



## City Council

Council Chambers, City Hall  
6911 No. 3 Road

Monday, March 24, 2014  
7:00 p.m.

Pg. #      ITEM

### MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on Monday, March 10, 2014 (distributed previously); and*
- (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on Monday, March 17, 2014.*

CNCL-13



### AGENDA ADDITIONS & DELETIONS

### PRESENTATION

Dee Bowley-Cowan, Acting Manager, Parks Programs, to introduce the winning designs for the 2014 Street Banners.

### COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

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

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
- 2014-2015 RCMP Annual Performance Plan – Community Priorities
- British Columbia Real Time Intelligence Centre
- Richmond Resilient Economy Strategy – Final
- Goodluck International Enterprises Ltd., doing business as Bushuair Restaurant Unit 121 – 4600 No. 3 Road
- The Westin Wall Centre Vancouver Airport, doing business as The Apron Restaurant, 3099 Corvette Way
- Final Endorsement of the British Columbia Provincial Rental Housing Corporation's Alternative Legal Mechanism to Secure Additional Affordable Housing in the Remy Development, through Termination of Housing Agreement (9340 – 9400 Cambie Road) Bylaw No. 9059
- Richmond Response: Proposed 2013 Port Metro Vancouver Land Use Plan
- Land use applications for first reading (to be further considered at the Public Hearing on Tuesday, April 22, 2014):
  - 11111 Williams Road – Rezone from Single Detached (RS1/E) to Compact Single Detached (RC2) (Kulwinder Sanghera – applicant)
  - 9140 Dolphin Avenue – Rezone from Single Detached (RS1/B) to Single Detached (RS2/K) (Raman Kooner – applicant)



## Council Agenda – Monday, March 24, 2014

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ITEM

- 7117 Elmbridge Way – Zoning Text Amendment to the High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) Zoning District (0800705 B.C. Ltd. – applicant)
- 9671 Alberta Road – Rezone from Single Detached (RS1/F) to Medium Density Townhouses (RTM2) (Citimark-Western Alberta Road Townhouse Ltd. – applicant)
- 7400, 7420 and 7440 Railway Avenue – Rezone from Single Detached (RS1/E) to Low Density Townhouses (RTL4) (664525 B.C. Ltd. – applicant)
- 10820 No. 5 Road – Zoning Text Amendment to the Commercial Mixed Use (ZMU18) – The Gardens (Shellmont) Zone to Permit Waiving the Affordable Housing Requirements for Market Rental Units in Phase 2 (Townline Gardens Inc. – applicant)
- Clothes Washer Rebate Program
- Ageing Facility Infrastructure – Update
- ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2014

5. *Motion to adopt Items 6 through 22 by general consent.*



6. **COMMITTEE MINUTES**

*That the minutes of:*

- CNCL-20 (1) the **Community Safety Committee** meeting held on Tuesday, March 11, 2014;
- CNCL-42 (2) the **General Purposes Committee** meeting held on Monday, March 17, 2014;
- CNCL-56 (3) the **Planning Committee** meeting held on Tuesday, March 18, 2014;
- CNCL-80 (4) the **Public Works & Transportation Committee** meeting held on Wednesday, March 19, 2014;

*be received for information.*



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Consent  
Agenda  
Item

7. **2014-2015 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4143592)

CNCL-84

See Page CNCL-84 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

*That Council identify priorities as listed in the report titled 2014/2015 RCMP Annual Performance Plan-Community Priorities, dated January 30, 2014, from the Officer in Charge, Richmond RCMP, for inclusion in the Richmond Detachment 2014/2015 RCMP Annual Performance Plan.*

☐

Consent  
Agenda  
Item

8. **BRITISH COLUMBIA REAL TIME INTELLIGENCE CENTRE**

(File Ref. No. 09-5350-01) (REDMS No. 4131640)

CNCL-88

See Page CNCL-88 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the implementation of the British Columbia Real Time Intelligence Centre be endorsed in principle; and*
- (2) *That the future governance structure and budget approval process for the British Columbia Real Time Intelligence Centre include elected municipal officials.*

☐

Consent  
Agenda  
Item

9. **RICHMOND RESILIENT ECONOMY STRATEGY – FINAL**

(File Ref. No.) (REDMS No. 4141069)

CNCL-96

See Page CNCL-96 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the Richmond Resilient Economy Strategy, enclosed as Attachment 1 to the staff report titled Richmond Resilient Economy Strategy – Final, dated February 6, 2014, from the General Manager, Finance and Corporate Services, be adopted.*

☐

10. **GOODLUCK INTERNATIONAL ENTERPRISES LTD., DOING BUSINESS AS BUSHUAIR RESTAURANT UNIT 121 – 4600 NO. 3 ROAD**

(File Ref. No. 12-8275-05) (REDMS No. 4157985)

CNCL-134

See Page CNCL-134 for full report

**GENERAL PURPOSES COMMITTEE RECOMMENDATION**

*That the application from Goodluck International Enterprises Ltd., doing business as Bushuair Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303133 from Monday to Sunday 9:00 a.m. to Midnight to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

- (1) Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community;*
- (2) Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
  - (a) the potential for additional noise and traffic in the area if the application is approved was considered;*
  - (b) the impact on the community if the application is approved was assessed through a community consultation process and considered.; and*
  - (c) given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence, should not change the establishment such that it is operated contrary to its primary purpose.*
- (3) As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:*
  - (a) property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted.; and*
  - (b) signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.*
- (4) Council's comments and recommendations respecting the views of the residents are as follows:*

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



Consent  
Agenda  
Item

11. **THE WESTIN WALL CENTRE VANCOUVER AIRPORT, DOING BUSINESS AS THE APRON RESTAURANT, 3099 CORVETTE WAY**  
(File Ref. No. 12-8275-05) (REDMS No. 4166758)

CNCL-140

See Page CNCL-140 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the application from The Westin Wall Centre Vancouver Airport, doing business as The Apron Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303817 from Monday to Sunday 9:00 a.m. to Midnight to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

- (1) *Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
  - (a) *the potential for additional noise and traffic in the area if the application is approved was considered;*
  - (b) *the impact on the community if the application is approved was assessed through a community consultation process and considered; and*
  - (c) *given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence should not change the establishment so that it is operated contrary to its primary purpose.*
- (3) *As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:*
  - (a) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application providing instructions on how community comments or concerns could be submitted.; and*

(b) *signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.*

(4) *Council's comments and recommendations respecting the views of the residents are as follows:*

(a) *that based on the number of letters sent and the lack of responses received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*



Consent  
Agenda  
Item

**12. FINAL ENDORSEMENT OF THE BRITISH COLUMBIA PROVINCIAL RENTAL HOUSING CORPORATION'S ALTERNATIVE LEGAL MECHANISM TO SECURE ADDITIONAL AFFORDABLE HOUSING IN THE REMY DEVELOPMENT, THROUGH TERMINATION OF HOUSING AGREEMENT (9340 - 9400 CAMBIE ROAD) BYLAW NO. 9059**

(File Ref. No. 08-4057-01; 12-8060-20-009059) (REDMS No. 4014244)

CNCL-146

[See Page CNCL-146 for full report](#)

**PLANNING COMMITTEE RECOMMENDATION**

*That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.*



Consent  
Agenda  
Item

**13. RICHMOND RESPONSE: PROPOSED 2013 PORT METRO VANCOUVER LAND USE PLAN**

(File Ref. No. 01-0140-20) (REDMS No. 4166504)

CNCL-150

[See Page CNCL-150 for full report](#)

**PLANNING COMMITTEE RECOMMENDATION**

(1) *That Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the "Special Study Area" designations in Richmond be deleted and replaced with an "Agricultural" designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and*

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- (2) *That the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*



Consent  
Agenda  
Item

14. **APPLICATION BY KULWINDER SANGHERA FOR REZONING AT 11111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-008932; RZ 12-611497) (REDMS No. 4166096)

CNCL-243

See Page CNCL-243 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



Consent  
Agenda  
Item

15. **APPLICATION BY RAMAN KOONER FOR REZONING AT 9140 DOLPHIN AVE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**

(File Ref. No. 12-8060-20-009129; RZ 13-650300) (REDMS No. 4166693)

CNCL-257

See Page CNCL-257 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from “Single Detached (RS1/B)” to “Single Detached (RS2/K)”, be introduced and given first reading.*



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Consent  
Agenda  
Item

16. **APPLICATION BY 0800705 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO THE HIGH RISE APARTMENT (ZHR7) - LANSDOWNE VILLAGE (CITY CENTRE) ZONING DISTRICT AT 7117 ELMBRIDGE WAY**

(File Ref. No. 12-8060-20-009113 ;ZT 13-650975) (REDMS No. 4151206)

CNCL-272

[See Page CNCL-272 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” within this zone, and rely on the definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions), be introduced and given first reading.*



Consent  
Agenda  
Item

17. **APPLICATION BY CITIMARK-WESTERN ALBERTA ROAD TOWNHOUSE LTD. FOR REZONING AT 9671 ALBERTA ROAD FROM SINGLE DETACHED (RS1/F) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-009117; RZ 13-638852) (REDMS No. 4157817)

CNCL-283

[See Page CNCL-283 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)”, be introduced and given first reading.*



Consent  
Agenda  
Item

18. **APPLICATION BY 664525 B.C. LTD. FOR REZONING AT 7400, 7420 AND 7440 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009015; RZ 12-619835) (REDMS No. 4164864)

CNCL-304

[See Page CNCL-304 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading; and*



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- (2) *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.*



Consent  
Agenda  
Item

19. **APPLICATION BY TOWNLINE GARDENS INC. FOR A ZONING TEXT AMENDMENT TO THE COMMERCIAL MIXED USE (ZMU18) – THE GARDENS (SHELLMONT) ZONE TO PERMIT WAIVING THE AFFORDABLE HOUSING REQUIREMENTS FOR MARKET RENTAL UNITS IN PHASE 2**

(File Ref. No. 12-8060-20-009112; ZT 14-656053) (REDMS No. 4147794)

CNCL-392

See Page CNCL-392 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Bylaw No. 9112, for a zoning text amendment to the “Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)” zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.*



Consent  
Agenda  
Item

20. **CLOTHES WASHER REBATE PROGRAM**

(File Ref. No. 10-6650-01) (REDMS No. 4166980 v.6)

CNCL-409

See Page CNCL-409 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

*That:*

- (1) *the City partner with BC Hydro for a combined rebate program in May and October 2014, which provides a minimum \$100 and maximum \$200 rebate (equally shared between BC Hydro and the City) for the replacement of an efficient clothes washer;*
- (2) *the scope of the existing toilet rebate program be expanded to include clothes washer rebates; and*
- (3) *the CAO and General Manager, Engineering and Public Works, be authorized to enter into an agreement with BC Hydro to execute this program.*





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Consent  
Agenda  
Item

21. **AGEING FACILITY INFRASTRUCTURE - UPDATE**  
(File Ref. No. 06-2050-01) (REDMS No. 3788323 v.6)

CNCL-413

See Page CNCL-413 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That the staff report titled Ageing Facility Infrastructure – Update dated March 4, 2014 from the Director, Engineering be utilized as input in the annual capital and operating budget preparation process.*



Consent  
Agenda  
Item

22. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2014**  
(File Ref. No. 01-0150-20) (REDMS No. 4158403)

CNCL-417

See Page CNCL-417 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE  
RECOMMENDATION

- (1) *That the list of proposed road safety improvement projects, as described in the staff report titled ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2014, from the Director, Transportation, be endorsed for submission to the ICBC 2014 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and that the 2014 Capital Plan and 5-Year (2014-2018) Financial Plan be amended accordingly.*



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

## PUBLIC ANNOUNCEMENTS AND EVENTS

## NEW BUSINESS

## BYLAW FOR ADOPTION

- CNCL-421**      Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9057**  
(8131 No. 3 Road, RZ 13-636814)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

☐

- CNCL-423**      Richmond Official Community Plan Bylaw No. 9000, Amendment **Bylaw No. 9110** (Health Canada Licensed Medical Marihuana Production Facilities and Medical Marihuana Research and Development Facilities)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

☐

## ADJOURNMENT

☐



**Regular Council Meeting for Public Hearings  
Monday, March 17, 2014**

Place: Council Chambers  
Richmond City Hall

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

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Evelina Halsey-Brandt

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

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9108**  
(Location: 4160 Garry Street; Applicant: Penta Homes (Princess Lane) Ltd.)

