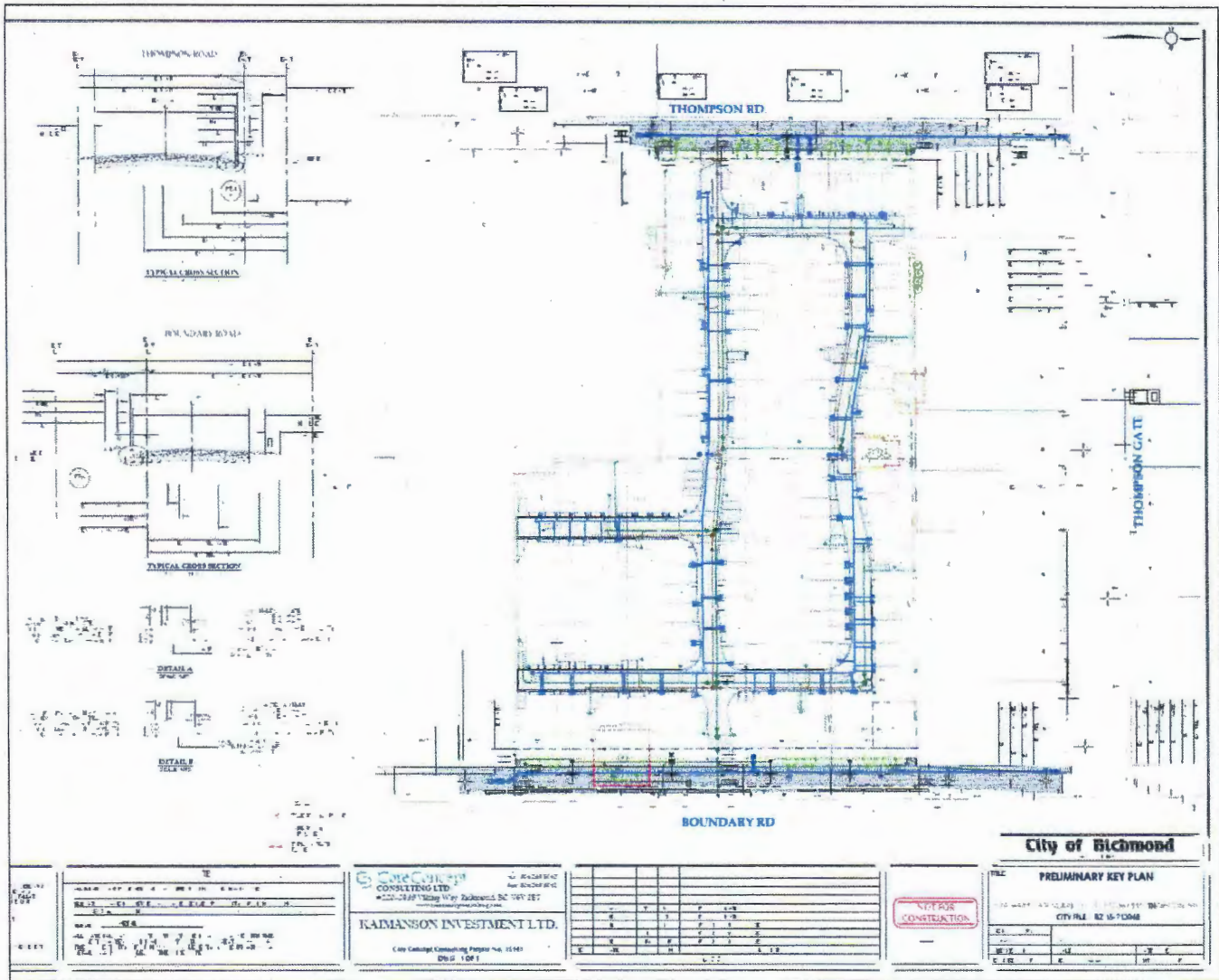


Date

February 22, 2017

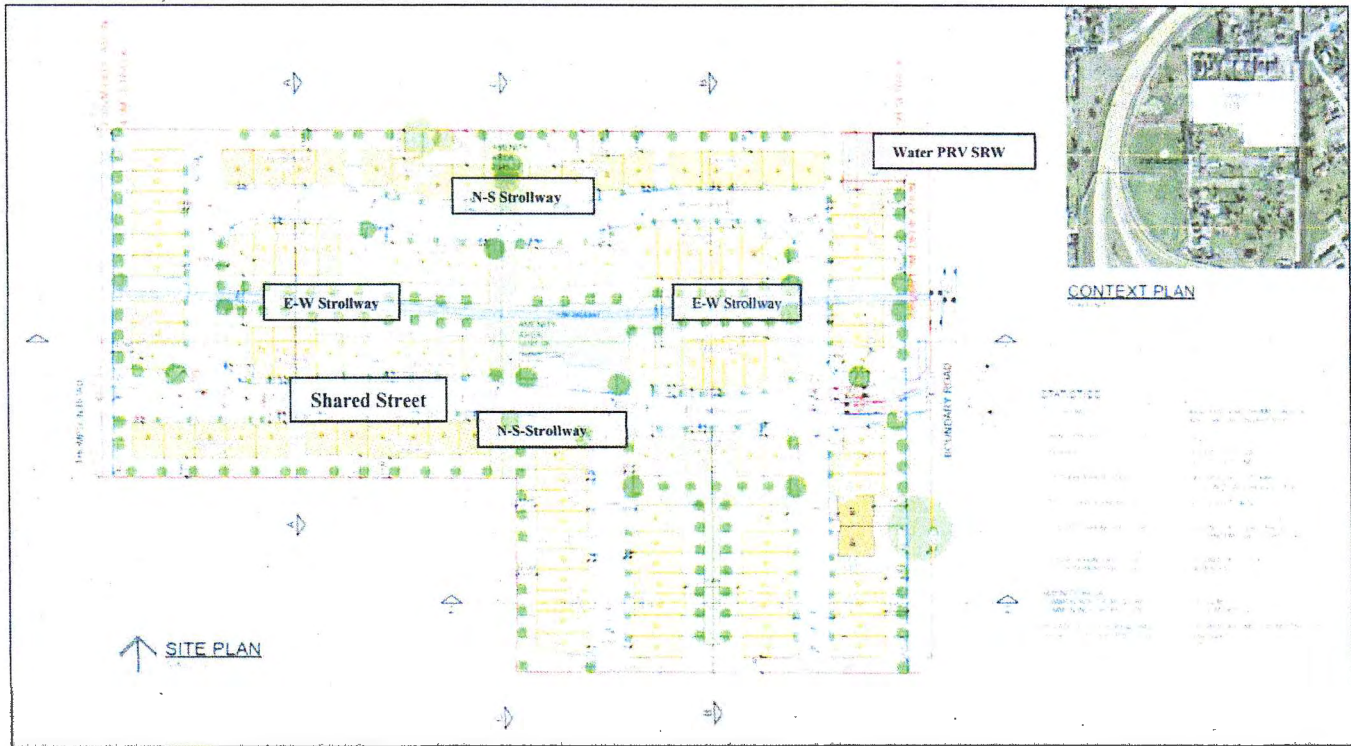
Initial: MY

Attachment 1 – Civil Key Plan with Functional Road & Lot Consolidation



Initial: KZ

Attachment 2 – Site Development Plan with SRWs





Attachment 4 – Servicing Works

The following works must be included with the Servicing Agreement:

1. Engineering Works

• Water Works:

- a. Using the OCP Model, there is 74 L/s of water available at 20 psi residual at the Thompson Road frontage and 33 L/s of water available at the Boundary Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s. To achieve this flow, watermain upgrades and the installation of a pressure reducing valve are required. By installing the works described below, the OCP Model indicates that 311.0 L/s of water will be available at 20 psi at the Thompson Road and 293.0 L/s at the Boundary Road frontage.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the west property line from Thompson Gate to approximately 127m south to the south property line of the development site.
 - Upgrade the existing 150mm AC watermain to 300mm PVC along Boundary Rd from the proposed PRV station to approximately 45m north and tie in to the existing 300mm watermain along Thompson Gate.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the east property along Boundary Road line from the northeast corner of the site to approximately 122m south to the south property line of the development site.
 - Provide approximate 13m x 14m of land as statutory right of way required for PRV station at the northeast corner of the development site, location and area to be defined through the SA drawings.
 - Pay, in keeping with the Subdivision and Development Bylaw No 8751, a \$99,500 cash-in-lieu contribution for the construction of the PRV station.
 - Install additional fire hydrants along the east and west property line frontages to accommodate hydrant spacing requirements.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing water service connections at the watermain along Thompson Road and Boundary Road frontages.
 - Install a new water service connection complete with meters and meter boxes along Thompson Road frontage.

• Storm Sewer Works:

- a. Currently the City's drainage system capacity is inadequate to service the new development.
- b. The Developer is required to:

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$91,500 cash-in-lieu contribution towards the Boundary Road pump station upgrade or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
- Install a new IC and service connection discharging directly into the Boundary Rd canal. Design must meet all applicable environmental requirements including the provision of any impact mitigation works. Design and construction approval will be required from the City of New Westminster.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing storm sewer service connections along the Thompson Road and Boundary Road frontages.
- **Sanitary Sewer Works:**
 - a. The Developer is required to
 - Install a new sanitary service connection complete with IC at the Thompson Road frontage.
 - b. At the Developers cost, the City is to:
 - Cut and cap the existing sanitary service connections and remove the existing ICs located at the west property line frontage of the development site.
- **Frontage Improvements:**
 - a. The Developer is required to:
 - Dedicate land along the development sites east and west frontages for all required road, boulevard, side walk, bike lane, greenway improvements.
 - Coordinate with private utility companies when adding new infrastructure or when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4mW X 5m (deep)
 2. BC Hydro LPT – 3.5mW X 3.5m (deep)
 3. Street light kiosk – 1.5mW X 1.5m (deep)
 4. Traffic signal kiosk – 2mW X 1.5m (deep)
 5. Traffic signal UPS – 1mW X 1m (deep)
 6. Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 7. Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - b. Other frontage improvements as per Transportation's requirements.

- **General Items:**

a. The Developer is required to:

- Coordinate with the City of New Westminster for works involving Private Utility servicing within the east half of Boundary Rd.
- Provide street lighting along the sites east and west frontages, design required through Servicing Agreement to the satisfaction of the City as follows:

Thompson Road (East side of street)

- Pole colour: Grey
- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole, but EXCLUDING any banner arms, duplex receptacles, pedestrian luminaires, flower basket holders, or irrigation.

Boundary Road (West side of street)

- Pole colour: Grey
- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole with pedestrian luminaires, but EXCLUDING any banner arms, duplex receptacles, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the 3.0 m wide sidewalk/off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)

- Provide, within the first SA submission, a geotechnical assessment of preload, soil preparation and dewatering impacts on the existing utilities fronting or within the development site and provide mitigation recommendations.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

2. Transportation Works

The required road works as shown on Attachment 1 that include:

- a. Boundary Road development frontage: Use the existing east edge of the roadway as the reference, widen the road to the west to provide:
 - Roadside barriers (0.9m);
 - Paved 1.5m wide shoulder;
 - Paved 7.0 wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 3.0m wide concrete sidewalk/pathway.
- b. Thompson Road development frontage: Use the existing west edge of the roadway as the reference, widen the road to the east to provide:
 - Paved 1.0m wide shoulder;
 - Paved 8.5m wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 1.5m wide concrete sidewalk.

- c. Boundary Road, north of the development to Thompson Gate (for a distance approximately 50m):
 - Min. 1.5m wide paved walkway along the west side of the road, separated from the southbound traffic lane by physical barriers such as extruded curbs.
 - Upgrade of the existing two-way stop at the Boundary Road/Thompson Gate/Ewan Ave. intersection to a four-way stop configuration with marked pedestrian crosswalks to the satisfaction of the City of Richmond and City of New Westminster.

3. Parks Works

1. Hamilton Highway Park: The developer is to complete the native landscape planting and invasive species removal specifications in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 (sheets L1-ESA to L9-ESA; L1-ESA is included in Attachment 3) to the satisfaction of the City subject, but not limited, to:

- a. The plans being completed prior to issuance of the Development Permit for the impacted ESA within the development.
- b. A BLCS survey of Hamilton Highway Park and adjacent road allowances being completed with any adjustments to the landscaping as may be needed based on a review of the survey by the City.
- c. The completion of landscape maintenance and monitoring plan for a three (3) year maintenance period.
- d. Completion of the invasive species removal prescription consistent with the City's herbicide/pesticide policy (e.g. prohibition of the use of glyphosate to treat blackberries).

2. Boundary Road & Canal: The developer is to complete a landscape plan that maintains a vegetated edge of Boundary Canal which may include further native plants, in coordination with the road works design, to the satisfaction of the City.

Initial: MM

Attachment 5 – Convertible Housing Guidelines

Convertible housing is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

Initial: ML



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 14, 2017

File: RZ 15-713048

Re: Application by Kaimanson Investments Ltd. for Rezoning at 4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 and 4451 Boundary Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "High Density Townhouses (RTH1)"

Staff Recommendations

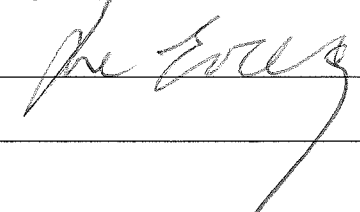
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9681 to:

1. Include the Hamilton Area Plan density bonus and community amenity provisions within the "High Density Townhouses (RTH1)" zone; and
2. Rezone 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431 and 4451 Boundary Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "High Density Townhouses (RTH1)";

be introduced and given first reading.


Wayne Craig
Director, Development

MM:blg
Att.7

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

Staff Report

Origin

Kaimanson Investments Ltd. has applied to rezone a 1.781 ha. (4.40 acre) site located at 4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 and 4451 Boundary Road from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to “High Density Townhouses (RTH1)” (Attachment 1). There is an additional amendment to include the Hamilton Area Plan’s density bonus and community amenity contribution provisions within the “High Density Townhouses (RTH1)” zone. The proposed townhouse development includes 120 units within 24 three-storey buildings (Attachment 2).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 3.

Surrounding Development

Development surrounding the subject site is as follows:

- To the North: Single-family properties zoned “Single Detached (RS1/F)” and designated “Neighbourhood Residential (Townhouse 0.75 FAR)” within the Hamilton Area Plan.
- To the South: Single-family properties zoned “Single Detached (RS1/F)” and designated “Neighbourhood Residential (Townhouse 0.75 FAR)” within the Hamilton Area Plan.
- To the East: Boundary Road and Boundary Canal within the City of New Westminster.
- To the West: Thompson Road and Hamilton Highway Park which is zoned “Single Detached (RS1/F)”.

Related Policies & Studies

Official Community Plan / Hamilton Area Plan

The Official Community Plan (OCP) designates the subject site as “Neighbourhood Residential (NRES)” and the Hamilton Area Plan designates the site as “Neighbourhood Residential (Townhouse 0.75 FAR)” which allows for three-storey, ground-oriented townhouses (Attachment 4). The development’s main east-west driveway will connect to both Boundary Road and Thompson Road to allow for public access via a statutory-right-of-way (SRW) to be registered for the “Shared Street” designated within the Hamilton Area Plan (shown on Site Plan in Attachment 7). There also is a proposed north-south pathway secured through registration of a SRW for public pedestrian access. This pathway will be part of the “Strollway” route designated within the Hamilton Area Plan that will connect Thompson Gate to future developments to the south.

The applicant is also required ensure that the engineering and servicing provisions in the “Construction, Phasing and Interim Design Measures” in Appendix 1 of the Hamilton Area Plan are addressed in the Development Permit and Servicing Agreement. In summary, the development proposal is consistent with the OCP and Hamilton Area Plan.

Environmentally Sensitive Area (ESA)

The development site includes approximately 1.2 ha. (2.96 acres) of ESA which is part of a larger contiguous 1.87 (4.62 acre) ESA that extends south of the development site (Attachment 5). The applicant’s Qualified Environmental Professional (QEP) has completed an assessment of the habitat value of the ESA and made recommendations for habitat compensation in accordance with the OCP ESA Development Permit Guidelines. A Development Permit will be required to be considered by the Development Permit Panel prior to consideration of adoption of the zoning bylaw amendment. In summary, the QEP report concludes that:

- 35% of the ESA is non-contiguous “upland forest” with the majority of the trees (Cottonwood and Alder) nearing their end of life and being subject to blow down.
- 65% of the ESA encompasses “old field habitat” which evolved after residential development of the area in the 1960’s. Most of the existing small plants consist of invasive species (mainly introduced Red Canary grass) characteristic of overgrown rural lots.

Due to the relatively low habitat value of the ESA and the site grading requirements, the QEP recommended off-site habitat compensation. This compensation included a total of 100 native trees and shrubs to be planted within a small 320 m² (0.08 acre) area of Hamilton Highway Park.

In consultation with City Parks and Environmental Sustainability staff, off-site compensation habitat was pursued to improve the natural character of the adjacent Hamilton Area Park as part of the City’s *Ecological Network*. The ESA habitat compensation area includes:

- A total area of 6,300 m² (1.6 acres) of the currently open grass field is proposed to be replanted with trees in groves averaging 15.0 m (48 ft.) in width along the west side of Hamilton Highway Park adjacent to Highway 91, as well as smaller groves of trees along Thompson Road. These areas will be planted with native vegetation with a minimum of 1,188 trees and 6,475 shrubs/groundcover plants.
- Removal of the areas of invasive species (e.g. blackberries, broom and horsetail) from the southern 2.2 ha. (5.45 acres) of the park to encourage the successful establishment of the proposed native trees and under-storey plants in this portion of the park.

The proposed habitat compensation area will be of a higher habitat value than the existing ESA area within the development site.

In summary, the proposed ESA compensation areas will provide for well-developed, wind-firm, native forested areas that support the City’s *Ecological Network* goal of improving habitat in City parks and creating a public amenity.

In addition to the off-site habitat compensation, the development will include following native vegetation:

- Six (6) existing coniferous trees will be protected as described in the Tree Retention section below.
- There will be a minimum area of 1,100 m² (0.27 acres) fully planted with native shrubs and trees included within the landscape plans required within the Development Permit; the areas include the north amenity area, on either side of the east-west and north-south Strollways, and along the Boundary Road frontage of development.

Should the rezoning application proceed, the applicant will be required to complete the landscape plan for the habitat compensation in Hamilton Highway Park for the Servicing Agreement. The QEP will also prepare a follow-up report required for the ESA Development Permit on the landscape plans which include the finalized landscape restoration, native planting and invasive species removal specifications, and also include a monitoring and maintenance plan for the ESA compensation area.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received several inquiries from the public about the rezoning application in response to the placement of the rezoning sign on the property. These inquiries did not include concerns regarding the development itself and were related to development process for the subject development and adjacent properties should they be developed.

Should the Planning Committee endorse this application and Council grant 1st Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Approval from the Ministry of Transportation and Infrastructure will be required prior to Council consideration of adoption of the zoning amendment bylaw.

Analysis

Built Form and Architectural Character

The proposed development includes 120 townhouse units and an amenity building (Attachment 2). The proposed development includes the following elements:

- There are 24 buildings comprised of seven (7) different modern buildings types designed and shaped to provide architectural variation and allow for tree protection.

- Units will have an average floor area of approximately of 111 m² (1,194 ft²).
- The typical building height is three (3) storeys with a maximum of building height of 11.65 m (38 ft.), consistent with the RTH1 zone.
- The two (2) main east-west driveways and one main east-west pathway include gentle curves to provide visual interest. The southern driveway is designated as a “Shared Street” under the Hamilton Area Plan and the pathway provides public pedestrian access between Thompson and Boundary Roads.
- There are also three (3) north-south driveways which connect the two (2) main east-west driveways. There is also a north-south pathway linking the outdoor amenity areas designated as a “Strollway” within the Hamilton Area Plan to provide additional public access to future developments to the north and south.
- The proposed project has 4.5 m (14.8 ft.) side yard setbacks to the adjacent single-family residential areas to the north and south of the development site.
- Setbacks to Boundary Road will be 5.0 m (16.5 ft.) and setbacks to Thompson Road will be 4.5 (15.0 ft.).
- There will be wide central, garden mews of 11 m (38.5 ft.) to 15 m (48. ft.) in width, with common pathways, located between the central rows of townhouse buildings.
- There will be 62 units with side-by-side double garages and 58 units with tandem double garages providing for more unit choice and variation in building forms.

At Development Permit stage, design elements to be addressed include:

- Adding further small-scale articulation and architectural detailing of the townhouse buildings, particularly those facing onto the public realm.
- Adding way-finding signage and lighting for the pathways and driveways.

Existing Legal Encumbrances

There is an existing City covenant (LTO No. BG386398) registered on the Title of 4311 Boundary Road, which restricts use of the lot to a two-dwelling building (duplex). This covenant will be required to be discharged prior to adoption of Bylaw 9681.

Transportation and Site Access

Vehicle and Pedestrian Access

As noted above, vehicle and pedestrian access will be provided by the proposed main east-west driveway which will connect to both Boundary Road and Thompson Road. This driveway will also provide mainly for public vehicle access via a statutory-right-of-way (SRW) to be registered on Title to secure it as a “Shared Street” as required within the Hamilton Area Plan. There will be an east-west central “Strollway” within a SRW to be registered on Title that provides the main public pedestrian connection between Thompson and Boundary Roads. There also is a requirement to provide a north-south pedestrian pathway within a SRW to be registered on Title that provides for a public pedestrian access as part of a “Strollway” within the Hamilton Area Plan. This north-west “Strollway” will connect Thompson Gate in the north to future

developments to the south. The developer and owner will be responsible for liability, construction and maintenance of the Shared Street, north-south Strollway and east-west Strollway.

Parking

The subject development complies with the parking requirements within Zoning Bylaw 8500. There are a total of 240 resident parking spaces within double garages within each of the 120 townhouse units and 24 surface visitor parking spaces. Of the resident spaces, 116 spaces (48.3%) are in 58 tandem garages and 124 spaces are within 62 side-by-side garages.

The applicant will register an electric vehicle parking covenant on Title requiring that 100% of resident parking spaces will be equipped with 120V electric plug-ins for electric vehicle charging equipment.

LEED / Energy Efficiency and Renewable Energy Development

As required by the Hamilton Area Plan, the developer has agreed to ensure that the project has been designed to achieve a Canadian Green Building Council LEED Silver rating. This will require review from a LEED certified consultant which confirms that buildings have been designed at Development Permit and constructed at Building Permit to achieve the required LEED certification or equivalent.

The LEED Silver assessment will include a review of the City-wide townhouse energy efficiency requirements. These requirements include registration of a legal agreement on Title, identifying that the proposed development will be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwelling units will be pre-ducted for solar hot water heating, is required before zoning amendment bylaw adoption.

Tree Retention and Replacement

The applicant has submitted a certified Arborist's Report and tree survey (Attachment 6) which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses:

- 78 trees located on the development site to be removed and replaced.
- 11 trees located on adjacent neighbouring properties are identified to be retained and protected and to be provided tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the arborist's findings with the following comments:

- Six (6) trees (labelled with tag nos. 5, 61, 63, 65, 66 and 67) are located on the development site are proposed to be retained and protected. The applicant will provide a \$60,000 tree survival security for these trees.
- A total of 156 replacement trees are required at a 2:1 ratio for the 78 trees to be removed. Tree species and sizes are to be confirmed and included within the Development Permit landscape plans.

Tree Replacement

The applicant wishes to remove 78 on-site trees. The 2:1 replacement ratio would require a total of 156 replacement trees. The preliminary landscape plans include 165 trees on the development site. The off-site landscape plans for the ESA compensation area in Hamilton Highway Park also include 1,188 trees native tree species within the Servicing Agreement park landscape plans to be finalized as a condition of ESA Development Permit issuance.

Hamilton Area Plan Amenity Contributions

This Hamilton Area Plan requires amenity contributions of \$70.50 per square meter (\$6.55 per square foot) for townhouse developments. Based on the proposed development design, the developer will provide \$939,139 to be contributed to the City's Hamilton Area Plan Amenity Reserve Fund (with the final amount to be confirmed on the total residential floor area shown on the Development Permit plans).

Affordable Housing Strategy

The City's Affordable Housing Strategy is applicable to this development which requires a contribution of \$4.00 per buildable square foot or \$573,520 to the City's Affordable Housing Fund.

Public Art Program

The City's Public Art Program is applicable to this application. The applicant has agreed to make a voluntary contribution of \$0.79 per buildable square foot or \$113,270 to the City's Public Art Program.

Amenity Space

The proposed project will include a 100 m² (1,076 ft²) common indoor amenity building located within main outdoor amenity space near the centre of the development site. There will also be 738 m² (7,944 ft²) of common outdoor amenity area located largely in two (2) outdoor amenity areas located near the centre and on the north side of the development site. The proposed amenity areas are consistent with the requirements of the OCP.

Main features of the central amenity area include:

- Large play area with play equipment and climbing rocks.
- Community BBQ.
- Large open air seating areas.
- Walking pathways.
- Garden planters.

The north amenity area includes three (3) retained trees and the north-south "Strollway", along with park benches.

Site Servicing and Frontage Improvements

The applicant will be undertaking a range of works under a Servicing Agreement for the development as provided in the Rezoning Considerations (Attachment 7), including but not limited to the following elements.

Boundary Road Improvements

Road dedication along the site's entire road frontage to accommodate pavement widening, a 3.0 m (9.8 ft.) wide concrete multi-use pathway, boulevard with grass and street trees, and installation of street lights. The entire surface of Boundary Road will also be replaced and there will be an interim sidewalk built from the development's north property line to the intersection of the Thompson Gate and Boundary Road. The applicant will also upgrade the existing two-way stop at the Boundary Road and Thompson Gate intersection to a four-way stop configuration with marked pedestrian crosswalks.

Thompson Road Improvements

Road dedication taken from the property's entire road frontage will accommodate pavement widening, a concrete sidewalk, boulevard with grass and street trees, and installation of street lights. The entire surface of the road will also be replaced.

Water Servicing

The applicant is required to upgrade the existing 150 mm diameter watermain along the Boundary Road and Thompson Road frontages northward to Thompson Gate. The applicant will also make a voluntary contribution of \$99,500 for the City's construction of a Pressure Reducing Valve (PRV) station. The PRV will be built by the City within a 13 m (42.7 ft.) by 14 m (45.9 ft.) SRW to be registered on Title on the northwest corner of the site.

Storm Sewer Works

The applicant will install a storm main connection to Boundary Canal and make a voluntary contribution of a \$91,500 for the Boundary Road pump station upgrade being built by the City of New Westminster or alternative storm sewer works to be built by the City of Richmond.

Sanitary Sewer Works

The applicant will install a new sanitary service connection on the Thompson Road frontage.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets; such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$30,000. This will be considered as part of the 2018 Operating budget.

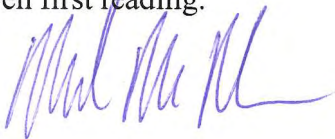
Conclusion

The proposed 120-unit townhouse development is the first townhouse rezoning application to be considered under the Hamilton Area Plan and the first new development east of Highway 91.

The development will provide a multi-use pathway on its Boundary Road frontage with pedestrian improvements to the Boundary Road/Thompson Gate intersection and the first leg of a public "Strollway" located between Thompson Road and Boundary Road.

This development will also provide major improvements to Hamilton Highway Park; with the planting of over 7,000 native trees and shrubs to create forested groves totalling over 0.65 ha. (1.6 acres), contributing to the City's *Ecological Network*.

Thus, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9681, be introduced and given first reading.



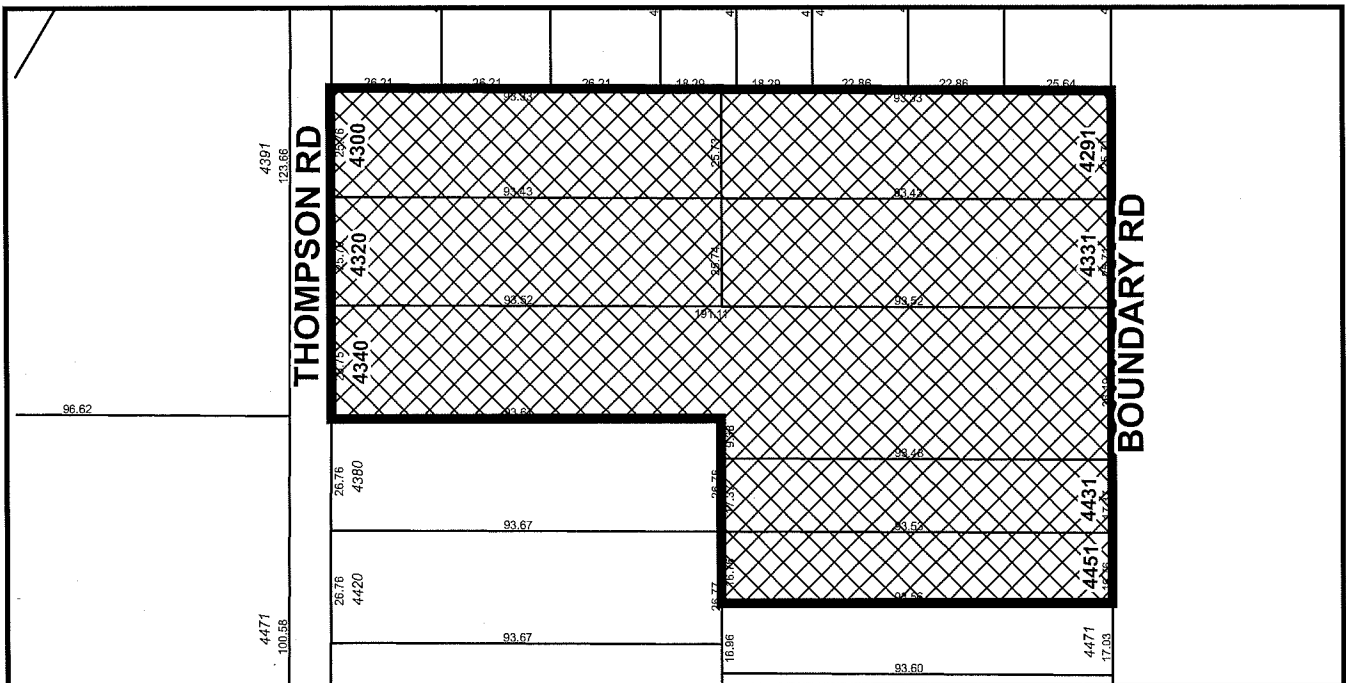
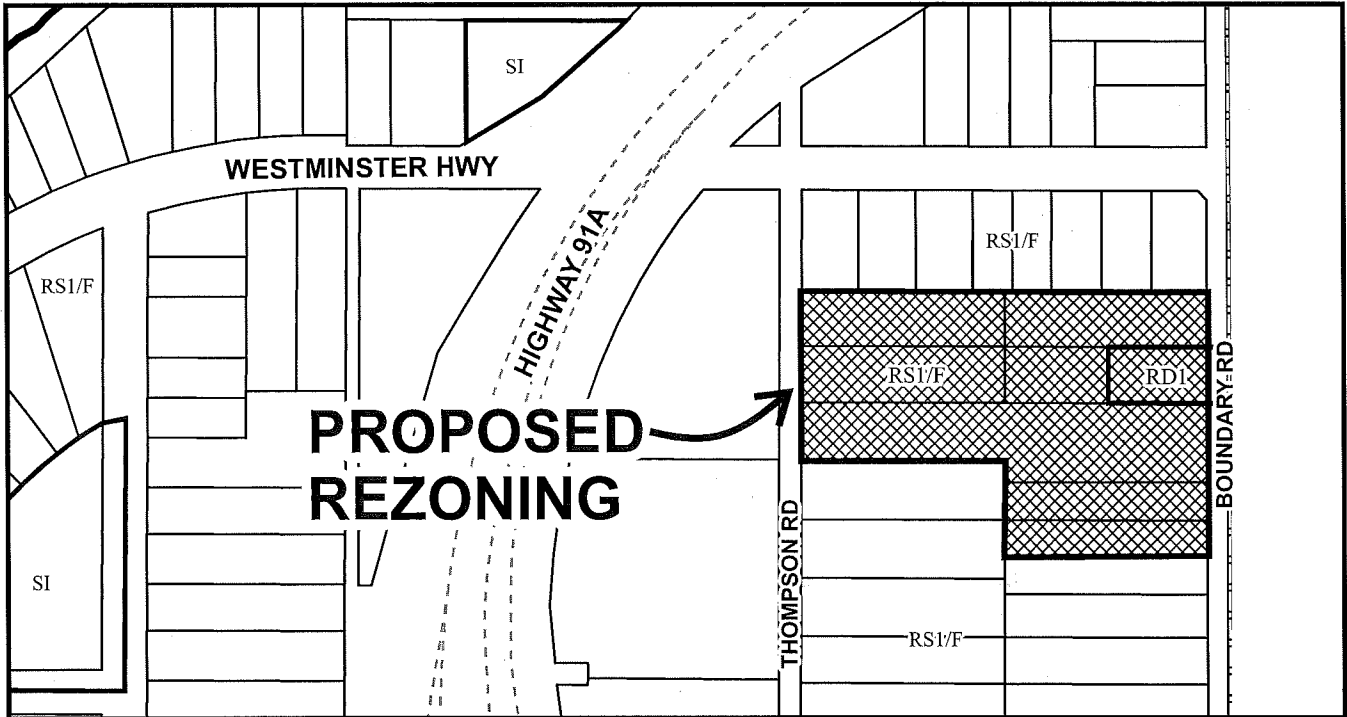
Mark McMullen
Senior Coordinator - Major Projects
(604-276-4173)

MM:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Hamilton Area Plan Land Use Map
- Attachment 5: Environmentally Sensitive Area Report and Map Excerpts
- Attachment 6: Tree Survey
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 15-713048

Original Date: 01/05/16

Revision Date: 02/06/17

Note: Dimensions are in METRES



City of
Richmond



RZ 15-713048

Original Date: 01/07/16

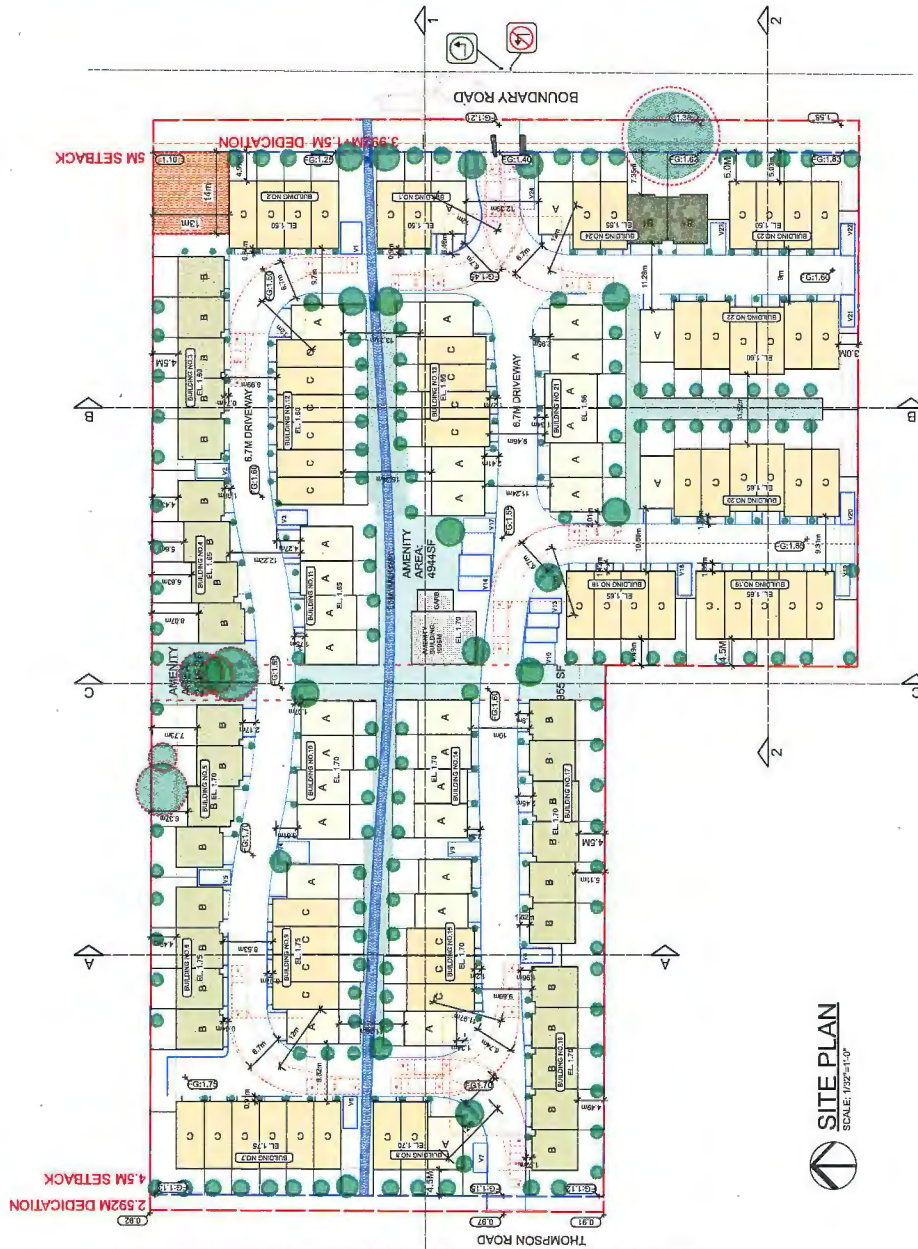
Revision Date:

Note: Dimensions are in METRES



CONTEXT PLAN
SCALE: N.T.S.

CNCL - 275



SITE PLAN
SCALE: 1/32"=1'-0"

STATISTICS:
CIVIC ADDRESS: 4300, 4320, 4340 THOMPSON ROAD
4291 - 4451 BOUNDARY ROAD
CD
ZONING (PROPOSED): 201.105 SQ. FT. GROSS
SITE AREA: 191,775 SQ. FT. NET
FLOOR AREA (PROPOSED): 143,390 SQ. FT. (0.75 FAR)
= 120 UNITS @ 1194 SQ. FT. AVE
SITE COVERAGE (PROPOSED): 76,719 SQ. FT. (40%)
RESIDENT PARKING PROVIDED: 120 UNITS X 2 = 240 SPACES
(116 UNDER, 124 SIDE-BY-SIDE)
VISITOR PARKING REQUIRED: 120 UNITS X 0.2 = 24
VISITOR PARKING PROVIDED: 24 SPACES
AMENITY AREA: 193 SQ. M. (1076 SQ. FT.)
COMMON INDOOR (PROVIDED): 150 SQ. M. (1646 SQ. FT.)
PRIVATE OUTDOOR (RESERVED): 150 UNITS X 8.8M² = 1320M² (14300 SQ. FT.)
PRIVATE OUTDOOR (PROVIDED): 720 SQ. M. (7744 SQ. FT.)

1	FEB. 3, 2017	RD PRELIMINARY
2	APRIL 10, 2017	RD PRELIMINARY
3	JUNE 11, 2017	RD PRELIMINARY
REV	DATE	REVISION

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ARCHITECTURE**

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Vancouver, BC V5T 1S5
T: 604.731.1137 F: 604.731.1247

PROJECT:

120 UNIT TOWNHOUSE DEVELOPMENT

BOUNDARY ROAD

RICHMOND, B.C.

ISSUED FOR:

SITE PLAN

SCALE: 1/32"=1'-0"

SHEET NO.

DATE: JUNE 24, 2016

DESIGN: RD

PROJECT NO.

ATTACHMENT 2



CONTEXT PLAN SCALE: N.T.S.

STATISTICS:

CIVIC ADDRESS: 4301, 4302, 4340 THOMPSON ROAD
4291 - 4451 BOUNDARY ROAD

ZONING (PROPOSED): CD

SITE AREA: 201,105 SQ. FT. GROSS
191,775 SQ. FT. NET

FLOOR AREA PROPOSED: 143,340 SQ. FT. @ 1.5 (FAR)
= 120 UNITS @ 1194 SQ. FT. AVE

SITE COVERAGE PROPOSED: 76,710 SQ. FT. (38%)

RESIDENT PARKING PROVIDED: 193 UNITS X 2 = 386 SPACES
(118 PARKING, 524 SIDE-DRIVE)

VISITOR PARKING REQUIRED: 120 UNITS X 0.2 = 24

24 SPACES

AMENITY AREA: 100 SQ. M.
100 SQ. M. (1076 SQ. FT.)

COMMON INDOOR (REQUIRED): 120 UNITS X 1.5 SQ. M. = 2520 SQ. M. (7796 SQ. FT.)

COMMON INDOOR (PROVIDED): 720 SQ. M. (7796 SQ. FT.)

PRIVATE OUTDOOR (REQUIRED): 720 SQ. M. (7796 SQ. FT.)

PRIVATE OUTDOOR (PROVIDED): 720 SQ. M. (7796 SQ. FT.)

YAMAMOTO ARCHITECTURE

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100 UNIT TOWNHOUSE DEVELOPMENT

BOUNDARY ROAD
RICHMOND, AL.