Attention was drawn to correspondence received from the applicant, dated March 17, 2014 (attached to and forming part of these minutes as **Schedule 1**), requesting that the application be withdrawn from the agenda. As a result, the following **referral** motion was introduced:

PH14/3-1

It was moved and seconded

***That the application for rezoning for the property at 4160 Garry Street be referred to the Public Hearing scheduled to be held at 7:00 p.m., on Tuesday, April 22, 2014, in Council Chambers, Richmond City Hall.***

The question on Resolution No. PH 14/3-1 was not called as discussion ensued regarding the request to postpone the matter to provide the applicant an opportunity to hold a public consultation session at the Steveston Community Centre.



**Regular Council meeting for Public Hearings**  
**Monday, March 17, 2014**

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The question on Resolution No. PH14/3-1 was then called and it was **CARRIED**.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9097**  
(Location: 11900/11902 Kingfisher Drive; Applicant: Chris & Mike Stylianou)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

(a) Evelyn White, 11771 Kingfisher Drive (**Schedule 2**)

*Submissions from the floor:*

None.

PH14/3-2

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9097 be given second and third readings.***

**CARRIED**

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9098**  
(Location: 5111 Williams Road; Applicant: Liang (Lance) Hui)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH14/3-3

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9098 be given second and third readings.***

**CARRIED**



**Regular Council meeting for Public Hearings**  
**Monday, March 17, 2014**

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**4. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT  
BYLAW 9110 AND RICHMOND ZONING BYLAW 8500,  
AMENDMENT BYLAW 9109**

(Location: 11320 Horseshoe Way; Applicant: 1348 Productions  
Incorporated)

*Applicant's Comments:*

The applicant was available to respond to queries.

*Written Submissions:*

(a) Fred Wallace, 11171 Horseshoe Way (**Schedule 3**)

*Submissions from the floor:*

None.

PH14/3-4 It was moved and seconded

***That Official Community Plan Bylaw 9000, Amendment Bylaw 9110 be  
given second and third readings.***

The question on Resolution No. PH 14/3-4 was not called as discussion  
ensued regarding the merits of the application.

The question on Resolution No. PH14/3-4 was then called and it was  
**CARRIED.**

PH14/3-5 It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9109 be given  
second and third readings.***

**CARRIED**

**ADJOURNMENT**

PH14/3-6 It was moved and seconded

***That the meeting adjourn (7:13 p.m.).***

**CARRIED**



**Regular Council meeting for Public Hearings  
Monday, March 17, 2014**

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Certified a true and correct copy of the  
Minutes of the Regular meeting for Public  
Hearings of the City of Richmond held on  
Monday, March 17, 2014.

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Mayor (Malcolm D. Brodie)

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Acting Corporate Officer  
(Michelle Jansson)

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

Oris Consulting Ltd.  
12235 - No. 1 Road  
Richmond, BC  
V7E 1T6

RE: Public Hearing - March 17/14  
Item 3  
Bylaw 9108  
4160 Garry Street

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

**Schedule 1 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday, March  
17, 2014.**

Regarding: Application for Rezoning RZ 13 – 641596  
File Ref. No. 12-8060-20-009098  
4160 Garry Street  
(REDMS No. 4131580)

Dear Sir,

Please accept this letter as our request to postpone the above captioned item from the Public Hearing scheduled for March 17<sup>th</sup>, 2014 to the Public Hearing scheduled for April 22, 2014.

Oris Consulting Ltd., acting for Penta Homes (Princess Lane) Ltd. has received copies of correspondence from members of the community to Council and the Planning Committee expressing concerns with the proposed rezoning.

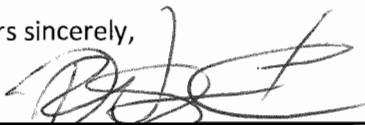
Unfortunately, we did not receive any feedback from the community until Friday, March 14, 2014, notwithstanding that the rezoning information sign has been posted on site since August 26, 2013. In light of the concerns raised, we would like to take the opportunity to meet with the neighbours and see if we can address their concerns prior to presenting the proposal to Council.

Oris is arranging space at the Steveston Community Centre for either April 1 or 2<sup>nd</sup>, 2014 to hold a Public Consultation session. We will undertake to notify all of the residents on Garry Street from Railway Ave. to # 1 Road, as well as Fentiman Place and Yoshida Court residents. We will also ensure that notification is provided to the addresses of those individuals who submitted correspondence to the City who do not live on the specified streets. We will post an advertisement in both local newspapers as soon as we are able to confirm availability of space and the date.

Oris welcomes the opportunity to engage in a constructive discussion with the community and we look forward to providing information on our proposal, the alternative single family lot option and the existing zonings and Land Use Contracts for the surrounding properties. It is our hope that this discussion will result in a community consensus about how to best move forward.

Thank you for your consideration in allow us the opportunity to meet with our neighbours, hear their concerns and seek appropriate solutions prior to presenting to Public Hearing.

Yours sincerely,



Dana Westermarck  
Oris Consulting Ltd. on behalf of Penta Homes (Princess Lane) Ltd.



Schedule 2 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday, March  
17, 2014.

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Thursday, 06 March 2014 09:43  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #779)

**Categories:** 12-8060-20-9097 - RZ 13-647579 11900 & 11902 Kingfisher Drive - Chris and Mike Stylianou

<b>To Public Hearing</b>
<b>Date:</b> MARCH 17 2014
<b>Item #</b> 1
<b>Re:</b> Bylaw 9097

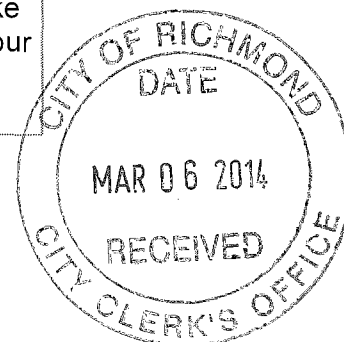
## Send a Submission Online (response #779)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	3/6/2014 9:42:29 AM

### Survey Response

Your Name	Evelyn White
Your Address	#50 - 11771 Kingfisher Drive, Richmond, B.C.
Subject Property Address OR Bylaw Number	11900/11902 Kingfisher Drive
Comments	<p>I am responding to the Notice of Public Hearing letter that I received yesterday concerning the rezoning of the above address to be subdivided into two lots. I am not in favour of subdividing this property as this will set a precedent for other properties on the street. We already have one home built on Kingfisher that is 2 and a half stories that does not fit into the neighbourhood and I am afraid that this neighbourhood will be changing and not keeping the charm that it has now. I have noticed that there are quite a few homes being torn down and new homes being built. We do not want another "Broadmoor" happening here. Please take my comments into consideration when making your decision.</p>





Schedule 3 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday, March  
17, 2014.

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Wednesday, 05 March 2014 15:42  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #777)

<b>To Public Hearing</b>
<b>Date:</b> <u>MARCH 17 2014</u>
<b>Item #</b> <u>4</u>
<b>Re:</b> <u>CCP Bylaw 9110</u> <u>&amp; RZ Bylaw 9109</u>

Send a Submission Online (response #777)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	3/5/2014 3:41:40 PM

Survey Response

Your Name	FRED WALLACE
Your Address	14-11171 Horseshoe Way
Subject Property Address OR Bylaw Number	11320 Horseshoe way , Richmond
Comments	I don't believe Marijuana operations are appropriate in the industrial areas. It is a agricultural product and as such should be licenced in those areas only. I oppose the rezoning application.





## Community Safety Committee

Date: Tuesday, March 11, 2014

Place: Anderson Room  
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

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

### AGENDA ADDITION

It was moved and seconded

*That "Community Impacts of the Proposal to Eliminate Home Mail Delivery Service by the Canada Post Corporation" be added to the agenda as Item 6A.*

**CARRIED**

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Community Safety Committee held on Wednesday, February 12, 2014, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, April 15, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

**Community Safety Committee**  
**Tuesday, March 11, 2014**

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**LAW AND COMMUNITY SAFETY DEPARTMENT**

**1. TOUCHSTONE FAMILY ASSOCIATION RESTORATIVE JUSTICE EVALUATION REPORT 2013**

(File Ref. No. 09-5350-01) (REDMS No. 4131640)

Committee commented that discussion regarding restorative justice at the Blue Ribbon Panel on Crime Reduction validated the City's commitment to and financial support for the Restorative Justice Program. Committee thanked the Touchstone Family Association for their work in the community.

It was moved and seconded

*That the staff report titled Touchstone Family Association Restorative Justice Evaluation Report 2013, dated February 21, 2014, from the Senior Manager, Community Safety Policy and Programs, be received for information.*

**CARRIED**

**2. RICHMOND FIRE-RESCUE – JANUARY 2014 ACTIVITY REPORT**

(File Ref. No. 09-5000-01) (REDMS No. 4154901)

John McGowan, Fire Chief, Richmond Fire-Rescue (RFR), advised that the monthly activity report has been modified to provide information on activities related to prevention, education, and emergency response.

In response to a query from Committee, Fire Chief McGowan noted that RFR provides medical support to assault related incidents and in such instances, RFR keeps a safe distance from the scene until the RCMP arrives.

It was moved and seconded

*That the staff report titled Richmond Fire-Rescue – January 2014 Activity Report, dated February 17, 2014, from the Fire Chief, Richmond Fire-Rescue, be received for information.*

**CARRIED**

**3. COMMUNITY BYLAWS – JANUARY 2014 ACTIVITY REPORT**

(File Ref. No. 12-8060-01) (REDMS No. 4149442)

Edward Warzel, Manager, Community Bylaws, stated that parking meter vandalism was significantly reduced in January 2014 due to the apprehension of the main perpetrator. It was noted that, when taken together, the revenue generated in December 2013 and January 2014 is consistent with monthly averages.

**Community Safety Committee**  
**Tuesday, March 11, 2014**

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Committee commented on the improvements to the Fat, Oil, and Grease Management Program and noted that the implementation of a residential grease management program, complete with a community educational component, may further improve the current program.

It was moved and seconded

*That the staff report titled Community Bylaws – January 2014 Activity Report, dated February 28, 2014, from the General Manager, Law & Community Safety be received for information.*

**CARRIED**

**4. RCMP'S MONTHLY REPORT – JANUARY 2014 ACTIVITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4147304)

Bart Blachford, Inspector, Richmond RCMP, highlighted the following activities for January 2014:

- an arrest has been made with regard to a hit and run incident that resulted in a resident being stabbed;
- three individuals are facing charges after an attempted robbery; and
- due to poor weather conditions, the RCMP were not able to locate a suspect believed to be involved in an attempted abduction near the 5600 block of Blundell Road.

Insp. Blachford advised that cadets in the Auxiliary Constable Program will graduate on April 13, 2014. In addition, Insp. Blachford commented on the January 19, 2014 pedestrian safety display at the Brighthouse Library, highlighting that over 144 individuals received road and pedestrian safety information.

It was moved and seconded

*That the report titled RCMP's Monthly Report – January 2014 Activities, dated February 28, 2014, from the Officer in Charge, Richmond RCMP, be received for information.*

**CARRIED**

**5. 2014-2015 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4143592)

Insp. Blachford stated that the 2014-2015 RCMP Annual Performance Plan sets forth the RCMP's priorities for Council's consideration. The top three Community Objectives identified for the 2014/15 Annual Performance Plan are: (i) Pedestrian Safety, (ii) Break and Enters, and (iii) Policing and Mental Health.

**Community Safety Committee**  
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Committee expressed support for the priorities identified in the 2014-2015 RCMP Annual Performance Plan; however, with regard to pedestrian safety, Committee suggested pedestrian safety education be incorporated into the Drug Abuse Resistance Education (D.A.R.E.) Program. Insp. Blachford indicated that Richmond RCMP have partnered with the Insurance Corporation of British Columbia to further develop pedestrian safety strategies and improve public education on the subject.

In response to a query from Committee, Insp. Blachford advised that organized crime continues to be a priority for the Richmond RCMP; however, the three objectives identified in the 2014-2015 RCMP Annual Performance Plan are significant issues for the community.

It was moved and seconded

*That Council identify priorities as listed in the report titled 2014/2015 RCMP Annual Performance Plan-Community Priorities, dated January 30, 2014, from the Officer in Charge, Richmond RCMP, for inclusion in the Richmond Detachment 2014/2015 RCMP Annual Performance Plan.*

**CARRIED**

**6. BRITISH COLUMBIA REAL TIME INTELLIGENCE CENTRE**

(File Ref. No. 09-5350-01) (REDMS No. 4131640)

Anne Stevens, Senior Manager, Community Safety Policy and Programs, provided a brief overview of the Real Time Intelligence Centre (RTIC-BC) and highlighted the following:

- presently, the Provincial Intelligence Centre (PIC) focuses only on gang-related offences and does not operate 24-hours a day;
- the RTIC-BC would (in time) replace the PIC;
- the RTIC-BC would incorporate all statistical intelligence for gang-related activities and for offences considered a serious threat to public safety;
- local police forces and the RCMP will utilize intelligence obtained from the RTIC-BC to assist in investigative matters; and
- Phase 1 of the RTIC-BC is anticipated to commence in May 2014, costing the City of Richmond approximately \$91,255 and \$165,438 for 2014/15 and 2015/16 respectively.

In reply to a query from Committee, Ms. Stevens advised that the PIC is federally and provincially funded, and it is anticipated said funding would be available for the RTIC-BC. Further, she advised that the cost of RTIC-BC would be absorbed in the City's 2014 RCMP budget; however, future cost would be considered as part of the City's typical budgeting process.

**Community Safety Committee**  
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It was moved and seconded

- (1) *That the implementation of the British Columbia Real Time Intelligence Centre be endorsed in principle; and*
- (2) *That the future governance structure and budget approval process for the British Columbia Real Time Intelligence Centre include elected municipal officials.*

**CARRIED**

**6A. COMMUNITY IMPACTS OF THE PROPOSAL TO ELIMINATE HOME MAIL DELIVERY SERVICE BY THE CANADA POST CORPORATION**

(File Ref. No.)

Discussion ensued regarding the Canada Post Corporation's December 11, 2013 announcement to eliminate home mail delivery service in urban centres over the next five years, and in particular, safety concerns voiced by residents with regard to community mailboxes. Discussion further took place and Committee referenced a letter from the City of Burnaby dated March 4, 2014 (attached to and forming part of these minutes as **Schedule 1**). At the conclusion of the discussion the following **referral** was introduced:

It was moved and seconded

*That the letter from the City of Burnaby dated March 4, 2014 regarding 'Community Impacts of the Proposal to Eliminate Home Mail Delivery Service by the Canada Post Corporation' be referred to staff to explore the matter.*

The question on the referral was not called as Committee queried whether there had been issues related to any existing community mailboxes. Insp. Blachford commented on the occurrence of mailbox thefts in Richmond, noting that, to date, there are no significant issues. The question on the referral was then called and it was **CARRIED**.

**7. FIRE CHIEF BRIEFING**

(Verbal Report)

**(i) 9-1-1 Awards – Joint Briefing with Richmond RCMP**

Fire Chief McGowan advised that the Richmond Chamber of Commerce will host their Annual 9-1-1 Awards Ceremony and Dinner at the River Rock Casino on Wednesday, April 30, 2014. The awards ceremony will honour the dedication and courage of all Emergency Services members.

**Community Safety Committee**  
**Tuesday, March 11, 2014**

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**(ii) Watch Meetings**

Tim Wilkinson, Deputy Fire Chief, RFR, advised that members of RFR and the Community Bylaws division have attended RCMP Watch Meetings in an effort to identify cross-departmental synergies and implement related initiatives.

**8. RCMP/OIC BRIEFING**

(Verbal Report)

Insp. Blachford noted that the D.A.R.E. Program has a "Taking Responsible Decisions" component that includes pedestrian safety.

**9. MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:35 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 Tuesday, March 11, 2014.

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Councillor Derek Dang  
Chair

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Heather Howey  
Committee Clerk



01-DWD-20-CPOS1  
TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

		INT
	DW	
✓	MJ	
	DB	

CITY OF BURNABY  
OFFICE OF THE MAYOR  
DEREK R. CORRIGAN  
MAYOR

Schedule 1 to the Minutes of the  
Community Safety Committee  
Meeting of Tuesday, March 11,  
2014.

2014 March 04

File: 03300-02

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

PHOTOCOPIED

MAR 10 2014

Dear Mayor and Council:

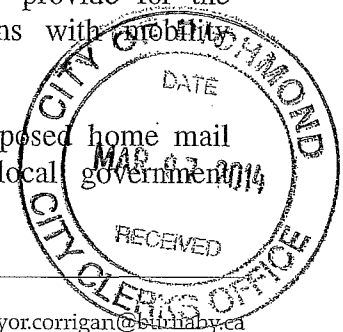
& DISTRIBUTED *aw*

**Subject: Community Impacts of the Proposal to Eliminate Home Mail Delivery Service  
by the Canada Post Corporation**  
(Item No. 01, Manager's Reports, Council 2014 February 17)

Burnaby City Council, at the Open Council meeting held on 2014 February 17, received a report from the Director of Planning and Building regarding the Community Impacts of the Proposal to Eliminate Home Mail Delivery Service by the Canada Post Corporation and adopted the following recommendations contained therein, AS AMENDED:

1. THAT Council, through the Office of the Mayor, write to the Federal Government and the Canada Post Corporation, through the federal Minister of Transportation, to express its opposition to the current proposal to replace home mail delivery service with community mailboxes and request immediate review and amendment of the Canada Post Corporation's '5-Point Action Plan,' as outlined in this report, to:
  - a) require full and meaningful public consultation and engagement with municipalities in order to review all options in order to preserve continued home mail delivery service in Canada's urban centres;
  - b) ensure that any new mail delivery service proposal provides for the continued security of citizens' private information and property;
  - c) ensure that all proposals related to home mail delivery provide for the necessary safety and protection of seniors and persons with mobility restrictions;
  - d) address specific issues related to the impact of any proposed home mail delivery changes to existing federal, provincial and local government

CNCL - 26



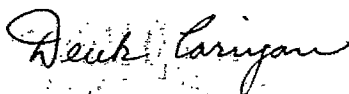


obligations related to the statutory notification of property owners and citizens;

- e) remove the discretion of the Federal Government under the Canada Post Corporation Act to utilize City-owned property for any community mailbox program in urban centres, without the direct consultation and approval of local governments.
2. THAT Council endorse the resolution for submission to the 2014 Lower Mainland Local Government Association (LMLGA) Annual General Meeting and Union of BC Municipalities (UBCM) Convention, as outlined in Section 4.0 of this report, and to the Federation of Canadian Municipalities (FCM).
  3. THAT a copy of this report be sent to:
    - Burnaby MLA's and MP's;
    - The Honourable Coralee Oakes, Minister of Community, Sport and Cultural Development;
    - BC Chief Electoral Officer - Mr. Keith Archer, Elections BC;
    - All Members of the Lower Mainland Local Government Association (LMLGA), the Union of BC Municipalities (UBCM) and Metro Vancouver;
    - Federation of Canadian Municipalities;
    - Canadian Union of Postal Workers (CUPW) – National Office (377 Bank Street, Ottawa, Ontario K2P 1Y3, and CUPW- Pacific Region (999 Carnarvon Street, New Westminster, B.C. V3M 1G2).
  4. THAT this report be forwarded to the Social Issues Committee, Traffic Safety Committee, Environment Committee and the Mayor's Task Force on Graffiti, Voices of Burnaby Seniors and the Seniors Centres in Burnaby for information.

In accordance with the recommendation no. 3, a copy of the report is *enclosed* for your information.

Very truly yours,



Derek R. Corrigan  
MAYOR



Meeting 2014 February 17

COUNCIL REPORT

**TO:** CITY MANAGER **DATE:** 2014 February 11

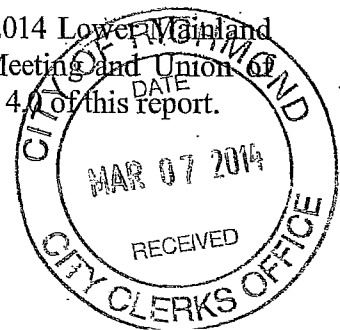
**FROM:** DIRECTOR PLANNING AND BUILDING **FILE:** 2125 20  
*Reference:* UBCM

**SUBJECT:** COMMUNITY IMPACTS OF THE PROPOSAL TO ELIMINATE HOME MAIL DELIVERY SERVICE BY THE CANADA POST CORPORATION

**PURPOSE:** To outline the City's opposition to the proposal to eliminate Home Mail Delivery Service by the Federal Government and the Canada Post Corporation.

**RECOMMENDATIONS:**

1. **THAT** Council, through the Office of the Mayor, write to the Federal Government and the Canada Post Corporation, through the federal Minister of Transportation, to express its opposition to the current proposal to replace home mail delivery service with community mailboxes and request immediate review and amendment of the Canada Post Corporation's '5-Point Action Plan,' as outlined in this report, to:
  - a) require full and meaningful public consultation and engagement with municipalities in order to review all options in order to preserve continued home mail delivery service in Canada's urban centres;
  - b) ensure that any new mail delivery service proposal provides for the continued security of citizens' private information and property;
  - c) ensure that all proposals related to home mail delivery provide for the necessary safety and protection of seniors and persons with mobility restrictions;
  - d) address specific issues related to the impact of any proposed home mail delivery changes to existing federal, provincial and local government obligations related to the statutory notification of property owners and citizens;
  - e) remove the discretion of the Federal Government under the Canada Post Corporation Act to utilize City-owned property for any community mailbox program in urban centres, without the direct consultation and approval of local governments.
2. **THAT** Council endorse the resolution for submission to the 2014 Lower Mainland Local Government Association (LMLGA) Annual General Meeting and Union of BC Municipalities (UBCM) Convention, as outlined in Section 4.0 of this report.