SITE PLAN W/ SURVEY

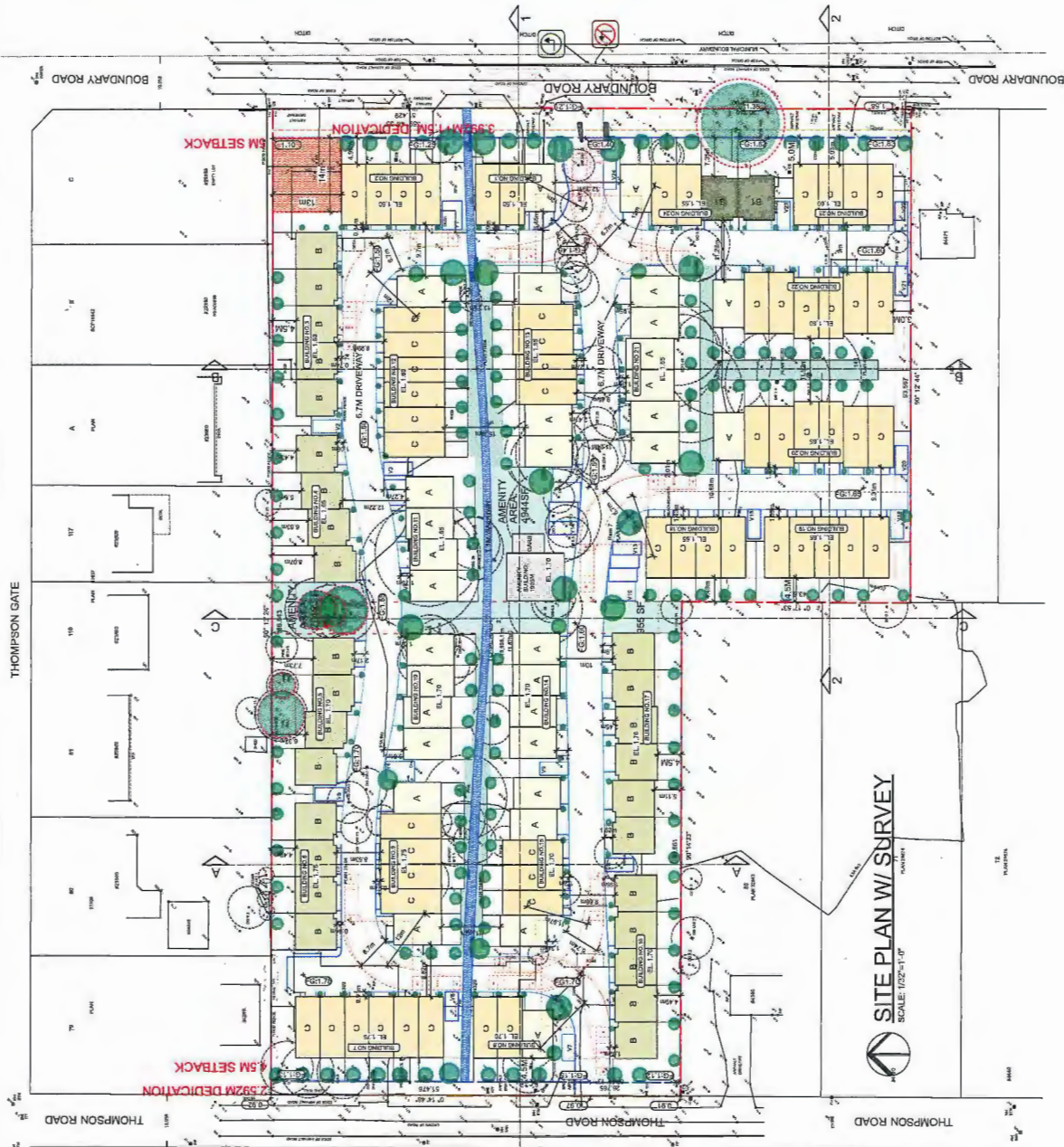
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DATE - JUNE 24, 2015

DRAWN - NF

CHECKED -

PROJECT - 1000



SITE PLAN W/ SURVEY SCALE: 1/32" = 1'-0"



CONTEXT PLAN

SCALE: N.T.S.

STATISTICS:

CIVIC ADDRESS: 4300, 4320, 4340 THOMPSON ROAD
4381 - 4461 BOUNDARY ROAD

ZONING (PROPOSED): CD

SITE AREA: 291,105 SQ. FT. GROSS
19,173 SQ. FT. NET

FLOOR AREA PROPOSED: 143,300 SQ. FT. (0.78 FAN)
= 120 UNITS @ 1195 SQ. FT. AVE

SITE COVERAGE PROPOSED: 76,710 SQ. FT. (40%)

RESIDENT PARKING PROVIDED: 120 UNITS X 2 = 240 SPACES
(115 UNDER, 124 SIDE-61 SIDE)

VISITOR PARKING REQUIRED: 120 UNITS X 0.2 = 24

VISITOR PARKING PROVIDED: 24 SPACES

AMENITY AREA: 150 SQ. M.
COMMON INDOOR (REQUIRED): 150 SQ. M. (1075 SQ. FT.)

PRIVATE INDOOR (PROVIDED): 120 UNITS X 8.5 M = 720SM (7796 SQ. FT.)

PRIVATE OUTDOOR (PROVIDED): 728 SQ. M. (7844 SQ. FT.)

3	1/15/2017	RE SUBMITTAL
2	1/15/2017	RE SUBMITTAL
1	1/15/2017	RE SUBMITTAL
0	1/15/2017	RE SUBMITTAL

**YANAMOTO
ARCHITECTURE**
302 - 32 East 8th Avenue
Richmond, BC V6X 2E6
T: 604.731.1127 F: 604.731.1127

120 UNIT TOWNHOUSE DEVELOPMENT

BOUNDARY ROAD
RICHMOND, B.C.

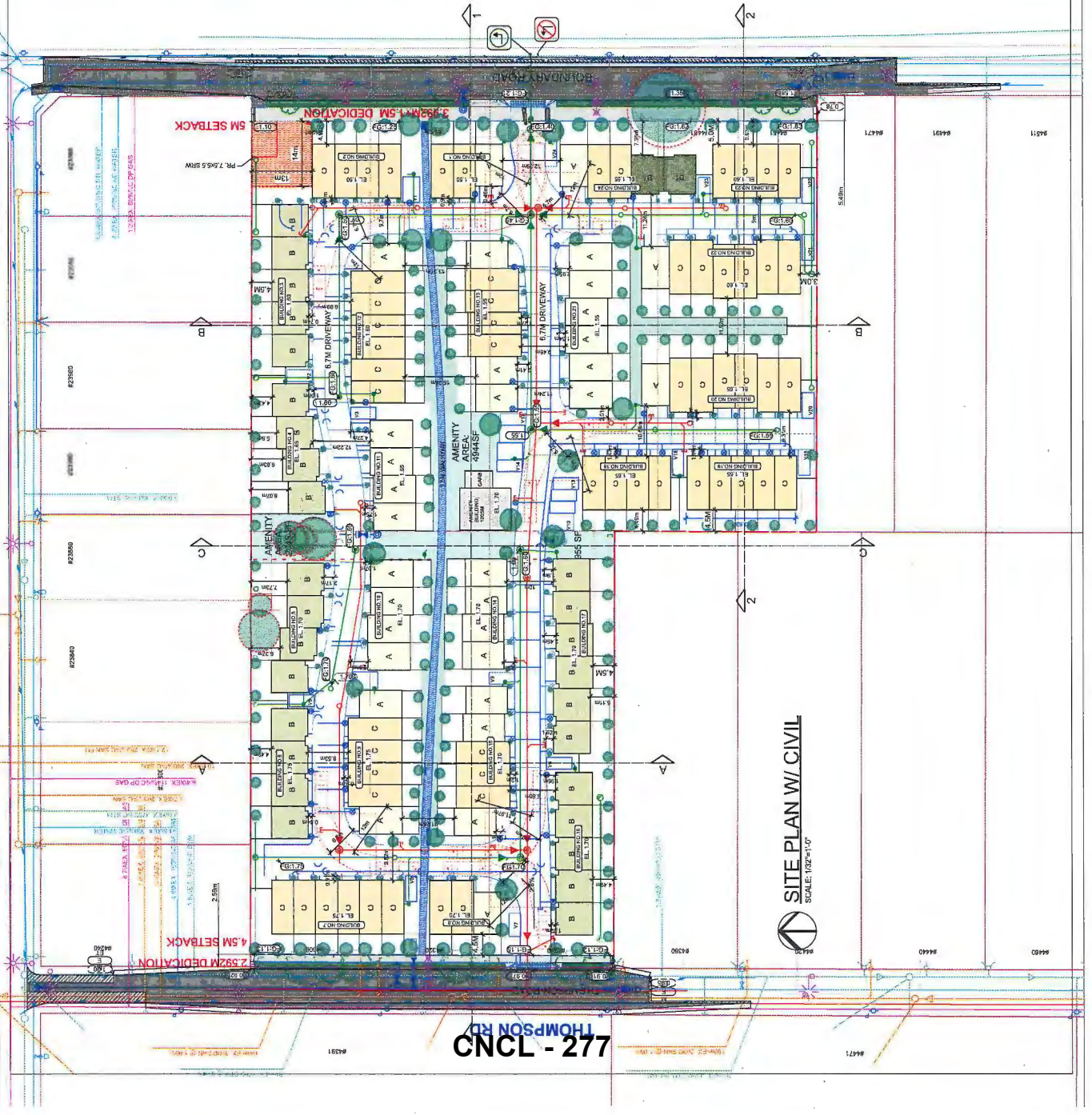
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DATE: JUNE 24, 2015

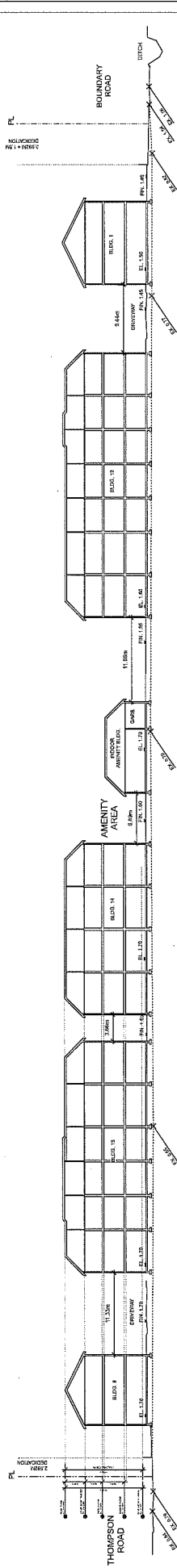
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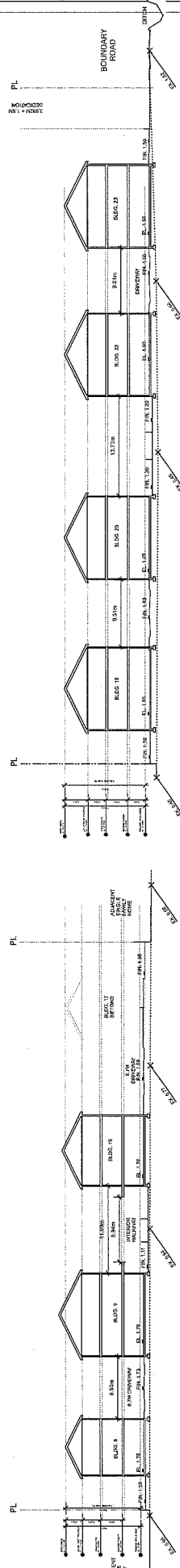


SITE PLAN W/ CIVIL
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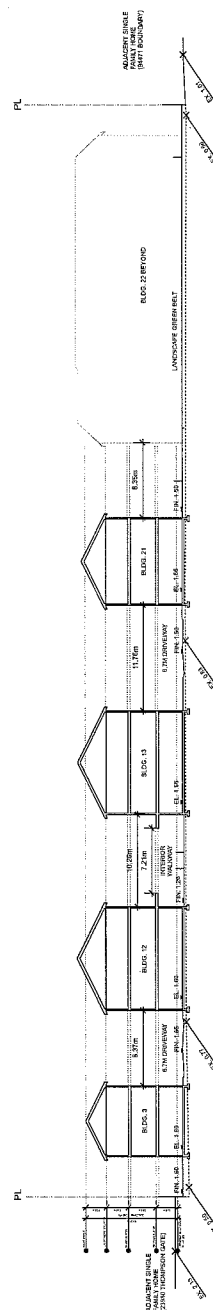
CNCL - 277



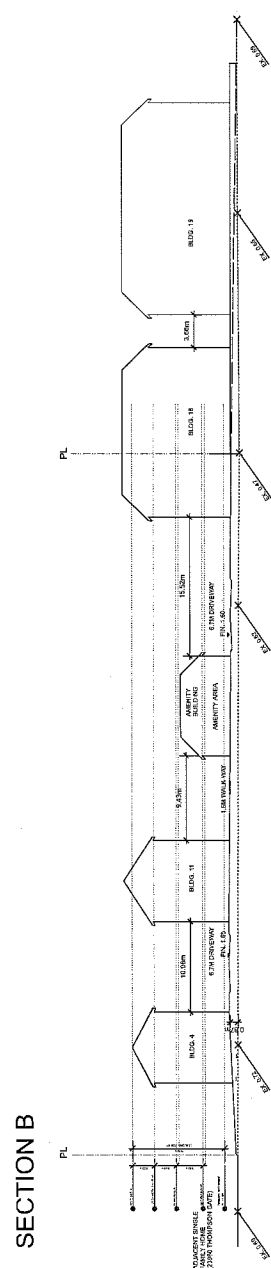
SECTION 1



SECTION 2



SECTION A



SECTION B



SECTION C

CNCL - 278

3	FEB. 3, 2017	FOR PRELIMINARY
2	JAN. 10, 2017	FOR PRELIMINARY
1	JAN. 10, 2017	FOR PRELIMINARY
REV.	DATE	DESCRIPTION
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<p>YANAMOTO ARCHITECTURE</p>	
<p>200 - 32 East 8th Avenue Vancouver, BC V6T 1C6 T: 604.731.1127 F: 604.731.1327</p>	
<p>PROJECT -</p>	
<p>120 UNIT TOWNHOUSE DEVELOPMENT</p>	
<p>BOUNDARY ROAD VANCOUVER, B.C.</p>	
<p>SITE SECTIONS</p>	
<p>SCALE - 1/8" = 1'-0"</p>	
<p>DATE - JUNE 24, 2016</p>	
<p>DESIGN - 10</p>	
<p>CHECKED -</p>	
<p>PROJECT - 1010</p>	



BOUNDARY RD. STREETSCAPE
SCALE: 1/8"=1'-0"

CNCL - 279



BOUNDARY RD. STREETSCAPE CONT'D
SCALE: 1/8"=1'-0"

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200-20 East 8th Avenue
Denver, CO 80202
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PROJECT: 120 UNIT TOWNHOUSE DEVELOPMENT
120 UNIT TOWNHOUSE DEVELOPMENT
120 UNIT TOWNHOUSE DEVELOPMENT
120 UNIT TOWNHOUSE DEVELOPMENT

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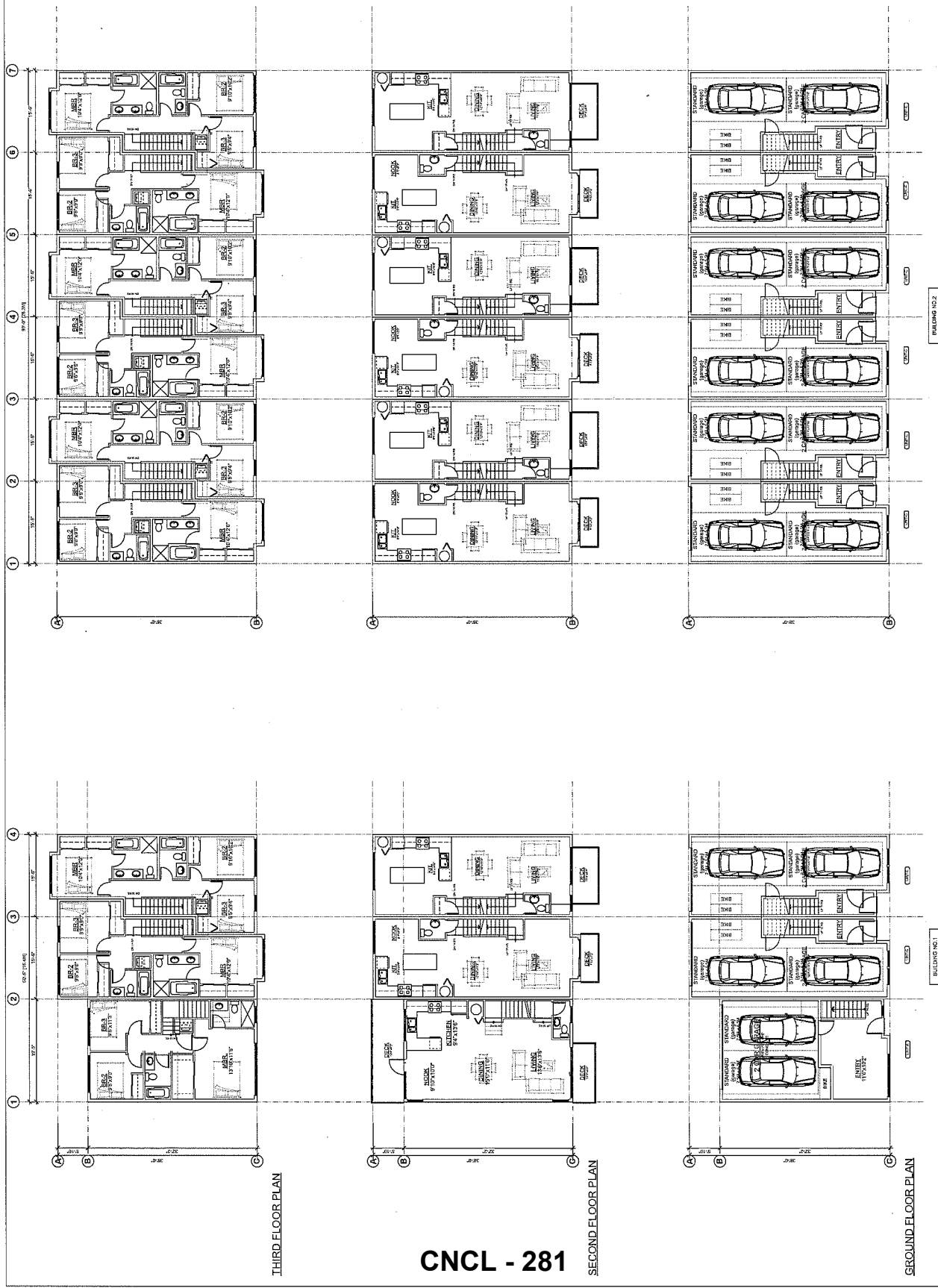


CNCL - 280
 THOMPSON RD. STREETSCAPE
 SCALE: 1/8"=1'-0"



PRECEDENT IMAGES
 SCALE: N.T.S.

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2	JUL. 15, 2017	2017 TOWNHOUSE
1	JAN. 18, 2017	2017 TOWNHOUSE
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YANAKOTO ARCHITECTURE 200 - 33 88TH AVE. #100 SCARSDALE, NY 11583 T: 516.778.1107 F: 516.778.1107		
PROJECT: 100 UNIT TOWNHOUSE DEVELOPMENT BOUNDARY ROAD ARTHUR, N.Y.		
SHEET TITLE: ELEVATIONS		
DATE: 02/01/17	SHEET NO.: A4.2	PROJECT NO.: 100
REV: 01/18/17	DATE: 01/18/17	PROJECT NO.: 100
DESIGN: KP	DATE: 01/18/17	PROJECT NO.: 100
DRAWN: 100	DATE: 01/18/17	PROJECT NO.: 100



THIRD FLOOR PLAN

CNCL - 281

SECOND FLOOR PLAN

GROUND FLOOR PLAN

BOUNDARY RD. FLOORPLANS

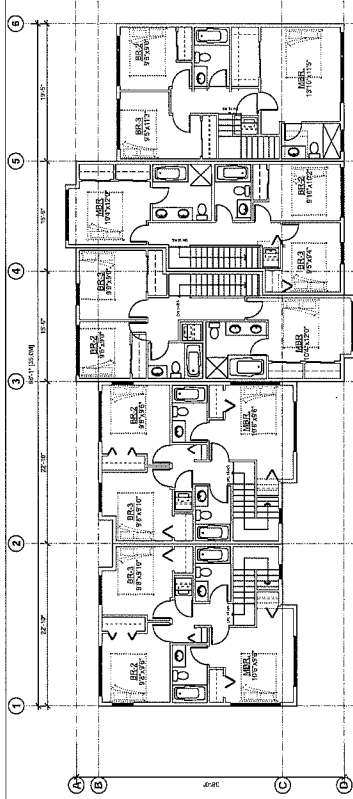
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1	JAN. 10, 2017	REV. 3	REVISIONS
NO.	DATE	REV.	DESCRIPTION

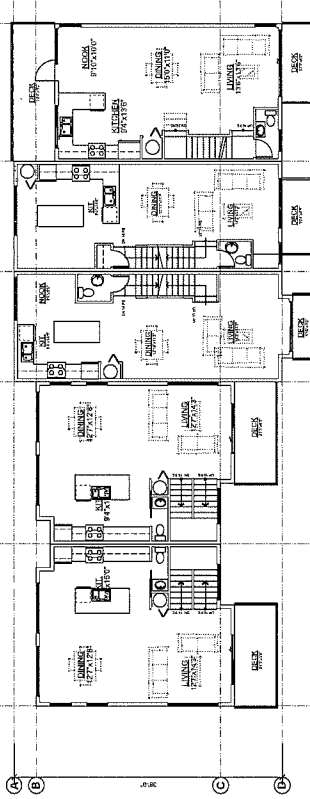
YAMAMOTO ARCHITECTURE
 2025 S. 10th Ave. Suite 100
 Vancouver, BC V6T 1S5
 T: 604.731.1127 F: 604.731.1327

PROJECT: 120 UNIT TOWNHOUSE DEVELOPMENT
 120 UNIT TOWNHOUSE DEVELOPMENT
 120 UNIT TOWNHOUSE DEVELOPMENT
 120 UNIT TOWNHOUSE DEVELOPMENT

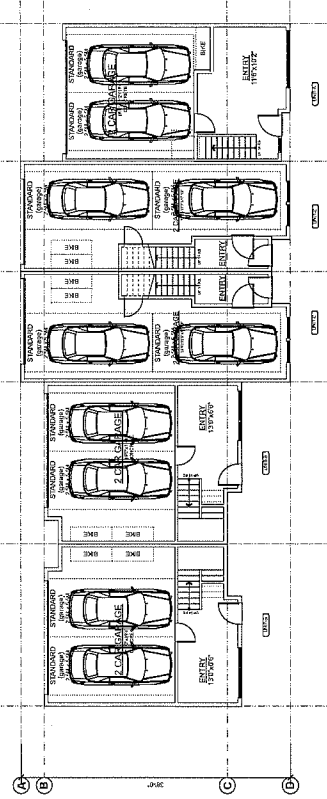
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 SCALE: 1/8"=1'-0"
 SHEET NO.: A5.1
 DATE: JAN. 10, 2017
 DRAWN BY: YP
 CHECKED BY: YP
 PROJECT NO.: 1200



THIRD FLOOR PLAN



SECOND FLOOR PLAN



GROUND FLOOR PLAN

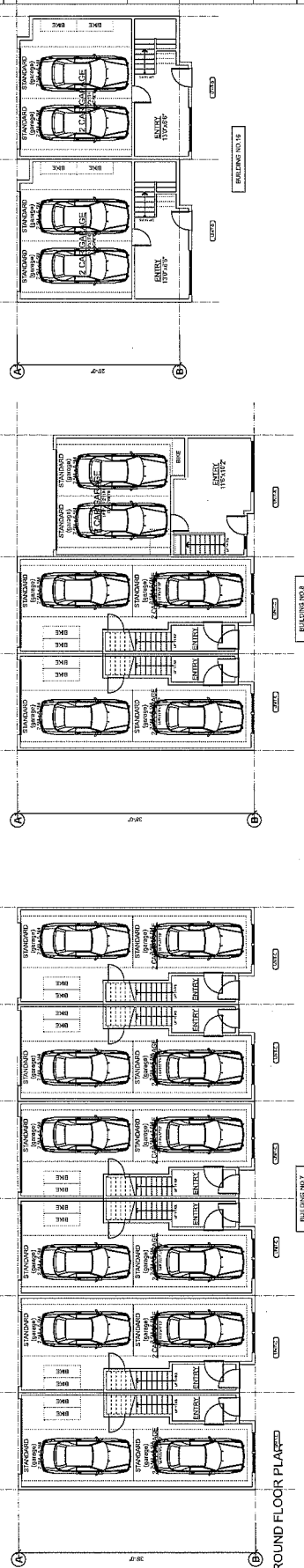
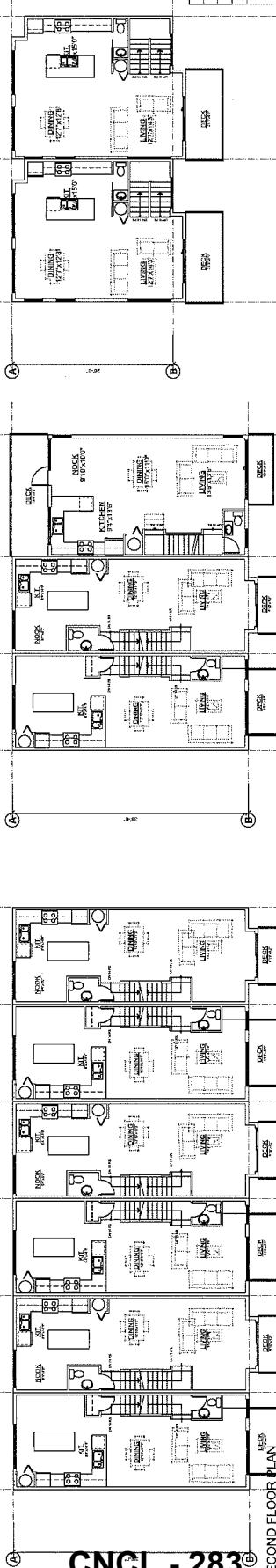
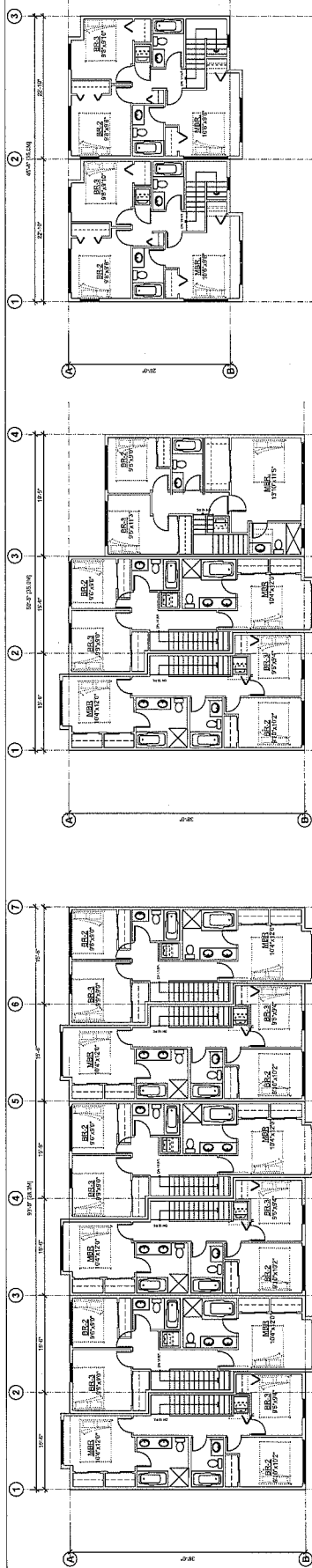
BUILDING NO. 22

BUILDING NO. 24

BOUNDARY RD. FLOORPLANS CONT'D

SCALE: 1/8"=1'-0"

3	1/18/2017	12 REVISIONS
2	1/18/2017	12 REVISIONS
1	1/18/2017	12 REVISIONS
0	1/18/2017	12 REVISIONS
<p>YAMAMOTO ARCHITECTURE</p> <p>202 - 23 1/2 Ave. N. #100 T-604 791 1127 F-604 791 1327</p>		
<p>120 UNIT TOWNHOUSE DEVELOPMENT</p> <p>BOUNDARY ROAD RICHMOND, VA</p>		
<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p>		
<p>SCALE: 1/8"=1'-0"</p> <p>DATE: JAN. 18, 2017</p> <p>DRAWN: J.P.</p> <p>CHECKED: J.P.</p>		
<p>PROJECT NO.: 1510</p>		



CNCL - 283

THOMPSON RD. FLOORPLANS

SCALE: 1/8"=1'-0"

NO.	DATE	GRANT
1	JAN. 19, 2017	NO GRANT
2	JAN. 26, 2017	NO GRANT
3	FEB. 3, 2017	NO GRANT

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**YAMAMOTO
ARCHITECTURE**

202 - 33 East 8th Avenue
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120 UNIT TOWNHOUSE DEVELOPMENT
 MICHAEL J. KAPLANDRAWING TITLE —
FLOORPLANS

SCALE - DATE - JAN. 19, 2017 SHEET NO. - A5.3

Discard -	How no = 1510
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LANDSCAPE ARCHITECTURE
#230 - 261 Lorne Mews
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Email: office@m2la.com

NO.	REVISION	DATE	DESCRIPTION	BY	CHK.
1	ISSUED FOR PERMIT				
2	ISSUED FOR REVIEW				
3	ISSUED FOR PERMIT				
4	ISSUED FOR PERMIT				
5	ISSUED FOR PERMIT				
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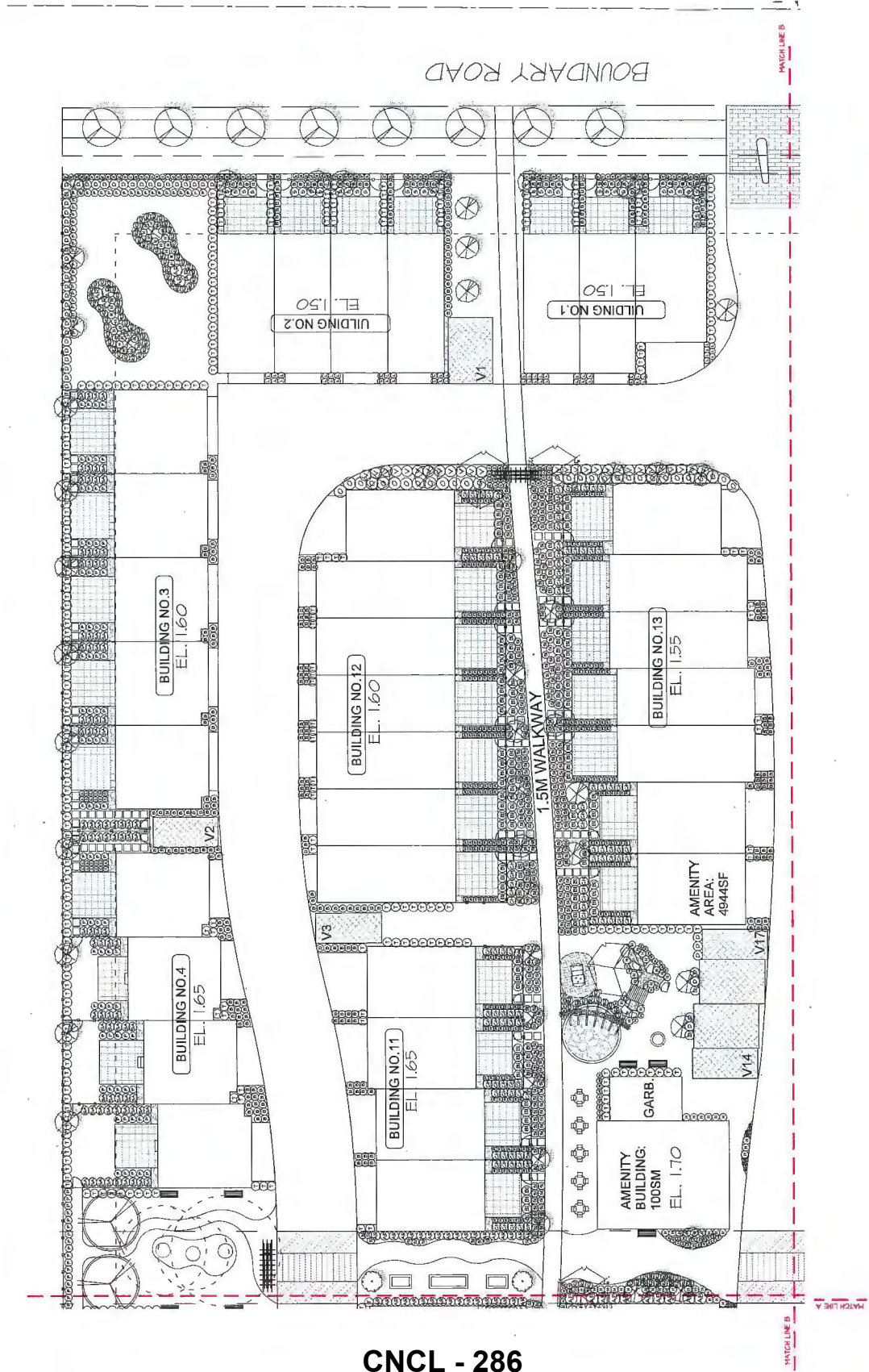
PROJECT:
120 UNIT TOWNHOUSE DEVELOPMENT
4291-4331 BOUNDARY ROAD &
4300-4340 THOMPSON ROAD,
RICHMOND, B.C.

DRAWING TITLE:
SHRUB PLAN EAST

DATE:	JAN 2014
SCALE:	1/8" = 1'-0"
DRAWN:	RYT
DESIGN:	RYT
CHECK:	RYT
DATE:	JAN 2014
PROJECT NUMBER:	120-044

L3

OF 8
120-044



CNCL - 286

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NO.	DATE	REVISION DESCRIPTION	BY
1	2014.01.15	ISSUED FOR PERMIT	PM
2	2014.01.15	ISSUED FOR PERMIT	PM
3	2014.01.15	ISSUED FOR PERMIT	PM
4	2014.01.15	ISSUED FOR PERMIT	PM

PROJECT:
 120 UNIT TOWNHOUSE
 DEVELOPMENT
 4291-4331 BOUNDARY ROAD &
 4310-4340 THOMPSON ROAD,
 RICHMOND, B.C.

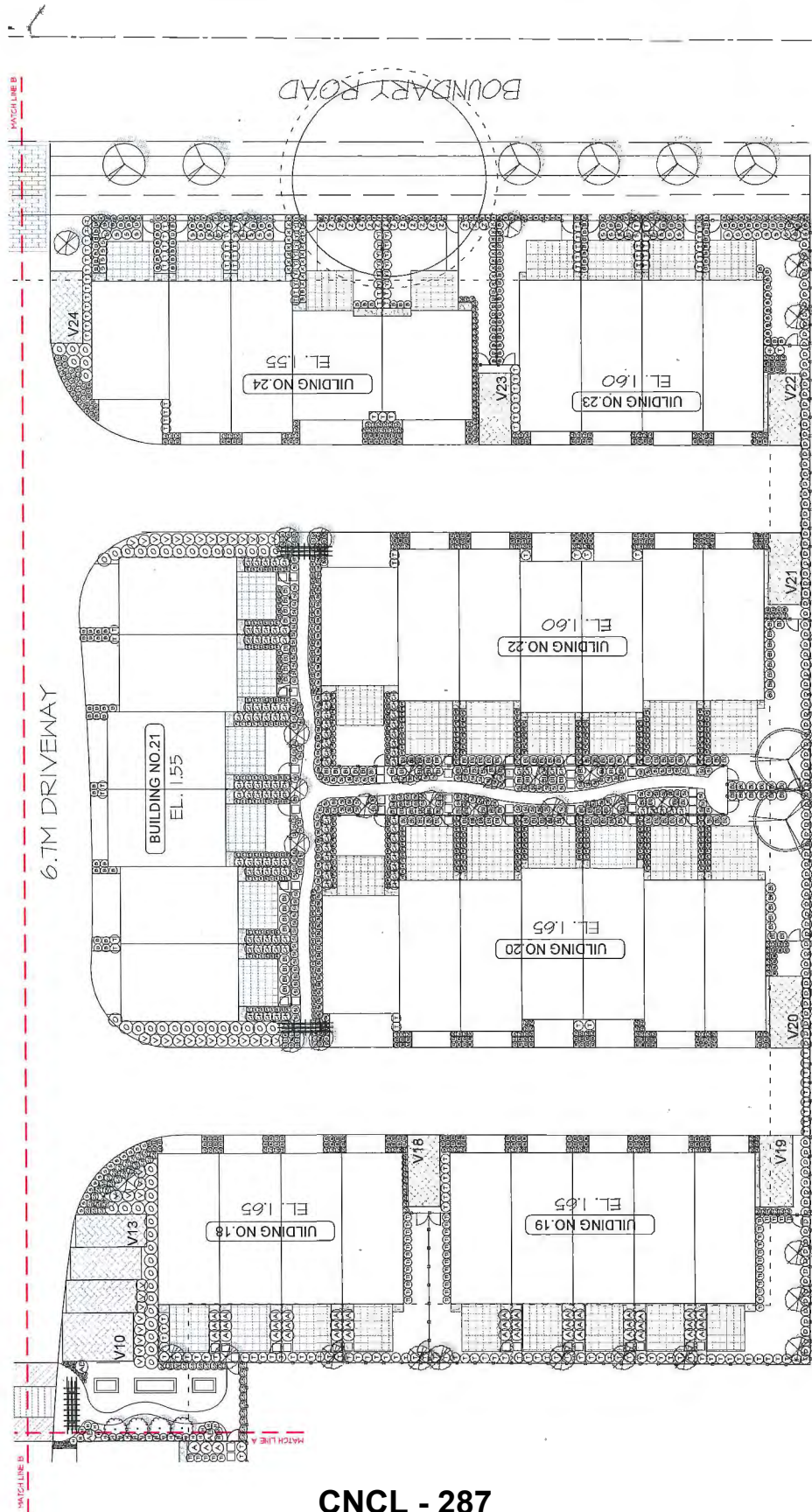
DRAWING TITLE:

**SHRUB PLAN
 SOUTH**

DATE:	JAN 2014
SCALE:	1"=20'
DRAWN:	PM
CHECKED:	PM
DATE:	1/15/14

L4

OF 8
 19-044



CNCL - 287



4	FEB/07	ISSUED FOR REVISION	PMT
3	SEP/2016	ISSUED FOR REVIEW	FAT
2	JUL/16	REVISED PER COMMENTS	PMT
1	AUG/16	PRELIMINARY DESIGN	FAT
0.	DATE	REVISION DESCRIPTION	DR.

PROJECT:
**120 UNIT TOWNHOUSE
DEVELOPMENT**
4291-4331 BOUNDARY ROAD &
4300-4340 THOMPSON ROAD,
RICHMOND, B.C.

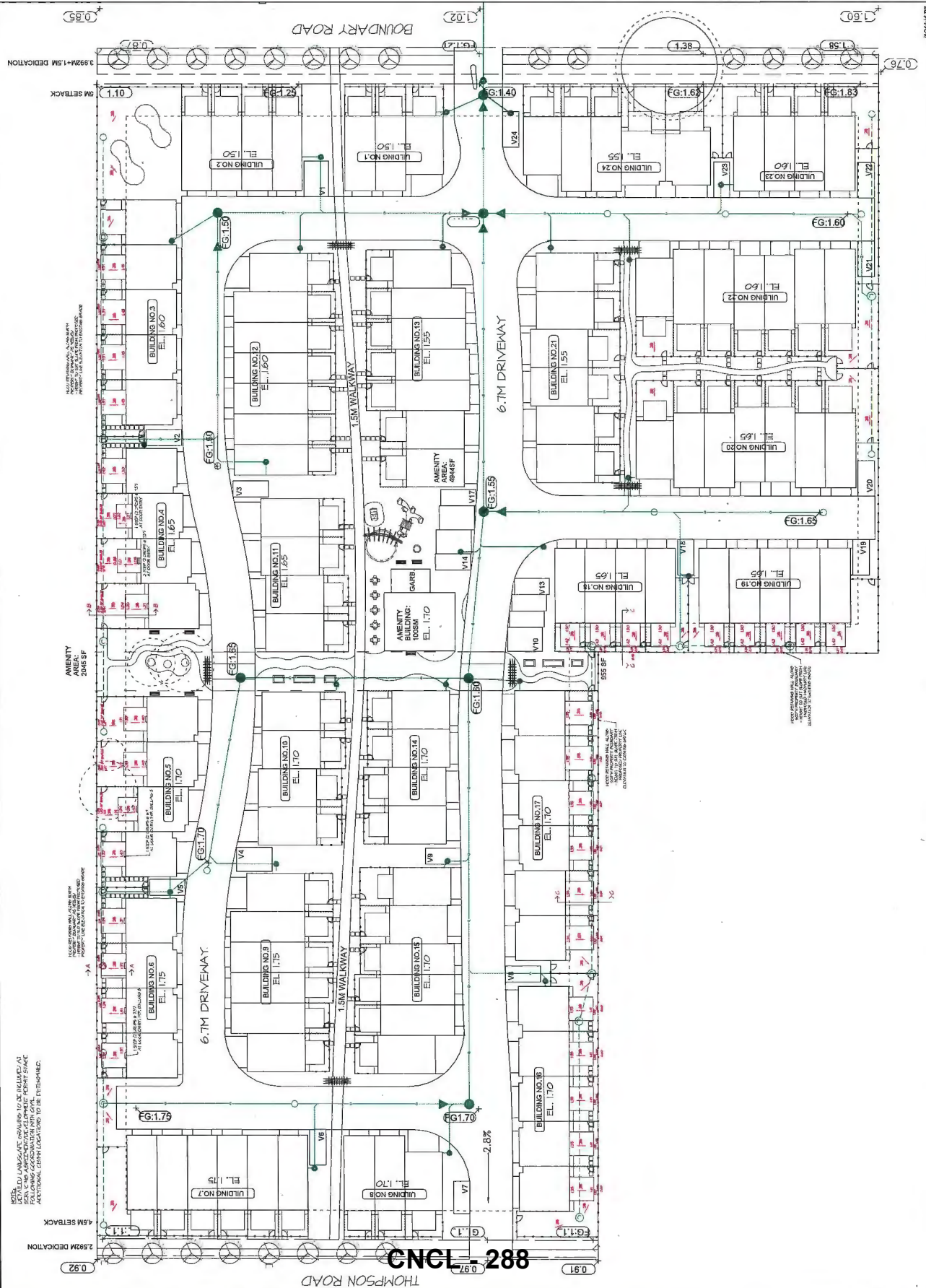
DRAWING TITLE:

DATE:	JAN 23 1966
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DRAWN:	PMT
DESIGN:	PMT

DRAWING NUMBER:

L5

OF 8	OF 8
OF 8	OF 8



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LANDSCAPE ARCHITECTURE

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Email: office@m2la.com

KOMPAN Product Info

Best for: Kids & Adults + 4 years

Product: **COTTAGE DELUXE - HICKS UP**

Product Description: A modern, modular playhouse made of high-quality, weather-resistant plastic. It features a large, open play area with a slide and a small kitchen area. The playhouse is easy to assemble and disassemble, making it perfect for outdoor play.