To: City Manager  
From: Director Planning and Building  
Re: Community Impacts of the Proposal to Eliminate Home Mail  
Delivery Service by the Canada Post Corporation  
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3. **THAT** a copy of this report be sent to:

- Burnaby MLA's and MP's;
- The Honourable Coralee Oakes, Minister of Community, Sport and Cultural Development;
- BC Chief Electoral Officer - Mr. Keith Archer, Elections BC;
- All Members of the Lower Mainland Local Government Association (LMLGA), the Union of BC Municipalities (UBCM) and Metro Vancouver;
- Federation of Canadian Municipalities;
- Canadian Union of Postal Workers (CUPW) – National Office (377 Bank Street, Ottawa, Ontario K2P 1Y3, and CUPW- Pacific Region (999 Carnarvon Street, New Westminster, B.C. V3M 1G2).

4. **THAT** this report be forwarded to the Social Issues Committee; Traffic Safety Committee; Environment Committee and the Mayor's Task Force on Graffiti for information.

## **REPORT**

### **1.0 INTRODUCTION**

At its meeting on 2014 January 27 under 'New Business', Council requested staff to prepare a report outlining the issues and implications of the recently announced Canada Post service changes. Canada Post has developed a proposal that would eliminate the existing home mail delivery service for urban centers, which would cause significant impacts and issues for Canadian communities and citizens.

In response to Council's request, this report outlines the context and implications of the decision by the Federal Government to proceed with the plan advocated by the Canada Post Corporation. Specifically, this report details issues identified related to the lack of the required public process and consultation; security of private information and property; service for seniors and persons with mobility restrictions; statutory obligations related to legislated government notification to citizens and property owners; and the appropriateness and impact of existing Canada Post powers related to the use of municipally-owned property.

In light of the significant and direct impacts the proposal presents, this report highlights specific concerns for the City and its residents, including the safety of our most vulnerable citizens. In response, this report calls for the immediate review of the proposal to cancel home delivery in

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Re: Community Impacts of the Proposal to Eliminate Home Mail  
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urban centres to ensure full public consultation and actions to protect the interests of all Canadians.

## 2.0 BACKGROUND

Canada Post is a Crown Corporation, operating under the Canada Post Corporation Act, and overseen by the Federal Minister of Transportation – the Honourable Lisa Raitt. It is governed by a Board of 11 individuals, including the Chairperson and the President and Chief Executive Officer. All directors, other than the previously mentioned two positions, are appointed by the Minister for a term of up to four years, which can be renewed.

The Chairperson and President and CEO are appointed by the Governor in Council<sup>1</sup> for an appropriate term. The current Chairperson of Canada Post is Mr. Marc A. Courtois and the President and CEO is Mr. Deepak Chopra.

On 2013 December 11, Canada Post announced its '5-Point Action Plan'<sup>2</sup>. The plan's five main components are:

- **Community mailboxes:** Over the next five years, Canada Post will phase out home delivery to urban centers, to be replaced by community mailboxes. The plan states that this change will not affect the two thirds of residential addresses that currently receive their mail through community mailboxes, grouped or lobby mailboxes (i.e. high density residential buildings such as apartment towers or seniors homes), or rural mailboxes.
- **Tiered Pricing:** Beginning 2014 March 31, pending regulatory approval, stamp purchases in booklets or coils will cost \$0.85 per stamp. Individual stamp purchases, not in booklets or coils, will cost \$1 each.
- **Postal Franchises:** Canada Post will expand its retail network and open more franchised postal outlets in stores, while retaining corporate (Canada Post owned) post offices.
- **Operational Changes:** Operations will be centralized and/or streamlined with technology (i.e. more centralized warehouses, with mail sorter equipment).
- **Labour Restructuring:** Canada Post expects to eliminate 6,000 – 8,000 jobs partially through retirement (the 'Plan' states that 15,000 employees are expected to retire in the next 5 years). Pension plan adjustments will also be considered.

On 2014 January 29, Canada Post released a statement outlining that affected postal walks in densely populated urban areas will be the last stage for implementation in the 5-year process, given the acknowledged complexity of siting large community mailboxes installations in these environments. Canada Post is expected to announce which communities will be subject to the installation of community mailboxes and cancellation of home delivery service by the end of February, 2014.

<sup>1</sup>The Governor in Council (GIC) appointments process is a core function of the Senior Personnel Secretariat in the Privy Council Office, on behalf of the Prime Minister and his Office.

<sup>2</sup>For a full copy of the 'Plan', please visit: [https://www.canadapost.ca/cpo/mc/assets/pdf/aboutus/5\\_en.pdf](https://www.canadapost.ca/cpo/mc/assets/pdf/aboutus/5_en.pdf)

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The local governments of Vancouver, Victoria, Saanich, New Westminster, Medicine Hat, Montreal, Sault Ste. Marie and Ottawa and the Union of Nova Scotia Municipalities have all passed motions, directed to Canada Post through the Federation of Canadian Municipalities (FCM), and/or released statements outlining their opposition or stating their concerns with the approach and requesting more information.<sup>3</sup>

The Official Opposition – the Federal New Democratic Party (NDP), and the Federal Liberal Party have both expressed their concerns regarding the ‘5 Point Action Plan’. The Liberal Party has filed several ‘Access to Information and Privacy’ requests through the Treasury Board of Canada, for documents of communication between Transport Canada, the Privy Council office and Canada Post.

On 2014 January 28, MP Olivia Chow of the Federal NDP tabled an opposition motion in the House of Commons regarding the Canada Post service changes. According to the motion, should this implementation move forward, Canada would be the only country, among the G7 nations<sup>4</sup>, not to have any level of door-to-door mail delivery service within its urban centres.

On 2014 January 29, Canada Post CEO Mr. D. Chopra, through the FCM, released a statement to Canadian local governments. This statement outlined that Canada Post will investigate ‘alternative approaches’ for persons with disabilities, seniors and others who would find travelling to a community mailbox an unacceptable hardship. The release also stated that many businesses will continue to have their mail delivered directly to their premises – specifically businesses in well-established commercial centres and those receiving a large volume of mail. However, some other businesses in more isolated areas, excepting those served by rural mailboxes, may be affected. These details were also included in the nation-wide Canada Post news statement of the same date referenced above.

### **3.0 COMMUNITY ISSUES**

This section outlines the identified major issues, concerns and impacts of the proposal by Canada Post to eliminate home delivery service, as identified by staff as part of the analysis of the ‘5 Point Action Plan’, accompanying press releases and limited background information made available by Canada Post. These identified issues and impacts will affect both Burnaby and other local governments across the country.

#### **3.1 Lack of Consultation with the Public and Key Stakeholders**

Of significant concern with regard to the Canada Post proposal has been the overall lack of consultation regarding this important postal service issue with the public and key stakeholders,

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<sup>3</sup> This list may not be complete, as additional local governments may have issued statements or passed motions since the time this report was written.

<sup>4</sup> The ‘G7’ is the current ‘wealthiest countries’ by measure of national net wealth – the United States, Japan, France, Germany, Italy, U.K. and Canada.

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including local governments. From the limited available information it has been determined that the consultation completed to date has been advanced without benefit of the general public being provided with information of the specific proposals presented for implementation.

### *Public Consultation*

Canada Post maintains that their consultation process focussed on engaging with members of the public and the business community. According to the limited information being released by Canada Post, the corporation contends that it conducted a 5-month public consultation process from April – August, 2013. This ‘consultation process’ included a 2013 April 24 news release, an online forum available for discussion through the Canada Post website, signage in post offices and franchise outlets, information on printed postal receipts, and participation of Canada Post leaders in over 40 talk and call-in shows. In addition, Canada Post maintains that it held 46 community forums with invited representatives from different sectors (e.g. business) and neighbourhoods with different types of delivery service. In the Lower Mainland, these conversations occurred in Vancouver and Coquitlam.

Generally, however, staff would conclude that the process undertaken for this consultation process does not meet the basic threshold required for either public engagement or consultation for an issue of such national importance and scope. Given the implications of the changes proposed, a wider and more sustained discussion should have included presentation of facts and issues, followed with specific options that reflected public feedback and concerns. Additionally, the general public should have been provided an opportunity to participate in the process and attend public information meetings. At a basic level, the Canada Post Corporation’s claim of wide public consultation and engagement is not well supported, as it was too broad, high-level, severely limited direct public involvement and did not disclose the true intent of the wide-spread and important changes being contemplated for immediate implementation.

### *Stakeholder Consultation – Local Government*

Local governments, as a key stakeholder, would be most directly impacted by these proposed changes in terms of the proposal’s impact on residents, corporate services, urban form and land-use policies. Canada Post maintains that as part of its consultation process that it met directly with the Mayors and senior administrative officials of six local governments. It is noted that the information provided by Canada Post does not identify the six communities or the range of issues that were reviewed or if any of the known technical aspects related to the proposal were advanced for review. The size, location and nature of the communities has also not been disclosed by Canada Post.

Again, given the importance of the issues being advanced, the lack of engagement with Canada’s local governments, or their regional or national organizations, erodes confidence that the stakeholder review process was in any sense complete or comprehensive. As British Columbia’s third largest City, Burnaby should have had an opportunity to review the proposals being advanced and to participate in a technical review to analyze and comment on specific proposals.

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As outlined, to the City's knowledge, no urban municipality, or agency representing Canadian cities, was specifically engaged on the issues of replacing home delivery services with community mailboxes.

Given the implications of the Canada Post proposal to all urban municipalities and their citizens, staff are of the opinion that a more sustained and substantive consultation process with local governments prior to the service delivery changes being decided upon and announced would have been of benefit in identifying and determining issues and impacts of these service changes, including possible remediation approaches.

*It is therefore proposed that Council advance its opposition to the proposal on the basis of the lack of wide public and local government review, and request the Federal Government require full and meaningful public consultation and engagement with municipalities, in order to review all options related to preserve continued home mail delivery in Canada's urban centres.*

### **3.2 Mail Security**

Another immediate and important concern with the proposal to eliminate home-delivery service is the high level of crime and vandalism experienced at existing community mailboxes. While Canada Post maintains that it locates community mailboxes in areas of natural surveillance, community mailboxes are more prone to many security concerns regardless of their location. The most serious concern is theft of mail through vandalism and breaking locks and access points to community mailboxes. The design and quality of the Canada Post community mailboxes have proven not to be secure and have left citizens' property vulnerable to theft. Additionally, mailboxes are a target of vandalism through graffiti and damage.

According to an investigative report by the Canadian Broadcasting Corporation (CBC), community mailboxes in the Lower Mainland and other urban/suburban areas are particular targets. Burnaby itself is reported to have had several dozen incidents over the past 5 years, including one act of arson, four acts of theft, and several Canada Post mailboxes being overturned and damaged. The number and severity of incidences appear to increase in communities with more community mailboxes already in place. For example, the City of Surrey is reported to have experienced almost 900 incidences over the same period, while the District of Maple Ridge and the City of Langley and District of Langley are reported to have experienced upwards of 400 incidences<sup>5</sup>.

The issue of crime and vandalism of the existing community mailbox program has other widespread impacts that have been demonstrated in a number of recent incidents across Canada. Canada Post does not have the capacity or infrastructure to maintain the existing community mailbox program in order to respond quickly and effectively to repair all of the mailboxes that can be damaged by organized criminal activities. In some instances several community

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<sup>5</sup> For more information, see the CBC Investigative Report at: <http://www.cbc.ca/news/canada/british-columbia/are-canada-post-s-community-mailboxes-really-safe-1.2460515>.

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mailboxes within a city are targeted within a single crime event. The impacts to citizens include the suspension of mail delivery for several weeks to affected communities. In some cases resident's mail would be made available through a Canada Post outlet until repairs can be completed. However, these locations can be located far away from affected neighbourhoods and without the staffing available to effectively serve the public.

The proposal to increase the number of community mailboxes in urban areas will exacerbate the issue of mail theft and impact many more citizens on an ongoing basis. Of specific and serious concern is the vulnerability of community mailboxes to crimes related to identity theft through access to personal information and sensitive mail. Direct theft of cheques, currency, gifts, and parcels has also been reported and associated with community mailboxes. The impact of crime associated with the introduction of community mailboxes on local police detachments through an increase in service calls has not been analyzed or reviewed. Additionally, none of these issues have been fully addressed by Canada Post or included in any public consultation efforts related to the discussion of the proposal to cancel home mail delivery.

*It is therefore proposed that Council advance its opposition to the proposal on the basis of the lack of study and information related to implementation of provisions for theft prevention and mail security, and request the Federal Government ensure that any new mail delivery service proposal provides for the continued security of citizens' private information and property.*

### **3.3 Safety and Access for Seniors and Persons with Mobility Restrictions**

For many senior citizens and persons with mobility restrictions, living in areas currently receiving the home delivery postal service, the proposal to restrict their mail delivery to community mailboxes will represent a significant hardship. For many such persons, it may be difficult or impossible to travel to community mailboxes particularly in inclement weather, if they do not drive, are not in an area well-served by public transit, or have few family members and/or others whom they can ask for assistance.

For some persons with disabilities, there may also be hand-dexterity considerations as keys are required to open each mail slot.<sup>6</sup> Another potential issue is with the height of assigned mail slots. For some persons utilizing a wheelchair or another mobility device, or who have limited upper body movement, they may be unable to reach up significantly to access their mail slot. Finally, for many individuals isolation is also a factor and the 'human connection' of home delivery service provides a much needed and valuable opportunity for daily conversation, interaction and connection to the wider community.

It is of great concern that Canada Post did not identify these important social planning issues as part of any public consultation program for citizens which should have ensured that vulnerable citizens and their issues were adequately addressed as part of the proposed change to the home

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<sup>6</sup> When persons move into a neighbourhood serviced by a community mailbox, keys to an assigned slot are available for pick-up at a local postal outlet.



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delivery service. Subsequent assurances by Canada Post to further study the issue, as outlined in Section 2.0 of this report, further emphasize the lack of planning and consultation that has occurred to date regarding this important issue and does not provide any confidence that the matter would be resolved through a consultative public process.

*It is therefore proposed that Council advance its opposition to the proposal and request the Federal Government ensure that all proposals related to home mail delivery provide for the necessary safety and protection of seniors and persons with mobility restrictions.*

### **3.4 Provincial Statutory Public Notification Procedures**

Of significant concern is the fact that the Canada Post proposal has been advanced without consultation and review with regard to addressing any conflicts with existing B.C. Provincial Statutory Public Notification procedures. While these processes, and any requirements of mail notification through Canada Post, remain the responsibility of the Provincial Government, there are many impacts on local governments and its citizens. These include but are not limited to the Local Government Act, Elections BC and other statutory municipal notifications.

The proposal to cancel home mail delivery has been advanced without benefit of oversight or any review related to the legal implications regarding a local municipality's responsibility to ensure public notification under the Local Government Act. These laws were originally developed under the basis of existing daily home mail delivery services. For example, notices of a Public Hearing must, as mandated by Section 892 (4)(b) of the Local Government Act, be mailed or otherwise delivered by local governments to all property owners at least 10 days before the hearing date. While Canada Post may maintain that community mailboxes would provide postal service to all residents, many issues remain of concern. Notification may not be deemed to have occurred within the statutory timeframe as property owners would only receive their mail upon collection at a community mailbox, which may not provide timely notification. However, currently home mail service has been deemed to provide legal notification to property owners upon its delivery to a private residence.

Additionally, Burnaby, other local governments and government agencies have not had the opportunity to review and comment on the potential impact of the proposal related to its internal corporate and bylaw practices concerning the legal notification of property owners and residents. This includes taxation notices, bylaw infraction notices, local elections notices and emergency response information and procedures. It is unclear at this point whether the existing notification procedures and stated periods are still adequate or need to be reviewed and updated, based on the current or future mail delivery changes being considered by Canada Post.

Canada Post has also not addressed how it will maintain mail service to hundreds of thousands of citizens that occupy legal and illegal secondary suites, located in single-family homes, duplexes and other building types, which are common in many of the country's urban centres. A high percentage of these citizens may be new immigrants and/or have low incomes. Tenants of private properties, for a variety of reasons (lack of knowledge, language barriers, etc.), may not

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have the opportunity, knowledge, or financial ability to make application and maintain their own mailing addresses and community mailboxes under the proposal by Canada Post.<sup>7</sup> Although many tenants now share a common home delivery mailbox and therefore can receive and reasonably safeguard their own mail, this opportunity could be lost through the proposed system of community mailboxes. Concerns include a tenant's mail not being safeguarded, or conveniently available, as their access to mail may effectively be controlled by a property owner, who could maintain sole access to the property's designated community mailbox.

These important issues, which have not been identified or addressed by Canada Post, have many implications for all citizens and communities. The proposed discontinuance of the home mail system in urban areas may lead to the erosion of maintaining accurate mailing address lists and government databases, as tenants may not continue to report their own home mailing addresses as they would lose direct access to Canada Post mail delivery.

Elections BC in part provides voting rights on the presentation of various identifications, which includes providing a residential mailing address. Additionally, Elections BC provides mailed 'Voter Notifications' to residential addresses to provide citizens with the location of their designated polling stations. The proposal by Canada Post to cancel home mail delivery has the potential to take away the right of all citizens to be provided with their rightful enumeration and notification by mail for inclusion and participation in Federal, Provincial, and local elections and/or public referendums. The overall impact of the Canada Post proposals would not only erode the reliability of public notification and citizen enumeration, but could harm the very fabric of Canada's ability to serve and ensure that all citizens have an opportunity to fully participate with the election system, which has to date relied primarily on the home mail delivery system.

Given these important inter-related and complex issues, a full review of the position and responsibility of the senior levels of government needs to be completed and fully addressed in any proposal by Canada Post. As stated, this consultation with key stakeholders would specifically include, but not be limited to, the B.C. Minister for Community, Sport and Cultural Development who oversees the Local Government Act and the Chief Elections Officer who is responsible for Elections BC. This consultation should be undertaken with the full notification to and engagement of all citizens, B.C. municipalities and other impacted government agencies.

*It is therefore proposed that Council request the Federal Government to address specific issues related to the impact of any proposed home mail delivery changes to existing Federal, Provincial, and local government responsibilities related to the statutory notification of property owners and all citizens.*

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<sup>7</sup>It is noted that the cost of the replacement of lost or stolen Community Mailbox keys is currently \$29.

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### 3.5 Location of Community Mailboxes on City-owned property

The proposal to cancel home delivery in favour of community mailboxes by Canada Post poses specific urban land use issues that have not been fully reviewed or addressed and reflect the lack of consultation with local governments that was outlined in Section 3.1 of this report. In dense urban communities, such as Burnaby, the location and placement of the proposed community mailboxes raises a number of important issues and implications for the City. These include increased legal liability for municipalities who would be faced with many new locations on public property for large installations of community mailboxes, which could pose safety hazards for drivers and pedestrians.

The power to impose this type of development without municipal approval or consultation is provided by the Federal Government through the Canada Post Corporation Act and the regulations made under this Act including the "Mail Receptacles Regulations"<sup>8</sup>. The broad sweeping power of this imposition on local governments was originally intended to serve the distribution of mail under the current system of a home mail delivery model. The use of this power to implement community mail boxes within densely populated urban places was never contemplated or advanced with any consultation with local government concerning the potential impacts.

It is unclear what process Canada Post intends to implement to locate the new community mailboxes. The dimensions of Canada Post's typical suburban community mailboxes are approximately 1668 mm (5.5 feet) long and 470 – 490 mm (1.7 feet) wide. The proposal for urban community mailboxes are expected to be much larger to accommodate more mailboxes including enough space for package delivery.

Canada Post's current criteria<sup>9</sup> for the placing of community mailboxes in new sub-divisions or other suburban residential developments, states that community mailboxes should be:

- placed a minimum of nine metres from intersection corners;
- not installed at major intersections;
- placed in areas not with heavy traffic volume;
- visible to multiple houses or buildings for natural surveillance;
- installed in proximity to the addresses it serves;
- located adjacent to areas where 'pulling over' into the shoulder or street parking area is allowable 24 hours a day;
- installed near a natural 'entry point' to a neighbourhood or development; and
- installed near existing street lighting fixtures.

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<sup>8</sup> Specifically, "The Corporation may install, erect or relocate or cause to be installed, erected or relocated in any public place, including a public roadway, any receptacle or device to be used for the collection, delivery or storage of mail." [Canada Post Corporation Act, Mail Receptacles Regulations (SOR/83-743)]

<sup>9</sup> For more information, please visit: [http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual\\_en.pdf](http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual_en.pdf)

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Currently, Canada Post places its required infrastructure on the City of Burnaby lands without the approval or any consultation with city staff (for the small letter mailboxes or postal carrier mail pick-up boxes). As a result, the Engineering Department would be required to contact Canada Post should any traffic or community issues be identified by staff or citizens. Canada Post currently is not obliged by law or any corporate policies to comply with community concerns regarding the location of its postal boxes. Canada Post has also developed no criteria that would provide guidelines for the implementation of Community mailboxes in dense urban areas, such as Burnaby. These guidelines would presumably also be reflected in an updated "Mail Receptacles Regulations" which would be amended by the Government of Canada.

There is some uncertainty if the proposal could be successfully integrated into some neighbourhoods given the lack of space within the streetscape to accommodate large installations of this type in multiple locations. This will pose difficult choices in locating community mail boxes and may be intrusive and of great inconvenience for many neighbourhoods and citizens. Additionally, it is unclear whether or not the "Mail Receptacles Regulations" provides the legal right for Canada Post to place community mailboxes on any municipal, school district or provincially-owned titled properties which may be included in the definition of the law's use of the term "public place". There are a host of concerns that have been identified related to Burnaby accommodating community mailboxes on City-owned lands which include:

- the availability and suitability of locations for mailboxes to serve all neighbourhoods;
- the ability to serve rapidly expanding residential areas effectively;
- the visual impact of community mailboxes in an urban environment;
- the impact on neighbouring properties and local land uses;
- the need for selective sidewalk and road improvements;
- the need and responsibility for community consultation;
- safety or access concerns (i.e. blocks traffic 'sight lines' or does not leave sufficient sidewalk space for a wheelchair to pass);
- any legal costs or liability from arising injuries or accidents;
- ability for location to accommodate the need for resident street parking;
- traffic volumes, movement and safety around community mailbox locations;
- security and lighting;
- snow and ice removal;
- vehicle access for Canada Post delivery staff;
- vandalism, graffiti and theft; and
- the need for provisions for litter clean-up and garbage removal.

All of these concerns carry with them a new level of municipal responsibility and costs that could become a significant financial burden for Burnaby's taxpayers and other municipalities.