Typical System and Installation Options - See Website

1. **Typical System**

2. **Typical System with Drainage**

3. **Typical System with Drainage and Filter**

4. **Typical System with Drainage and Filter and Backfill**

1 STEPPING LOGS

SCALE: 1/2" = 1'-0"

KEY	PLANT SCHEDULE	COMMON NAME	MS JOB NUMBER: W-044	REMARKS
1	2	CHAMPAE BOUTANICA 'VIRIDULA'	24 IN DBH	
2	3	CHAMPAE BOUTANICA 'VIRIDULA'	24 IN DBH	
3	4	CHAMPAE BOUTANICA 'VIRIDULA'	24 IN DBH	
4	5	CHAMPAE BOUTANICA 'VIRIDULA'	24 IN DBH	
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99	100	CHAMPAE BOUTANICA 'VIRIDULA'	24 IN DBH	

5 UNIT PAVES DETAIL

SCALE: 1/2" = 1'-0"

6 6' HT. WOOD PERIMETER FENCE

SCALE: 1/2" = 1'-0"

7 6' HT. WOOD PRIVACY SCREEN

SCALE: 1/2" = 1'-0"

8 42" HT. PICKET FENCE & GATE

SCALE: 1/2" = 1'-0"

9 DRY STREAM BED

SCALE: 3/4" = 1'-0"

10 CLIPPING ROCK by (B) (B) (B)

SCALE: 3/4" = 1'-0"

11 WOOD BRIDGE

SCALE: 3/8" = 1'-0"

12 RAISED PLANTER/VEGGIE PLOTS @ COMMUNITY GARDEN

SCALE: 3/4" = 1'-0"

PROJECT

120 UNIT TOWNHOUSE DEVELOPMENT

4301-4331 BOUNDARY ROAD & 4300-4300 THOMPSON ROAD, RICHMOND, B.C.

DRAWING TITLES

LANDSCAPE DETAILS

DATE: JUNE 18, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

DATE: JULY 1, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

LANDSCAPE DETAILS

120 UNIT TOWNHOUSE DEVELOPMENT

4301-4331 BOUNDARY ROAD & 4300-4300 THOMPSON ROAD, RICHMOND, B.C.

DATE: JUNE 18, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

DATE: JULY 1, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

LANDSCAPE DETAILS

120 UNIT TOWNHOUSE DEVELOPMENT

4301-4331 BOUNDARY ROAD & 4300-4300 THOMPSON ROAD, RICHMOND, B.C.

DATE: JUNE 18, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

DATE: JULY 1, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

LANDSCAPE DETAILS

120 UNIT TOWNHOUSE DEVELOPMENT

4301-4331 BOUNDARY ROAD & 4300-4300 THOMPSON ROAD, RICHMOND, B.C.

DATE: JUNE 18, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

DATE: JULY 1, 2014

SCALE: AS SHOWN

DRAWN: PNT

CHECKED: PNT

LANDSCAPE DETAILS


120 UNIT TOWNHOUSE DEVELOPMENT

4301-4331 BOUNDARY ROAD & 4300-4300 THOMPSON ROAD, RICHMOND, B.C.

NO.	DATE	REVISION DESCRIPTION	DR.
4	FEB 17	ISSUED FOR REVISIONS	PMT
3	SEP 20 16	ISSUED FOR REVIEW	PMT
2	JUL 16	REVISED PER COMMENTS	PMT
1	JUL 16	PRELIMINARY DESIGN	PMT

PROJECT:
**120 UNIT TOWNHOUSE
DEVELOPMENT**
4251-4331 BOUNDARY ROAD &
4300-4340 THOMPSON ROAD,
RICHMOND, B.C.

DRAWING TITLE:
**LANDSCAPE
SPECIFICATIONS**

DATE: JAN 20 16	DRAWING NUMBER:
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DRAWN: PMT	
DESIGN: PMT	
CHECK: MJM	
MOJA PROJECT NUMBER: 16-044 OF 8	

STANLEY KUNITZ, *poet, critic, and novelist*

- [illegible]

erty lines of the project including all industry needs to a sign of readiness.

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ing Medium Supply, below. Where plugging is indicated, check the

1. **Identify the problem.** What is the problem you are trying to solve?
2. **Research the problem.** What are the causes of the problem? What are the symptoms?
3. **Generate solutions.** Brainstorm ideas for solving the problem. What are the possible causes? What are the possible symptoms?
4. **Evaluate solutions.** Which solution is the best? Why?
5. **Implement the solution.** How can you put the solution into practice?
6. **Monitor the solution.** How can you tell if the solution is working?
7. **Reflect on the solution.** What did you learn from this experience?

5. Lecture laboratory is prepared to confirm to department

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76 The following are the names of the people who were involved in the project:

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- | | Percent of total income of firms (excluding banks) | |
|--|--|-----------|
| | 1980-1985 | 1986-1990 |
| Small firms (less than \$1 million) | | |
| Non-union | 11-20% | 8-10% |
| Union | | |
| Less than \$1 million | 9-10% | 8-10% |
| More than \$1 million | 1-5% | 1-5% |
| Medium firms (\$1 million to \$49 million) | | |
| Non-union | 1-5% | 1-5% |
| Union | | |
| Less than \$1 million | 1-5% | 1-5% |
| More than \$1 million | 1-5% | 1-5% |
| Large firms (\$50 million or more) | | |
| Non-union | 6-15% | 6-15% |
| Union | | |
| Less than \$50 million | 6-15% | 6-15% |
| More than \$50 million | 6-15% | 6-15% |
- Source: Bureau of Economic Analysis, *Survey of Current Business*, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575,

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- Analysis:** The author's purpose is to inform readers about the importance of taking care of their teeth. He uses a variety of rhetorical strategies to achieve his purpose. First, he uses a personal anecdote to introduce the topic. Then, he uses statistics to show the prevalence of tooth decay. Next, he uses a list of reasons why people do not take care of their teeth. Finally, he uses a call to action to encourage readers to take better care of their teeth.



RZ 15-713048

Attachment 3

Address: 4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 & 4451 Boundary Road

Applicant: Kaimanson Investments Ltd.

Planning Area(s): Hamilton

	Existing	Proposed
Owner:	Seven individual owners.	Kaimanson Investments Ltd.
Site Size (m²):	18,683 m ²	17,816 m ² (after road dedication)
Land Uses:	Single Family Dwellings	Townhouse Development
OCP Designation:	Residential	Residential
Area Plan Designation:	Neighbourhood Residential (Townhouse 0.75 FAR)	Neighbourhood Residential (Townhouse 0.75 FAR)
Zoning:	Single Detached (RS1/F) and Two-Unit Dwellings (RD1)	High Density Townhouses (RTH1)
Number of Units:	7	120
Other Designations:	Environmentally Sensitive Area	Environmentally Sensitive Area

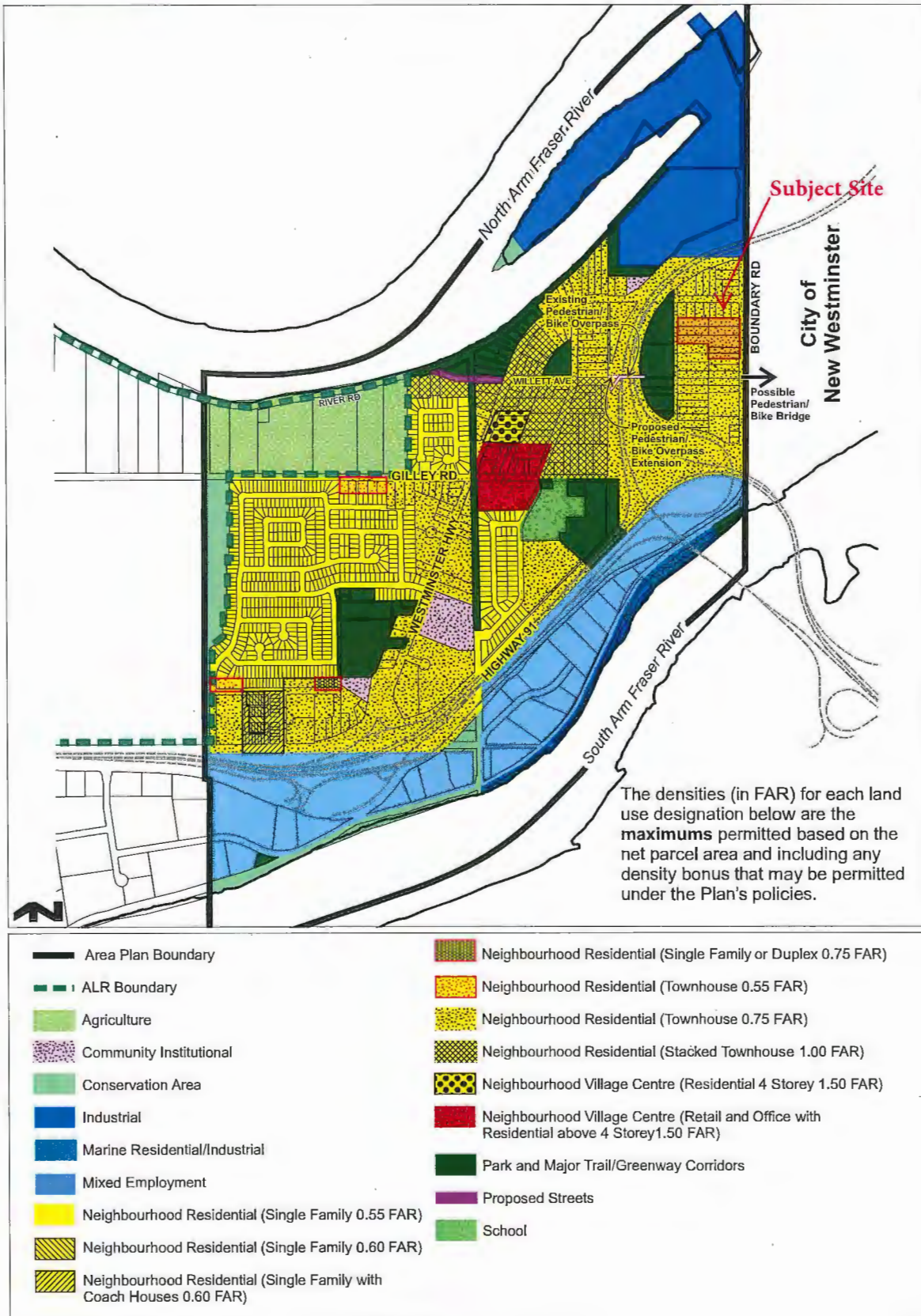
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.75 FAR with density bonus provided	0.75 FAR	none permitted
Buildable Floor Area (m ²)*:	Max. 13,362 m ² (143,831 ft ²)	Max. 13,320 m ² (143,380 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 25% Total: Max. 70%	Building: Max. 40% Non-porous Surfaces: Max. 25% Total: Max. 65%	none
Lot Size:	1,800 m ²	17,816 m ²	none
Lot Dimensions (m):	Width: 40 m Depth: 30 m	Width: 78.24 m Depth: 187.3 m	none
Setbacks (m):	Front (Thompson Road): Min. 4.5 m Rear (Boundary Road): Min. 4.5 m Side: Min. 2.0 m Exterior Side: Min. 2.0 m	Front (Thompson Road): Min. 4.5 m Rear (Boundary Road): Min. 5.0 m Side: Min. 4.5 m Exterior Side: N/A	none
Height (m):	12 m	11.65 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	240 (R) and 24 (V) per unit	240 (R) and 24 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	264	264	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	48.3%	none
Amenity Space – Indoor:	100 m ²	100 m ²	none
Amenity Space – Outdoor:	720 m ²	738 m ²	none

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Land Use Map





LANDSCAPE ARCHITECTURE
#220-26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



NOTES
REPRODUCED FROM SOURCE FILE IN NATIONAL ARCHIVES
SUBMITTED BY CHARLOTTE DAVIS, N.A. 11/13/2013 ON 2/13/2014
AND DOUBLE CHECKED FOR ACCURACY ON 2/13/2014

LEGAL DISCLOSURE
THIS IS NOT AN OFFICIAL FBI DOCUMENT
EXEMPT FROM GDS

LEARNING OBJECTIVES

After studying this chapter, you should be able to:

1. explain the difference between a pure substance and a mixture;
2. explain the difference between a homogeneous mixture and a heterogeneous mixture;
3. explain the difference between a solution and a suspension;
4. explain the difference between a colloid and a solution;
5. explain the difference between a solid, a liquid and a gas;
6. explain the difference between a solid, a liquid and a gas;
7. explain the difference between a solid, a liquid and a gas;
8. explain the difference between a solid, a liquid and a gas;
9. explain the difference between a solid, a liquid and a gas;
10. explain the difference between a solid, a liquid and a gas;

[illegible]

3	JANU 17	REV. PER CITY COMMENTS FOR REWORK	PMT
2	DECE 16	REVISED AS PER CITY COMMENTS	PMT
1	OCT 16	REVISED AS PER CITY COMMENTS	PMT

NO.	DATE	REVISION DESCRIPTION	DRL
SEAL:			

PROJECT:
HAMILTON HIGHWAY PARK
PARC THOMPSON
ESA COMPENSATION PLAN

DRAWING TITLE:
**ENVIRONMENTAL
SITE ASSESSMENT**

DATE: 06/15/2006	DRAWING NUMBER: L1-ESA
SCALE: 1/8"=1'-0"	
DRAWN: PMT	

DESIGN: PRT	OF 9
CHK'D: HTLM	
AZLA PROJECT NUMBER: JOB NO. 10-044	

[illegible]

CNCL - 296

[illegible]

ROUTED PLANTING AREA
(10' PLANTING STRIP)

PROPOSED EDGE OF PLANTING AREA USING
TRUE 1:100 OF CEMETARY PLATE TIES

PROPOSED IN-PAVEMENT STRIP
(10' PLANTING STRIP)
BETWEEN WEST END OF PROPOSED
LANDSCAPE COORDINATION AREA
- REFER TO DESIGN TABLE
FOR GRADE SPECIES

APPROX. 30' WIDE EXISTING SHALE -
APPROX. 10' WIDE EXISTING
LANDSCAPE BUFFER

PLANTING AREA

PLANTING STRIP

PLANTING BUFFER

0 30 60 90 120 150 180 210 240 270 300

FEET

**FEDERAL MUST BE OBTAINED FROM CERTIFIED DISEASE FREE NURSERY.
PRICATION UPON REQUEST.**

EXISTING 2.5M WIDE SHOULDER TO BE RETAINED

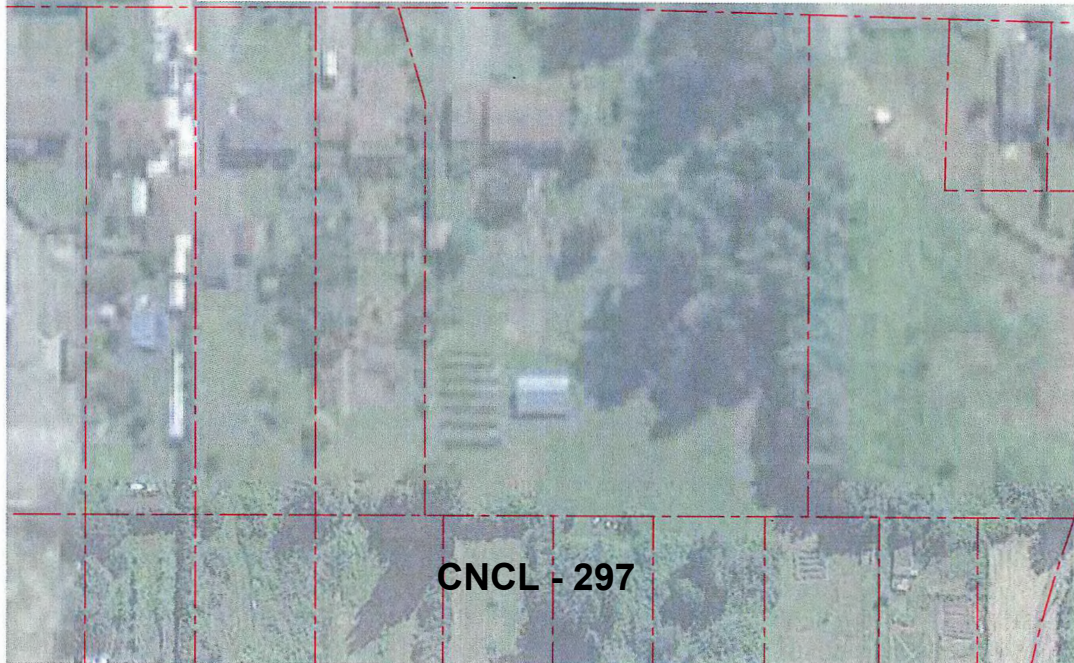
EXISTING HIGHWAY LAKE

APPROX. 2.5M WIDE HIGHWAY SHOULDER

EXISTING HIGHWAY ROAD BARRIER

APPROX. 2.5M WIDE ASPHALT ENTER

APPROX. EXISTING PROTECTIVE LINE



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Dianthus barbatus, Sweet William	1.50	437,000	1.24
Eschscholzia californica, California Poppy	2.00	250,000	0.95
Festuca occidentalis, Western Fescue*	5.00	499,000	4.72
Festuca ovina, Sheep's Fescue Quatro	21.25	530,000	21.31
Festuca rubra var. rubra, Creeping Red Fescue*	15.00	455,000	12.91
Festuca rubra, Native Red Fescue	15.00	600,000	17.03
Lolium multiflorum, Annual Ryegrass (Diploid)	30.00	217,000	12.32
Lupinus perennis, Blue Lupine	3.00	20,000	0.11
* native to coastal British Columbia	100.00		100.00

PLANT SCHEDULE			M2 JOB NUMBER: 16-044
KEY	QTY	BOTANICAL NAME	COMMON NAME

TREES (1188 Total)			PLANTED SIZE / REMARKS
30	ALNUS RUBRA	RED ALDER	TCM CAL
30	POPULUS TRICHOCARPA	BLACK COTTONWOOD	TCM CAL
30	PINUS CONTORTA	SHORE PINE	1.8M HT
70	CRATAEGUS DOUGLASII	BLACK HAWTHORN	#5 POT
80	PICEA SITCHENSIS	SITKA SPRUCE	#5 POT
360	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	#5 POT
60	ACER MACROPHYLLUM	BIGLEAF MAPLE	#5 POT
360	THUJA PLICATA	WESTERN RED CEDAR	#5 POT
168	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	#5 POT
SHRUBS & GROUND COVER (6475 Total)			
344	CORNUS STOLONIFERA	RED-OSIER DOGWOOD	#1 POT
853	CORYLUS AMERICANA	HAZELNUT	#1 POT
344	MAHONIA AQUIFOLIUM	BARBERRY	#1 POT
853	RIBES SANGUINEUM	RED FLOWERING CURRANT	#1 POT
1760	ROSA NOOTKATENSIS	NOOTKA ROSE	#1 POT
344	RUBUS PARVIFLORUS	THIMBLEBERRY	#1 POT
1760	RUBUS SPECTABILIS	SALMONBERRY	#1 POT
853	SAMBUCUS RACEMOSA	RED ELDERBERRY	#1 POT
1760	SPIRAEA DOUGLASII	HARDHACK	#1 POT
853	SYMPHORICARPOS ALBIS	SNOWBERRY	#1 POT

* ALL SHRUBS AND GROUND COVER SHOWN ON PLANS IN HATCHED AREAS TO BE SPACED AT AN OVERALL DENSITY OF ONE PLANT PER 1.0 SQM

- * TOTAL OVERALL AREA OF PLANTING (YELLOW) = 1.60 ACRES (6475m2)
- * TREES QUANTITIES ARE IN ADDITION TO SHRUBS/GROUND COVER PLANTED IN SAME AREA

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CITY STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.
PROVIDE CERTIFICATION UPON REQUEST.

1604-ESA LI - 04.xd

3	JAN16/17	REV. PER CITY COMMENTS FOR REZONING	PMT
2	DEC14/16	REVISED AS PER CITY COMMENTS	PMT
1	OCT15/16	REVISED AS PER CITY COMMENTS	PMT
NO.	DATE	REVISION DESCRIPTION	DR.

SEAL:

PROJECT:

HAMILTON HIGHWAY PARK
PARC THOMPSON
ESA COMPENSATION PLAN
RICHMOND, B.C.

DRAWING TITLE:

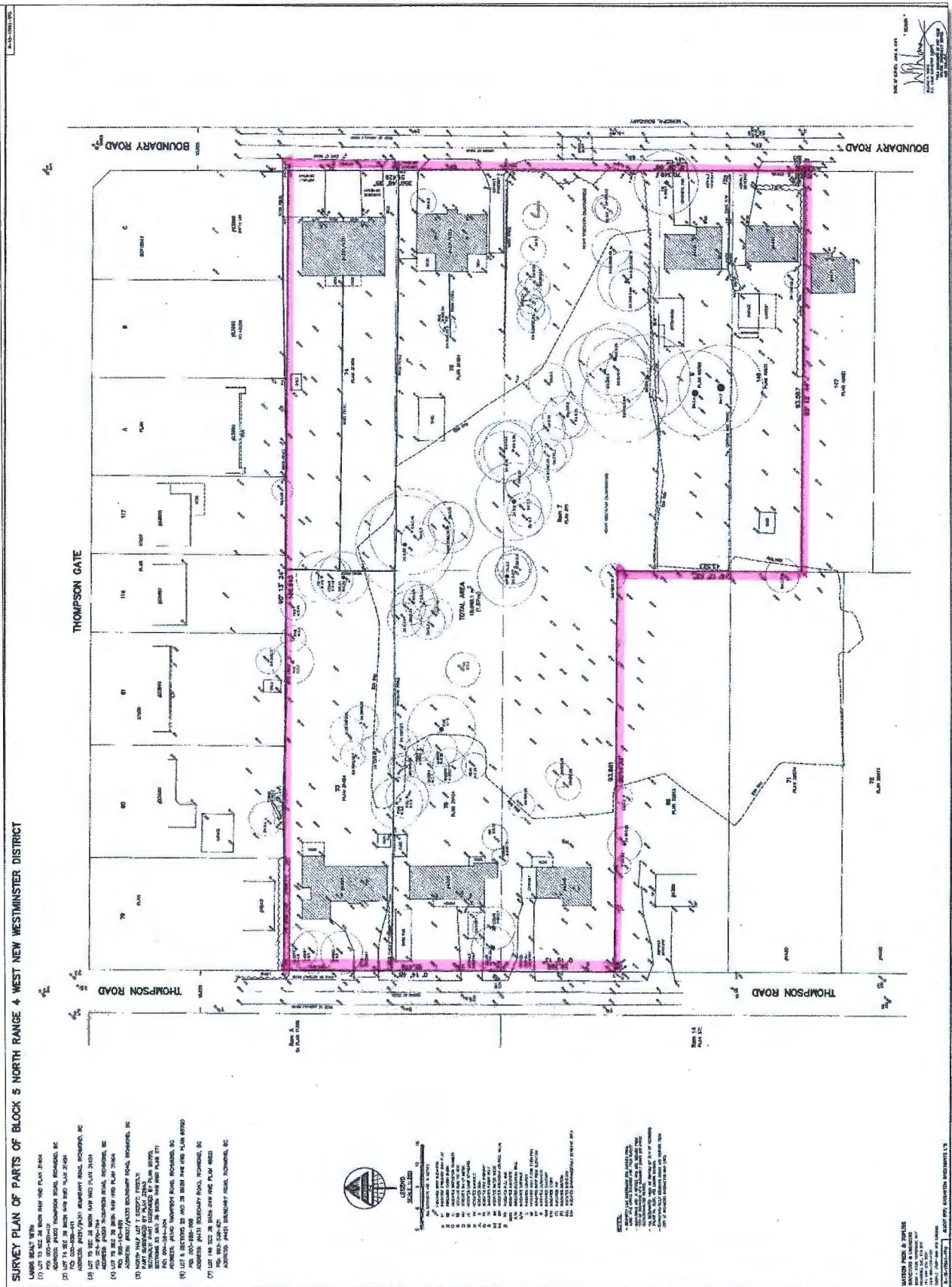
ENVIRONMENTAL
SITE ASSESSMENT

DATE:	SEPT 15 2016	DRAWING NUMBER:
SCALE:	1:1750	
DRAWN:	PMT	
DESIGN:	PMT	
CHK'D:	MTLM	

L1-ESA

OF 9

M2LA PROJECT NUMBER: JOB NO. 16-044



Site Survey – Not to Scale

Site Plan – Not to Scale



Address: 4300, 4320, 4340 Thompson Road, and 4291, 4331, 4431, 4451 Boundary Road File No.: RZ 15-713048

Kaimanson Investments Ltd.

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9681, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Road dedication of 2.59 m along the entire frontage of Thomson Road and 5.49 m along the entire frontage of Boundary Road as shown on Attachment 1.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Submission of a Tree Survival Security to the City in the amount of \$60,000 to be held for a term of three (3) years for the six (6) trees that are to be retained (labelled with tag nos. 5, 61, 63, 65, 66 and 67) in the Arborist Report from Mountain Maple Garden and Tree Service Ltd. dated July 2, 2015).
5. Submission of an on-site landscape plan for the subject project site that includes at least 156 replacement trees based on a ratio of at least 2:1 to compensate for the 78 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will also plant further trees within the ESA compensation area within Hamilton Hwy Park in Hamilton Highway Park, respectively required for the ESA Development Permit and Servicing Agreement (see Development Permit Considerations below).
6. "Shared Street": The granting of a 7.5 m wide statutory right-of-way on the subject property from Boundary Rd to Thompson Rd for public pedestrian and vehicle access over the 6.7 m wide driveway, and for landscaping, way-finding signage and street lights identified as a "Shared Street" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
7. East-West "Strollway" SRW: The granting of a 2.0 m wide statutory right-of-way on the subject property for a 1.5 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance to provide an additional east-west pedestrian connection to the "Shared Street".
8. North-South "Strollway" SRW: The granting of a 4.0 m wide statutory right-of-way on the subject property for a 2.0 m wide paved public pedestrian pathway, landscaping, way-finding signage and bollard lights identified as "Strollway" on Attachment 2 with the developer and owner being responsible for liability, construction and maintenance.
9. Water Pressure Reducing Valve SRW: The granting of a 13 m by 14 m statutory right-of-way for City water services, pressure reducing valve and an associated building as shown on Attachment 2 with the City being responsible for liability, construction and maintenance.
10. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
12. City acceptance of the developer's offer to voluntarily contribute \$6.55 per square foot of the total residential floor area (e.g. \$939,139) to the City's Hamilton Area Plan Amenity Reserve Fund (with the amount to be confirmed on the floor area within the Development Permit plans).
13. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$573,520) to the City's affordable housing fund.
14. City acceptance of the developer's offer to voluntarily contribute \$113,270 to the City's Public Art Program based on the buildable floor area of 143,380 sq. ft. at \$0.79 per buildable square foot. A covenant is to be registered on title that

provides for the City's acceptance of developer-installed public art with a security provided a monetary public art contribution at \$113,270 to the City.

15. Discharge of City Covenant (LTO BG386398) from 4311 Boundary Road which restricts use of the land to two-dwelling building (duplex) only.
16. Voluntary contribution of a \$99,500 cash-in-lieu contribution for the City's construction of a Pressure Reducing Valve (PRV) station.
17. Voluntary contribution of a \$91,500 cash-in-lieu contribution to the City for the Boundary Road pump station upgrade by the City of New Westminster or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
18. Submission of a letter from a LEED certified consultant as a requirement of issuance of the development permit and building permit confirming that the development has been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score criteria. The submission of a follow-up letter from a LEED certified consultant that confirms that buildings have been constructed to achieve LEED Silver certification or equivalent is required. Consideration should be given to building design with higher energy efficiency ratings than required by the BC Building Code.
19. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
20. Ensure to the satisfaction of the City that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement.
21. The submission and processing of a Development Permit* that addresses the Area Plan and OCP Multiple Family Guidelines and the Environmentally Sensitive Area Guidelines, completed to a level deemed acceptable by the Director of Development.
22. Enter into a Servicing Agreement* for the design and construction of works described in Attachment 4 – Servicing Works.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Environmentally Sensitive Area (ESA): The developer is required to address the vegetation and habitat loss within the on-site ESA within the development site with a compensation area of 0.648 ha. (1.6 ac) that includes planting of a minimum of 1,188 trees and 6,475 shrubs/groundcover plants within Hamilton Highway Park as provided in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 including sheets L1-ESA to L9-ESA (the Landscape Plan) (L1-ESA included in Attachment 3). This ESA compensation area has been accepted on the basis of it being larger in than the 0.032 ha. (0.345 ac) compensation area (with 100 replacement trees) included in report entitled "Detailed Environmental Sensitivities Report, Kaimanson Queensborough Development" prepared by SLR Consulting (Canada) Ltd., dated March 8, 2016 (the QEP Report). The Landscape Plan and QEP Report and are to be respectively included within the Servicing Agreement and Development Permit to the satisfaction of the Senior Manager, Parks and the Director of Development.
2. On-Site Native Planting Areas: The on-site landscaping plan requires a minimum of 1,100 m² (0.27 acres) fully planted with native shrubs and trees within the north amenity area, on either side of the east-west and north-south Strollways and along the Boundary Road frontage of development.
3. Energy Efficiency: Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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

1. Each townhouse garage is to be equipped with a 120V electric plug-in for electric vehicle charging equipment.
2. Incorporation aging-in-place measures and other accessibility measures in Building Permit (BP) plans as determined via the Development Permit process.

3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

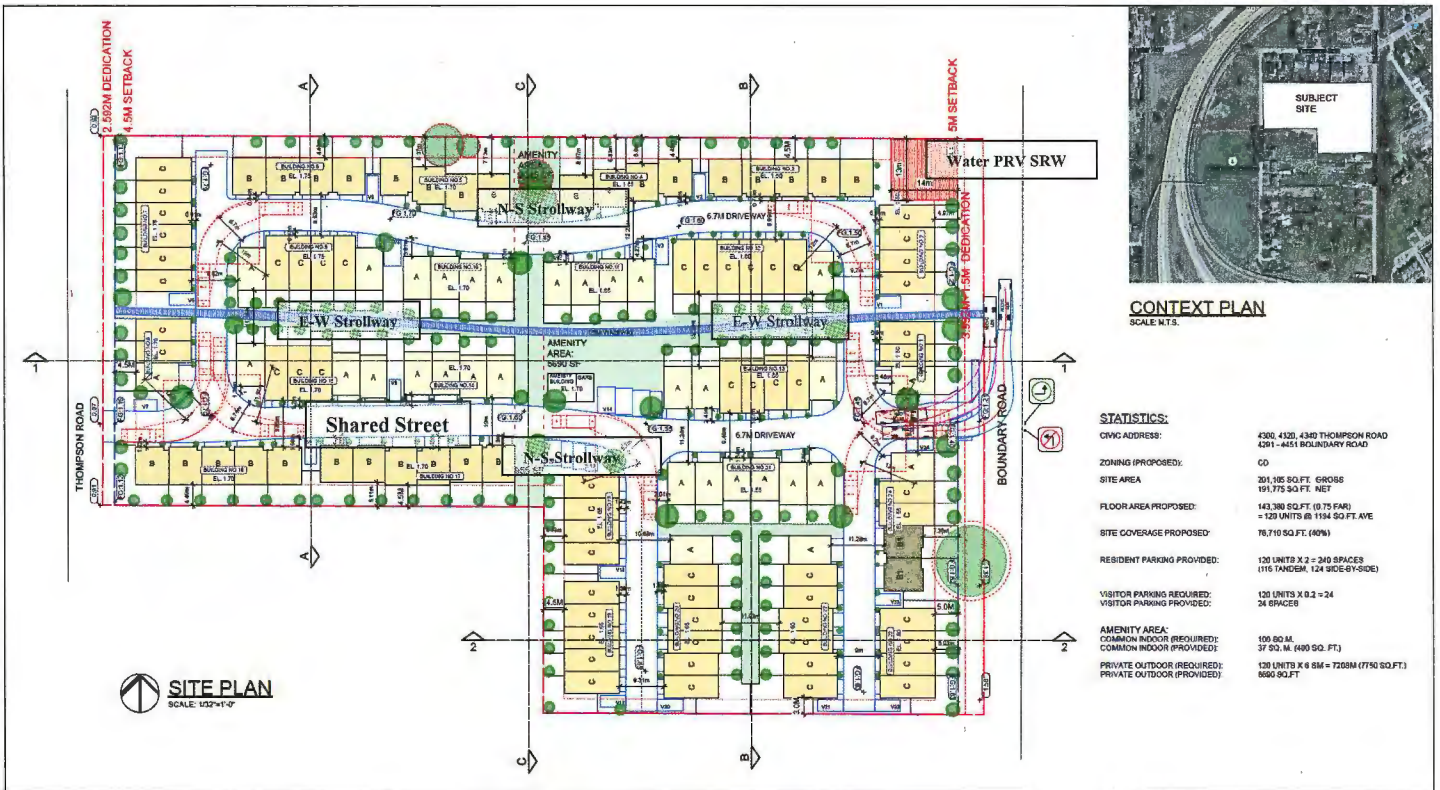
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____



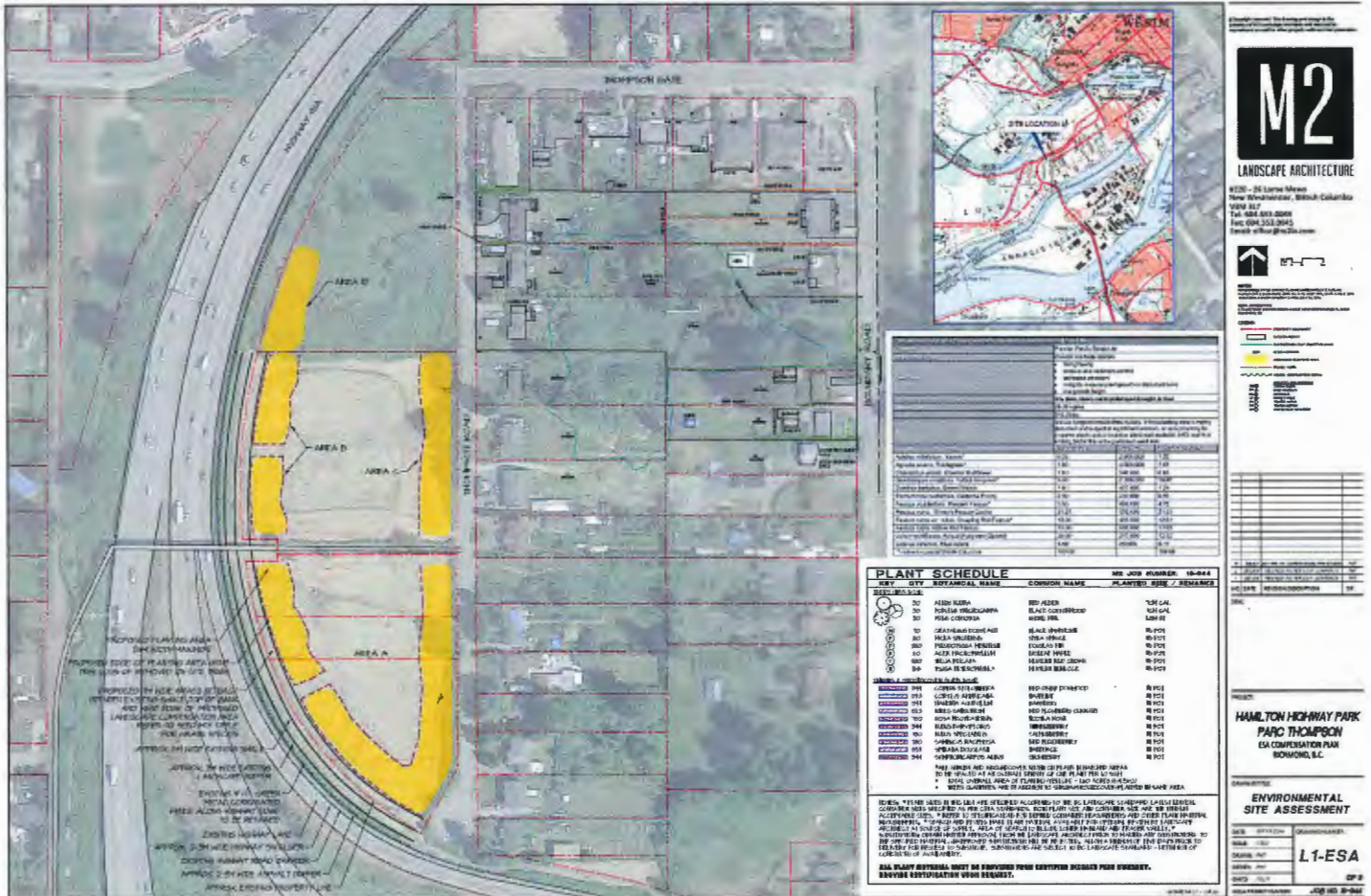
Attachment 2 – Site Development Plan with SRWs



CNCL - 304

Initial: _____

Attachment 3 – Hamilton Highway Park, Parc Thompson, ESA Compensation Plan



Attachment 4 – Servicing Works

The following works must be included with the Servicing Agreement:

1. Engineering Works

• Water Works:

- a. Using the OCP Model, there is 74 L/s of water available at 20 psi residual at the Thompson Road frontage and 33 L/s of water available at the Boundary Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s. To achieve this flow, watermain upgrades and the installation of a pressure reducing valve are required. By installing the works described below, the OCP Model indicates that 311.0 L/s of water will be available at 20 psi at the Thompson Road and 293.0 L/s at the Boundary Road frontage.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the west property line from Thompson Gate to approximately 127m south to the south property line of the development site.
 - Upgrade the existing 150mm AC watermain to 300mm PVC along Boundary Rd from the proposed PRV station to approximately 45m north and tie in to the existing 300mm watermain along Thompson Gate.
 - Upgrade the existing 150mm AC watermain to 200mm PVC along the east property along Boundary Road line from the northeast corner of the site to approximately 122m south to the south property line of the development site.
 - Provide approximate 13m x 14m of land as statutory right of way required for PRV station at the northeast corner of the development site, location and area to be defined through the SA drawings.
 - Pay, in keeping with the Subdivision and Development Bylaw No 8751, a \$99,500 cash-in-lieu contribution for the construction of the PRV station.
 - Install additional fire hydrants along the east and west property line frontages to accommodate hydrant spacing requirements.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing water service connections at the watermain along Thompson Road and Boundary Road frontages.
 - Install a new water service connection complete with meters and meter boxes along Thompson Road frontage.

• Storm Sewer Works:

- a. Currently the City's drainage system capacity is inadequate to service the new development.
- b. The Developer is required to:

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$91,500 cash-in-lieu contribution towards the Boundary Road pump station upgrade or an equivalent upgrade of the City infrastructure to achieve drainage servicing.
- Install a new IC and service connection discharging directly into the Boundary Rd canal. Design must meet all applicable environmental requirements including the provision of any impact mitigation works. Design and construction approval will be required from the City of New Westminster.
- c. At the Developers cost, the City is to:
 - Cut and cap all existing storm sewer service connections along the Thompson Road and Boundary Road frontages.
- **Sanitary Sewer Works:**
 - a. The Developer is required to
 - Install a new sanitary service connection complete with IC at the Thompson Road frontage.
 - b. At the Developers cost, the City is to:
 - Cut and cap the existing sanitary service connections and remove the existing ICs located at the west property line frontage of the development site.
- **Frontage Improvements:**
 - a. The Developer is required to:
 - Dedicate land along the development sites east and west frontages for all required road, boulevard, side walk, bike lane, greenway improvements.
 - Coordinate with private utility companies when adding new infrastructure or when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4mW X 5m (deep)
 2. BC Hydro LPT – 3.5mW X 3.5m (deep)
 3. Street light kiosk – 1.5mW X 1.5m (deep)
 4. Traffic signal kiosk – 2mW X 1.5m (deep)
 5. Traffic signal UPS – 1mW X 1m (deep)
 6. Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 7. Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - b. Other frontage improvements as per Transportation's requirements.