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*It is therefore proposed that Council, as part of its opposition to the overall program, request the Federal Government to remove the discretion of the Canada Post Corporation to utilize City-owned property for an expanded community mailbox program for urban centres, without the direct consultation and specific approval of any affected local government.*

#### **4.0 LMLGA AND UBCM RESOLUTION**

In light of the significant, complex, unaddressed issues outlined in this report and that the proposed Canada Post service delivery changes are of considerable scope and affect both Burnaby and other local governments nation-wide, the following resolution has been prepared for Council's consideration. It has been reviewed for submission with the concurrence of the City Solicitor, the Director Engineering, the Director Parks, Recreation and Cultural Services, and the RCMP 'Officer in Charge':

#### ***RESOLUTION: Suspension of Canada Post Home Delivery Service***

**WHEREAS** local governments have a direct interest in the security and stability of Canada's postal system, both in terms of municipal corporate operations and services available to citizens;

**AND WHEREAS** the service delivery changes would directly impact local governments, including in relation to land-use policy, requirements for municipal land and rights-of-ways, infrastructure for paving, lighting, and waste management, and public safety considerations (etc.);

**THEREFORE BE IT RESOLVED** that the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM) call on the Federal Government and Canada Post, through the Federation of Canadian Municipalities and other avenues as appropriate, to suspend the Canada Post delivery changes until a sustained, substantive consultation process with local governments and the public is completed and identified issues are addressed.

*It is therefore proposed that Council endorse the resolution for submission to the 2014 Lower Mainland Local Government Association (LMLGA) in order to advance to Annual General Meeting of the Union of BC Municipalities (UBCM) Convention. Further it is proposed that Council advance a copy of this report to all members of Metro Vancouver, the LMLGA and the UBCM for their information.*

#### **5.0 CONCLUSION**

This report provides, for Council's information, a broad overview of the major identified issues and impacts of the proposed Canada Post service delivery changes and its specific implications for the City of Burnaby and other local governments. Although it is acknowledged that this review has been based on limited information released by Canada Post, there remain too many

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important issues of great concern to local governments and citizens that require immediate response. These issues include the lack of consultation with the public and local governments; mail security, safety and access for seniors and persons with limited mobility; impacts on existing federal, provincial and local government obligations related to statutory notification; and issues associated with the location of community mailboxes in urban areas including the impacts on the operations and legal liabilities for municipalities.

It is therefore proposed that Council, through the Office of the Mayor, write to the Federal Government and the Canada Post Corporation, through the Federal Minister of Transportation, to express its opposition to the current proposal to replace home mail delivery service with community mailboxes and request immediate review and amendment of the Canada Post Corporation's '5-Point Action Plan,' as outlined in this report, to:

- require full and meaningful public consultation and engagement with municipalities in order to review all options in order to preserve continued home mail delivery in Canada's urban centres;
- ensure that any new mail delivery service proposal provides for the continued security of citizens' private information and property;
- ensure that all proposals related to home mail delivery provide for the necessary safety and protection of seniors and persons with mobility restrictions;
- address specific issues related to the impact of any proposed home mail delivery changes to existing federal, provincial and local government obligations related to the statutory notification of property owners and citizens;
- remove the discretion of the Canada Post Corporation to utilize City-owned property for an expanded community mailbox program in urban centres, without the direct consultation and approval of local governments.

These issues are of wide interest to all Canadians and other local governments and warrant the City to advance a resolution to garner the support of the LMLGA and UBCM.

A resolution has been prepared for Council's consideration to seek support from other affected local governments for its concerns regarding the potential impacts of the decision by the Canada Post Corporation. This is for submission to the 2014 Lower Mainland Local Government Association (LMLGA) Annual General Meeting and Union of BC Municipalities (UBCM) Convention, as outlined in Section 4.0 of this report.

It is recommended that a copy of this report be sent to: Burnaby MLA's and MP's; The Honourable Coralee Oakes, Minister of Community, Sport and Cultural Development; BC Chief Electoral Officer - Mr. Keith Archer, Elections BC; all Members of the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM); the Federation of Canadian Municipalities; and the Canadian Union of Postal Workers (CUPW) and CUPW- Pacific Region.

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A copy of this report is proposed to be forwarded to the Social Issues Committee; Traffic Safety Committee; Environment Committee and the Mayor's Task Force on Graffiti for information.

Lou Pelletier, Director  
PLANNING AND BUILDING

RM/JW:sa:sla

cc: Deputy City Managers  
Director Engineering  
Director Finance  
Director Parks, Recreation and Cultural Services  
OIC – RCMP

Fire Chief  
Chief Building Inspector  
Chief Librarian  
City Solicitor  
Deputy City Clerk

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## General Purposes Committee

Date: Monday, March 17, 2014

Place: Anderson Room  
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on Monday, March 3, 2014, be adopted as circulated.*

**CARRIED**

### DELEGATION

Steve Veinot, Chair, Tourism Richmond Board, accompanied by Tracy Lakeman, Chief Executive Officer, Tourism Richmond, provided an overview of Tourism Richmond's 2013 activities and highlighted the following:

- Governance and Finance Committees, chaired by Bruce Rozenhart and Gary Collinge respectively, were formed;



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- the Active America China Conference, held in Richmond, was successful; with over 50 Chinese buyers and wholesalers, 13 tour operators, and numerous suppliers in attendance;
- the Direct Sales department booked and secured approximately 36,000 hotel room nights, resulting in a significant economic impact for the city;
- a Visitor Volume Study, that surveyed approximately 2,000 individuals, indicated a visitor ratio of 42% for Canadian tourists and 34% for overseas tourists;
- cost, and proximity and accessibility to the Vancouver International Airport, the City of Vancouver, Steveston Village, and other amenities, such as restaurants and shopping malls, influence travel to Richmond;
- traffic congestion was identified as a detractor for visitors to Richmond;
- in 2013, a five per cent growth in revenues was achieved; figures for January and February 2014 indicate a positive first quarter; and
- goals for 2014 include obtaining sustainable funding for the organization, and maintaining Tourism Richmond's relationship with the City of Richmond.

Ms. Lakeman then highlighted 2013 Tourism Richmond programs and initiatives and read from a written submission (attached to and forming part of these minutes as **Schedule 1**).

In response to queries from Committee, Mr. Veinot and Ms. Lakeman provided the following additional information:

- promotional material did not include currency exchange rates as the rate is not considered to be a significant influence on travel plans;
- visits to the Tourism Richmond website and social media sites are tracked for analysis and for the development of future promotional strategies; and
- Tourism Richmond funding is primarily directed towards (i) Sport Hosting, (ii) the Richmond Olympic Experience, and (iii) promotional tools.

Committee expressed appreciation for Tourism Richmond's efforts regarding Sport Hosting, the Richmond Olympic Experience, and for the development of "The Best of 365 Days of Dining – A Richmond Dining Guide."

## **FINANCE AND CORPORATE SERVICES DEPARTMENT**

**1. RICHMOND RESILIENT ECONOMY STRATEGY – FINAL**

(File Ref. No.) (REDMS No. 4141069)

Neonila Lilova, Manager, Economic Development, highlighted that, in order to set priorities for the next five years, a collaborative effort was undertaken to update the 2002 Economy Development Strategy. Ms. Lilova acknowledged the Richmond Economic Advisory Committee for their diligent guidance in the preparation of the proposed Strategy.

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

- a medium term priority would be a robust analysis for next steps in developing a Destination and Tourism Product Enhancement Strategy including a review of the agricultural, arts, and industrial sectors;
- approximately 12 organizations were supplied a copy of the draft Strategy in order to provide input, and 26 comments were received from the general public;
- an in depth review of Richmond's industrial lands will be undertaken to examine whether said lands are maximizing their density and use, including vertical intensification;
- Sport Hosting generally falls within the tourism sector of the proposed Strategy;
- approximately six per cent of business licensing in Richmond is home based;
- as a key stakeholder, the Richmond Chamber of Commerce provided input on the proposed Strategy throughout its development;
- the proposed Strategy has been developed with current staffing levels in view; consultant costs associated with particular action items identified in the proposed Strategy will be funded by the current budget or Council approval would be sought for additional funds;
- preliminary analysis and discussion suggest that short sea shipping is a long-term opportunity, which was not considered to be a financially viable option over the next five years; and
- the retention strategy targets specific sectors through surveys completed by telephone, at business events, and by following-up referrals from Council members, staff, or the community at large.

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It was moved and seconded

*That the Richmond Resilient Economy Strategy, enclosed as Attachment 1 to the staff report titled Richmond Resilient Economy Strategy – Final, dated February 6, 2014, from the General Manager, Finance and Corporate Services, be adopted.*

**CARRIED**

**2. RICHMOND BUSINESS DEVELOPMENT PROGRAM – 2013 RESULTS**

(File Ref. No.) (REDMS No. 4146713)

Ms. Lilova gave a brief overview of the Richmond Business Development Program, highlighting that the Program would provide an ongoing matrix for business retention, expansion, and attraction for key Richmond accounts. Also, she noted that data collected through the Outreach Survey will assist in future policy development.

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

- business operators identified a lack of skilled workers; however, specific details were not provided on the Outreach Survey;
- the data collected through the Program would assist in setting future priorities related to social, economic, and environmental sustainability beneficial to local business; and
- key factors for attracting and retaining business include: (i) proximity to the Vancouver International Airport and Port Metro Vancouver, (ii) proximity to markets, (iii) accessibility within Metro Vancouver, and (iv) availability of space.

It was moved and seconded

*That the staff report titled Richmond Business Development Program – 2013 Results, dated February 26, 2014, from the General Manager, Finance and Corporate Services, be received for information.*

**CARRIED**

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3. **GOODLUCK INTERNATIONAL ENTERPRISES LTD., DOING BUSINESS AS BUSHUAIR RESTAURANT UNIT 121 – 4600 NO. 3 ROAD**

(File Ref. No. 12-8275-05) (REDMS No. 4157985)

It was moved and seconded

*That the application from Goodluck International Enterprises Ltd., doing business as Bushuair Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303133 from Monday to Sunday 9:00 a.m. to Midnight to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

- (1) *Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
  - (a) *the potential for additional noise and traffic in the area if the application is approved was considered;*
  - (b) *the impact on the community if the application is approved was assessed through a community consultation process and considered.; and*
  - (c) *given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence, should not change the establishment such that it is operated contrary to its primary purpose.*
- (3) *As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:*
  - (a) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted.; and*
  - (b) *signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.*
- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
  - (a) *that based on the number of letters sent and the lack of response received from all public notifications, Council considers that the*

## General Purposes Committee

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*amendment is acceptable to the majority of the residents in the area and the community.*

The question on the motion was not called as Committee queried the recent shift in the hours of operation for liquor licence establishments. Glenn McLaughlin, Chief Licence Inspector and Risk Manager, advised that approximately one per cent of the 300 liquor licence establishments in Richmond have applied for a change to their hours of operation. He noted that the Province is considering either removing the requirement for a Council resolution on the matter or granting Council authority to delegate the matter to staff. The question on the motion was then called and it was **CARRIED**.

4. **THE WESTIN WALL CENTRE VANCOUVER AIRPORT, DOING BUSINESS AS THE APRON RESTAURANT, 3099 CORVETTE WAY**  
(File Ref. No. 12-8275-05) (REDMS No. 4166758)

It was moved and seconded

*That the application from The Westin Wall Centre Vancouver Airport, doing business as The Apron Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303817 from Monday to Sunday 9:00 a.m. to Midnight to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

- (1) *Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:*
  - (a) *the potential for additional noise and traffic in the area if the application is approved was considered;*
  - (b) *the impact on the community if the application is approved was assessed through a community consultation process and considered; and*
  - (c) *given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence should not change the establishment so that it is operated contrary to its primary purpose.*
- (3) *As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:*
  - (a) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application providing instructions on how community comments*

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*or concerns could be submitted.; and*

- (b) signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.*
- (4) Council's comments and recommendations respecting the views of the residents are as follows:*
  - (a) that based on the number of letters sent and the lack of responses received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*

**CARRIED**

## **COMMUNITY SERVICES DEPARTMENT**

**5. 2013 RICHMOND FILM OFFICE ANNUAL REPORT**

(File Ref. No. 08-4150-09-01) (REDMS No. 4160967)

In response to questions from Committee, Kerry Gillis, Film and Major Events Liaison, provided the following information:

- film production is typically focused around the Steveston area and, as such, communication, prior to and after filming, with merchants and residents continues to be a high priority;
- merchants are encouraged to follow industry standards related to financial compensation from the production companies;
- the "Partners on Screen" designation from the British Columbia Film Commission would certify that the City has met certain servicing standards; thus making Richmond more attractive as a filming location;
- staff are in discussion with the Economic Development division regarding the feasibility and potential need for a film studio; and
- the City receives compensation from production companies for lost street parking revenue during filming.

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It was moved and seconded

*That the 2013 Richmond Film Office Annual Report, dated March 3, 2014, from the Director, Arts, Culture and Heritage Services, be received for information.*

The question on the motion was not called as Committee commented that the City capitalize on tourism opportunities by promoting design sets constructed for film productions, such as the fake pirate ship at the Britannia Shipyards. It was suggested that staff explore the former B.C. Packers site as a potential production studio.

In response to a query from Committee, Ms. Gillis advised that the proposed film studio would be further explored with the Economic Development and Real Estate divisions; however, it is anticipated that the proposed film studio be developed by a private organization. The question on the motion was then called and it was **CARRIED**.

## **ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:35 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, March 17, 2014.

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Mayor Malcolm D. Brodie  
Chair

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Heather Howey  
Committee Clerk

## **Council Presentation March 17, 2014**

### **Highlights of 2013 and 1<sup>st</sup> quarter of 2014**

#### **Mr. Chair**

Very successful year, you will receive our newest USB giveaway loaded with our 2012 Audited Financial statements, a sample of stories we generated and two copies of our new videos. One video is our general Richmond video which has received almost 8,000 views since it was launched on You Tube in November. The second video is the Chinese New Year video you just saw.

I would now like to provide you with some highlights from our programs and initiatives:

#### **Awards:**

**It was an award winning year.**

#### **365 Days of Dining:**

- The Tourism Industry Association of Canada for Social Media Initiative of the Year
- The Vancouver Social Media Award for Best (Public) Social Media Campaign
- The Richmond Chamber of Commerce Annual Award of Excellence for Innovation of the Year

International Association of Professional Brochure Distributors' Best Brochure Award – Destination Guide (we experienced 50% increase in pick-up of this brochure)

**365 Days of Dining** officially ended in June 2013. This campaign generated over 322 stories; that is almost one story every day of the campaign. We saw ¾ million visits to the blog site, and still today we experience over 4,000 visits per month. This campaign will be relaunched in a new format with new content next month. We continue to build upon this campaign with our Dining Guide. This guide was so popular that after only four months we had to reprint it.



Throughout 2013 our **media** team was very busy generating stories by conducting familiarization tours with media like our Farm to Fork tour where we hosted 6 media on an urban agriculture themed press trip highlighting Richmond's rich farming industry and fishing harbor. We also send out press releases and newsletters to media throughout the year. These efforts generated over 633 print stories and 20 broadcast stories of Richmond in all our key markets and with influential media such as the New York Times, Smart Meetings Magazine, Via Rail magazine, West Jet Up Magazine. Again a sample of stories can be found on your USB key.

We continue to have great success when we focus our key messages on our **triple A attributes** – Accessible (to YVR and Vancouver), Affordable (compared to downtown Vancouver) and Asian culture and cuisine.

In 2013 we continued our **Attraction Pass** campaign in our key markets Alberta, Victoria and Seattle. The campaign was simple, if you booked three consecutive nights between June and September you would receive an attraction access pass valued at \$200 per person. We experienced 147% increase in participation (which equates to 29% increase in room bookings) and increased the length of stay from 2.43 in 2012 to 3.7 in 2013. This campaign met our goal of getting visitors to stay another night which is part of our five year strategic plan. It also tied into our triple A approach by addressing the affordable and accessible elements. When we surveyed a couple of the key markets on the awareness of this campaign, we discovered that 1 – in – 4 Calgarians were aware of the promotion and among those surveyed, 1 – 10 participated in the promotion in the past. As well, 3 – in 4 are likely to stay in Richmond for 3 nights or more in order to receive the pass.

We continue to be strong in our **social media** initiatives; our 2013 website traffic increased 102% over 2012 due to our search engine optimization strategies. These strategies included a revamped website, as well as ensuring our website contained key searchable words throughout so that when an individual searched for certain things like Richmond restaurants our website would come up in their search results. Mobile visits were up 210% confirming the importance of our new mobile site which will be launched in the next few weeks.

Engagement is very important involving social media. You want to make sure you are having a conversation. Our first quarter in 2014 included a couple of new social media initiatives.

#### **Chinese New Year:**

- We had over 4,300 entries for our Chinese New Year campaign which included winning small prize packages. Our goal was 1,000 entries
- Over 67% entries were from non-local participants
- Our Facebook spend was very successful. With a budget of \$1,500, we only spent \$0.31 cents per engagement (4,703 engagements).
  - The internet average is approximately \$0.80 per engagement

#### **OnceWednesday**

- Over 3,400 entries in our contest promoting awareness of OUAT in Steveston giving away a small prize package

#### **Facebook Page:**

- Has grown from 18,900 in 2013 to 21,536 to date due to these successful contests and engaging content

Our **Sales** team was successful in sending 74 leads to our hotel partners, representing almost 35,800 room nights. The meetings market average length of stay is 3.24 nights in Richmond, slightly up from 2012, proving the importance of this key travel segment. This represents over \$15 million in economic impacts to the Richmond community.

**Travel Trade** is a key segment for group travel. Our receptive tour operators – dealing primarily with China, experienced approximately 11% increase in their business to Richmond. We were in China with our Richmond partners for two trips in 2013 selling to this key market. (Shenzhen, Shanghai, Beijing, Guangzhou, Hangzhou, Chengdu and Shenyang) We were able to send 1,077 referrals to our members throughout Richmond.

We are very pleased with the results from the **Steveston Visitor Center** and the seasonal kiosk. We experienced an 11% increase in visitors, serving 20,300

people. Trends with visitor servicing include moving the servicing to where the visitors are, instead of asking the visitors to come find you. Moving out of the highway visitor center allowed us to concentrate our limited resources in a high visitor traffic location. In addition, our operating agreement with the Steveston Historical Society requires us to operate the Post Office in the Steveston Museum. The responsibilities of the Post Office posed some challenges for the team including financial sustainability and the need for additional personnel. We increased marketing for the Post Office and have seen very good results because of it. However sales still do not exceed the expenses, but we are closing the gap.

**Membership** at the end of 2013 was at an all-time high, with 329 members.

Key member events include our very successful Tourism Richmond Commercial Driver Appreciation event held at YVR and partnered with YVR.

We continue to meet with the team representing the **Richmond Olympic Experience** and we have already generated stories in support of it. You will find a sample of these on your USB key. As well, our sales team is already pitching it to tour operators to encourage them to add it to their itineraries in the future. For example, the Active America Travel China Summit we hosted last week, included a tour of the Oval for the 60 China tour operators.

Our **AGM and Industry luncheon** is scheduled for April 7 at the Executive Plaza hotel and conference center. At this event we will highlight additional plans for 2014 and beyond.

Our **Service Awards** are scheduled for May 13 at the River Rock Casino Resort.

We truly hope you will be available to attend both events.

## **Visitor Volume Study – May to September 2013**

Overall, between May and September almost 1.9 million people visited Richmond for independent leisure purposes. Those visitors spent approximately \$400 million dollars in Richmond.

Overnight visitors accounted for just under 1.3 million visitors (67% of all visitors) and \$347 million in expenditures (87% of all visitor expenditures).

Overnight visitors that stayed in hotels accounted for 47% of all visitors and 66% of all expenditures, while visitors that stayed with friends and relatives accounted for 14% of volume and 15% of expenditures (because they stayed longer). Day visitors accounted for 33% of visitors and 13% of total expenditures.

These estimates include business travelers that spent time doing leisure activities or visiting friends and relatives activities in Richmond. Business travelers equaled 14% of total visitor volume and 11% of visitor expenditures.

Ontario and Alberta continue to be strong markets for us. And Washington and California are strong US states. Not surprising is China as our strongest Asia/Pacific market followed by Australia and Hong Kong. Our visitors from Asia Pacific account for 70% of overseas markets. In Europe, the UK and Germany are our strongest.

Our visitor age profile is generally older than the general traveler profile for all of Canada. 57% were 45+, 76% were 35+. This demonstrates that our products are more appealing to mature people.

According to the CTC, travellers to Canada (compared to other countries) have a higher level of education and this was confirmed for Richmond as well.

The visitors that chose to stay in our hotels have higher than average income levels of \$100,000+.

Richmond was the primary destination for 30% of the visitors that stayed in paid accommodation, followed by 24% for Greater Vancouver. This is very good news as we continue to promote Richmond as a stand alone destination.

# ASIA-PACIFIC REPORT

## IN BRIEF

### AUSTRALIA

#### Employment rises by three times forecast

Australian employers boosted payrolls in February by more than three times economists' forecast, underscoring an improving economic outlook that prompted the central bank to adopt a neutral policy stance. The number of people employed rose by 47,300, the statistics bureau said in Sydney. That compares with the median estimate for a 15,000 increase in a Bloomberg News survey of 28 economists. The jobless rate held at six per cent. Central bank governor Glenn Stevens reduced the benchmark interest rate by 2.25 percentage points since late 2011 to a record-low 2.5 per cent and signalled a period of steady borrowing costs. The jobs data and a stronger housing market indicate businesses are beginning to invest in an economy that policy-makers predict will accelerate.

### HOLLYWOOD

#### Chinese firm in joint film studio venture

Hony Capital Ltd., a Chinese private-equity firm, will start a U.S. film studio with partners including producer Robert Simonds, in the latest example of Chinese investment in Hollywood. Simonds will lead the venture, which plans to invest more than \$1 billion over five years. Other associates investing include TPG Capital and Gigi Pritzker, chief executive officer of OddLot Entertainment. The unnamed studio will finance, produce and self-distribute eight to 10 "star-driven" theatrical films for global markets each year, the partners said in a statement. Honky Capital, backed by Legend Holdings Ltd., the largest shareholder in computer maker Lenovo Group Ltd., is the anchor investor for the business and has agreed to a strategic partnership for film and television production with SMG Pictures, the statement said. Additional equity and debt are being provided by the business interests of Pritzker. Hollywood is attracting more investor interest from China after posting record sales of \$10.9 billion last year and starting 2014 strongly.

### INDIA

#### Inflation eases as factory output rises

Indian consumer-price inflation eased for a third straight month in February while factory output unexpectedly rose in January, as interest-rate increases cooled Asia's fastest price rises before elections next month. The consumer-price index

## OPINION

# A growing gateway for Chinese tourists



Chuck Chiang

## Tourism: Vancouver's favourable location sets it up for success

In many ways, Metro Vancouver's growing role in Asia-Pacific business relations was demonstrated by an event in Richmond last week.