- **General Items:**

- a. The Developer is required to:

- Coordinate with the City of New Westminster for works involving Private Utility servicing within the east half of Boundary Rd.
 - Provide street lighting along the sites east and west frontages, design required through Servicing Agreement to the satisfaction of the City as follows:

- Thompson Road (East side of street)

- Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole, but EXCLUDING any banner arms, duplex receptacles, pedestrian luminaires, flower basket holders, or irrigation.

- Boundary Road (West side of street)

- Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire on every pole with pedestrian luminaires, but EXCLUDING any banner arms, duplex receptacles, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the 3.0 m wide sidewalk/off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)

- Provide, within the first SA submission, a geotechnical assessment of preload, soil preparation and dewatering impacts on the existing utilities fronting or within the development site and provide mitigation recommendations.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

-

2. Transportation Works

The required road works as shown on Attachment 1 that include:

- a. Boundary Road development frontage: Use the existing east edge of the roadway as the reference, widen the road to the west to provide:
 - Roadside barriers (0.9m);
 - Paved 1.5m wide shoulder;
 - Paved 7.0 wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 3.0m wide concrete sidewalk/pathway.
 - b. Thompson Road development frontage: Use the existing west edge of the roadway as the reference, widen the road to the east to provide:
 - Paved 1.0m wide shoulder;
 - Paved 8.5m wide driving surface;
 - 0.15m wide curb and gutter;
 - 1.5m wide treed and grassed boulevard; and
 - 1.5m wide concrete sidewalk.

- c. Boundary Road, north of the development to Thompson Gate (for a distance approximately 50m):
 - Min. 1.5m wide paved walkway along the west side of the road, separated from the southbound traffic lane by physical barriers such as extruded curbs.
 - Upgrade of the existing two-way stop at the Boundary Road/Thompson Gate/Ewan Ave. intersection to a four-way stop configuration with marked pedestrian crosswalks to the satisfaction of the City of Richmond and City of New Westminster.

3. Parks Works

1. Hamilton Highway Park: The developer is to complete the native landscape planting and invasive species removal specifications in the landscape plans entitled "Hamilton Highway Park, Parc Thompson, ESA Compensation Plan, Richmond, BC", Job No.16-044, prepared by M2 Landscape Architecture, revision dated January 19, 2017 (sheets L1-ESA to L9-ESA; L1-ESA is included in Attachment 3) to the satisfaction of the City subject, but not limited, to:
 - a. The plans being completed prior to issuance of the Development Permit for the impacted ESA within the development.
 - b. A BLCS survey of Hamilton Highway Park and adjacent road allowances being completed with any adjustments to the landscaping as may be needed based on a review of the survey by the City.
 - c. The completion of landscape maintenance and monitoring plan for a three (3) year maintenance period.
 - d. Completion of the invasive species removal prescription consistent with the City's herbicide/pesticide policy (e.g. prohibition of the use of glyphosate to treat blackberries).
2. Boundary Road & Canal: The developer is to complete a landscape plan that maintains a vegetated edge of Boundary Canal which may include further native plants, in coordination with the road works design, to the satisfaction of the City.

Initial: _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9681 (RZ 15-713048)
4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 &
4451 Boundary Road**

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

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

- a. at Section 3.4 (Use and Term Definitions) by inserting the following definitions in alphabetical order:

“Hamilton

means the area included in the Hamilton Area Plan.

**Hamilton Area Plan
community amenity capital
reserve**

means the statutory Capital Reserve Fund created by Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276.”; and

- b. at Section 8.8.4 by deleting Section 8.8.4 and replacing it with the following:

“8.8.4 Permitted Density

1. The maximum **floor area ratio** is 0.6, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 8.8.4.1, in **Hamilton** the maximum **floor area ratio** for the RTH1 **zone** is 0.4, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
3. Notwithstanding Sections 8.8.4.1 and 8.8.4.2, the respective references to “0.6” and “0.4” are increased to a higher **density** of:
 - a) “0.75” in the RTH1 **zone**;
 - b) “0.80” in the RTH2 **zone**;
 - c) “0.85” in the RTH3 **zone**; and
 - d) “0.90” in the RTH4 **zone**,if the following conditions occur:

- e) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1, RTH2, RTH3 or RTH4 **zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; and
 - f) for rezoning applications within **Hamilton**, if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RTH1 **zone**, pays into the **Hamilton Area Plan community amenity capital reserve**, a sum based on \$70.50 per square meter of total residential **floor area**."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**High Density Townhouses (RTH1)**":
- That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9681".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9681**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

LEGAL REQUIREMENTS SATISFIED

ADOPTED

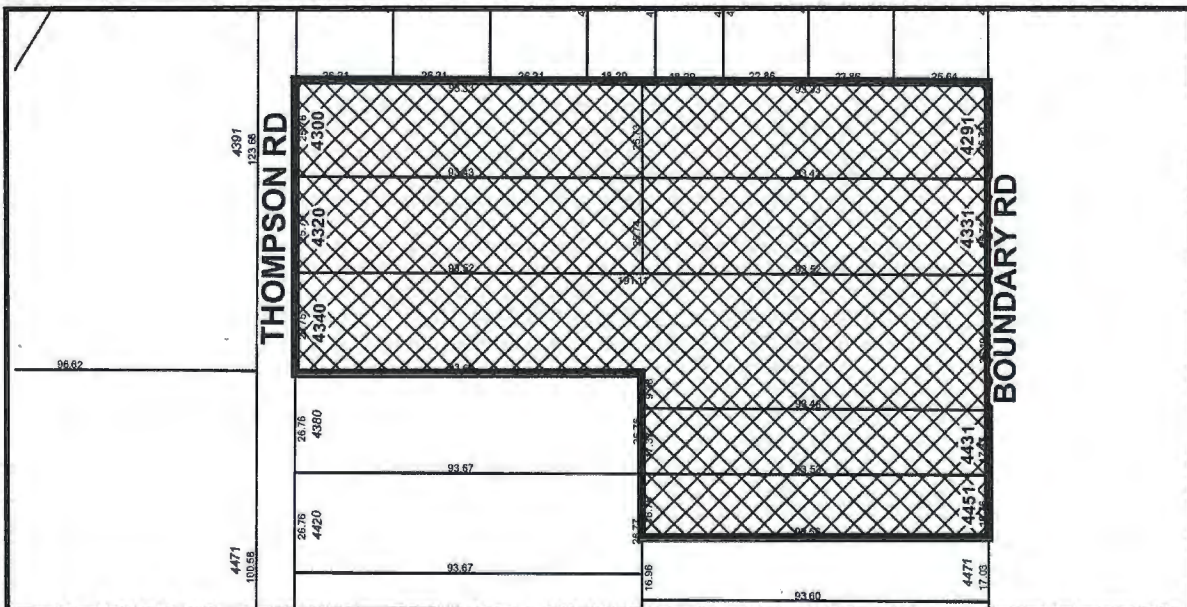
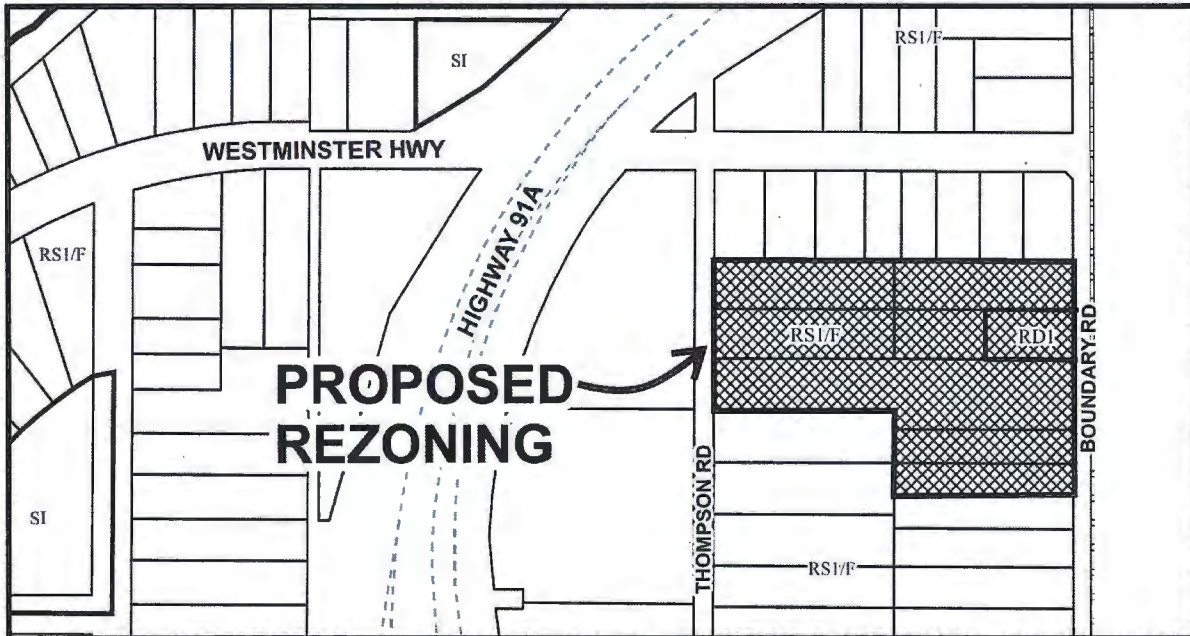
MAYOR_____
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor Jot

"Schedule A attached to and forming part of Bylaw No. 9681"



City of
Richmond



RZ 15-713048

Original Date: 01/05/16

Revision Date: 01/07/16

Note: Dimensions are in METRES



City of Richmond

Report to Committee Planning and Development Division

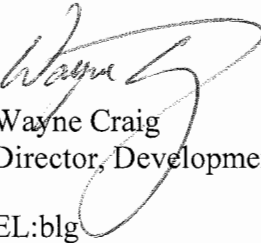
To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 6, 2017
File: RZ 15-701939

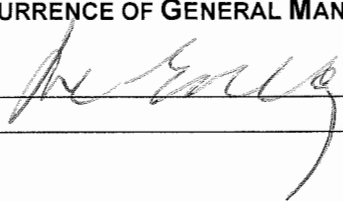
Re: Application by Incircle Projects Ltd. for Rezoning at 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, for the rezoning of 7760 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)", be introduced and given first reading.


Wayne Craig
Director, Development

EL:blg
Att. 6

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

Staff Report

Origin

Incircle Projects Ltd. has applied to the City of Richmond for permission to rezone 7760 Garden City Road (Attachment 1) from “Single Detached (RS1/F)” to the “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)” zone in order to permit the development of four three-storey townhouse units with vehicle access via a statutory right-of-way from the adjacent property at 7733 Turnill Street. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains one single-family home; which will be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Surrounding Development

To the North: A 38-unit townhouse development on a site zoned “Town Housing (ZT33) – South McLennan (City Centre)”.

To the East and South: A 27-unit townhouse development on a site zoned “Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)”.

To the West: Across Garden City Road, a 172-unit low-rise apartment development on a site zoned “Medium Density Low Rise Apartments (RAM1)”.

Related Policies & Studies

Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single-family, two-family and multiple family housing (specifically townhouses). This proposal is consistent with the OCP.

McLennan South Sub-Area Plan

The subject property is located within the McLennan South Sub-Area Plan (Schedule 2.10D of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The site is designated as “Neighbourhood A” for residential developments up to three storeys over one parking level. The current proposal of three-storey townhouse development in duplex form is consistent with the Sub-Area Plan.

Site Assembly Size

The subject site is an orphaned lot landlocked by existing townhouse developments to the north, east and south. Since a cross-access easement was secured from 7733 Turnill Street in anticipation of the development of the subject site, the proposed development can be considered as an extension of this adjacent townhouse development. A high quality pedestrian environment along the fronting street (i.e., Garden City Road) will be created, as no driveway access will be required or permitted.

Project Density

The base density permitted on the subject site is 0.75 FAR, and the Area Plan provides allowances for density bonusing in order to achieve community amenities and affordable housing. The proposed rezoning to "Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" would allow a maximum density of 0.78 (i.e., total buildable area approximately 502.5 m² or 5,410 ft²). This density would be in keeping with the range of densities of other projects in the area, and is supportable to staff.

Staff support the proposed density based on the following:

- As describe above, the Area Plan, adopted in 2006, supports use of density bonusing to promote housing affordability and the provision of affordable housing. The City's Affordable Housing Strategy supports the use of density bonusing to achieve the objectives of the Strategy. The applicant has agreed to provide a voluntary cash contribution in the amount of \$21,638.49 (\$4.00 per buildable square foot) to the City's Affordable Housing Reserve Fund in keeping with the Affordable Housing Strategy requirements for townhouse developments.
- The subject development is considered an extension of the townhouse development at 7733 Turnill Street as access to the proposed new townhouse units will be via the access easement registered on 7733 Turnill Street. The proposal is to rezone the subject site to the same zoning district as the adjacent townhouse development at 7733 Turnill Street.
- The Area Plan supports use of density bonusing to promote the development of barrier-free housing and the proposal will provide two convertible housing units.
- A 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m wide Public Rights-of-Passage (PROP) along the new Garden City Road property line will be provided.
- Frontage improvements along Garden City Road; including a new concrete sidewalk and a grass and treed boulevard matching the existing frontage improvements works to the north and south of the subject site will be provided.

Floodplain Management Implementation Strategy

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Built Form and Architectural Character**

The applicant proposes to construct a total of four three-storey townhouse units in a total of two townhouse clusters. Two units will front onto Garden City Road, and the remaining two units will front onto the internal drive aisle. The amenity area will be situated along the north property line at the end of the internal drive aisle.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000 and the McLennan South Sub-Area Plan.
- Ensure the proposal follows the conditions stipulated by the project arborist related to driveway, sidewalk and patio/fence constructions/installations within the Tree Protection Zones.
- Review of size and species of replacement trees to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees on-site.
- Address potential privacy concerns through landscaping and built form.
- Refinement of the outdoor amenity area design including the choice of play equipment.
- Review of a sustainability strategy for the development proposal including measures to achieve an EnerGuide Rating System (ERS) score of 82.

Additional issues may be identified as part of the Development Permit application review process.

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) along the entire west property line of the site (i.e., along Garden City Road) registered on Title of the subject site for the existing sanitary sewer. A portion of this SRW is located outside of the required 2.0 m wide road dedication along Garden City Road will fall with the land after the road dedication. The 3.0 m wide Public Rights-of-Passage (PROP) along the new property line required for this rezoning and development will also allow for sanitary main maintenance.

Transportation and Site Access

No direct vehicular access is permitted to Garden City Road. Vehicular access to the subject site will be provided via the access easement over the internal drive-aisle at 7733 Turnill Street (registered under BV299944). This access arrangement was envisioned and secured when the adjacent townhouse development at 7733 Turnill Street developed in 2003. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this access easement. The applicant also confirmed that the strata council and residents at 7733 Turnill Street have been informed. Staff have not received any feedbacks or comments on this issue from the residents at 7733 Turnill Street. Registration of a legal agreement on Title, ensuring vehicle access is limited to the SRW on 7733 Turnill Street and prohibiting access to Garden City Road, will be required prior to final adoption of the rezoning bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses six bylaw-sized trees on the subject property and three trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the arborist's findings, with the following comments:

- Six trees (tag# 101, 102, 103, 104, 105 and 106) located on the development site have all been previously topped and as a result, are not good candidates for retention. These trees should be removed and replaced.
- Three trees (tag# 107, 108, 109) located on adjacent neighbouring properties are identified to be retained and protected. Developer is required to provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove all bylaw-sized trees on-site (i.e., six trees). The 2:1 replacement ratio would require a total of 12 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 17 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Three trees (tag #107, 108 and 109) on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees/hedge rows to be retained, and submit a landscape security in the amount of \$3,000 to ensure the replacement planting will be provided.

Tandem Parking

Richmond Zoning Bylaw 8500 permits 100% tandem parking arrangement in a number of site specific townhouse zones including "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)". The proposal will feature two units with a total of four stalls (50% of resident parking spaces proposed) in a tandem arrangement, which is consistent with the tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Variance Requested

The proposed development is generally in compliance with the "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)" zone with one proposed variance. The applicant has requested a variance to reduce the rear yard setback from 4.57 m to a minimum of 3.0 m; in order to accommodate a projection on the ground floor and open deck spaces on the second floor of the proposed Building #1 (i.e., the east building). This proposed rear yard (east) setback is similar to the setback provided on the adjacent townhouse units to the east of the subject site (i.e., approximately 3.0 m between the second floor balcony and the common property line). The setbacks to the second and third floor living space will remain at a minimum of 4.57 m from the east property line. This variance will be reviewed in the

context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot; for a contribution of \$21,638.49.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant; specifying all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and with Council Policy.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) minimum requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to provide a 2.0 m wide road dedication across the entire Garden City Road development frontage and a 3.0 m Public Rights- of-Passage (PROP) SRW along the new property line to align with the property line and the PROP SRW to the south along the Garden City Road frontage.

Then, prior to issuance of the Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontages, as well as service connections (see Attachment 6 for details). All works are at the developer's sole cost. The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

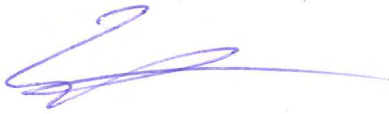
The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the McLennan South Sub-Area. The proposal would be consistent with the form and character of the surrounding area. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9682 be introduced and given first reading.



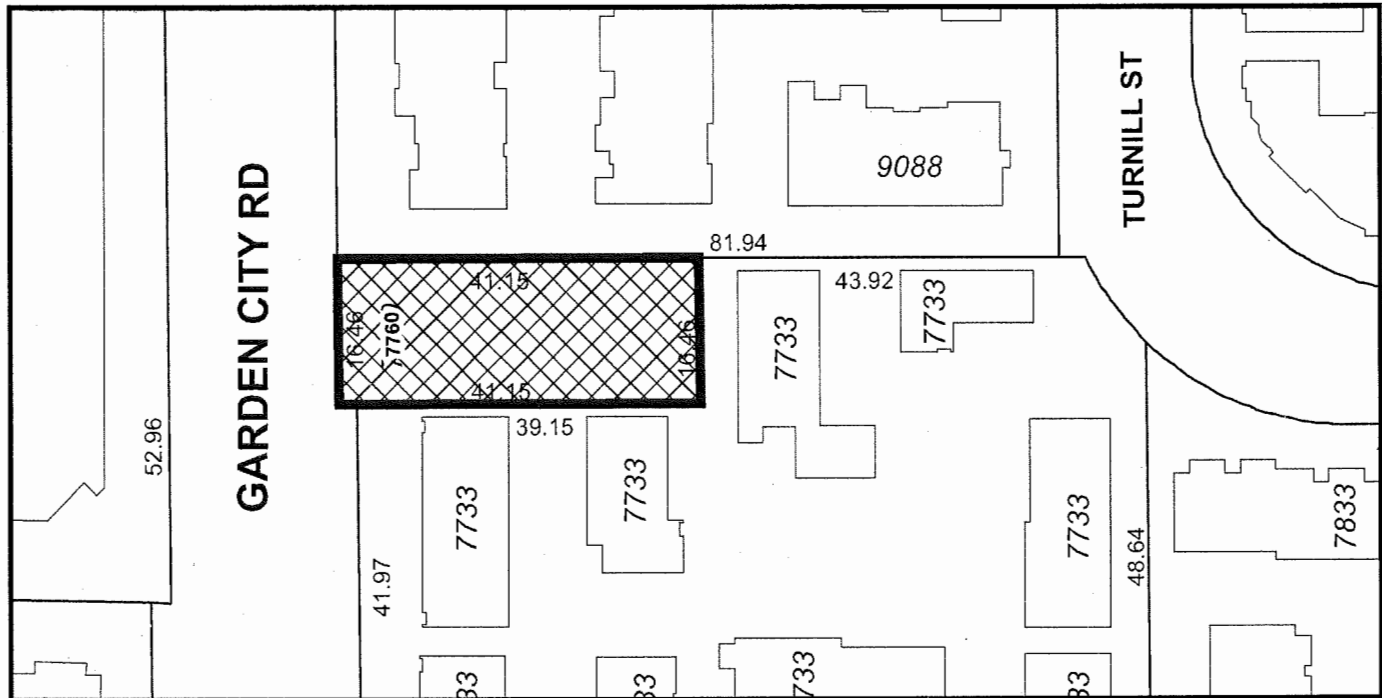
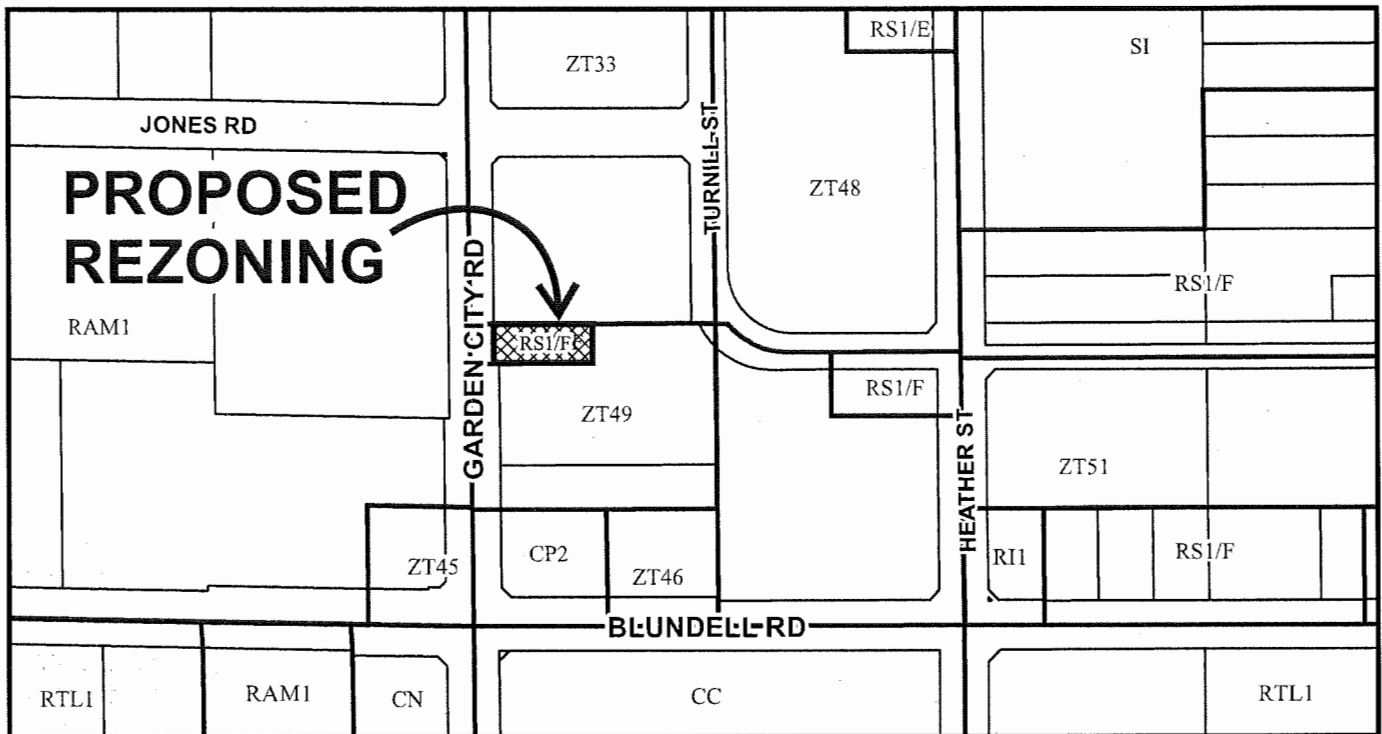
Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Plan Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



City of Richmond



RZ 15-701939

Original Date: 07/14/15

Revision Date: 02/02/17

Note: Dimensions are in METRES



City of
Richmond



RZ 15-701939

Original Date: 07/14/15

Revision Date:

Note: Dimensions are in METRES



PROJECT DESCRIPTION

[illegible]

PROJECT	Proposed 4th Townhome Development 7700 Gause, SW/4th Refined, LLC
PROJECT NO.	1511
SCALE	As Noted
DATE	May 05, 2014
DRAWN BY	KYC, BBS, AL
CHECKED BY	KYC
SHEET TITLE	
ELEVATIONS:	BUILDINGS 1, 2
DRAWING	A2.2



STREET SCAPE - GARDEN CITY ROAD
SCALE: 1/8"=1'-0"

- ## EXTERIOR FINISHES
- | | |
|----|--|
| 1 | HORIZONTAL HARTLE PLANK CEDARNAIL BOARD
Colour: Natural
Finish: Satin
Vapour Barrier: Yes |
| 2 | CEDAR PLANK HARTLE SHINGLE BEUNG
Straight Edge Profile
Colour: Medium Grey
Finish: Satin |
| 3 | FRESHLOGS ASPHALT ROOF SHINGLES
Colour: Charcoal (Vulcanized, Textured)
Finish: Satin |
| 4 | 2x6 WOOD TRIM BOARD - PAINTED
Colour: White
Finish: Satin
Exterior Use |
| 5 | 2x6 WOOD BRACES
Colour: White
Finish: Satin
Exterior Use |
| 6 | 2x6 WINDOW TRIM BOARD - PAINTED
Colour: White
Finish: Satin
Exterior Use |
| 7 | VINYL-FRAMED DOUBLE-GLAZED WINDOWS
Vapour of Equalizer, Colours: Standard Only |
| 8 | ALUMINUM FAUCIA GLITTER
Colour: GP TRIM (Black Finish) |
| 9 | ENTRY DOOR WOOD DOOR WITH BRIGHT
Gloss Finish
Colour: White
Finish: Satin
Exterior Use |
| 10 | CLIMATE DOOR
Colour: GP 200509W (Camille) |
| 11 | METAL CLASH GUARDRAIL
Colour: White
Finish: Satin |

INTERFACE:
Suite 230
11590 Camblo Road
Richmond BC
Canada V6X 3Z5
T 604 821 1152
F 604 821 1146
www.interface.ca

A3.1



Lot	1.51	0.92	0.71	1.41	4.55 m
BLDG 1	1.16	1.00	1.00	1.06	4.22 m
BLDG 2	1.37	1.16	1.06	1.47	5.28 m
					14.03 m
AVERAGE FINISHED SITE GRADE CALCULATION					1.77 m
					[3.94']



Play - Ladybug



Play - Pods



Bike Rack

RZ 15 - 701939



KR ROSS & ASSOCIAT
Landscape Architects

**7760 GARDEN CITY ROAD
4-UNIT RESIDENTIAL DEVELOPMENT**
Richmond, B.C.

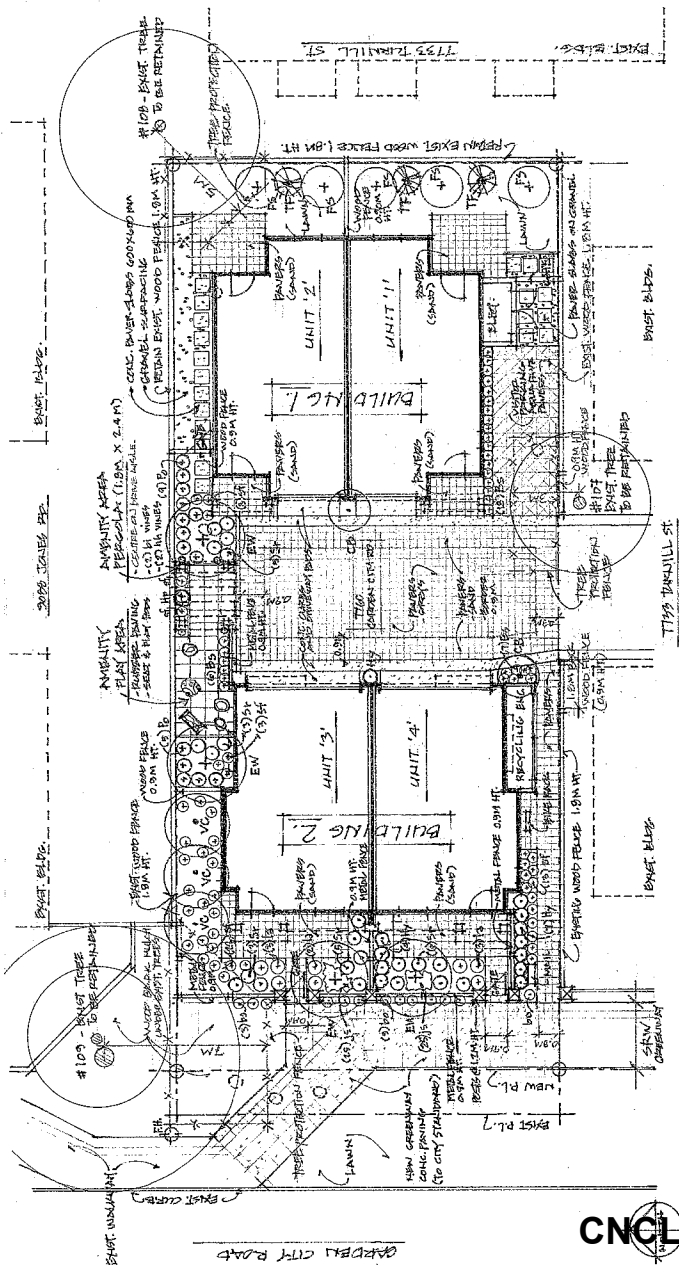
DRAWING TITLE	LANDSCAPE PLAN	DRAWN BY HER	SCALE	DATE	DRAWING NO.
			AS SHOWN	2017 JAL137	L-1
REVISION 1					

PROJECT NOTES

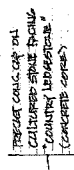
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PLANT LIST

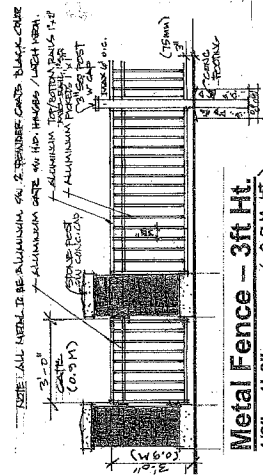
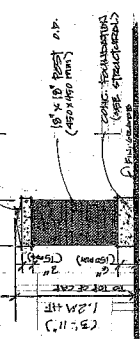
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AC	3	<i>Acacia crumena</i>	Vina Mayo	4.5m tall Multistem
BEW	2	<i>Carpinus betulus</i> Frane	Frans Fontaine	6.5m tall
CB	4	<i>Conium maculatum</i>	Conium	6.5m tall
CEW	1	<i>Conium maculatum</i>	Edible White Wonder	6.5m tall
FS	5	<i>Fagus sylvatica</i> 'Dawydo' / <i>Fagus sylvatica</i> 'Winter' / <i>Fagus sylvatica</i> 'Dawyd Beest'	Devoed Beest - Green	8.5m tall
TF	3	<i>Thuja occidentalis</i> 'Fastigiat'	Pyramidal Cedar	2.4W ht. B&B
SHURBS				
ala	3	<i>Buxus sempervirens</i>	Common Boxwood	#3 pot Stem 0.6, #3 pot
Flp	1	<i>Hydrangea petiolaris</i>	Charming Hydrangea	#3 pot
Pr	14	<i>Rhus lauracarpa</i>	One Lydian Laurel	#3 pot
So	22	<i>Spina tamnica</i>	Goodyear Spineal	#3 pot
Hy	12	<i>Taxus x media 'Hickoi'</i>	Hick's Yew	1.5W ht. B&B
PERENNIALS, HERBS				
alo	13	<i>Helianthus annuus</i>	Butt Out Grass	#3 pot
ala	50	<i>Pennisetum tenuifolius</i>	Japanese Spider	15cm pot 30cm pot
Flp	8	<i>Levedard angustifolia</i>	English Lavender	#3 pot
Flp	43	<i>Pygostachyum nudum</i>	Sword Fern	#3 pot 45cm 0.6,
CLIMBING VINES				
th	2	<i>Lonchocarpus fagaria</i>	Hick's Honeysuckle	#3 pot
2		<i>Pentstemon</i>	Bottom by	#3 pot



Landscape Plan

$$2 \frac{1}{8}'' = 1' - 0''$$


Stone Post Feature

 $4'3'' = 1' - 0'' \quad (1.2 \mu \text{ Ht.})$ 

Pergola Feature at Amenity

$$\frac{1}{2} = 1 \cdot 0.5$$


RZ 15-701939
Attachment 3

Address: 7760 Garden City Road

Applicant: Incircle Projects Ltd.

Planning Area(s): South McLennan Sub-Area (City Centre)

	Existing	Proposed
Owner:	Earl Kim Wing Luk Queenie Yu Yuk Law	To be determined
Site Size (m²):	677.0 m ²	644.3 m ² (after road dedication)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	CCAP: General Urban T4 South McLennan Sub-Area Plan: Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family, with 0.75 base FAR	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT49) - Moffatt Road, St. Albans Sub-Area and South McLennan Sub-Area (City Centre)
Number of Units:	2	4
Other Designations:	N/A	No Change

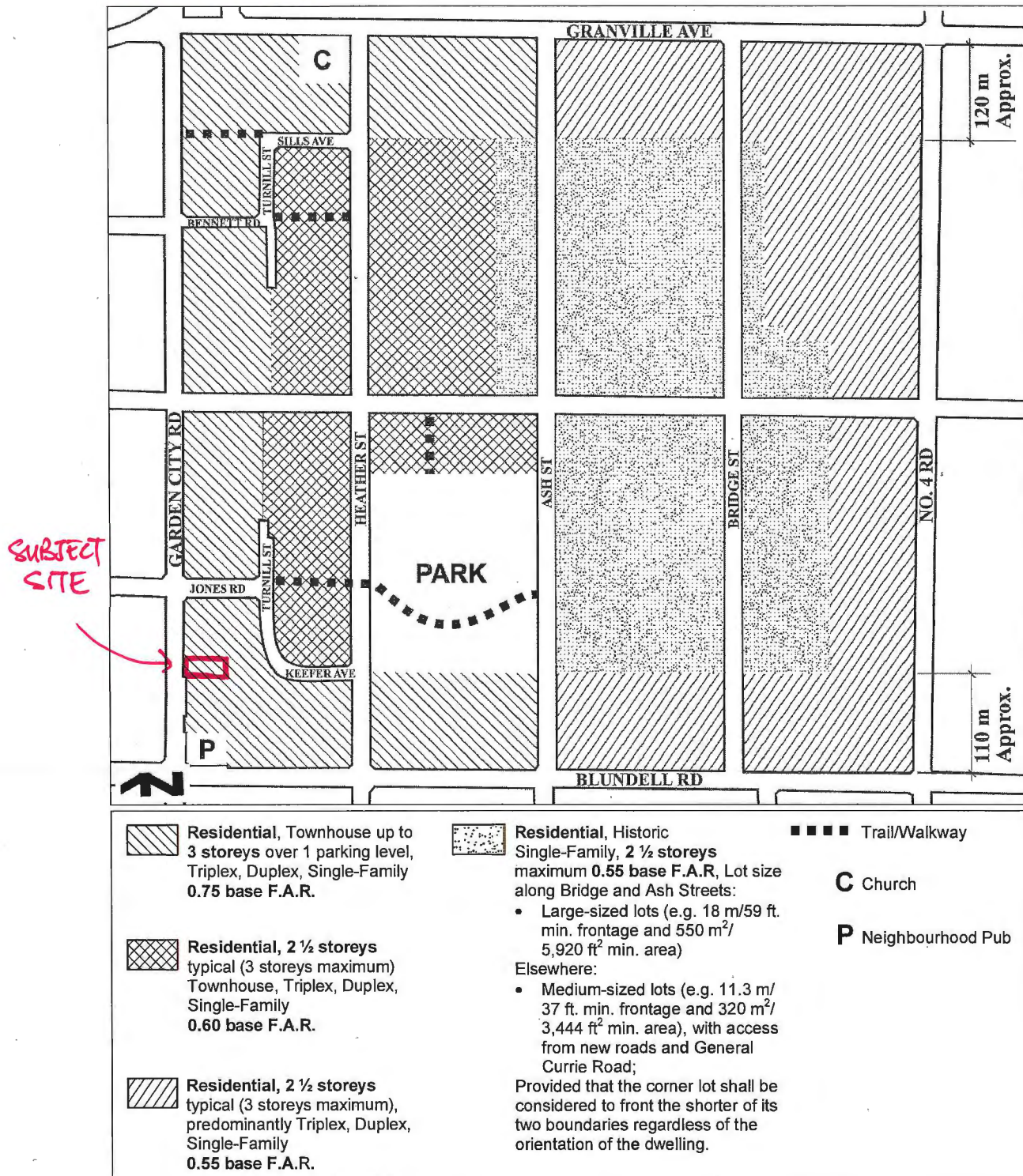
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.78 + 0.04 covered area	0.78	none permitted
Lot Coverage (% of lot area):	Building: Max. 40%	Building: Max. 40%	none
Setbacks (m):	Public Roads: Min. 6.0 m North: Min. 1.5 m South: Min. 1.5 m East: Min. 4.57 m	Public Roads: 6.04 m North: 1.52 m South: 1.73 m East: 3.07 m	Variance Requested
Height (m):	Max. 12 m or 3 Storeys	10.78 m and 3 storeys	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	6 (R) and 1 (V)	8 (R) and 1 (V)	none
Standard Parking Spaces:	7	7	none
Small Car Parking Spaces:	None when fewer than 31 residential spaces are required on site	2 (surplus stalls)	none

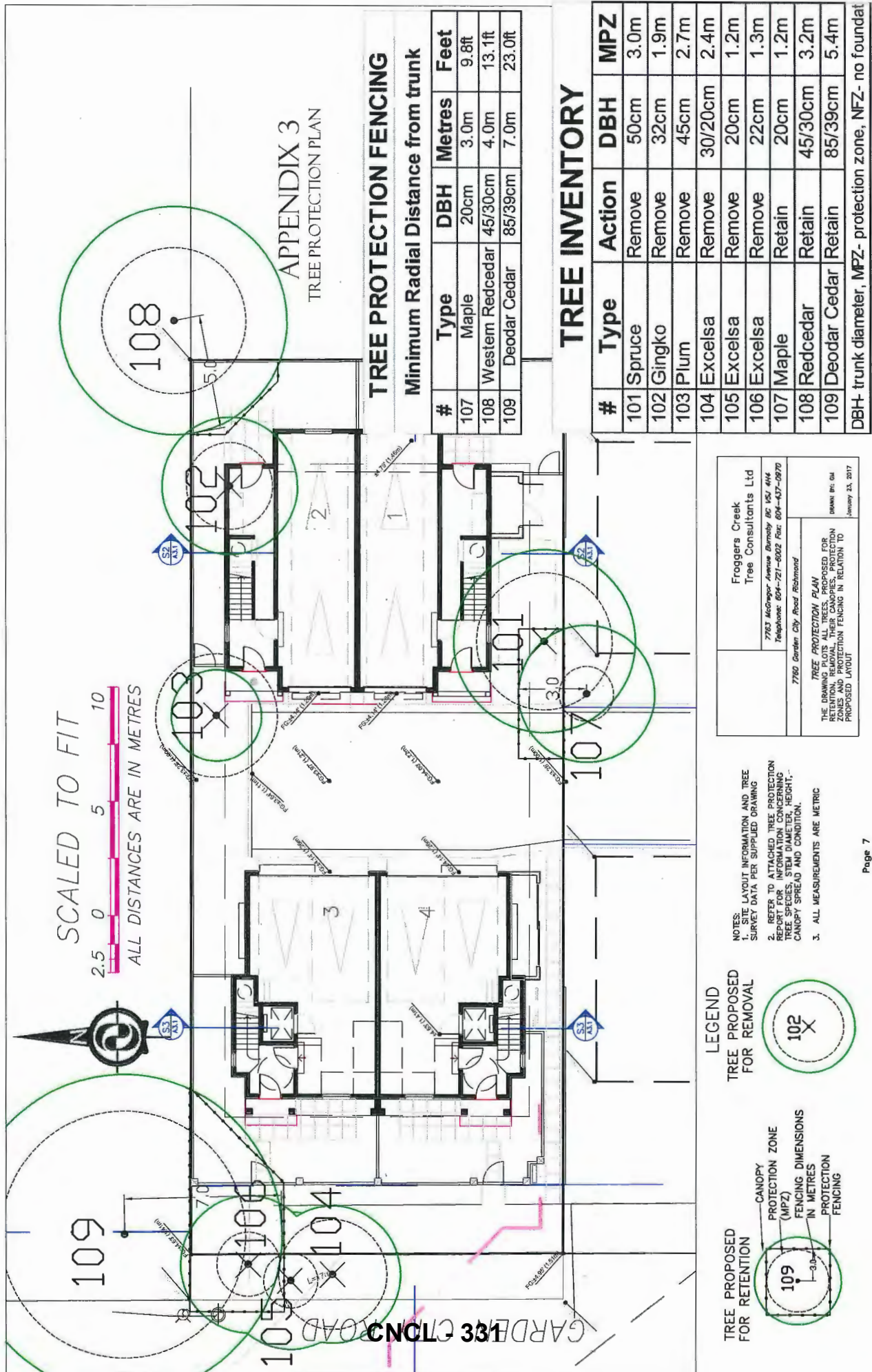
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted	4	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.25 (Class 2) per unit	none
Off-street Bicycle Parking Spaces – Total:	5 (Class 1) and 1 (Class 2)	6 (Class 1) and 1 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	24 m ² Min.	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

City of Richmond

Land Use Map

Bylaw 9106
2015/09/14





Address: 7760 Garden City Road

File No.: RZ 15-701939

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9682, the developer is required to complete the following:

1. Dedicate 2.0 m across the entire Garden City Road frontage.
2. The granting of 3.0 m Public Rights-of-Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (Garden City Road) to match the current alignment and frontage improvements to the south of the development site. Utilities should be allowed within this SRW.
3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development; ensuring that the only means of vehicle access to and from 7760 Garden City Road is from the access easement (BV299944) burdening the adjacent property at 7733 Turnill Street; and that there be no direct vehicle access to or from Garden City Road.
5. Registration of a legal agreement on Title; prohibiting the conversion of the tandem parking area into habitable space.
6. Registration of a legal agreement on Title; identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$21,638.49) to the City's affordable housing fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$3,000) to ensure the replacement planting will be provided.

2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility, CPTED and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 746.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- c. At Developers cost, the City is to:
 - Cut and cap the existing water service connection along the Garden City Road frontage.
 - Install a new water service connection complete with meter and meter box (to be placed on-site).

Storm Sewer Works:

- a. At Developers cost, the City is to:
 - Cut and cap the existing storm service connection at the northwest corner of the development site.
 - Cut and cap the existing storm service connection at the southwest corner of the development site.
 - Upgrade the existing storm service connection and IC, located along the Garden City Rd frontage.

Sanitary Sewer Works:

- a. At Developers cost, the City is to:
 - Cut and cap the existing sanitary service connection and remove the existing IC.
 - Install one new sanitary service connection complete with new IC within the existing SRW.

Frontage Improvements:

- a. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City.
- b. The Developer is required to:
 - Provide 2.0 m wide concrete sidewalk within the proposed 3 m wide PROP to connect the existing sidewalk both north and south ends.
 - Provide the sidewalk around the existing trees (if they are required to retain).
 - Provide grassed boulevard between existing road curb and the new sidewalk, and between the new sidewalk and east edge of the PROP SRW boundary.

General Items:

- a. Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the adjacent developments and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
 - b. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
 6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9682 (RZ 15-701939)
7760 Garden City Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT49) - MOFFATT ROAD, ST. ALBANS SUB-AREA AND SOUTH MCLENNAN SUB-AREA (CITY CENTRE)"**.

P.I.D. 000-885-584

Lot 72 Section 15 Block 4 North Range 6 West New Westminster District Plan 46184

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9682"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor al



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

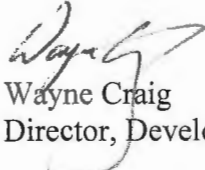
Date: January 31, 2017

File: RZ 15-716841

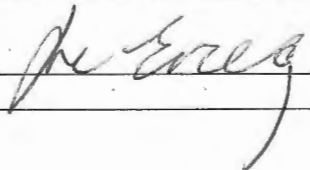
Re: Application by Aman Hayer for Rezoning at 3411/3431 Lockhart Road from
"Single Detached (RS1/E)" to "Single Detached (RS2/B)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9683, for the rezoning of 3411/3431 Lockhart Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

CL:blg
Att. 6

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

Staff Report

Origin

Aman Hayer has applied to the City of Richmond for permission to rezone the property at 3411/3431 Lockhart Road from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two lots (Attachment 1). A survey of the subject site, which illustrates the proposed subdivision plan, is included in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Site Description and Surrounding Development

The subject site is located on the north side of Lockhart Road; between Marrington Road and No. 1 Road, in the Seafair Planning Area. The subject site currently contains an existing non-conforming duplex, which will be demolished at future development stage.

Existing development immediately surrounding the subject site is as follows:

- To the North, fronting Granville Avenue, are two lots zoned “Single Detached (RS1/B)”;
- each containing a single-family dwelling.
- To the South, immediately across Lockhart Road, are two lots zoned “Single Detached (RS1/B)”;
- each containing a single-family dwelling.
- To the East, is a property zoned “Single Detached (RS1/E)”;
- which contains an existing non-conforming duplex.
- To the West, fronting Marrington Road, are three lots zoned “Single Detached (RS1/B)”;
- each containing a single-family dwelling.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Single-Family Lot Size Policy 5447

The subject site is located within the area governed by Single-Family Lot Size Policy 5447; adopted by Council on September 16, 1991, and subsequently amended in 1998 and 2003 (Attachment 4). The Policy permits properties on Lockhart Road to be rezoned and subdivided subject to the requirements of the “Single Detached (RS2/B)” zone.

This redevelopment proposal would allow for the creation of two lots of approximately 12 m in width and 579 m² (6,232 ft²) in area, consistent with the requirements of the “Single Detached (RS2/B)” zone.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

There is currently a Statutory Right-of-Way registered on Title of the subject site for the existing sanitary sewer, which is located in the rear yard parallel to the north property line.

There is also currently a covenant that is registered on Title of the strata lots which restricts the use of the property to a duplex (i.e., RD52761). The covenant must be discharged from Title prior to approval of the subdivision application.

The existing Strata Plan NWS937 must also be discharged from Title prior to approval of the subdivision application.

Site Access

Vehicle access to the proposed lots is to be from Lockhart Road via separate driveway crossings.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one bylaw-sized tree on the subject property, and five trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and has the following comments:

- One tree (tag # A) located on the subject site is in moderate condition and is suitable for retention. Tree protection must be provided as per City of Richmond Tree Protection Information Bulletin TREE-03. The tree protection area is to extend 4.0 m from the base of the tree in each direction. The proposed building footprint on the east lot must be outside of the tree protection area. All work within the tree protection area must be supervised by a Certified Arborist.
- Five trees (tag # B, C, 37, 38, 39) located on the adjacent neighbouring properties at 3491 Lockhart Road, 7016 and 7020 Marrington Road, and 3240 and 3260 Granville Avenue are identified to be retained and protected. Tree protection must be provided as per City of Richmond Tree Protection Information Bulletin TREE-03.

Tree Protection

A total of one tree on the subject site and five trees on neighbourhood sites are to be retained and protected. The applicant has submitted a tree retention plan showing the trees to be retained and the tree protection area to be installed at development stage (Attachment 5, annotated). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones (tag #'s A, B, C, 37, 38, 39). The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
 - A survival security in the amount of \$10,000 for tree tag # A. The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained (tag #'s A, B, C, 37, 38, 39). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Planting

In accordance with City Policy 5032 – Tree Planting (Universal), the applicant has agreed to plant two trees on the proposed west lot and one tree on the proposed east lot, which will result in a total of two trees per lot (minimum 6 cm deciduous caliper or 3 m high conifer).

To ensure that the three new trees are planted and maintained on the proposed lots, the applicant is required to submit a Landscaping Security in the amount of \$1,500 (\$500/tree) prior to final

adoption of the rezoning bylaw. The Security will not be released until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications requires: a) secondary suite(s) on 100% of new lots proposed; b) secondary suite(s) on 50% of new lots proposed and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of the total buildable area on the remaining lots; or c) in cases where a secondary suite cannot be accommodated, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of the total buildable area on 100% of new lots proposed.

Consistent with the Affordable Housing Strategy, the applicant proposes to construct a secondary suite on both proposed lots. Prior to rezoning, the applicant is required to register a legal agreement on Title stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a cash contribution of \$42,881.20 to the City for cost-recovery of the off-site improvements undertaken as part of a Capital works project on Lockhart Road in 2016, as follows:

- \$12,650 for two new 25 mm water service connections each complete with meters and meter boxes, in keeping with Waterworks and Water Rates Bylaw No. 5637,
- \$30,231.20 for the design and construction of road widening, street lighting, treed/grassed boulevard, concrete curb and gutter, and concrete sidewalk, in keeping with Subdivision and Development Bylaw No. 8751.

If the rezoning application is not completed, the subject site will be added to the Works and Services Cost Recovery Bylaw No. 8752 as benefitting property of the Capital works project undertaken in 2016.

At future Subdivision stage, the applicant is required to pay the costs associated with future storm sewer and sanitary connection works, as described in Attachment 6.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the property at 3411/3431 Lockhart Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone; to permit the property to be subdivided to create two lots.

This rezoning application complies with the land use designation and applicable policies for the subject site that are contained within the OCP and Single-Family Lot Size Policy 5447.

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9683 be introduced and given first reading.



Cynthia Lussier
Planner 1
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single Family Lot Size Policy 5447
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of
Richmond



RZ 15-716841

Original Date: 01/12/16

Revision Date: 02/02/13

Note: Dimensions are in METRES

CNCL - 343

NTS



RZ 15-716841

Attachment 3

Address: 3411/3431 Lockhart Road

Applicant: Aman Hayer

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Amanjot Singh Hayer Raymond Man Chiu Liu	To be determined
Site Size (m²):	1,158 m ² (12,464 ft ²)	Two lots, each 579 m ² (6,232 ft ²)
Land Uses:	One duplex	Two residential lots
OCP Designation:	Neighbourhood Residential	No change
Single-Family Lot Size Policy Designation:	Single-Family Lot Size Policy 5447 permits properties on Lockhart Road to rezone and subdivide consistent with the minimum requirements of the "Single Detached (RS2/B)" zone.	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Each max. 289.83 m ² (3,119 ft ²)	Each max. 289.83 m ² (3,119 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 25%	none
Min. Lot Size:	360 m ²	Each 579 m ²	none
Min. Lot Dimensions (m):	Width: 12 m Depth: 24 m	Width: 12.19 m Depth: 47.50 m	none
Min. Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	none
Height (m):	2 ½ storeys (max. 9.0 m, peaked roof; max. 7.5 m flat roof)	2 ½ storeys (max. 9.0 m, peaked roof; max. 7.5 m flat roof)	none
On-site Vehicle Parking Spaces:	Min. two spaces	Min. two spaces	none

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

Amended by Council: July 20, 1998

Amended by Council: October 20th, 2003**POLICY 5447**

File Ref: 4430-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 15-4-7

POLICY 5447:

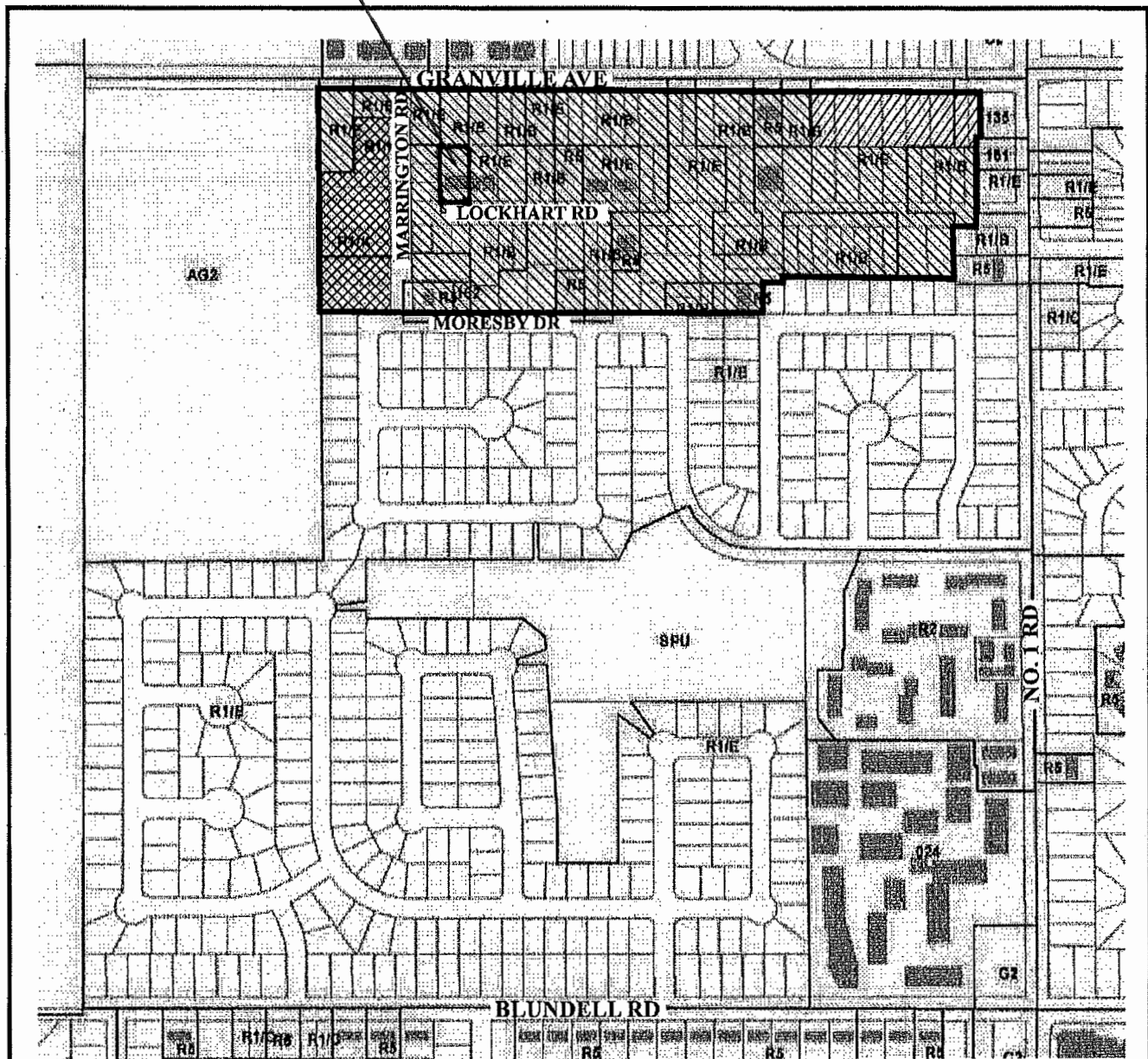
The following policy establishes lot sizes in a portion of Section 15-4-7, located generally between the **south side of Granville Avenue, the west side of Marrington Road, the north side of Moresby Drive and No. 1 Road:**




That properties within the area generally bounded by the south side of Granville Avenue, the north side of Moresby Drive, the west side of Marrington Road and No. 1 Road, in a portion of Section 15-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- a) That properties between and including 3620 and 3780 Granville Avenue be permitted to subdivide as per Single-Family Housing District (R1/C) zoning;
- (b) That properties between and including 7151 and 7031 Marrington Road be permitted to subdivide as per Single-Family Housing District, Subdivision Area K (R1/K) zoning;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT
PROPERTY



-  Subdivision permitted as per R1/B with the following provisions:
-  1. Between 3620 and 3780 Granville Avenue R1/C.
 -  2. Between 7151 and 7031 Marrington Road R1/K.

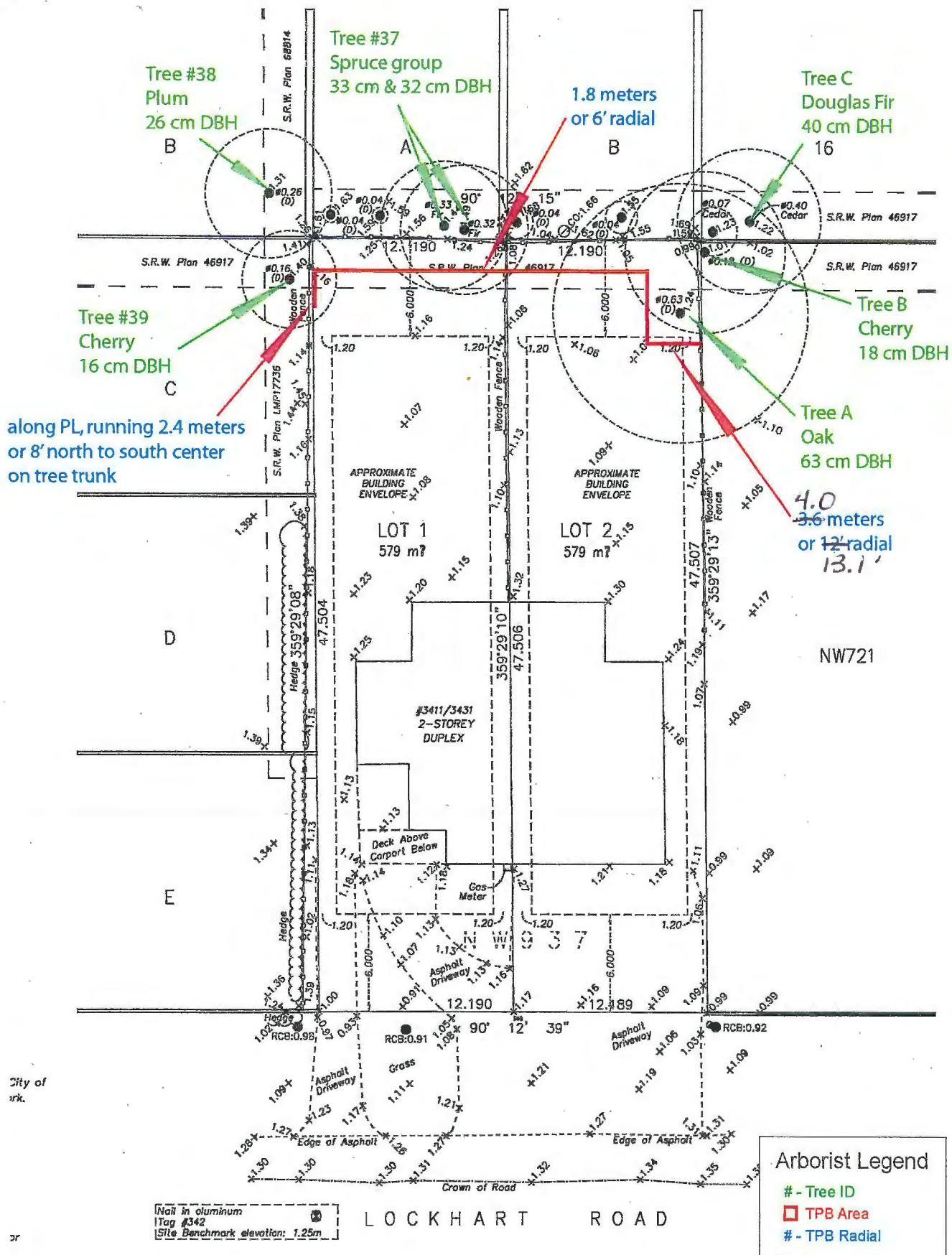


Policy 5447 Section 15-4-7

Adopted Date: 09/16/91

Amended Date: 10/20/03

Note: Dimensions are in METRES



ANNOTATED TREE RETENTION PLAN



Address: 3411/3431 Lockhart Road

File No.: RZ 15-716841

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9683, the applicant is required to complete the following:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within tree protection zones of the trees to be retained (tag #'s A, B, C, 37, 38, 39). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. Notes: the tree protection area for tree tag # A is to extend 4.0 m from the base of the tree in each direction. The proposed building footprint on the east lot must be outside of the tree protection area.
2. Submission of a Tree Survival Security to the City in the amount of \$10,000 for tree tag # A on-site to be retained. The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff. The City may retain a portion of the security for a one-year maintenance period from the date of the landscape inspection to ensure that the tree survives.
3. Submission of a Landscape Security in the amount of \$1,500 (\$500/tree) to ensure that two trees are planted and maintained on the proposed west lot, and that one tree is planted and maintained on the proposed east lot (for a total of three trees); minimum 6 cm deciduous caliper or 3.5 m high conifers.
4. City acceptance of the applicant's voluntary contribution in the amount of \$12,650, for cost-recovery of the two new 25 mm water service connections each complete with meters and meter boxes; which was previously completed as part of a Capital works project on Lockhart Road in 2016.
5. City acceptance of the applicant's voluntary contribution in the amount of \$30,231.20; for cost-recovery of the design and construction of road widening, street lighting, treed/grassed boulevard, concrete curb and gutter, and concrete sidewalk, which was previously completed as part of a Capital works project on Lockhart Road in 2016."
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two lots proposed, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to Demolition Permit* issuance, the applicant must complete the following requirements:

- Installation of tree protection fencing around all trees to be retained (tag #'s A, B, C, 37, 38, 39). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed. Notes: the tree protection area for tree tag # A is to extend 4.0 m from the base of the tree in each direction.

Prior to Subdivision* approval, the applicant must complete the following requirements:

- Discharge of covenant RD 52761 from title of the strata lots, which restricts the use of the property to a duplex.
- Cancellation of Strata Plan NWS937.
- Pay the costs associated with the required service connections, as described below:

Water Works

Using the OCP Model, there is 159.0 L/s of water available at a 20 psi residual at the hydrant on Marrington Road. Based on your proposed development, your site requires a minimum fire flow of 95 L/s. At future Building Permit

stage, the applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

Storm Sewer Works

At the applicant's cost, the City is to retain the existing storm service connections at southeast and southwest corners of the development site.

Sanitary Sewer Works

At the applicant's cost, the City is to:

- Cut and cap the existing sanitary service connection and remove the existing Inspection Chamber (IC) located at the northwest corner of the development site.
- Install a new sanitary IC complete with dual service connection along the north common property line of the development site.

Note: All sanitary works must be completed prior to any on-site building construction.

Frontage Improvements:

The applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:

- To underground Hydro service lines.
- When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items:

The applicant is required to enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to Building Permit* issuance, the applicant must complete the following requirements:

- Submit a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*; which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(signed concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9683 (RZ 15-716841)
3411/3431 Lockhart Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 001-579-550

Strata Lot 1 Section 15 Block 4 North Range 7 West New Westminster District Strata Plan NW937 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1.

P.I.D. 001-579-614

Strata Lot 2 Section 15 Block 4 North Range 7 West New Westminster District Strata Plan NW937 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1.

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9683"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor al

MAYOR

CORPORATE OFFICER




City of Richmond

Report to Committee

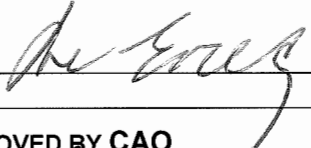
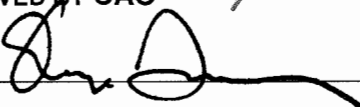
To: Public Works and Transportation Committee **Date:** February 6, 2017
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2017-Vol
01
Re: **TransLink Transit Fare Review – Initiation of Phase 2**

Staff Recommendation

That Richmond's comments as provided at the elected officials forum held on January 24, 2017 as outlined in the staff report titled "TransLink Transit Fare Review – Initiation of Phase 2," dated February 6, 2017, from the Director, Transportation, be endorsed.


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

Att. 4

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

Staff Report

Origin

In June 2016, staff presented a report for information regarding TransLink's initiation in May 2016 of a review of its transit fare policy. The process will span an 18 to 24 month period and include four phases of public consultation. This report provides an update on the recent conclusion of Phase 1 and the activities to be undertaken in Phase 2.

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

3.3. Effective transportation and mobility networks.

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

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

Analysis

Transit Fare Review Purpose and Timeline

The existing three-zone fare structure was originally adopted in 1984 and has remained unchanged in the ensuing 30+ years. The introduction of Compass provides an opportunity to improve the way TransLink's transportation system is priced. In addition to a review of best practices of other transit agencies around the world, data from the Compass system such as trip patterns and overall travel behaviour will help inform the development and evaluation of fare system options.

Through the review, TransLink will consider possible changes to the transit fare system including what role distance travelled, time of travel, type of transit service, fare product, customer group, and journey time should have on the fare that passengers pay. As shown in Figure 1, Phase 1 is now complete and the process has moved into Phase 2.

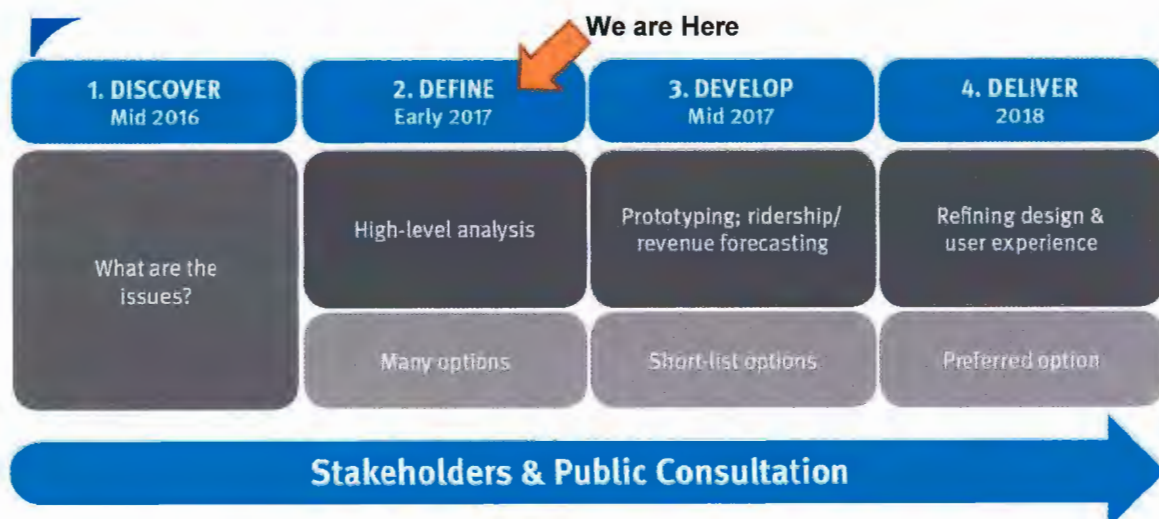


Figure 1: Timeline for Transit Fare Review

Phase 1: Discover

A key activity of Phase 1 (mid to end 2016) was broad engagement with stakeholders and the general public to identify what transit riders perceive as issues with the current fare system and what should be the priorities for a future fare system.¹ Feedback was obtained via a series of stakeholder workshops (attended by 85 people from a variety of sectors), an on-line public consultation questionnaire completed by over 28,000 people across the region and direct individual and group discussions with transit users.

The findings show that residents strongly support a review of the fare system. Less than one-third of survey respondents agreed that the current fare system works well with about 6-in-10 disagreeing. In all sub-regions, the majority of residents disagree that the current fare system works well. As summarized in Attachment 1, the key messages heard in Phase 1 with respect to the current fare system relate to how fares are priced by:

- Distance Travelled: Residents consider short trips across zone boundaries to be expensive and the arbitrary zone boundaries as unfair with the remedy being that fares should be based more on distance travelled.
- Time of Travel: There is support for fares that are lower during less busy times of the day than at busier times of the day. TransLink's current fare system has an off-peak evening discount that is in effect on weekends and weekday evenings after 6:30 pm. Approximately 60 per cent of all weekday transit trips (over 500,000 trips) take place during morning and afternoon peak periods.
- Quality of Service: About one-half of residents support charging lower fares for slower and less direct service (e.g., buses) than for faster and more direct service (e.g., rapid transit).

Respondents were also asked to select their top four priorities for the review from a list of 11. Attachment 1 also identifies the four most commonly selected priorities with the top priority being "Make fares lower for shorter trips."

Phase 2: Define

Phase 2 will use the feedback received during Phase 1 to help define and evaluate options for varying fares by the three core components of fare structure: distance travelled, time of travel and service type. Attachment 2 outlines each concept and three potential options proposed by TransLink for consideration. For each concept, the options range from flat fares at one end to a greater refinement of fares at the other end; each option has its own advantages and disadvantages.

For the engagement period of Phase 2, elected officials, stakeholders and the public will be asked for their preferences on these options. The Phase 2 engagement period began on January 24, 2017 with an elected officials forum attended by Councillor McPhail and staff (see Attachment 3 for a list of attendees). The forum was held in advance of the start of the public consultation (beginning January 30, 2017) and was an opportunity to learn about the feedback gathered in

¹ A Phase 1 Summary Report is available on the TransLink website at http://www.translink.ca/-/media/Documents/plans_and_projects/transit_fare_review/Transit%20Fare%20Review%20Phase%201%20Summary%20Report_20161205.pdf.

Phase 1 and provide feedback on the options being considered in Phase 2. At the forum, City representatives offered the following feedback on the three options for each concept:

- Distance Travelled: Preference for either Option 2 (refined zones) or Option 3 (measured distance) as Option 1 (system-wide flat fare system) is not equitable.
- Time of Travel: Preference for Option 2 (off-peak discount) or at least maintaining the existing fare discounts in order to manage travel demand by encouraging transit riders who have more flexibility to change when or where they decide to travel, thus freeing up valuable space for those who have no option but to travel at that time or on that route. Such as system should emphasize incentives to travel in off-peak periods so that riders who must travel in peak times are not perceived as being penalized.
- Quality of Service: Preference for Option 1 (similar to the current system) whereby a premium fare is levied only for West Coast Express given its high speed heavy rail limited stop service (with added personal convenience features such as generous seating and tables) that is also more costly to operate than other transit services. All other public transit services (rapid transit, buses, SeaBus) would have the same fare to provide a seamless, easy-to-understand system for users.

As noted above, the remaining engagement activities will commence on January 30, 2017 with a stakeholder forum to be held January 30, 2017 and the launch of an on-line survey (at translink.ca/farereview) for the general public that is open from January 30 to February 17, 2017. An accompanying Phase 2 Discussion Guide (Attachment 4) and informational videos will also be posted on the TransLink website on the same day. Phase 2 will also include the development of options for different types of products and passes, user discounts and rules around connections (or transfers) between services.

Future Phases 3 and 4

The results of Phase 2 will be used to narrow down to a short-list of options for Phase 3 (mid 2017) and a recommended approach in Phase 4 (2018). A more refined time-and-distance based transit fare system will form part of the comprehensive regional mobility pricing strategy for both roads and transit as proposed in the Mayors' Council Vision for implementation within the first five to 10 years of the Vision.

Financial Impact

None.

Conclusion

TransLink has completed Phase 1 and initiated Phase 2 of a four-phase review of its transit fare structure, products and programs. The process will run until 2018 and staff will continue to provide regular updates to Council on the progress of the review with the next update, anticipated in Summer 2017, reporting on the results of the Phase 2 public consultation period.

A handwritten signature in black ink, appearing to read 'J Caravan', with a stylized, cursive script.

Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

- Att. 1: Phase 1: Key Feedback Received
- Att. 2: Phase 2: Fare Options by Distance Travelled, Time Travelled and Service Type
- Att. 3: Phase 2: Attendees at Elected Officials Forum
- Att. 4: Phase 2 Discussion Guide

Phase 1: Key Feedback Received

What we heard in Phase 1

The primary source of dissatisfaction with the current fare system relates to perceptions of inequality around how we price by distance today.

Support for fares that are lower during less busy times of day—especially from youth and seniors.

Some support for charging lower fares for slower and less direct service than for faster and more direct service.

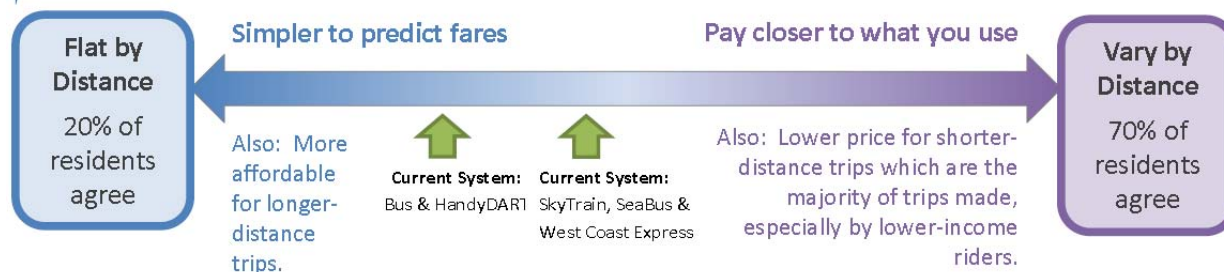
	TRANSLINK LISTENS MARKET RESEARCH PANEL SURVEY		PUBLIC QUESTIONNAIRE	
	Agree/ Strongly Agree	Disagree/ Strongly Disagree	Agree/ Strongly Agree	Disagree/ Strongly Disagree
DISTANCE Fares should be lower for shorter distance trips and longer for longer distance trips	70%	17%	67%	19%
TIME OF TRAVEL Fares should be lower at less busy times of day than at busier times of day	62%	24%	48%	33%
SERVICE TYPE: QUALITY OF SERVICE Fares should be lower for slower and less direct services than for faster and more direct services	50%	31%	38%	38%

Priorities for a Future Fare System

PRIORITY	TRANSLINK LISTENS MARKET RESEARCH PANEL SURVEY	PUBLIC QUESTIONNAIRE
#1	Make fares lower for shorter distance trips	Make fares lower for people who use transit frequently
#2	Make fares lower for people with less ability to pay	Make fares lower for shorter distance trips
#3	Make it easier to understand and predict how much you'll pay	Provide more fare product options for different periods of time (e.g., 3-day, weekly)
#4	Make fares lower at less busy times	More fare products options to make transit more affordable for families to travel together

Phase 2: Fare Options by Distance Travelled

How should the distance you travel affect the fare you pay?



In today's current system, customers pay more for each zone boundary they cross.

One Zone: All bus and HandyDART (*temporary*)

Three Zones: SkyTrain and SeaBus

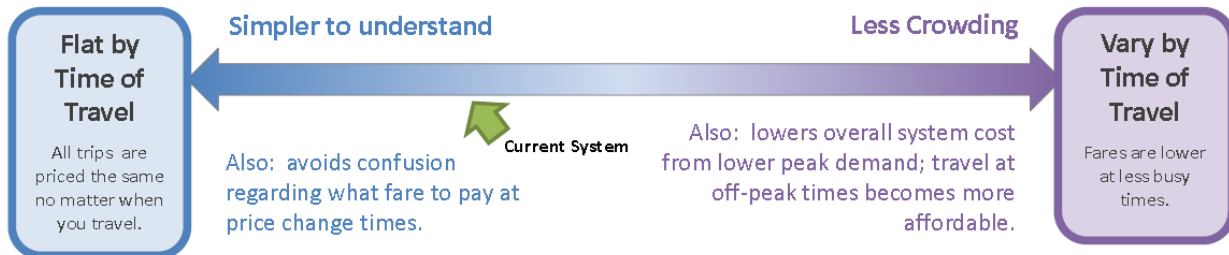
Five Zones: West Coast Express

Distance Options

1. Flat by Distance	2. Refined Zones	3. Measured Distance
Eliminate boundary issues altogether by pricing all trip distances the same.	Refine zone system to address boundary issues through: a) overlapping zones to “soften” the sharp zone boundary edge; b) more zones so jump in price is gradual; c) 2-zone base fare where first zone boundary crossing is free.	Vary fares based on the measured distance between journey origin and destination using either: a) Kilometers b) # of stops/stations
Better for: infrequent users who want system be as simple as possible; and longer transit trips, which would be cheaper.	Better for: short to medium-length trips (which would be cheaper) especially across zone boundaries.	Better for: short to medium-length trips and for achieving the “user pay” principle.
Worse for: shorter transit trips which would cost more and since most people make short trips, the majority of riders would pay more to use transit	Worse for: interpreting more complicated maps to figure out which fare to buy.	Worse for: the longest trips which could cost more.

Phase 2: Fare Options by Time Travelled

How should the time of day you travel affect the fare you pay?



Today, customers travelling in Off-Peak times—after 6:30 p.m. on weekdays and all day weekends and holidays—only pay a one-zone fare on SkyTrain and SeaBus. Trips on bus and HandyDART are one-zone at all times.

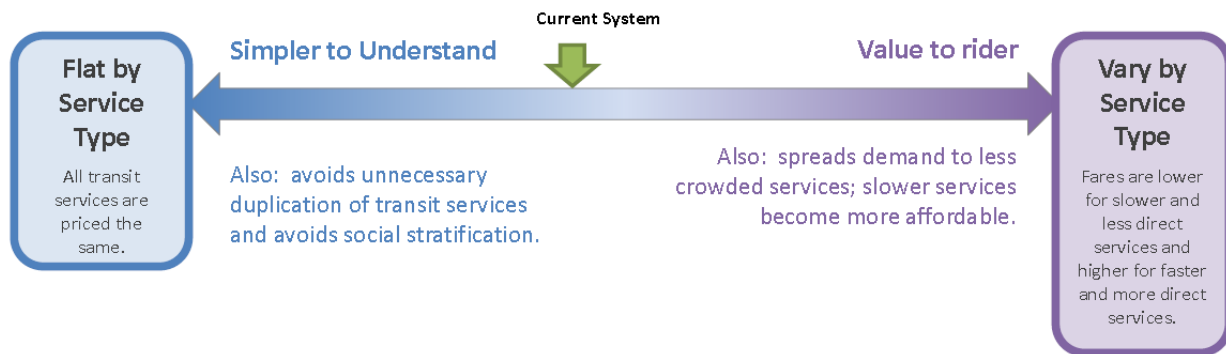
Time of Travel Options

L1. No Time Variation	L2. Off-Peak Discount	L3. Hourly Variation
Eliminate the existing off-peak discount and make trips the same price throughout the day and week.	Some or all of the three main off-peak periods - early bird, mid-day, evening - receive a percentage discount off the regular fare.	Price each hour of the day differently to directly target the most overcrowded hours of the day, with higher prices during the most crowded times and lower prices during the least crowded times.
Better for: infrequent users who want it to be as simple as possible; and peak-period riders who want to keep their costs down.	Better for: peak-period riders who want less overcrowding and fewer pass-ups; and off-peak riders looking to keep their costs down	Better for: peak-period trips which benefit from less overcrowding and fewer pass-ups; and off-peak riders looking to keep their costs down
Worse for: peak-period trips which would maintain overcrowding and pass-ups; and off-peak riders looking to keep their costs down.	Worse for: infrequent users who want it to be as simple as possible	Worse for: infrequent users who want it to be as simple as possible

TRANS LINK

Phase 2: Fare Options by Service Type

How should the quality of service type you use affect the fare you pay?



Today, there is one set of prices for **bus**, **SkyTrain**, and **SeaBus**. The **West Coast Express** is a higher priced premium service. **HandyDART** is priced the same as bus for adults but does not accept concession fares.

Service Type Options

S1. Fares differ for premium service	S2. Fares differ for some service types	S3. Fares differ for all service types
Fares are equal for all services with a premium fare only for West Coast Express, recognizing that it is a high-speed, limited stop service.	Higher fares for more fast and direct services.	Higher fares for more fast and direct services, including between local bus service and express bus service.
Better for: cost-conscious riders who have equal access to almost all services at no extra cost.	Better for: riders who are willing to pay a bit more for a faster, more direct ride.	Better for: riders who are willing to pay a bit more for a faster, more direct ride.
Worse for: riders who are willing to pay a bit more for other faster, more direct services that are less crowded.	Worse for: cost-conscious riders who now have to pay more to access faster and more direct services.	Worse for: cost-conscious riders who now have to pay more to access faster and more direct services.

Phase 2: Attendees at Elected Official Forum (held January 24, 2017)

Jan 24 Elected Officials Forum Attendees
TransLink Transit Fare Review

Name	Position	Organization
Mayor Côté	Mayor	City of New West
Laura Sunnus	Constituency Assistant for Judy Darcy, MLA	
Patrick Johnstone	Councillor	City of New Westminster
Alison Morse	Councillor	Bowen Island Municipality
Hugh Fraser	Deputy Director of Engineering	The Corporation of Delta
Harry Bains	MLA	Surrey-Newton
Jaimie McEvoy	Councillor	City of New Westminster
Naomi Yamamoto	MLA	Province
Cindy Tse	Project Engineer	Transp. Div., City of Surrey
Linda McPhail	Councillor	City of Richmond
Robin Hicks	Councillor	District of North Van
Mayor Lois E. Jackson	Mayor	Corporation of Delta
Eric Gustavson	Constituency Assistant for Hon. Harjit S. Sajjan, MP for Vancouver South	
Victor Wei	Director of Transportation	City of Richmond

Phase 2 Discussion Guide

Transit Fare Review

Phase 2 Discussion Guide

January 2017



translink.ca



Phase 2 Discussion Guide

TRANSIT FARE REVIEW

PHASE 2 DISCUSSION GUIDE

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<i>Varying fares by service type</i>	7
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Phase 2 Discussion Guide

TRANSIT FARE REVIEW

PHASE 2 DISCUSSION GUIDE

Transit Fare Review

Phase 2 Discussion Guide

How should we determine transit fares in Metro Vancouver?

HAVE YOUR SAY!

In Phase 1 of the Transit Fare Review, we heard from nearly 30,000 people who shared their concerns, issues and ideas. Overall, we heard strong support for taking a fresh look at the way we determine transit fares in Metro Vancouver.

With the introduction of Compass in 2015, we now have an unprecedented opportunity to address longstanding concerns, provide a better customer experience and grow ridership.

You can find details of what we learned in the [Phase 1 Summary Report](#).

ABOUT THE TRANSIT FARE REVIEW

Now in Phase 2 of the Transit Fare Review, we've defined the main options for each of the three key structural components. Have your say on the possible ways to vary fares by: 1) Distance travelled; 2) Time of travel; and 3) Service type.

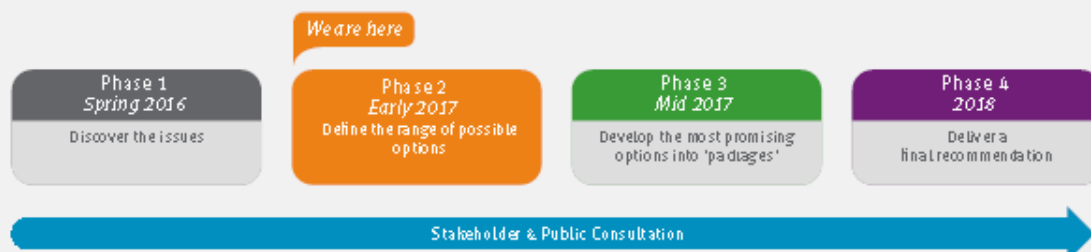
Learn more by reading the discussion guide or watching our online videos. Then let us know what you think by taking the survey and participating in our online discussion forum, which will be open between January 30 and February 17, 2017. You can find all of this at translink.ca/farereview.

We'll use your feedback to develop a combined shortlist in Phase 3.

Will the Transit Fare Review result in increased transit fares?

As a result of the Transit Fare Review, fares for some trips may go up and fares for other trips may go down. However, the approach when comparing fare options is to maintain the same overall amount of fare revenue.

Figure 1: Transit Fare Review Timeline



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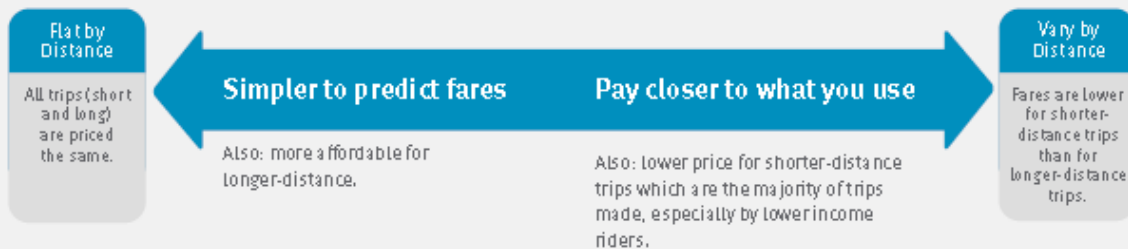
PHASE 2 DISCUSSION GUIDE

1. Varying Fares by Distance Travelled

This component refers to how fares vary based on the origin and destination of a transit journey.

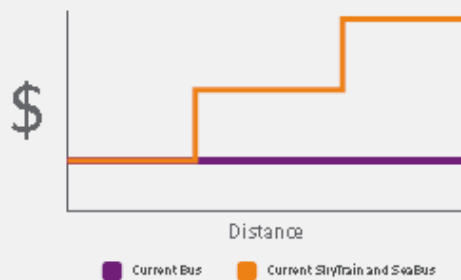
RATIONALE

The spectrum below explains why you might choose or not choose to vary fares by distance.



CURRENT SYSTEM

Today, customers pay more for each zone boundary they cross. All bus and HandyDART travel temporarily operates under one-zone; SkyTrain and SeaBus under three zones; and West Coast Express operates under its own five-zone structure.



ISSUES RAISED IN PHASE 1

Based on research and consultation in Phase 1, the following key issues emerged regarding our current approach to pricing by distance travelled:

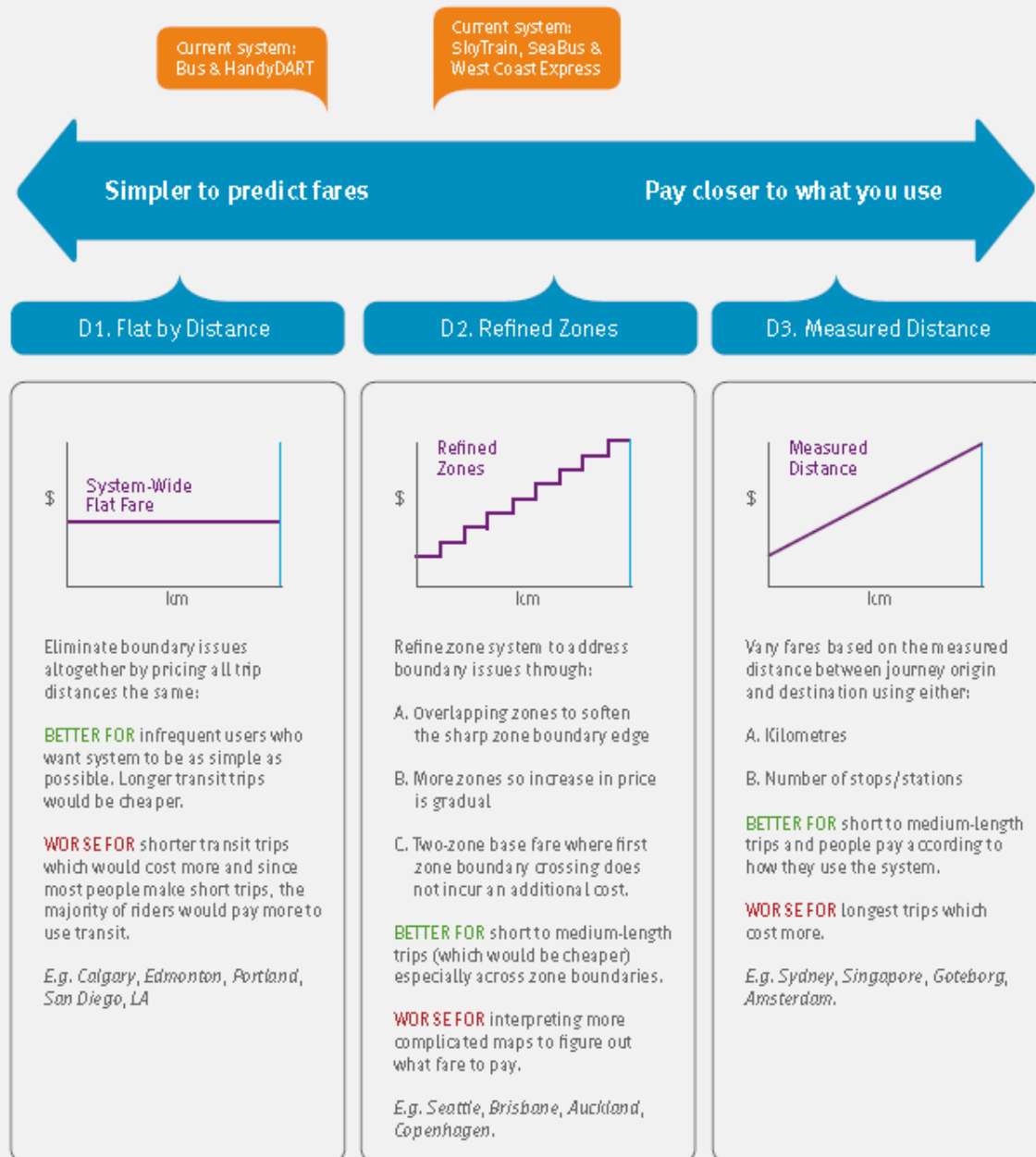
- Large zones don't accurately reflect distance travelled.
- People making short trips across a zone boundary must pay a two-zone fare.
- Trips of similar lengths may be more expensive by SkyTrain and SeaBus than by bus.

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OPTIONS FOR VARYING PRICE BY DISTANCE TRAVELLED

The table below defines the range of options for varying fares by distance travelled.



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2. Varying Fares by Time of Travel

This component refers to how fares vary based on the time of day, which is a way to reflect the level of demand on the transit system. Most transit systems experience an influx of riders during a few hours on weekday mornings and weekday afternoons, known as the "AM Peak" and "PM Peak." Outside of these peak periods, the transit system has less demand, less crowding and more available capacity to accommodate new trips without having to add expensive new vehicles.

RATIONALE

The spectrum below explains why you might choose or not choose to vary fares by the time of day that you travel.

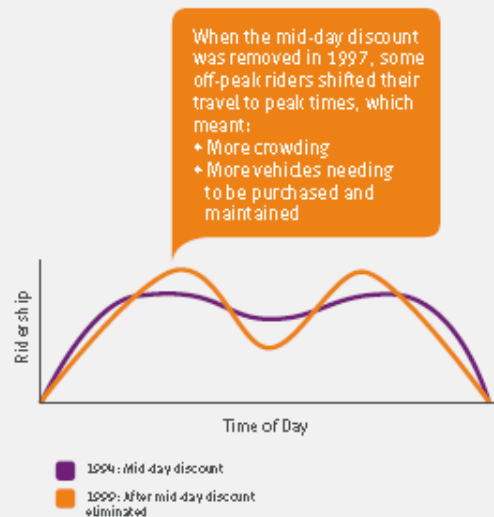


CURRENT SYSTEM

Today, customers travelling outside of peak times, after 6:30 p.m. on weekdays and all day weekends and holidays, pay a one-zone fare.

Prior to 1997, there was a mid-day discount on public transit fares. After it was removed in 1997, there was no longer a price incentive for travellers with flexible schedules to travel during the mid-day instead of during the peak. As a result, demand for transit increased during the most expensive times to serve and decreased during the less expensive time to serve (See Figure 2). This example shows how a simple fare policy change can have a major impact on system costs, crowding and passenger comfort.

Figure 2: Ridership by hour on a weekday, 1994 and 1999 before and after removal of mid-day discount in 1997



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ISSUES RAISED IN PHASE 1

Based on research and consultation in Phase 1, the following key issues emerged:

- a. Two-thirds of journeys are made using "unlimited" pass products that have no incentive to shift to less busy times.
- b. There is no price incentive for those travelling just one-zone, which make up 80% of all trips on transit, to delay their travel to the evening off-peak period because only riders travelling two or three zones benefit from the off-peak discount.
- c. There is no price incentive to shift morning trips to before or after the morning peak period. Even though the morning peak period is sharper (fewer hours) and more pronounced (higher spike), we currently only offer a discount in the evenings.
- d. Our current system applies the off-peak discount system-wide rather than to specific locations or directions where overcrowding is most severe. Overcrowding does not occur evenly across our system at the same times.

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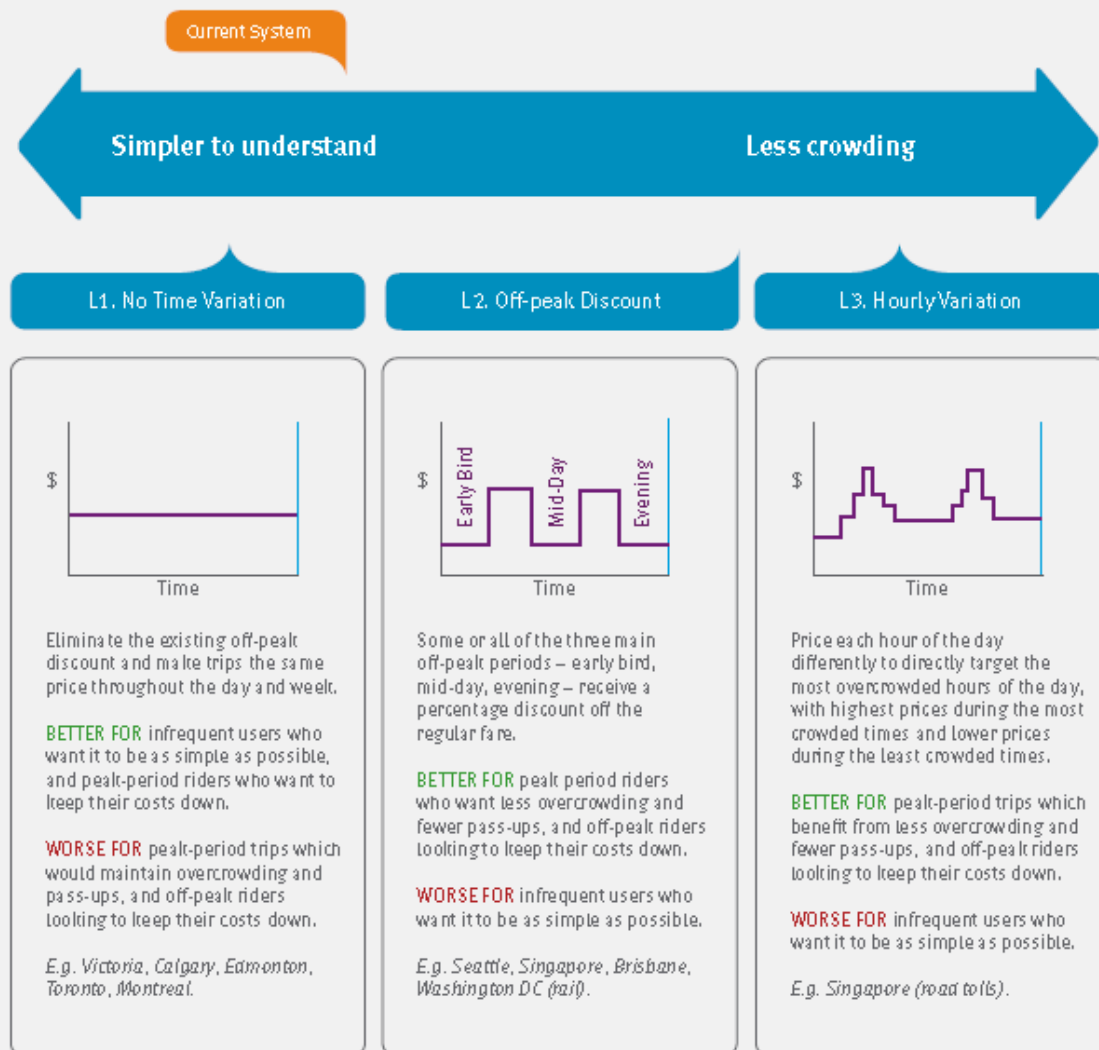
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OPTIONS FOR VARYING PRICE BY TIME OF TRAVEL

The table below defines the range of options for varying fares by weekday time of travel.



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3. Varying Fares by Service Type

Urban regions often deploy a number of transit service types (E.g. rapid transit, commuter rail, bus, ferry, paratransit, etc.) in order to serve different kinds of trips.

RATIONALE

The spectrum below explains why you might choose or not choose to vary fares by service type.



CURRENT SYSTEM

Today, there is one set of prices for bus, SkyTrain, and SeaBus. The West Coast Express is a higher priced premium service. HandyDART, which provides door-to-door service for customers who are unable to use other service types without assistance, is priced the same as bus for adults but does not accept concession fares.

- b. The temporary removal of zones on buses has resulted in perceptions of unfairness, for example between bus and SkyTrain/SeaBus for journeys that cross a fare zone boundary. This is perceived as a problem mainly by transit riders who use rapid transit for all or part of their regular journeys.

ISSUES RAISED IN PHASE 1

- a. While West Coast Express has a premium fare, other services such as SkyTrain are charged at the same rate as a bus (if travel is within the same fare zone) despite SkyTrain being faster and more frequent.

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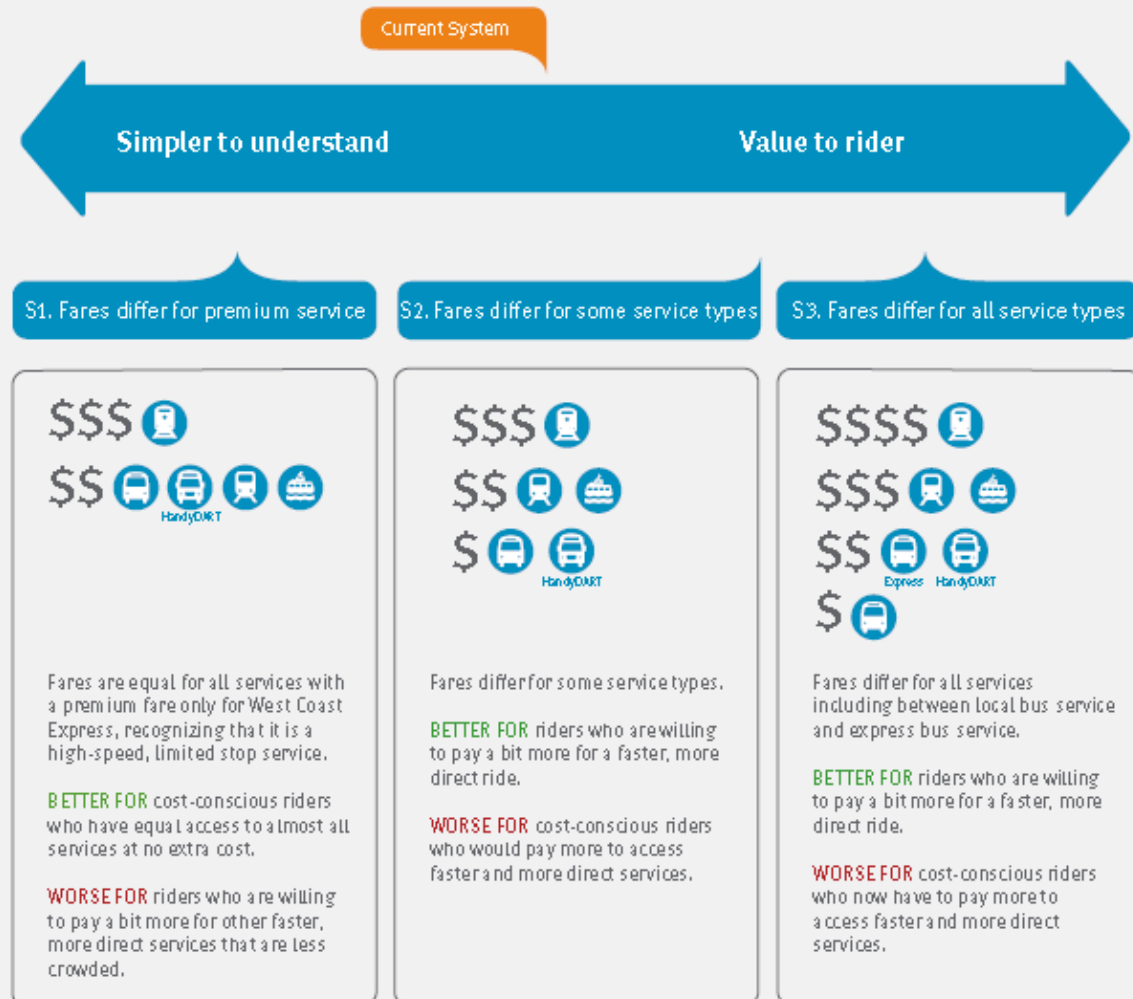
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OPTIONS FOR VARYING FARES BY SERVICE TYPE

There are three main options presented for varying fares by service type for the conventional transit system.



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APPENDIX: Varying Fares by Product Type, User Type and Journey Time

UPCOMING COMPONENTS FOR FEEDBACK

Once we narrow down the major structure-forming decisions in terms of distance, time of day, and service type – we will consider three additional fare policy components in the next phase: 4) product types, 5) discounts for different riders, and 6) rules about connections between services.

This Appendix briefly discusses the range of options for these last three components.

VARYING FARES BY PRODUCT TYPE

There are five distinct approaches to fare products used in transit systems around the world:

- * **Pay-as-you-go products** – Where trips are paid for individually.
- * **Period Passes** – Prepaid, multiple use passes available in different time increments (e.g. daily, monthly).
- * **Fare capping** – Fares are 'capped' providing free unlimited travel after a set amount of usage or dollar value is surpassed.
- * **Percentage Discount Pass** – A prepaid flat fee allowing for a percentage discount off the regular fare price.
- * **Off-Peak Pass** – Allows for unlimited travel in off-peak periods, with regular fares required for peak periods.

VARYING FARES BY USER TYPE

Transit ridership is diverse, and each user has different needs and abilities to pay for transit.

It is common for transit agencies to offer discounted fares based on user categories considering factors such as:

1. Different types of users have different abilities to pay
2. Discounting fares for younger people helps foster a transit culture
3. Making transit fares more competitive with driving for some groups of people

VARYING FARES ACCORDING TO JOURNEY TIMES AND CONNECTION RULES

Metro Vancouver's transit system was designed as an integrated, connected network that transports riders from origin to destination in the most efficient way possible. This means that riders must often make a connection (or transfer) between transit vehicles to complete a journey.

Connections allow people to move between and within areas of the region on one fare, and to complete their journeys by using the quickest and most convenient combination of transit service types.

Since 1981, TransLink's fares have had a 90-minute transfer window, which allows the rider to transfer onto other transit services for up to 90 minutes from the time a fare is first used. Depending on which options are chosen in Phase 2, other options for connection rules may need to be explored in a future phase.

PAGE 9



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Date: January 31, 2017
File: 01-0140-01/2017-Vol
01
Re: **2017 Submission to the New Building Canada Fund - River Parkway (Gilbert Road-Cambie Road)**

Staff Recommendation

1. That the submission to Provincial and Federal Government funding programs including the New Building Canada Fund to request up to 66 percent of the \$11,300,000 design and construction cost for River Parkway (Gilbert Road-Cambie Road) be endorsed;
2. That the Chief Administrative Officer and the General Manager of Engineering and Public Works be authorized to enter into funding agreements with the Government of Canada and/or the Province of BC for the above mentioned projects should they be approved for funding; and
3. That, should the above mentioned projects be approved for funding by the Government of Canada or Province of British Columbia, the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be amended accordingly.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4140)

Att. 2

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

Staff Report

Origin

The interim realigned River Road at Gilbert Road was opened to the public in August 2014 to enable dike and park improvements along the River Road right-of-way between Hollybridge Way and Gilbert Road in support of the City Centre Area Plan vision for the area of improving public open space and access to the river by establishing and extending the Middle Arm Waterfront Park. In April 2015, Council endorsed an implementation strategy to expedite the extension of River Parkway north of Gilbert Road to Cambie Road as a long-term traffic improvement solution and an ultimate replacement of the existing River Road, which is consistent with the City Centre Area Plan.

The Council-approved 2017 Capital Budget identifies design work for the roadway extension to be undertaken this year followed by commencement of construction in 2018-2019 pending Council approval of the 2018 and 2019 Capital Budgets. This report requests permission to submit funding requests for the River Parkway (Gilbert Road-Cambie Road) project, with an estimated cost of \$11,300,000, to Provincial and Federal Governments funding programs to offset up to 66 percent of project costs.

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.

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.

This report supports Council's 2014-2018 Term Goal #7: Strong Financial Stewardship:

Maintain the City's strong financial position through effective budget processes, the efficient and effective use of financial resources, and the prudent leveraging of economic and financial opportunities to increase current and long-term financial sustainability.

7.4. Strategic financial opportunities are optimized.

Analysis

The extension of River Parkway is part of a larger plan that encompasses River Parkway and the Middle Arm Waterfront Park to be constructed in multiple phases. The plan will remediate a 45.84 acres Brownfield site on the city's historic Fraser River waterfront into the Oval Village District Energy Utility (OVDEU) and Waterfront Park, housing a new LEED Gold cultural facility in the area, with a new multi-modal roadway within the former Canadian Pacific Rail

(CP Rail) corridor. The plan will enhance access to the park as well as adjacent development. This plan is a multi-phase/year capital investment into the City of Richmond and the Asia-Pacific Gateway.

The initial Brownfield remediation planning is underway with the support of the Federation of Canadian Municipalities Green Municipal Fund (FCM GMF).

The River Parkway project will bring a new road with two vehicle lanes and pedestrian/cycling lanes along the former CP Rail corridor and connect to the park. This roadway extension will facilitate the development of the Middle Arm Waterfront Park as well as improve access and reduce congestion.

The following chart outlines the potential funding from senior governments.

Project	Total Estimated Cost	Category	Potential Provincial Contribution	Potential Federal Contribution
River Parkway (Gilbert Road-Cambie Road)	\$11,300,000	Major Roadway	Up to 33% of eligible costs (\$3,766,667)	Up to 50% of eligible costs (\$5,650,000)
Total Request	Up to \$7,533,333			

Delivering Outcomes

The project is scheduled to begin in the Fall of 2017 and be completed by the end of 2019.

The River Parkway and Middle Arm Waterfront Park plan delivers on the outcomes of the City of Richmond's Official Community Plan; City Centre Area Plan (endorsed by Council September 14, 2009); Middle Arm Open Space Master Plan Concept (presented to Council January 8, 2007); Parks, Recreation and Cultural Services Master Plan 2005-2015; Richmond Trails Strategy; Waterfront Strategy; 2007 Museum and Heritage Strategy; DCC Bylaw; City Centre Public Arts Plan (adopted by Council October 11, 2011); Community Energy and Emissions Plan; Sustainability Framework; Ecological Concept; Five-Year (2017-2021) Financial Plan; and Economic Strategy.

This project also helps other levels of government deliver on:

Government of Canada	<ul style="list-style-type: none"> • Canada's Economic Action Plan • Canadian Jobs Plan • Asia Pacific Corridor
Government of BC	<ul style="list-style-type: none"> • Ability to deliver a Strong Economy and Secure Tomorrow • BC Jobs Plan • Greenhouse Gas Emissions Strategy • BC On the Move • Asia Pacific Initiative Pacific Gateway

Funding Programs

There are several senior government programs which align with the outcomes of the River Parkway project. Staff propose to submit this project to the New Building Canada Program, which operates through a 33 percent federal and 33 percent provincial funding model. The maximum level of assistance from all federal institutions must not exceed 50 percent of total eligible project costs. If there is limited funding available from the Province of British Columbia, the City of Richmond will only receive up to 50 percent funding from the Government of Canada. Projects are taken into the program on an ongoing basis. Other programs include the Asia Pacific Gateway and Corridor initiative. Staff will continue to develop opportunities for funding for this project.

Should the funding requests be successful, the City would be required to enter into funding agreements with the Province of BC and/or the Government of Canada. The agreements are standard form agreements provided by senior levels of government and include an indemnity and release in favour of the Provincial and Federal Government.

As with any submission for funding to external sources, funding is not guaranteed to be granted to assist with this project.

Financial Impact

The City of Richmond will be requesting up to \$7,533,333 for funding for River Parkway (Gilbert Road-Cambie Road). The fund may grant up to 66 percent of total eligible costs of \$11,300,000. City of Richmond funding for the River Parkway project will be phased over three years with design costs (\$800,000) included as part of the approved 2017 Capital Budget and construction costs (\$10,500,000) to be considered during the 2018 and 2019 Capital Budget processes. The project is currently included in the City's Development Cost Charges program and if the grant is received, the program will be amended accordingly.

Conclusion

Staff are seeking Council's endorsement on a submission to the New Building Canada Fund, or similar programs as the opportunities arise, for the design and construction of River Parkway from Gilbert Road to Cambie Road. The project will be submitted to the Province of BC and Transport Canada concurrently. Richmond will be requesting up to 66 percent funding of a total project budget of \$11,300,000.



Donna Chan, P. Eng., PTOE
Manager, Transportation Planning
(604-276-4075)



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

- Att. 1: New Building Canada Program Summary
2: River Parkway Roadway Map

New Building Canada Fund Information:

Over the duration of the 10-year 2014 New Building Canada Fund, each province and territory will receive a base amount of \$250 million plus a per capita allocation based on the Statistics Canada Final 2011 Census. Provinces and territories are required to prioritize projects for all outstanding NBCF-PTIC funding allocations by April 1, 2018. Eligible projects will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit and must fall under one of the following categories:

- Highways and roads
- Public transit infrastructure
- Disaster mitigation infrastructure
- Connectivity and broadband
- Innovation
- Wastewater
- Green energy
- Drinking water
- Solid waste management
- Brownfield redevelopment
- Local and regional airports
- Short-line rail infrastructure
- Short-sea shipping
- Northern infrastructure (applies to Yukon, Nunavut and Northwest Territories only)
- Passenger ferries services infrastructure
- Culture
- Recreation
- Tourism
- Civic assets and municipal buildings

Eligible recipients under the PTIC–NRP are:

- a. A province or territory, or a municipal or regional government established by or under provincial or territorial statute;
- b. A band council within the meaning of section 2 of the *Indian Act*; or a government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation;
- c. A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory, municipal or regional government;
- d. A public or not-for-profit institution that is directly or indirectly authorized, under the terms of provincial, territorial or federal statute, or Royal Charter, to deliver post-secondary courses or programs that lead to recognized and transferable post-secondary credentials, or a public or not-for-profit Aboriginal-controlled post-secondary institution; and

Attachment 1: New Building Canada Fund

- e. A private sector body, including for-profit organizations and not-for-profit organizations. In the case of for-profit organizations, they will need to be in partnership with one or more of the entities referred to above.

Federal entities, including federal Crown Corporations, are not eligible recipients.

Federal Cost-Sharing and Stacking

Generally speaking, projects will be federally cost-shared on a one-third basis. The maximum federal contribution for public transit projects and, for highways and major roads and disaster mitigation projects where the asset is provincially-owned is up to 50 per cent. The maximum contribution is up to 25 per cent for projects with for-profit private sector proponents.

For projects located in the Northwest Territories, Yukon and Nunavut, the federal government will fund up to 75 per cent of total eligible costs. For projects with a for-profit private sector proponent, however, the cap would be up to 25 per cent.

How to apply?

If you are an eligible recipient and would like to have your project considered for funding under the PTIC–NRP, you are encouraged to contact your provincial or territorial ministry responsible for infrastructure to determine the process for submitting business cases and deadlines.

A Business Case Guide is available to assist in the development of business cases. Business cases under the PTIC–NRP will only be accepted for projects that have been identified by provincial and territorial partners, and that are deemed eligible under the program terms and conditions.

River Parkway Roadway Map



City of
Richmond



River Parkway Roadway
Phase 1 & 2

Original Date: 01/26/17

Revision Date: 02/01/17

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: February 1, 2017
File: 10-6340-20-
P.16201/Vol 01
Re: **Drainage Box Culvert Rehabilitation**
No. 2 Road from Steveston Highway to London Road

Staff Recommendation

That funding of \$3,700,000 from the Drainage Improvement Reserve be included as an amendment to the 5 Year Financial Plan (2017-2021) to complete rehabilitation of the drainage box culvert on No. 2 Road from Steveston Highway to London Road.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Engineering Planning	<input checked="" type="checkbox"/>	
Sewerage & Drainage	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO

Staff Report

Origin

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.

The No. 2 Road Widening Project was approved by Council as part of the 2016 Capital Budget. This project consists of improvements from Steveston Highway to London Road, including a new shared cycling/pedestrian pathway, upgrades to the intersections at Steveston Highway and Moncton Road, and widening portions of No. 2 Road between Moncton Road and London Road to provide additional parking. The City has secured cost share funding from the federal government (Transport Canada) under the Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund. The current agreement end date is March 2018, staff are coordinating with Transport Canada to extend the end date to March 2019. The total project budget is currently \$7.3M including \$3.5M of grant funding.

There is an existing box culvert in the No. 2 Road corridor that is directly underneath the new pathway and road works. As part of the detailed design process for the road widening project, a detailed condition assessment has been performed on the box culvert. This assessment has revealed issues with a large number of the joints in the existing box culvert that are best addressed before the surface works are completed. There is also one section of box culvert that has settled and replacement of this section will yield the best long term results.

Analysis

There are approximately 629 kilometres of drainage mains owned and maintained by the City, including approximately 56 kilometres of box culverts. Box culverts are the large rectangular concrete conveyance systems that deliver drainage water to the 49 perimeter drainage pump stations. The height and width of each box section is approximately 1.5m by 2.5m. It is the joints between each section of box culvert that are susceptible to seepage.

No. 2 Road from Steveston Highway to London Road

The box culvert on No. 2 Road south of Steveston Highway is located in the eastern portion of the road corridor, mostly in the boulevard area east of the existing two lane roadway (Attachment 1). Assessment of approximately 1.7 kilometres of box culvert between Steveston Highway and London Road has revealed joint separation and/or infiltration in 257 locations, as well as significant settlement in one section of the culvert. In order to ensure the long term stability of the proposed new pathway and roadworks, rehabilitation work on this box culvert is required. This consists of replacing the settled section, repairing the compromised joints, and filling potential voids outside of the box culvert. The estimated cost to complete these works is \$3,700,000.

Aging Infrastructure Strategy

To date, box culvert settlement, cracking and infiltration has been addressed on an on-demand basis, however, as much of the box culvert system is approaching 50 years of service, maintenance demands are increasing. Most recently, major repairs at No. 2 Road by Walton Road and on No. 1 Road north of Westminster Highway (Terra Nova) have been successfully undertaken. However, these examples are indicative of the maintenance requirements. As noted in previous Aging Infrastructure reports, preventative maintenance programs are far more financially prudent as compared to repairing failures. Failures are also far more disruptive.

As part of the 2017 Utility Budget, an annual program for \$240,000 was authorized for a Box Culvert Preventative Maintenance Program. This program will provide condition assessment and perform preventative maintenance activities resulting in more efficient repairs, less service and public disruptions and extending the life of the box culverts. The intention of this preventative maintenance program is to conduct a review and perform repairs to the 56km of box culverts over a ten year period. The condition assessment will be reported to Council via the City's Aging Infrastructure report in mid-2017 and further capital projects will be brought forward as required through the annual Capital Budget process for Council consideration.

Financial Impact

The total estimated capital cost for the repairs to the box culvert on No. 2 Road from Steveston Highway to London Road is \$3,700,000 and is proposed to be funded from the Drainage Improvement Reserve. These funds would be added to Capital Project CR00020 – No. 2 Road Widening. There is approximately \$28M available in the Drainage Improvement Reserve.

The 5 Year Financial Plan (2017-2021) will also be amended to reflect this allocation of funds should Council endorse the recommendation.

Conclusion

The box culvert along No. 2 Road between Steveston Highway and London Road is experiencing cracking and infiltration at the joints, and one section has settled. Rehabilitation of the box culvert is required to prevent settlement and damage to the future pathway and roadworks.



Milton Chan, P.Eng
Manager, Engineering Design and Construction
(604-276-4377)

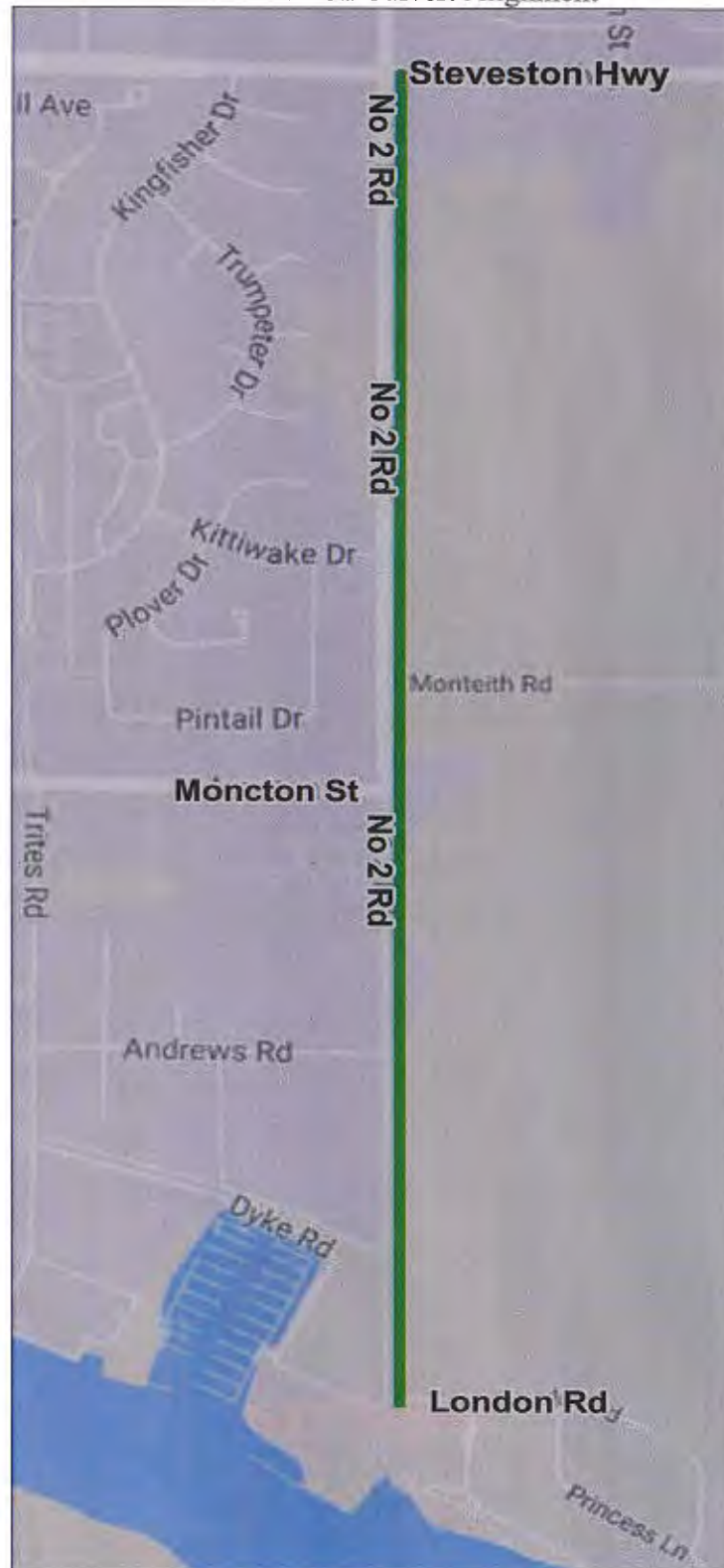


Eric Sparolin, P.Eng
Senior Project Engineer
(604-247-4915)

MC:mc

Att.1: No. 2 Road Box Culvert Alignment

No. 2 Road Box Culvert Alignment





City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Tom Stewart, ASCT.
Director, Public Works Operations
Date: February 7, 2017
File: 02-0735-01/2017-Vol
01
Re: Award of Contract 5807Q - Supply and Delivery of Two Tandem Axle Cab and Chassis with Dump Box and Front Ploughs

Staff Recommendation

That Contract 5807Q, for the Supply and Delivery of Two Tandem Axle Cab and Chassis with Dump Box and Front Ploughs, be awarded to Peterbilt Pacific Inc. at a total cost of \$538,680, plus applicable taxes and levies, within existing capital budgets.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)

Att. 2

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

Staff Report

Origin

This report seeks Council approval to award Contract 5807Q to Peterbilt Pacific Ltd. for the acquisition of two tandem axle dump trucks. The award of this contract exceeds the maximum authorized under Officer and General Manager Bylaw No. 8215 (\$500,000) and therefore requires Council approval.

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.

Analysis

Background

As part of the City's normal vehicle replacement program, there are two dump truck units due for replacement due to age, condition and mileage. Unit 1165 is a 2002 tandem axle unit with 230,000 km and 14,310 hours of use. Unit 1278 is a 2005 tandem axle with 158,000 km and 12,571 hours (reference Attachment 2). Both units are of older engine technology, thereby being less fuel efficient. In addition, repair costs have reached the level where replacement is prudent. Replacement of these trucks with newer engine technology will result in lower fuel consumption, thereby contributing to the goals and objectives of the City's Green Fleet Action Plan, which establishes a 2% annual reduction in overall fuel-related emissions.

Tendering Process

Request for quotation 5807Q (Supply and Delivery of 2 (Two) Tandem Axle Cab and Chassis C/W Dump Box and Front Ploughs) was issued to the marketplace on September 15, 2016 and closed October 3, 2016.

Four vendors provided bid submissions from manufacturers, including International, Freightliner and Peterbilt as follows. Tendered amounts shown are reflective of an equitable comparison of all required components and options based on staff's review, and are exclusive of taxes and levies. The amount shown is for the purchase of two units.

1. Harbour International Trucks	\$487,500.00
2. First Truck Center Vancouver (Freightliner)	\$501,656.00
3. Cubex Limited (Freightliner)	\$513,235.00
4. Peterbilt Pacific Ltd.	\$538,680.00

Award Recommendation

The submission by Peterbilt Pacific Ltd., while the highest of those received, is recommended for award based on best value. This recommendation is based on Fleet's experience with excellent performance of existing Peterbilts in the City's fleet and the high quality of the Peterbilt make overall. The Peterbilt make also has a higher resale value at the end of its lifecycle. That, coupled with lower maintenance costs and downtime impacts, as well as a high standard of customer service support, offers best overall value based on the 10-year expected life-cycle cost:

Table 1: Estimated 10-Year Lifecycle Cost Comparison

Manufacturer/ Make	International	Freightliner	Freightliner	Peterbilt
Vendor	Harbour International Trucks	First Truck	Cubex	Peterbilt Pacific Ltd.
One Unit	\$792,870	\$783,203	\$788,992	\$505,002
Two Units	\$1,585,740	\$1,566,406	\$1,577,984	\$1,010,004

A more detailed explanation of the vehicle lifecycle cost calculation is shown in Attachment 1.

The existing Peterbilts have proven reliable, and Fleet has experienced no mechanical failures or downtime with these units. This contributes to operational efficiency in supporting the various functional sections within Public Works and Parks. The Peterbilts are also a quality design, suited to support operational maintenance, salting/snow response efforts and construction projects.

Financial Impact

The total cost of the award of Contract 5807Q to Peterbilt Pacific Ltd. for two tandem axle dump trucks is \$538,680.00 plus applicable levies and taxes. Funding for these replacements is available in the Fleet Vehicle Equipment Reserve capital project CV0004.

Conclusion

This report seeks approval for the award of contract 5807Q for two tandem axle dump truck units to Peterbilt Pacific Ltd. based on best value. These fleet units are replacements and two equivalent units will be retired from the fleet, for no overall net increase in fleet size.

February 7, 2017

- 4 -

The quality make of Peterbilt units contributes to reduced downtime, thereby contributing to greater overall efficiency within Public Works and Parks operations.

A handwritten signature in black ink, appearing to read "S. Bycraft", with a long horizontal flourish extending to the right.

Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)

- Att. 1: Vehicle Life Cycle Cost Calculator
2: Photos of Vehicles Being Replaced (Units 1165 and 1278)

Vehicle Lifecycle Cost Calculator for 1 unit

Vehicle Comparison					
Present Value Lifecycle Cost For 10 years (1 unit)	International	Freightliner	Freightliner	Peterbilt	
	\$ 792,870.14	\$ 783,203.14	\$ 788,992.64	\$ 505,002.45	
RANK (Lowest 10 year Lifecycle Cost)	3	2	4	1	
Vendor	Harbour International	First Truck	CUBEX	Peterbilt	
Base Truck Price (1 unit)	\$ 176,911	\$ 183,989	\$ 190,688	\$ 202,501	
Trade in (1 unit)	(\$33,000)	(\$33,000)	(\$30,000)	(\$33,000)	
Options(1 unit)	\$ 99,759	\$ 99,759	\$ 95,850	\$ 99,759	
Tire Levies(1 unit)	\$ 80	\$ 80	\$ 80	\$ 80	
Total Truck Cost(1 unit)	\$ 243,750	\$ 250,828	\$ 256,618	\$ 269,340	
Unit Life (years)	10	10	10	10	
Trade in value (today's \$)	\$ 27,061	\$ 31,750	\$ 31,750	\$ 71,250	
Annual Direct Costs (today's \$) (1 unit)					
Fuel (1 unit)	\$ 9,060	\$ 11,230	\$ 11,230	\$ 10,316	
O&M (1 unit)	\$ 46,185	\$ 42,809	\$ 42,809	\$ 18,002	
Insurance (1 unit)	\$ 2,373	\$ 2,373	\$ 2,373	\$ 2,373	
Other	\$ -	\$ -	\$ -	\$ -	
Total yearly estimated costs based on 2080 hours (1 unit)	\$ 57,618	\$ 56,413	\$ 56,413	\$ 30,691	
Total estimated costs for 10 years based on 2080 hours per year. (1 unit)	\$ 576,180.96	\$ 564,125.14	\$ 564,125.14	\$ 306,912.45	

(1) Note Fuel costs were calculated based on the number of hours used. Peterbilt units are used to tow trailers and equipment, which adds to fuel consumed. The Freightliners and Internationals did not get used to tow trailers and equipment.

2) Note also the evaluation data used was for the first three years of cumulative data.

Note: This Life Cycle Cost Calculator does not factor in Net Life Cycle costing that takes into account a nominal discount rate or an inflation rate for its calculation over the 10 year cycle. Rather it takes the purchase price of the unit prior to taxes and adds in the annual direct cost at today's \$ value and multiplies it at 10 years. Then adds the Purchase price and the annual direct costs for 10 years with no inflation factor then subtracts the Trade in value in (today's \$) with no inflation factor.

Attachment 2

Photos of Vehicles Being Replaced (Units 1165 and 1278)



Unit 1165 is a 2002 International Dump Truck



Unit 1278 is a 2005 International Dump Truck



REVENUE ANTICIPATION BORROWING (2017) BYLAW NO. 9674

The Council of the City of Richmond enacts as follows:

1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$9,500,000 at such times as may be required.
2. The form of obligation to be given as acknowledgement of the liability shall be \$3,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, \$4,500,000 in the form of leasing lines of credit, and \$2,000,000 in the form of commercial credit card.
3. All unpaid taxes and the taxes of the current year (2017) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
4. Revenue Anticipation Borrowing (2016) Bylaw No. 9527 is hereby repealed.
5. This Bylaw is cited as **"Revenue Anticipation Borrowing (2017) Bylaw No. 9674"**.

FIRST READING

FEB 14 2017

SECOND READING

FEB 14 2017

THIRD READING

FEB 14 2017

ADOPTED

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

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9577 (RZ 15-710083)
9351 No. 1 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 003-849-015

Lot 12 Section 27 Block 4 North Range 7 West New Westminster District Plan 19282

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9577"**.

FIRST READING

JUL 11 2016

A PUBLIC HEARING WAS HELD ON

SEP 06 2016

SECOND READING

SEP 06 2016

THIRD READING

SEP 06 2016

OTHER CONDITIONS SATISFIED

FEB 14 2017

ADOPTED

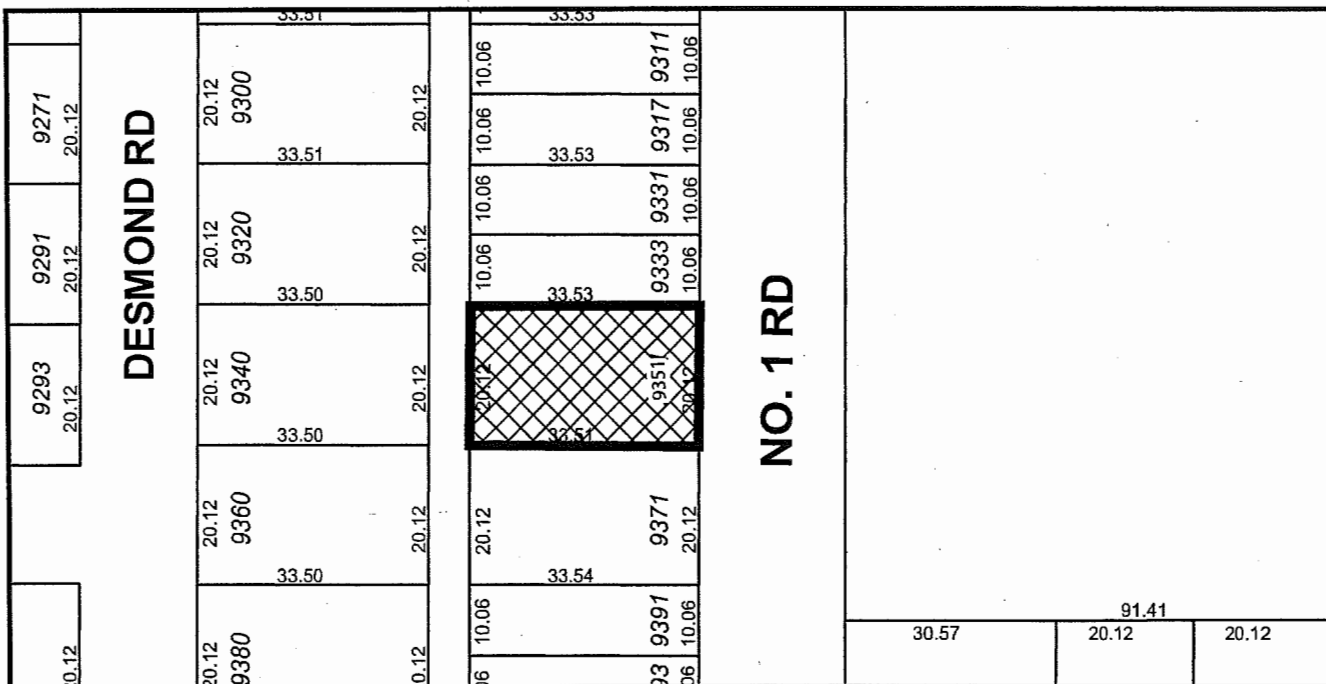
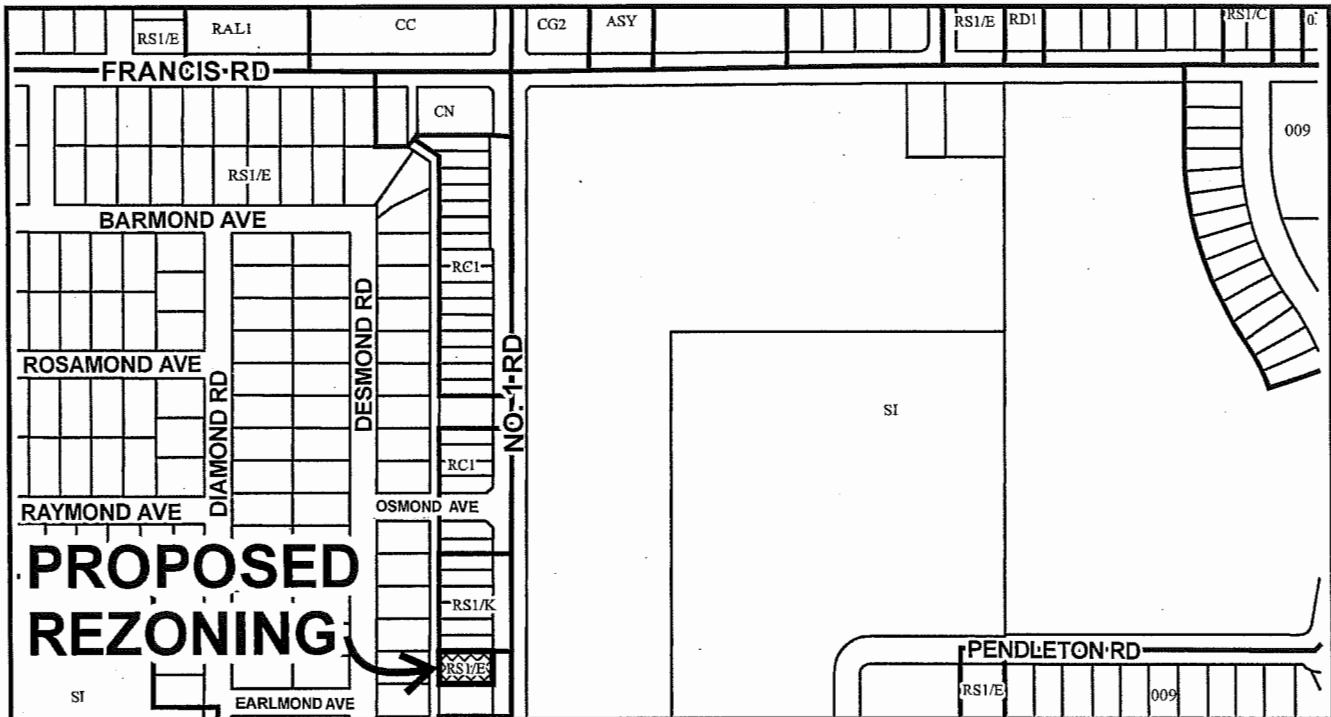


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 15-710083

Original Date: 10/02/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9598 (RZ 15-710175)
7200 Railway Avenue**

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 **"COACH HOUSES (RCH1)"**.

P.I.D. 003-558-878

Lot 214 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9598"**.

FIRST READING

SEP 12 2016

A PUBLIC HEARING WAS HELD ON

OCT 17 2016

SECOND READING

OCT 17 2016

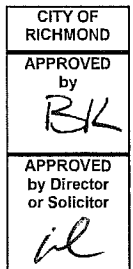
THIRD READING

OCT 17 2016

OTHER CONDITIONS SATISFIED

FEB 20 2017

ADOPTED

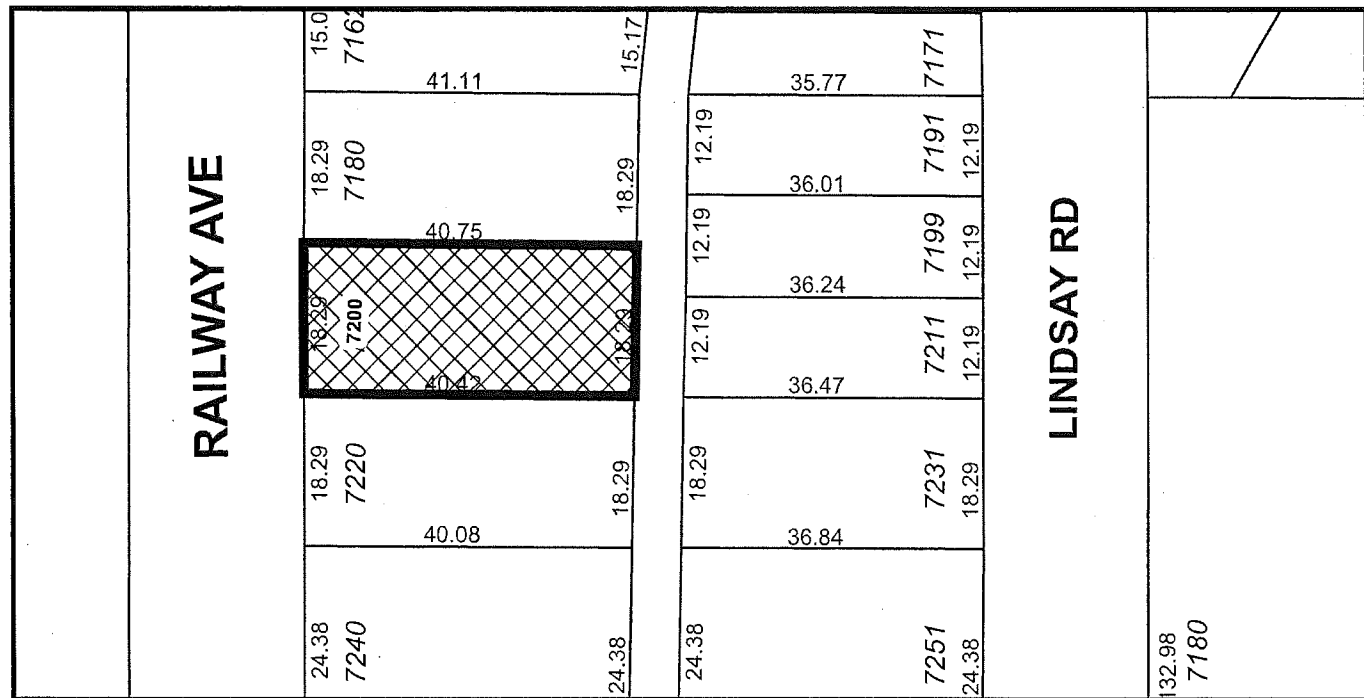
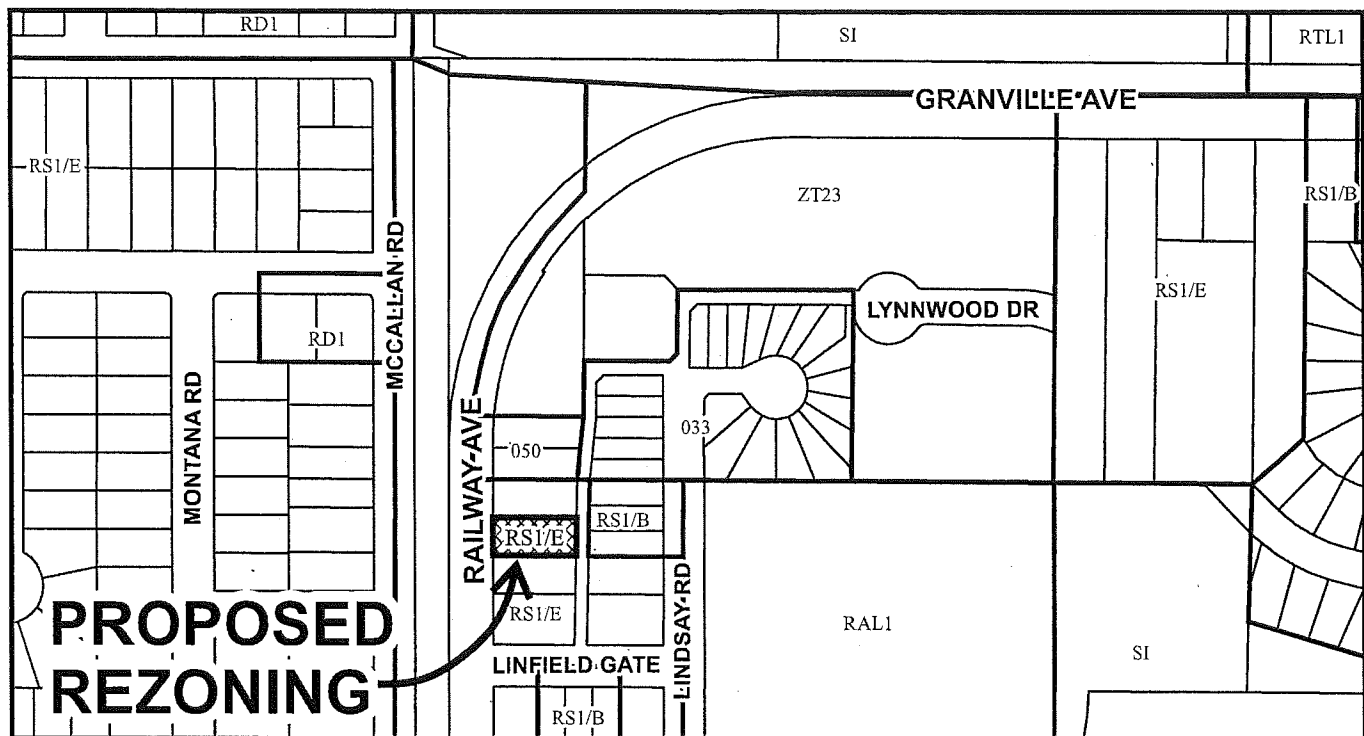


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 15-710175

Original Date: 09/21/15

Revision Date: 09/28/15

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, February 15, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering-Carlile, General Manager, Community Services
Cecilia Achiam, Director, Administration and Compliance

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on January 25, 2017, be adopted.

CARRIED

1. Development Permit 16-738292
(REDMS No. 5291649)

APPLICANT: Randall Olafson

PROPERTY LOCATION: 6551 No. 3 Road

INTENT OF PERMIT:

Permit the construction of exterior alterations and minor building additions to the existing building for an enclosed patio and garbage enclosure at 6551 No. 3 Road on a site zoned "Downtown Commercial (CDT1)" and "Gas & Service Stations (CG1)".

Applicant's Comments

Randall Olafson, Randall Olafson Consultants, Ltd., introduced the members of the design team for the project.

Development Permit Panel

Wednesday, February 15, 2017

Derek Fleming, Acton Ostry Architects, Inc., and Alain Lamontagne, Durante Kreuk Ltd. Landscape Architects, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1) provided background information on the project.

Mr. Fleming briefed the Panel on the project's site context, noting that the restaurant tenant, Cactus Club Café, will be relocating from its current location at the corner of Lansdowne Road and No. 3 Road to the south side of Richmond Centre Mall fronting No. 3 Road which is highly visible and prominent from the main Cook Road entry to the shopping mall.

Mr. Fleming added that interior and exterior improvements are proposed for the restaurant tenant unit including (i) an enclosed restaurant patio addition, open to above and provided with a retractable awning for weather protection, (ii) a fully enclosed garbage building which has its own mechanical systems, (iii) enlargement of a mall entry wall, (iv) a continuous canopy fronting the building to provide weather protection, (v) new tree and landscape plantings fronting the restaurant unit to enhance the pedestrian realm, and (vi) two new raised and realigned pedestrian crossings to enhance accessibility to the mall entrance from No. 3 Road and provide traffic calming to the internal drive aisle fronting the restaurant.

In response to a query from the Panel, Mr. Fleming advised that the garbage building can be accessed through its overhead door and swing door adjacent to the loading area.

Mr. Lamontagne briefed the Panel on the main landscaping features of the project, noting that (i) the existing curb fronting the restaurant will be realigned to enhance the pedestrian realm, (ii) new planting beds and small trees are proposed to provide a buffer between the walkway and the drive aisle directly in front of the restaurant and mall entry wall, (iii) new landscaping planters are proposed in front of the patio, (iv) concrete paving with exposed aggregate banding is proposed for sidewalk surface treatment, and (v) landscaping in front of the mall entry wall will be supplemented.

In response to queries from the Panel, Mr. Lamontagne and Mr. Fleming noted that (i) canopies of trees proposed to be planted along the building walkway will have adequate height clearance and will not impede pedestrian circulation, (ii) the proposed landscaping treatment in front of the subject restaurant tenant unit will not be extended to the White Spot restaurant frontage on the north side of the atrium main entry to the mall, but will be considered by mall management in future development of the mall.

In response to further queries from the Panel, Mr. Lamontagne and Mr. Fleming confirmed that (i) the existing curb line will be pulled out to accommodate the proposed landscaping, (ii) irrigation will be provided to the planted areas in front of the restaurant, (iii) electrical connections will be provided to add lighting to proposed trees along the walkway, and (iv) the number of visitor and handicapped parking spaces currently provided by the mall exceed the minimum requirement and handicapped parking spaces are located in close proximity to the main entrance to the mall, and (v) the loading bay adjacent to the proposed patio will also accommodate deliveries of supplies to the restaurant.

Development Permit Panel

Wednesday, February 15, 2017

Staff Comments

Wayne Craig, Director, Development, acknowledged the work done by the applicant to improve the pedestrian connections on the site as well as the proposed landscaping in front of the restaurant.

In response to a query from the Panel, Mr. Craig confirmed that a Building Permit for façade renovation was issued in 2016 to the restaurant unit on the north side of the atrium main entry to the mall but the extent of the proposed renovation did not require a Development Permit.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of exterior alterations and minor building additions to the existing building for an enclosed patio and garbage enclosure at 6551 No. 3 Road on a site zoned "Downtown Commercial (CDT1)" and "Gas & Service Stations (CG1)".

CARRIED

2. Development Permit 16-743848

(REDMS No. 5295260)

APPLICANT: Oval 8 Holdings Ltd.

PROPERTY LOCATION: 6622/6688 Pearson Way

INTENT OF PERMIT:

Permit the construction of a mixed-use complex that includes two (2) 13-storey and one (1) low rise building with 284 residential units; including 14 2-storey units with street-oriented patio decks, and 1,562 m² (16,813 ft²) of street fronting commercial space; for a combined total area of approximately 35,793 m² (385,272 ft²) at 6622/6688 Pearson Way on a site zoned "High Rise Apartment and Olympic Oval (ZMU4) - Oval Village (City Centre)".

Applicant's Comments

James Cheng, James Cheng Architects, and Christopher Phillips, PFS Studio, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 2) provided background information on the proposed development, highlighting the following:

- the public realm is an important consideration in the design of the overall River Green project;
- a significant improvement to the public realm for the overall project since the rezoning in 2011 is the provision of an on-site publicly accessible open space on the subject site that connects to the dike;

3.

Development Permit Panel

Wednesday, February 15, 2017

- design changes are proposed for the subject site to better respond to the publicly accessible open space;
- a larger public plaza is proposed on the south side of the proposed development, facing River Road;
- public art is proposed in the public plaza along River Road;
- the proposed street level “internal covered street” provides customer parking and access to commercial retail units (CRUs) along River Road;
- a seven-meter wide Hollybridge Way Greenway is proposed along the west side of the subject site;
- the massing of Building A is pulled back at the corner of Hollybridge Way and East-West Pearson Way to provide a bigger open space;
- the proposed arrival/drop off courtyard with water feature on East-West Pearson Way provides main access to the residential units in Buildings A and B; and
- the central outdoor courtyard in Level 2, divided into active and quiet amenity spaces, is a visual extension to the indoor amenity spaces surrounding the courtyard which includes the indoor swimming pool.

In response to a query from the Panel, Mr. Philipps advised that the proposed species for street trees was recommended by City staff.

In response to a further query from the Panel, Mr. Cheng acknowledged that a portion of the base of Building A at the corner of River Road and Hollybridge Way was purposely set back so as not to interrupt the sidewalk and provide weather protection to pedestrians.

Staff Comments

Mr. Craig clarified that should the subject Development Permit application be endorsed, such endorsement does not include approval for the proposed public art piece for the subject development as public art selection is done through a separate review process.

Mr. Craig further noted that the Development Permit review process for the subject development considered the location for a potential public art piece to ensure the proposed public plaza along River Road is designed accordingly.

In addition, Mr. Craig acknowledged that (i) the project will contribute significantly to the public realm, (ii) off-site parking will be provided for the benefit of the neighbouring property at 5111 Hollybridge Way, (iii) 23 Basic Universal Housing Units will be provided, (iv) the project will be District Energy Utility ready and will achieve a LEED Silver equivalency, (vi) the project is designed to meet the City’s Aircraft Noise standards, and (vii) there will be a Servicing Agreement for frontage improvements along the four frontages of the site.

Development Permit Panel

Wednesday, February 15, 2017

Panel Discussion

In response to a query from the Panel, Mr. Craig confirmed that the selection of public art pieces is subject to a separate process; however, the future accommodation of public art was considered in the design of the public plaza on River Road.

The Panel acknowledged support for the project in terms of its form and character; however, it was noted that it is beyond the jurisdiction of the Panel to approve the proposed public art piece and its proposed location.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a mixed-use complex that includes two (2) 13-storey and one (1) low rise building with 284 residential units; including 14 2-storey units with street-oriented patio decks, and 1,562 m² (16,813 ft²) of street fronting commercial space; for a combined total area of approximately 35,793 m² (385,272 ft²) at 6622/6688 Pearson Way on a site zoned "High Rise Apartment and Olympic Oval (ZMU4) - Oval Village (City Centre)".

CARRIED

3. Date of Next Meeting: March 1, 2017

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:22 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, February 15, 2017.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

ACTON OSTRY ARCHITECTS INC



CACTUS CLUB CAFE RICHMOND CENTRE



Cactus Club Cafe - No. 3 Road, Richmond

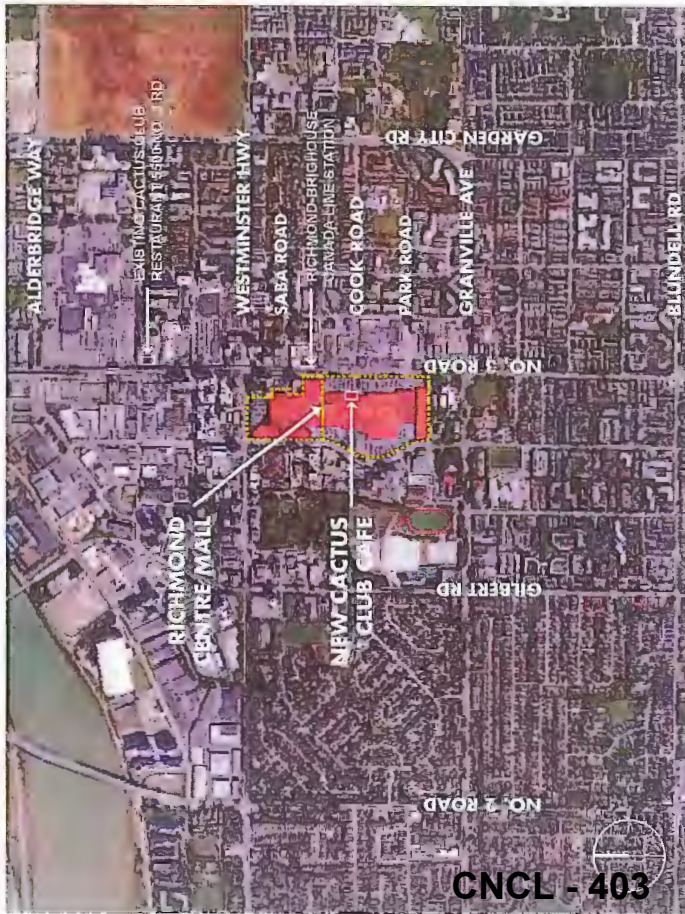


Cactus Club Cafe - No. 3 Road, Richmond

CACTUS CLUB CAFE RICHMOND CENTRE



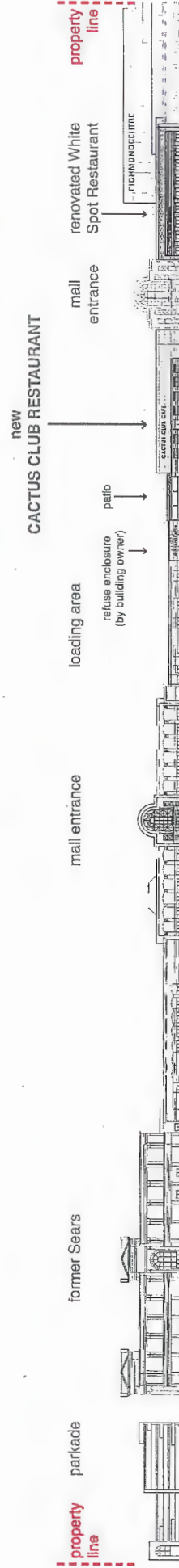
existing restaurant



aerial view of site

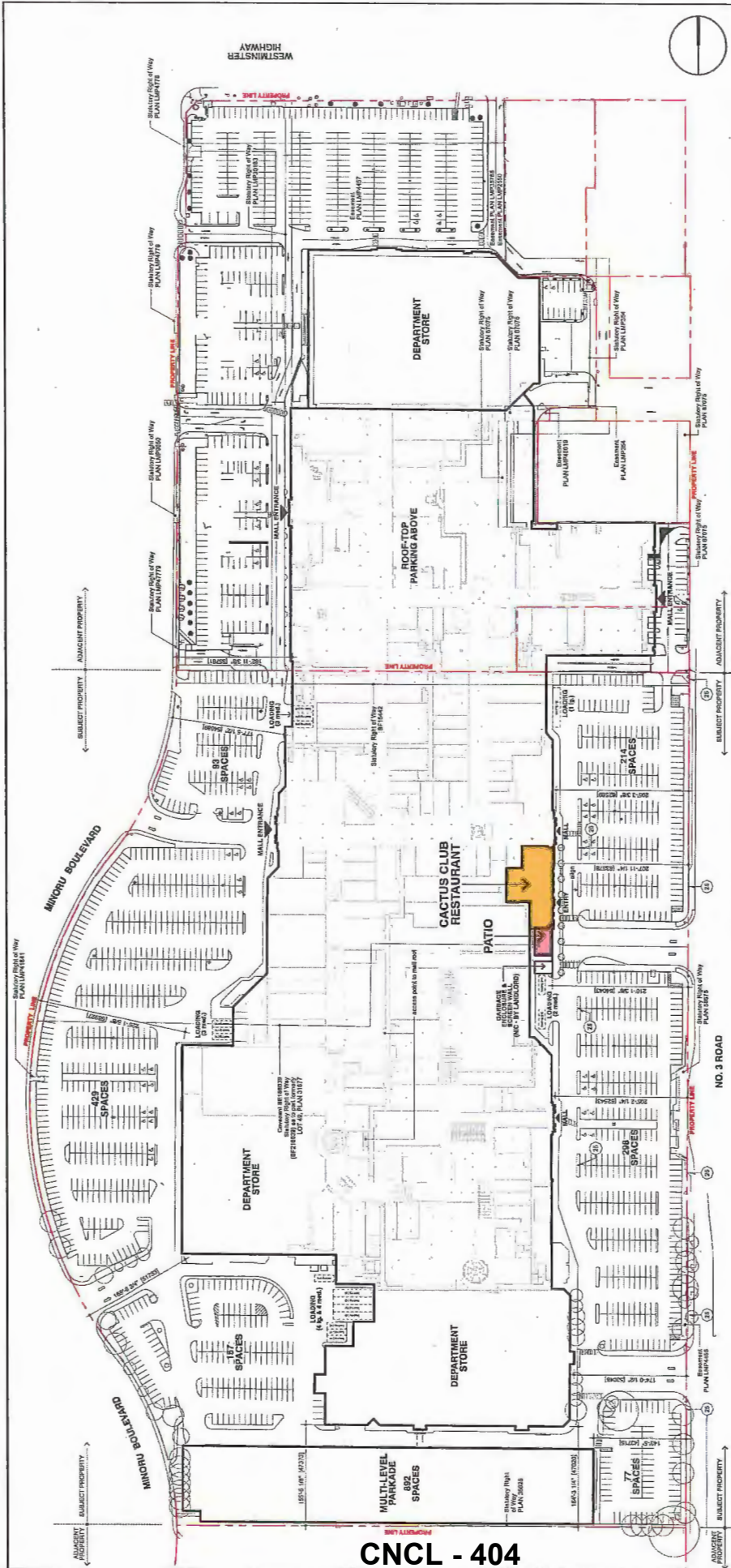


perspective aerial view of site



CACTUS CLUB CAFE RICHMOND CENTRE

context & site





view north along No. 3 Rd toward Saba Rd (higher density)



view south along No. 3 Rd toward Cook Rd (lower density)



view west from intersection of No. 3 Rd and Coor Rd

CNCL - 405



view west from No. 3 Rd



view west from No. 3 Rd, north end of Richmond Centre Mall

CACTUS CLUB CAFE RICHMOND CENTRE

context & site



CF Richmond Centre, view of existing subject retail unit and mall main entrance



view of mall main entrance, subject retail unit beyond

CNCL - 406



view north, existing loading bay



view of existing loading bay screen wall and subject retail unit



view of sidewalk in front of existing subject retail unit

CACTUS CLUB CAFE RICHMOND CENTRE

context & site



Cactus Club Cafe West Edmonton Mall



Cactus Club Cafe Abbotsford



Cactus Club Cafe White Rock

CACTUS CLUB CAFE RICHMOND CENTRE



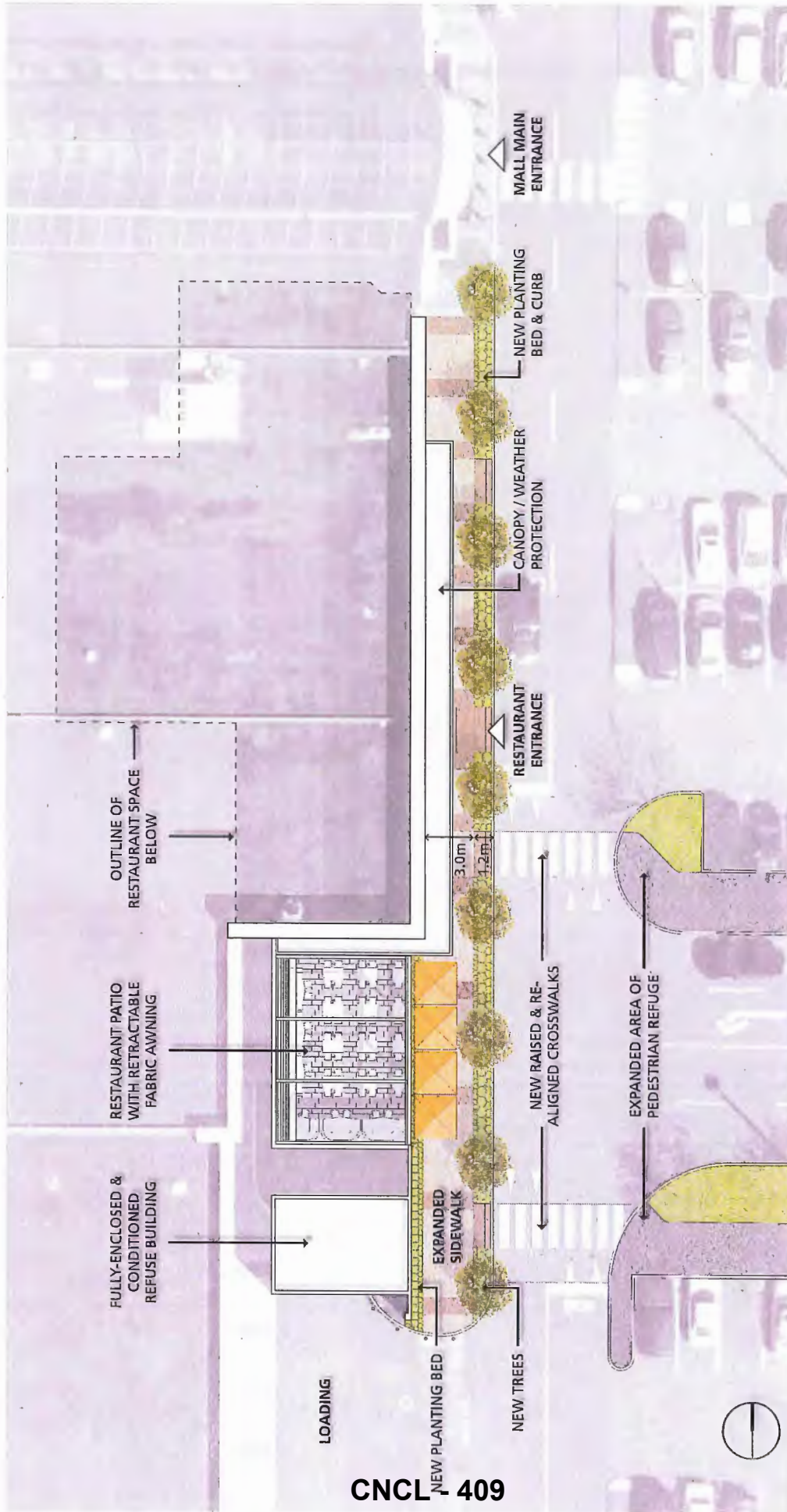
Cactus Club Cafe Langley

precedent images



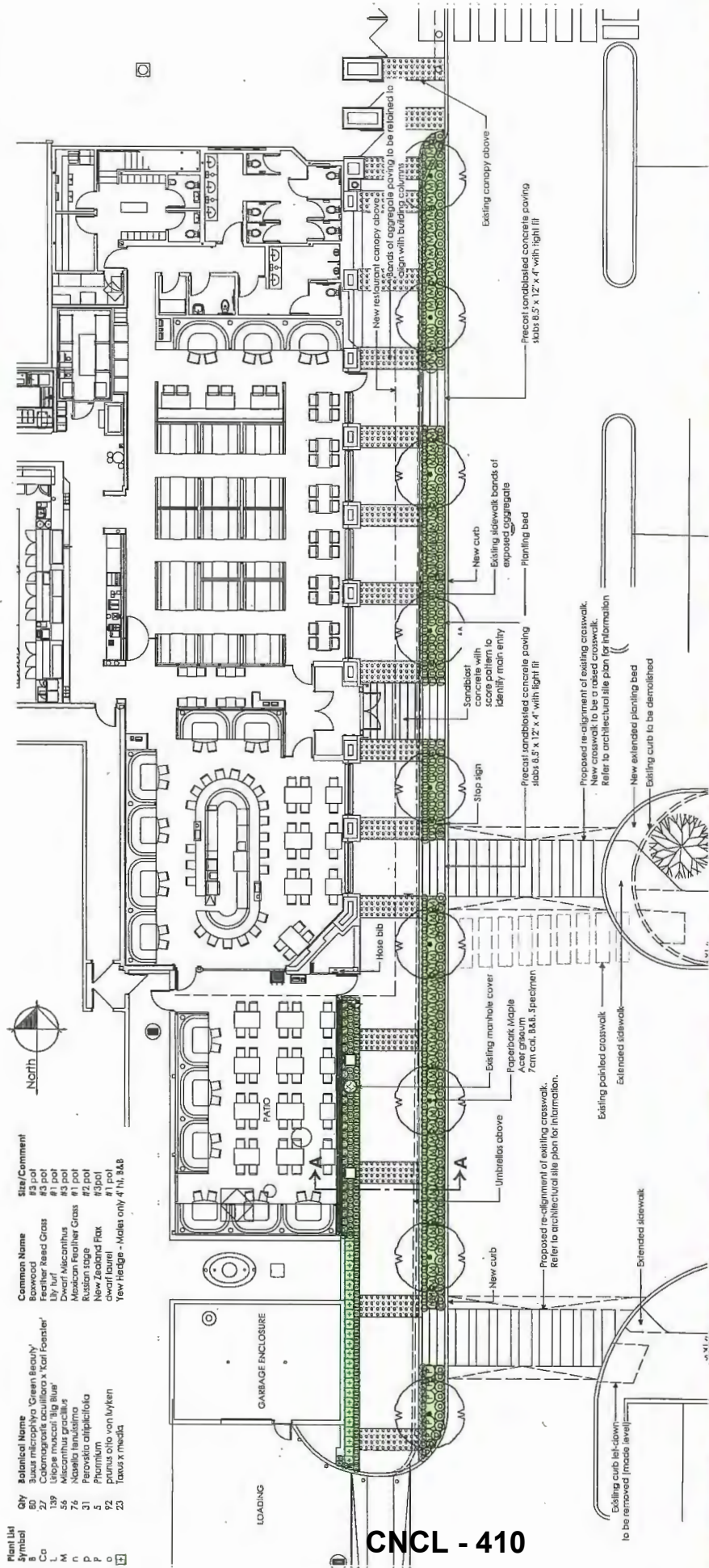
CACTUS CLUB CAFE RICHMOND CENTRE

aerial photograph: EXISTING



CACTUS CLUB CAFE RICHMOND CENTRE

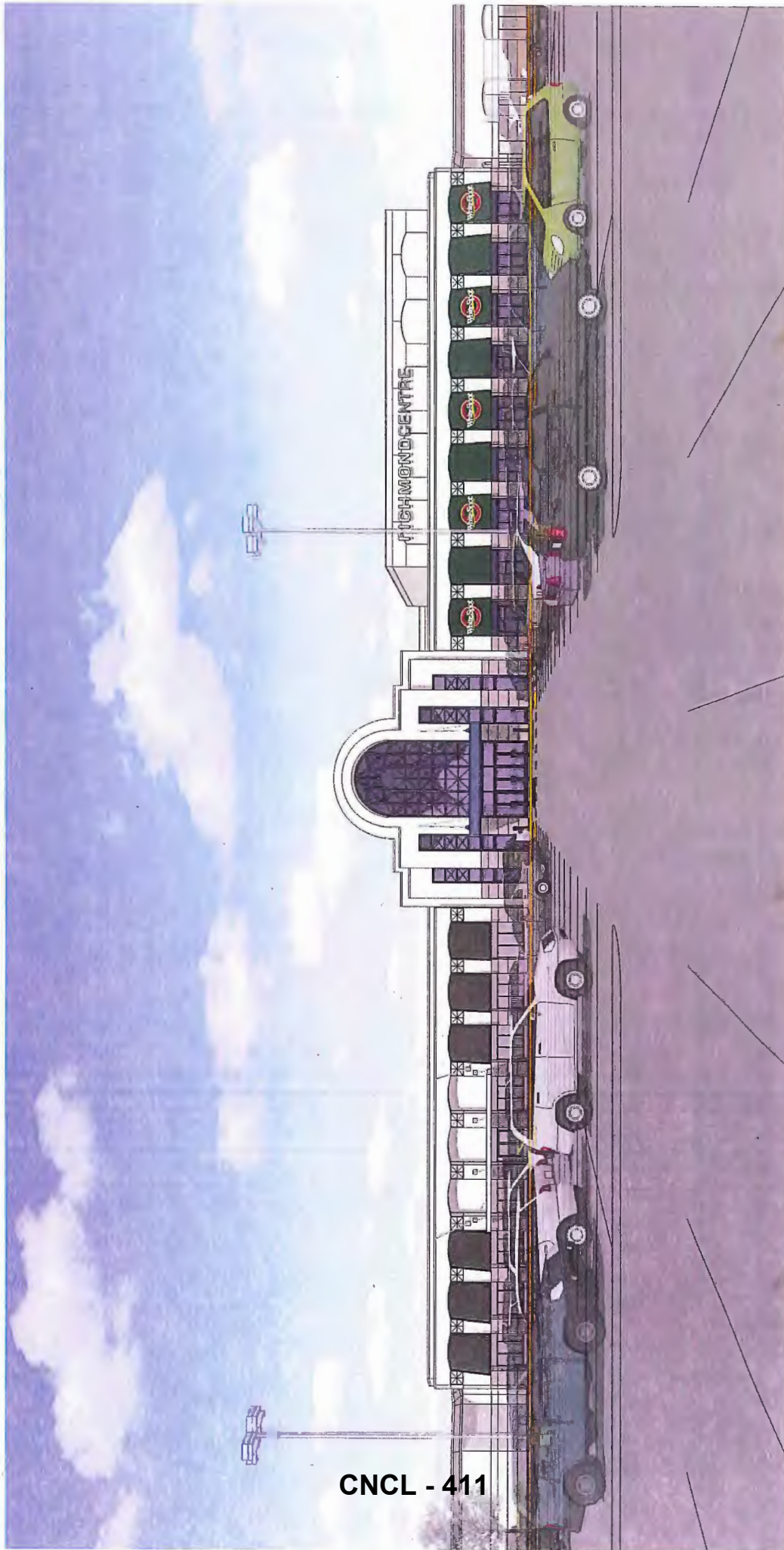
PEDESTRIAN REALM IMPROVEMENTS & LANDSCAPING
aerial photomontage: PROPOSED



CACTUS CLUB CAFE RICHMOND CENTRE

landscape plan

CNCL - 410



CNCL - 411

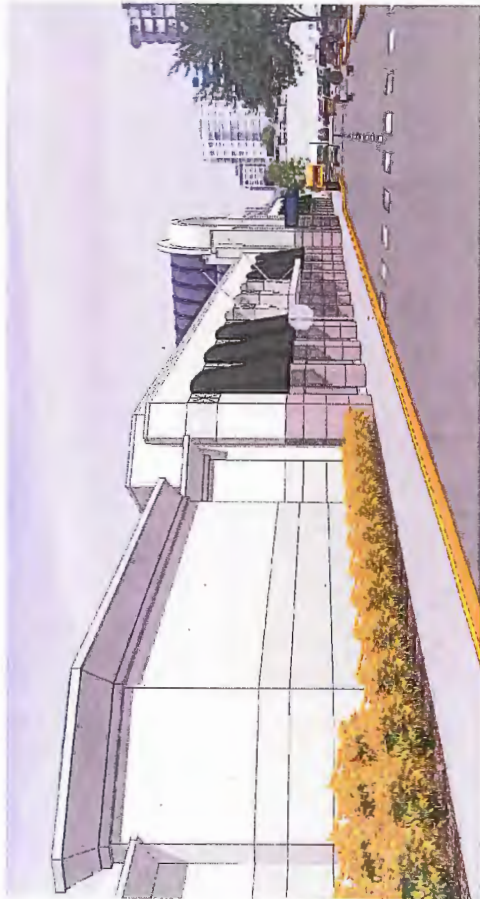
CACTUS CLUB CAFE RICHMOND CENTRE

3D rendering: view west from No. 3 Road
EXISTING



CACTUS CLUB CAFE RICHMOND CENTRE

3D rendering: view west from No. 3 Road
PROPOSED



CACTUS CLUB CAFE RICHMOND CENTRE

3D renderings:
EXISTING



CACTUS CLUB CAFE RICHMOND CENTRE

3D renderings:
PROPOSED



CNCL - 415

CACTUS CLUB CAFE RICHMOND CENTRE

3D rendering, aerial view:
PROPOSED

Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
February 15, 2017.



ASPAC

PFS STUDIO
PLANNING • URBAN DESIGN • LANDSCAPE ARCHITECTURE

○ JAMES KM CHENG | ARCHITECTS

COMPARISON CONTEXT PLAN



Bridge to Bridge Context Plan - Original Rezoning



Bridge to Bridge - Approved Rezoning Amendment

CNCL - 417

LANDSCAPE EXPERIENTIAL WALK

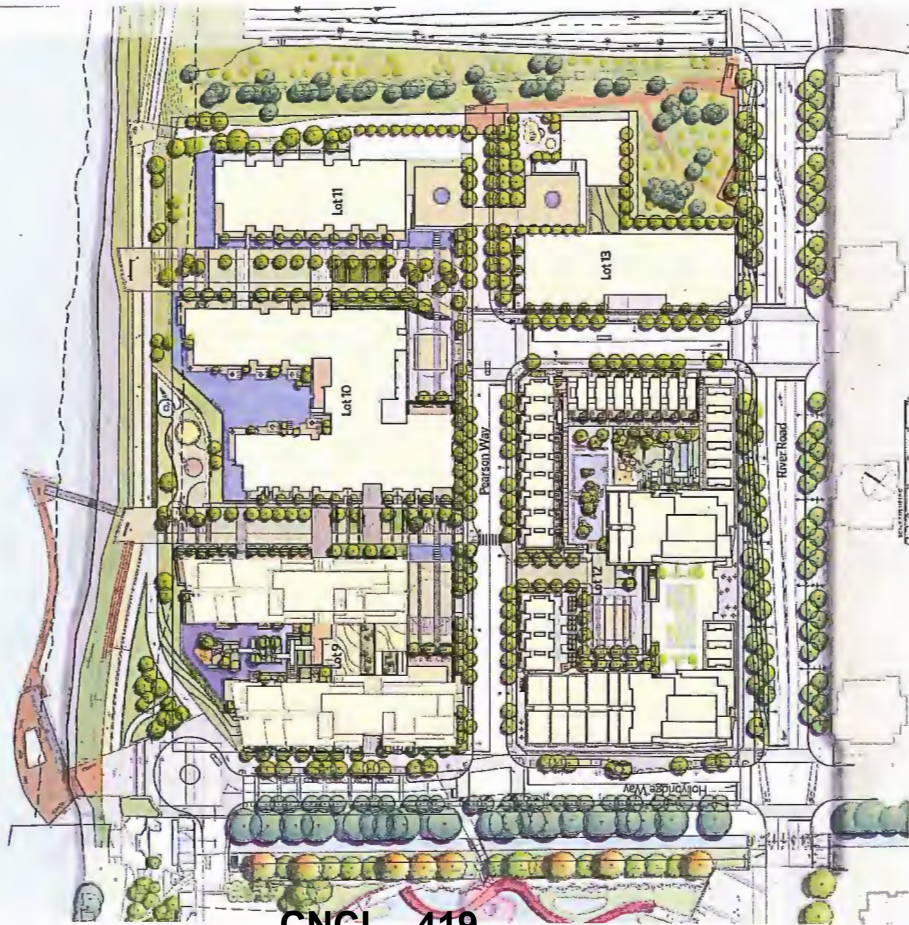


CNCL - 418



RIVER GREEN LOT 12

COMPARISON CONTEXT PLAN



Oval to Bridge - Original Rezoning



Oval to Bridge - Approved Rezoning Amendment

CNCL - 419



RIVER GREEN LOT 12

SITE CONTEXT PLAN



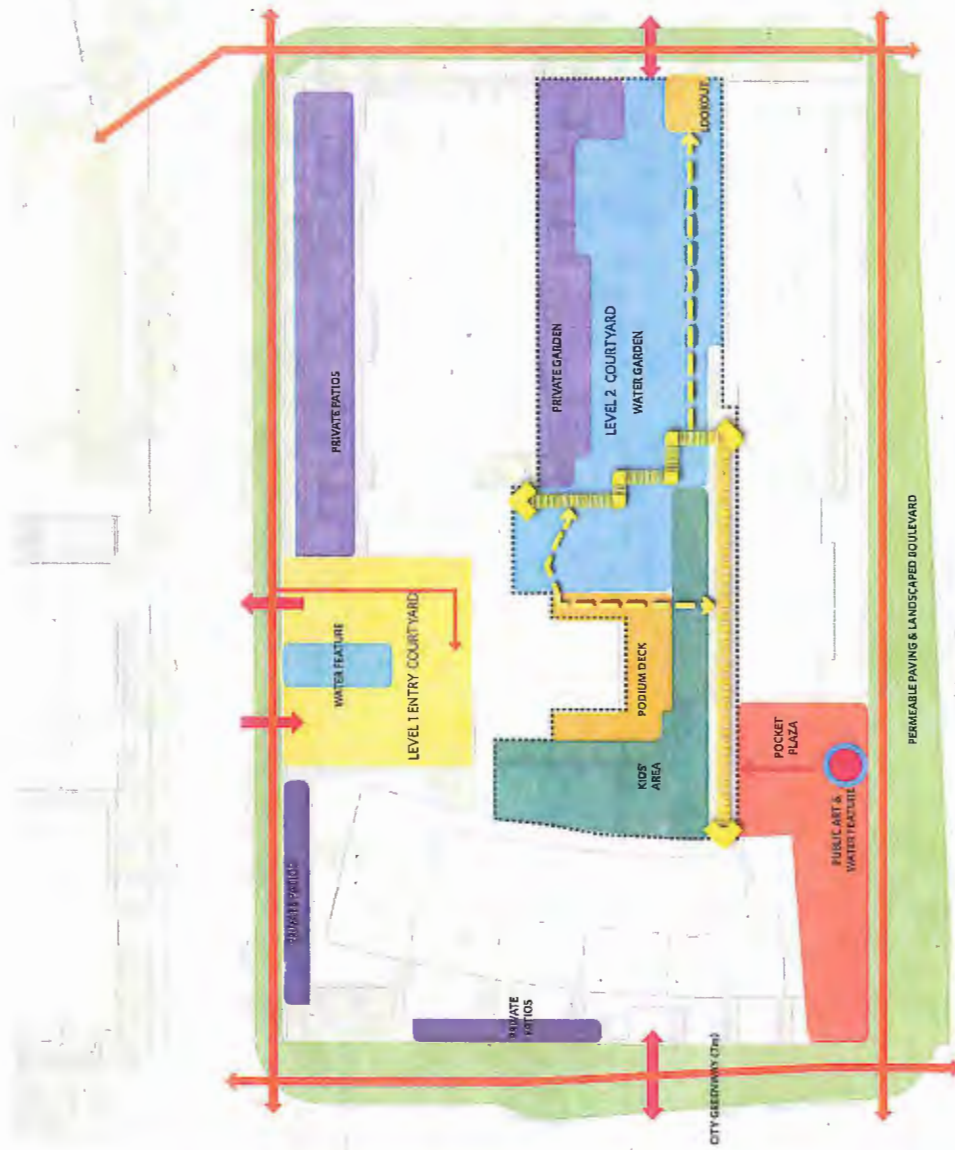
CNCL - 420



RIVER GREEN LOT 12

LANDSCAPE CONCEPT DIAGRAM

CNCL - 421

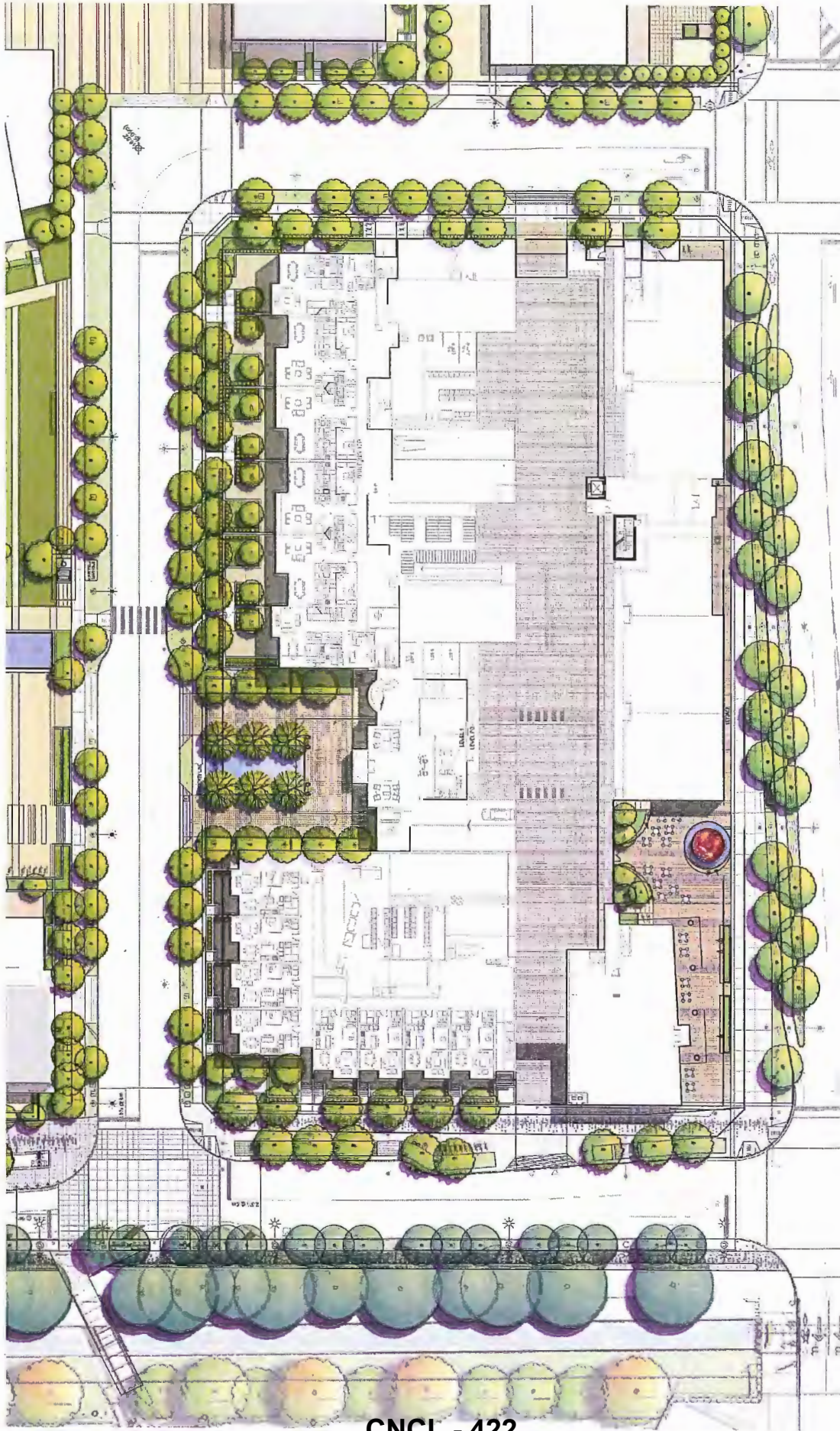


- Circulation Legend**
- Public Pedestrian
 - Semi Private Pedestrian
 - Parking / Servicing Access
 - Covered Walkway
 - Secondary Walkway



RIVER GREEN LOT 12

LEVEL PG FLOOR PLAN



CNCL - 422



RIVER GREEN LOT 12

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JAMES KM CHENG

ARCHITECTS

LEVEL 2 FLOOR PLAN



CNCL - 423



RIVER GREEN LOT 12

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JAMES KM CHENG | ARCHITECTS

ARCHITECTS

ROOF PLAN



CNCL - 424



RIVER GREEN LOT 12

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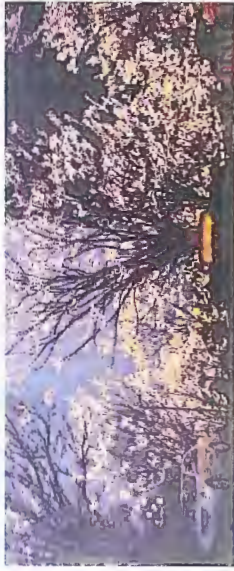
PFS STUDIO
PLANNING • LANDSCAPE • ARCHITECTURE

JAMES KM CHENG

ARCHITECTS

PRECEDENT IMAGES

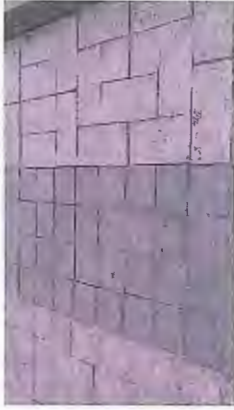
ENTRY / ARRIVAL



Drive Court



Water Feature



Stone Paving

RIVER ROAD



Plaza Paving

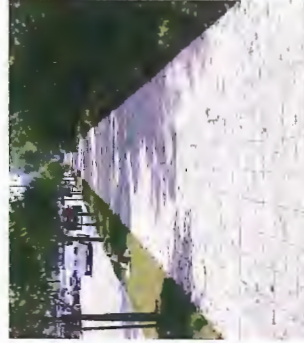


Pocket Plaza



Water Feature

HOLLYBRIDGE WAY



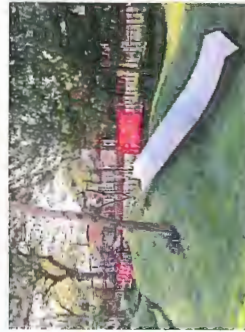
Precast Pavers

PEARSON WAY



Private Patios

COURTYARD



Kid's Area



Kid's Area



Stepping Slabs



Reflecting Pool

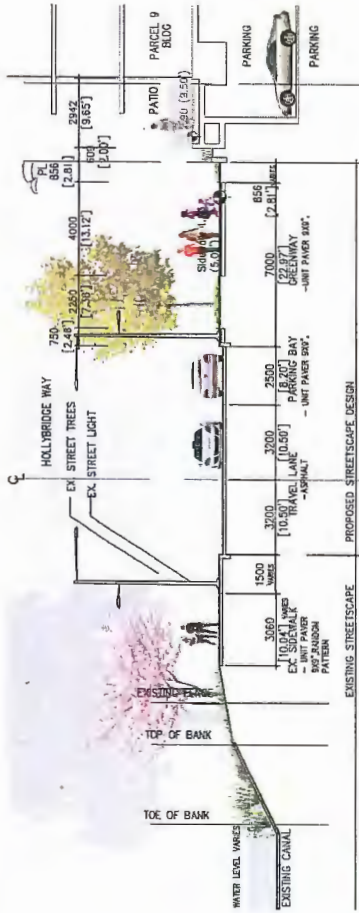


Covered Walkway

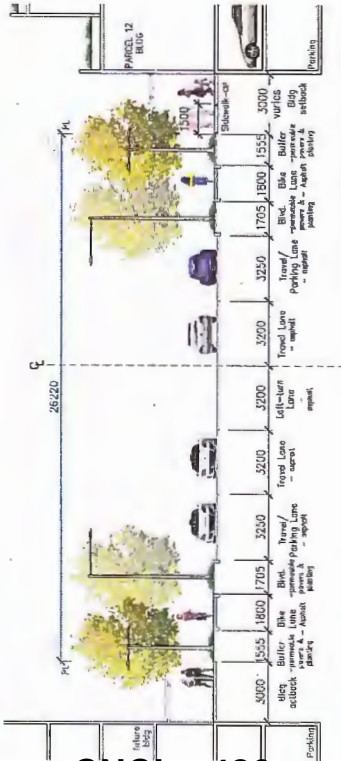


Deck

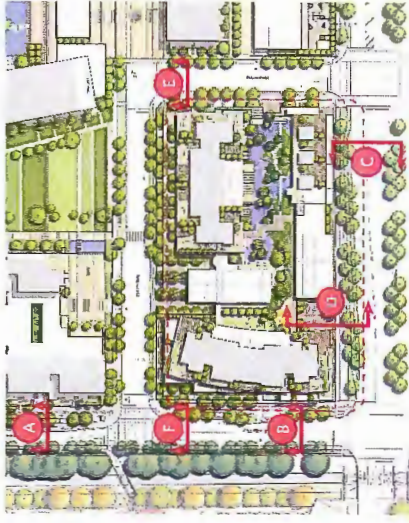
SECTIONS



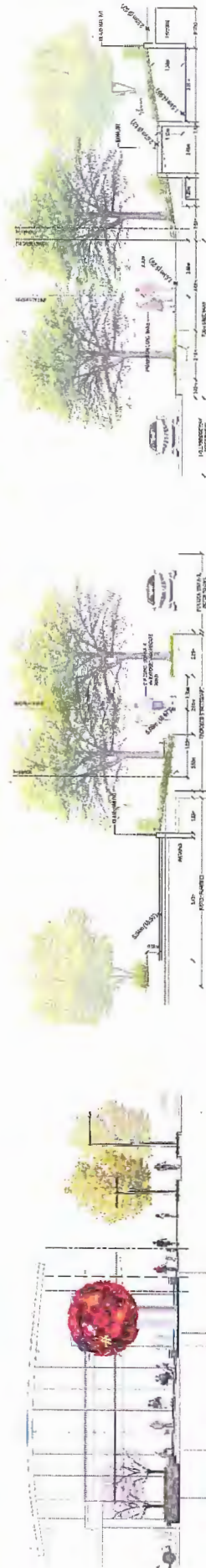
A Section



B Section



C Section



D Plaza at River Road

E Lot 12 Northeast Corner

F Lot 12 Northwest Corner



CNCL - 427



RIVER GREEN LOT 12

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RIVER GREEN LOT 12

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JAMES KM CHENG | ARCHITECTS



CNCL - 429

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RIVER GREEN LOT 12

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RIVER GREEN LOT 12

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JAMES KM CHENG

ARCHITECTS



CNCL - 431



RIVER GREEN LOT 12

ASPAC PFS STUDIO JAMES KM CHENG ARCHITECTS



CNCL - 432



RIVER GREEN LOT 12

ASPA C

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ARCHITECTS



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RIVER GREEN LOT 12

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RIVER GREEN LOT 12

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JAMES KM CHENG

ARCHITECTS



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ARCHITECTS



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RIVER GREEN LOT 12

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CNCL - 437



RIVER GREEN LOT 12

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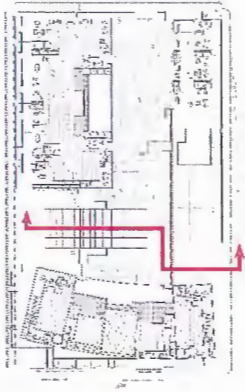


CNCL - 438

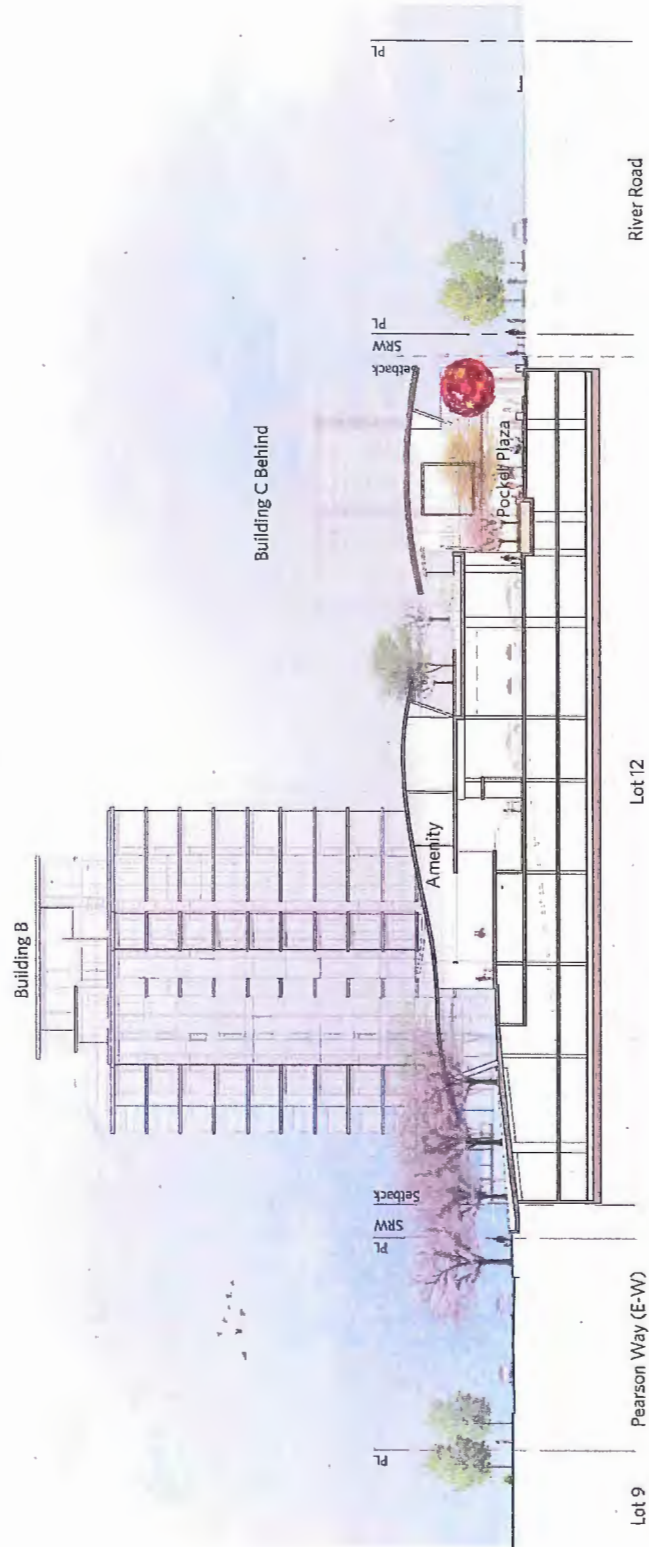


RIVER GREEN LOT 12

SECTION



CNCL - 439



RIVER GREEN LOT 12

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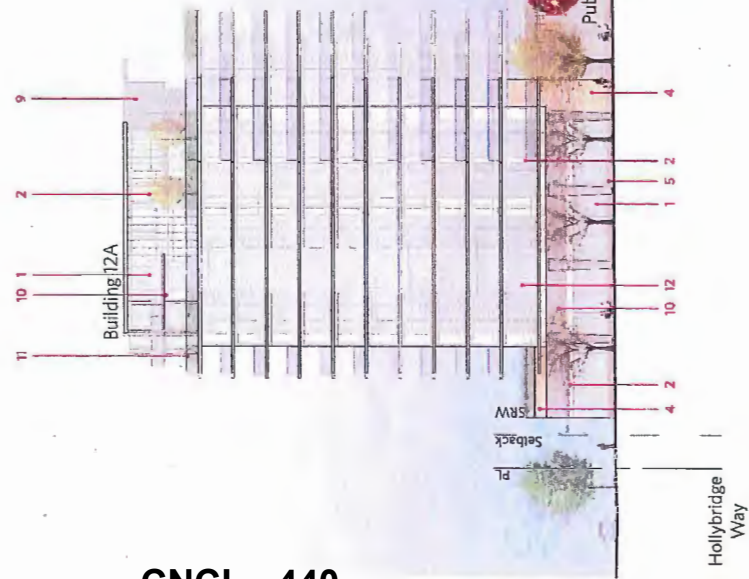
JAMES KM CHENG

ARCHITECTS

SOUTH ELEVATION



Massing Diagram



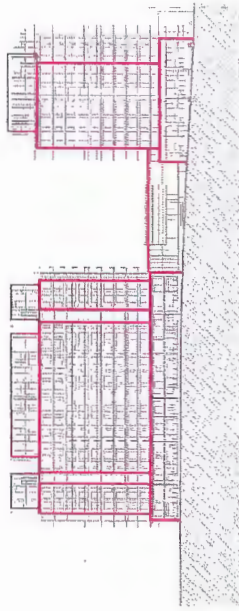
CNCL - 440



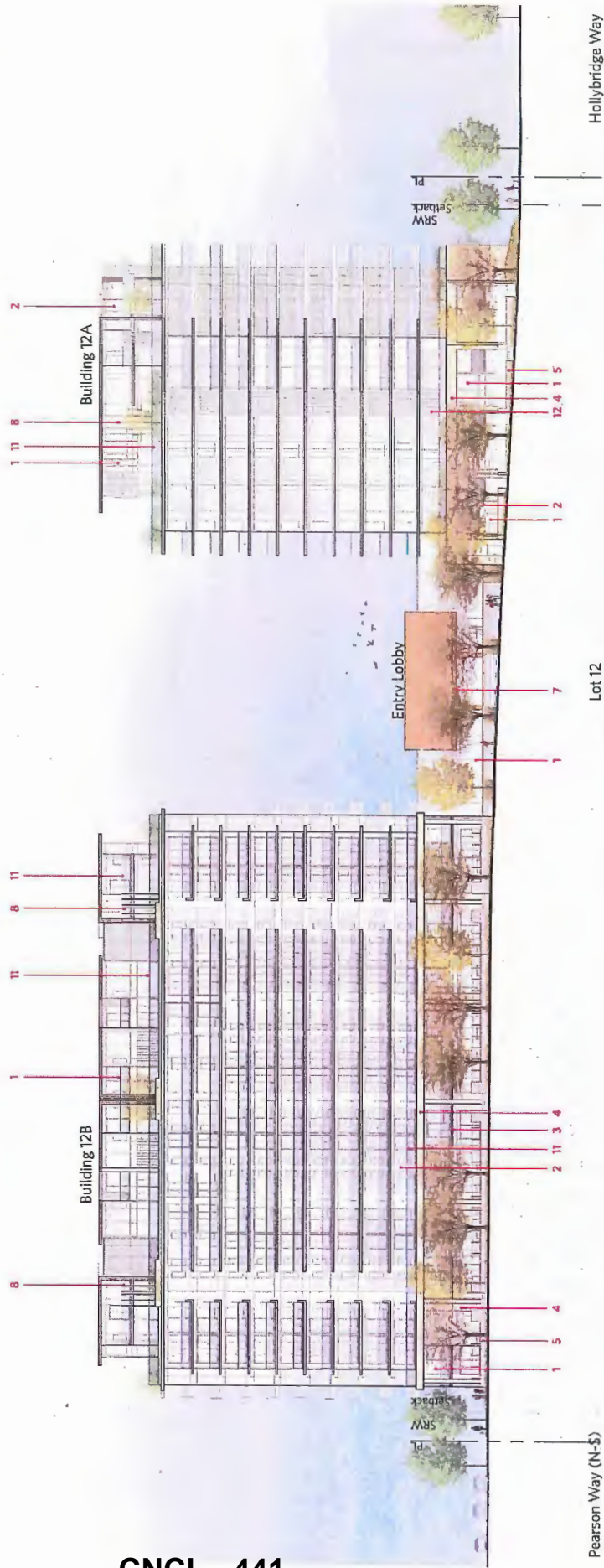
RIVER GREEN LOT 12

NORTH ELEVATION

CNCL - 441



Massing Diagram



RIVER GREEN LOT 12

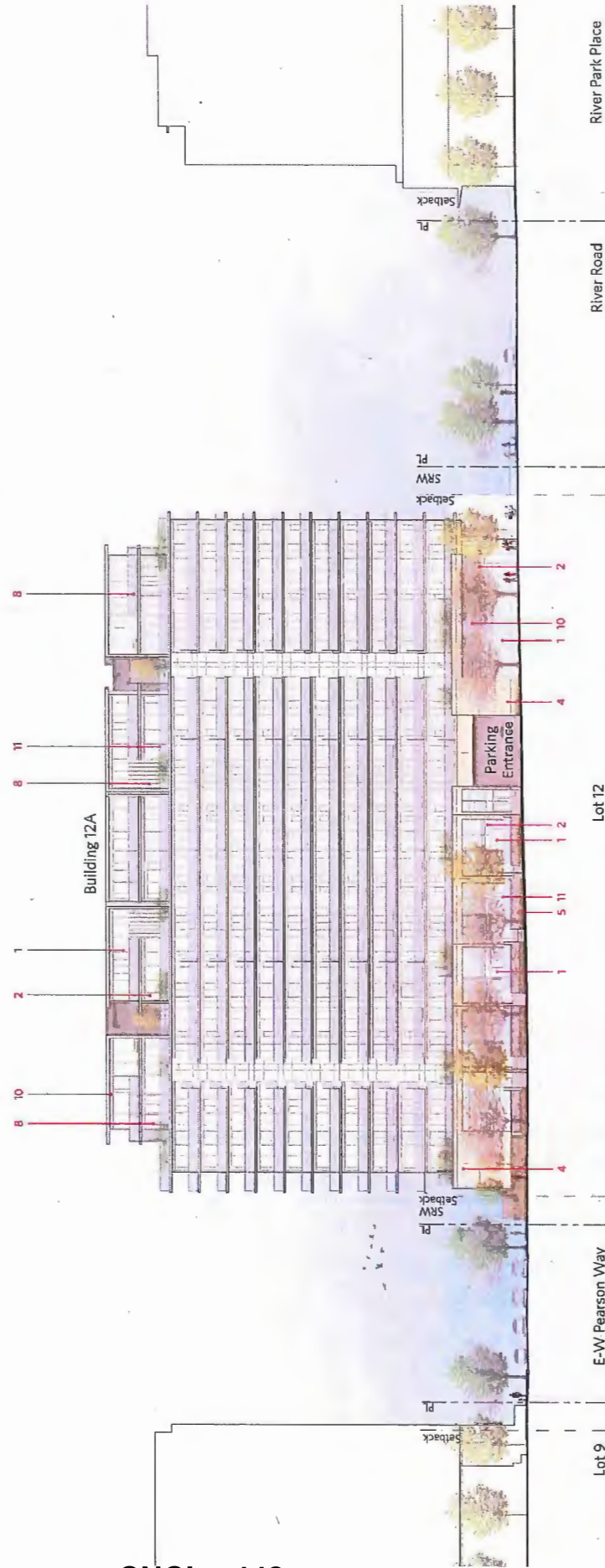
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WEST ELEVATION



CNCL - 442



RIVER GREEN LOT 12

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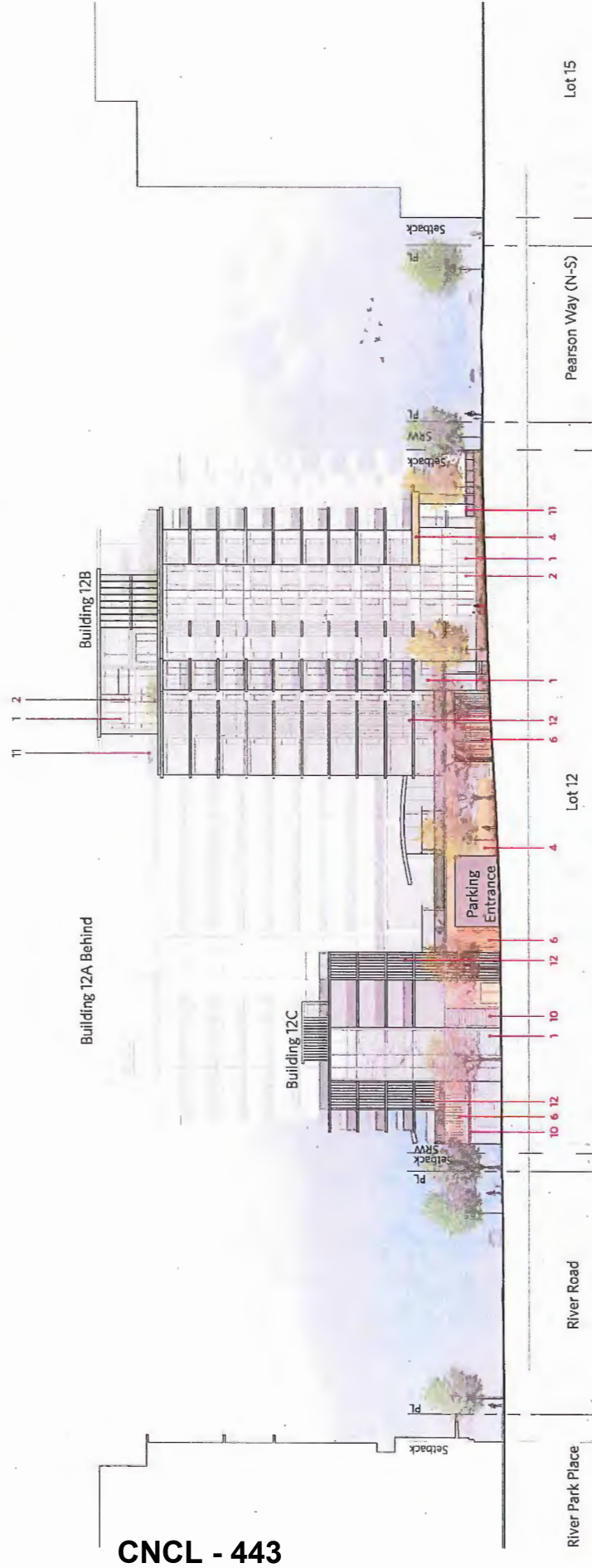
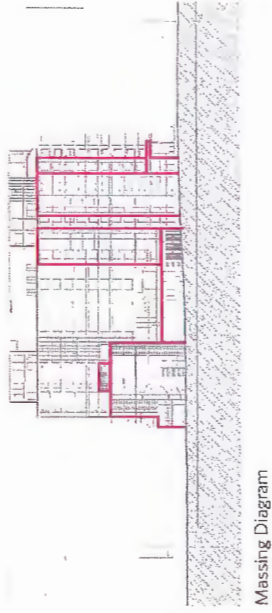
PFS STUDIO
PARTNERS • ARCHITECTS • INTERIORS • LANDSCAPE



JAMES KM CHENG | ARCHITECTS

ARCHITECTS

EAST ELEVATION



CNCL - 443



RIVER GREEN LOT 12



THANK YOU



City of Richmond

Report to Council

To: Richmond City Council

Date: February 22, 2017

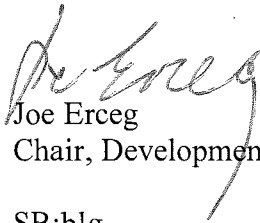
From: Joe Erceg
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2017-Vol 01

Re: **Development Permit Panel Meeting Held on February 15, 2017**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-738292) for the property at 6551 No. 3 Road be endorsed, and the Permit so issued.



Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on February 15, 2017.

DP 16-738292 – RANDALL OLAFSON – 6551 NO. 3 ROAD
(February 15, 2017)

The Panel considered a Development Permit application to permit the construction of exterior alterations and minor building additions to the existing building for an enclosed patio and garbage enclosure on a site zoned “Downtown Commercial (CDT1)” and “Gas & Service Stations (CG1)”. No variances are included in the proposal.

The applicant; Randall Olafson, of Randall Olafson Consultants Ltd.; Architect, Derek Fleming, of Acton Ostry Architects, Inc.; and Landscape Architect, Alain Lamontagne, of Durante Kreuk Ltd. Landscape Architects, provided a brief presentation, noting that:

- Cactus Club Café will be relocating from its current location to Richmond Centre Mall and fronting No. 3 Road which is highly visible from the Cook Road entry to the shopping mall.
- The new restaurant patio addition would have a retractable awning for weather protection.
- The new fully enclosed garbage building would have its own mechanical systems.
- Two new raised pedestrian crossings will enhance accessibility and provide traffic calming.
- Concrete sidewalk treatment with exposed aggregate banding is proposed and new planting beds and small trees will provide a buffer between the walkway and the drive aisle.
- Landscaping will be provided in new planters at the patio and supplemented at the entry wall.

In response to Panel queries, Mr. Lamontagne and Mr. Fleming noted that:

- The garbage building will be accessed at the loading area by overhead and swing doors.
- The new trees will have canopy height clearance to not impede pedestrians.
- Mall management will consider further tree planting to the north with future redevelopment.
- The existing curb line will be pulled out to accommodate the proposed landscaping and be provided with electrical service for tree lighting and irrigation.
- The number of visitor and handicapped parking spaces exceed the minimum requirement and handicapped parking spaces are provided in close proximity to the main entrance to the mall.
- The loading bay adjacent to the patio will accommodate deliveries to the restaurant.

Staff acknowledged the work done by the applicant to improve the pedestrian connections on the site, as well as the proposed landscaping in front of the restaurant.

In response to a Panel query, staff confirmed that a Building Permit for façade renovation was issued in 2016 to the restaurant unit on the north side of the atrium main entry to the mall, but the extent of the proposed renovation did not require a Development Permit.

No correspondence was submitted to the Development Permit Panel regarding the application.

The Panel recommends that the Permit be issued.