That event was the opening reception of the Active America-China Travel Summit, which took place last Tuesday. The conference gathered 60 buyers from China's tourism industry and 115 tour suppliers from Canada and the United States. Their goal was simple: To better facilitate (and profit from) the waves of Chinese tourists arriving in North American airports daily.

The fact that the gathering (which lasted all this past week) was held in Richmond was revealing in itself. In the six years since the conference's launch, this was the first time the event took place on



KIM STALL/KNECHT/PNG PHOTO

Asian tourists pose for pictures at the steam clock in Gastown. More Chinese are visiting the city.

Canadian soil. The symbolism may be more telling than the event itself, which amounted to a cross-Pacific tourism trade fair. But Canada — and Metro Vancouver in particular — has clearly wedged itself into the travel industry conversation.

This is not just a reflection of the increase in Chinese tourists coming to Canada since the two nations signed the Approved Destination Status agreement in 2010, making it easier for Chinese travellers to obtain permission to visit the Great White North.

Since 2008, the number of visitors coming to Canada from most major nations has seen little change, or even declined. From 2008 to 2013, the visitor count from France changed from 425,409 to 465,548; Germany, from 332,008 to 322,419; Britain, from 869,926 to 663,219; and Japan, from 287,198 to 238,474.

Compare that, however, to the figures for Chinese tourists (excluding Hong Kong): 165,823 in 2008 to 365,314 last year. During that period, China went from ninth

place on Canada's foreign tourist rankings to fourth — and may, if current growth trends continue, overtake France and join the U.S. and Britain as Canada's biggest sources of tourism dollars.

The decision by Active America to bring the conference to Richmond, with the summit's large number of American participants, indicates that Vancouver may now be gaining momentum as a jumping-off point for Chinese tourists looking at visiting south of the border.

Ever since Canadian authorities implemented the China Transit Program in late 2012, Chinese visitors can fly to Vancouver and connect to another U.S.-bound flight without a Canadian visa. Given Vancouver's geographic advantages over other ports of entry on the North American west coast, the transit program has given YVR another valuable source of business: connecting traffic.

Take a look at Vancouver's distance and flight times to Beijing, as compared to cities like Los Angeles and San Francisco: the distance

from Beijing to Vancouver is about 8,536 kilometres, roughly an 11-hour flight. The same trip from Beijing to San Francisco is 9,525 kilometres (or 12 hours, 20 minutes), and to Los Angeles is a whopping 10,083 kilometres, a 13-hour flight.

Vancouver maintains a similar advantage when it comes to flights to and from Shanghai.

Vancouver makes a lot of sense as North America's most popular gateway for Chinese tourists looking for a shorter flight. And the availability of bilingual English-Mandarin personnel in the city also helps to provide connecting Chinese passengers with as seamless a connecting experience as possible in a country where Chinese is not an official language.

YVR officials have long stated they want to see a similar program struck with Latin American countries, so as to connect Chinese business travellers with the country's growing interest in Central and South America.

chchiang@vancouversun.com



## Planning Committee

Date: Tuesday, March 18, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, March 4, 2014, be adopted as circulated.*

CARRIED

### COMMUNITY SERVICES DEPARTMENT

1. FINAL ENDORSEMENT OF THE BRITISH COLUMBIA PROVINCIAL RENTAL HOUSING CORPORATION'S ALTERNATIVE LEGAL MECHANISM TO SECURE ADDITIONAL AFFORDABLE HOUSING IN THE REMY DEVELOPMENT, THROUGH TERMINATION OF HOUSING AGREEMENT (9340 - 9400 CAMBIE ROAD) BYLAW NO. 9059  
(File Ref. No. 08-4057-01) (REDMS No. 4014244)

**Planning Committee**  
**Tuesday, March 18, 2014**

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In reply to queries from Committee, Dena Kae Beno, Affordable Housing Coordinator noted that rental agreement templates are regularly reviewed to incorporate any Council approved changes to said agreements.

It was moved and seconded

*That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.*

**CARRIED**

## **PLANNING & DEVELOPMENT DEPARTMENT**

**2. RICHMOND RESPONSE: PROPOSED 2013 PORT METRO VANCOUVER LAND USE PLAN**

(File Ref. No. 01-0140-20) (REDMS No. 4166504)

Discussion ensued with regard to the proposed Port Metro Vancouver Land Use Plan (PMV Land Use Plan), and Committee commented on the importance of preserving agricultural lands in the City. Also, Committee referenced an article from the February 21, 2014 edition of the *Surrey Leader* titled, "Forge industrial reserve using core review, port urges" (attached to and forming part of these minutes as **Schedule 1**) which reported that Port Metro Vancouver proposes to create an industrial land reserve.

In reply to queries regarding the approval process for the PMV Land Use Plan, Terry Crowe, Manager, Policy Planning, noted that the Port Metro Vancouver Board approves the PMV Land Use Plan and does not require federal government consent. Also, Mr. Crowe noted that the City is proactive in taking steps to collaborate with Metro Vancouver and Port Metro Vancouver on several industrial studies.

Staff were directed to advise Port Metro Vancouver, along with Richmond Members of Parliament and Richmond Members of the Legislative Assembly, that the City opposes the use of agricultural lands for any proposed industrial land reserve.

Discussion ensued with regard to Port Metro Vancouver's jurisdiction over land use in relation to local zoning bylaws. As a result of the discussion, staff were directed to advise the provincial government that the City is opposed to any provincial intervention to overrule local zoning bylaws.

It was moved and seconded

- (1) *That Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and*
- (2) *That the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*

**CARRIED**

3. **APPLICATION BY KULWINDER SANGHERA FOR REZONING AT 11111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-008932; RZ 12-611497) (REDMS No. 4166096)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*

**CARRIED**

4. **APPLICATION BY RAMAN KOONER FOR REZONING AT 9140 DOLPHIN AVE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**

(File Ref. No. 12-8060-20-009129; RZ 13-650300) (REDMS No. 4166693)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from “Single Detached (RS1/B)” to “Single Detached (RS2/K)”, be introduced and given first reading.*

**CARRIED**

5. **APPLICATION BY 0800705 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO THE HIGH RISE APARTMENT (ZHR7) - LANSDOWNE VILLAGE (CITY CENTRE) ZONING DISTRICT AT 7117 ELMBRIDGE WAY**

(File Ref. No. 12-8060-20-009113 ;ZT 13-650975) (REDMS No. 4151206)



**Planning Committee**  
**Tuesday, March 18, 2014**

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Wayne Craig, Director, Development commented on the proposed zoning text amendment, noting that it would include the current definition of “live/work dwelling.”

In reply to queries from Committee, Mr. Craig gave examples of possible commercial uses permitted under the current definition of “live/work dwelling” such as a doctor’s office or a hair salon.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” within this zone, and rely on the definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions), be introduced and given first reading.*

**CARRIED**

**6. APPLICATION BY CITIMARK-WESTERN ALBERTA ROAD TOWNHOUSE LTD. FOR REZONING AT 9671 ALBERTA ROAD FROM SINGLE DETACHED (RS1/F) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-009117; RZ 13-638852) (REDMS No. 4157817)

Mr. Craig provided introductory comments with regard to the proposed project’s urban design and noted that upgrades will be made to the pedestrian walkway along the western edge of the site.

Discussion ensued with regard to potential sustainable energy features that may be incorporated in the proposed project. Staff were then directed to work with the applicant to explore potential sustainability measures that may be incorporated into the proposed project prior to Public Hearing.

In reply to queries from Committee, Mr. Craig noted that staff are working on initiatives for Council’s consideration that would address City policies on sustainable energy options for new developments.

Wayne Fougere, Architect, Fougere Architecture Inc., highlighted possible sustainable energy features that may be incorporated into the proposed project such as provisions for solar panels and electric car outlets. Also, he noted that the project meets EnerGuide 80 standards.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)”, be introduced and given first reading.*

**CARRIED**

**7. APPLICATION BY 664525 B.C. LTD. FOR REZONING AT 7400, 7420 AND 7440 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009015; RZ 12-619835) (REDMS No. 4164864)

Mr. Craig provided background information and noted that the proposed development meets the location criteria for townhouse designation on an arterial road. Mr. Craig added that the area adjacent to the proposed project was assessed for future development, however due to variations in lot sizes and depth, a continuous back lane between Linfield Gate and Lancing Road would be difficult. As a result, designating future development in the area for townhouses would be appropriate since a back lane would not be required. Mr. Craig then commented on the proposed development's urban design and parking scheme, noting that units located at the back of the site have been converted from duplex units to single detached units. Also, Mr. Craig commented that the applicant also proposed a rowhome design for the site; however due to a lack of support from the neighbourhood following a public consultation, the design was not pursued.

Discussion ensued with regard to the 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy (Arterial Road Policy) in relation to the proposed development.

In reply to queries from Committee, Mr. Craig noted that the proposed project includes provisions for convertible units as well as wheelchair accessible parking.

Edwin Lee, Planning Technician-Design, noted that the neighbourhood's objection to the applicant's rowhouse proposal was due in part to concerns related to density and the availability of visitor parking.

Discussion ensued with regard to proposed development's tree retention plan and sustainability aspects.

Discussion further ensued with regard to future development of public transit along the Railway Avenue corridor and the potential densification of the surrounding area.

In reply to queries from Committee, Taizo Yamamoto, Architect, Yamamoto Architecture Inc. (Architect) stated that the applicant will work with staff to explore sustainable energy options available for the proposed project.

In an effort to address neighbourhood concerns, Mr. Yamamoto commented that the proposed development's architectural form and character was designed to complement the neighbourhood's existing single-family streetscape. Also, he commented that properties adjacent to the proposed development will back onto green space as oppose to a back lane if single-family dwellings were considered.

**Planning Committee**  
**Tuesday, March 18, 2014**

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In reply to queries from Committee, Mr. Yamamoto advised the neighbourhood identified parking availability and density as key concerns for preferring townhomes over rowhomes.

Also, Mr. Yamamoto was of the opinion that the site's proximity to schools and other amenities will be an attractive feature of the proposed development for young families.

Discussion ensued with regard to road and transit improvements adjacent to the proposed development along Railway Avenue and Mr. Craig advised that the developer will be responsible for frontage improvements along the site.

In reply to queries from Committee, Sonali Hingorani, Transportation Engineer commented on the proposed transit upgrades and highlighted that sidewalk upgrades to bus stops along Railway Avenue are scheduled for 2014, and that such improvements will facilitate some accessibility to bus stops.

A Richmond resident, 7360 Railway Avenue, expressed concerns with regard to the proposed development's public consultation process and was of the opinion that residents were not given adequate notification to provide input. Also, he expressed concern regarding the proposed increase in density and traffic in the area.

In reply to queries from Committee, Mr. Craig noted that the February 25, 2014 public information meeting was organized by the applicant; however he added that the concept of the proposed development was completed in consultation with staff, based on feedback from the neighbourhood.

Helen Sheardown, 7360 Railway Avenue, expressed concern regarding the distribution of the notification for the public information meeting and was of the opinion that the proposed development would negatively affect the single-family character of the neighbourhood.

In reply to queries from Committee, Mr. Craig noted that the proposed development's setbacks would be five meters from the rear property line and that the minimum setback for a single-family development is six meters from the rear property line.

In reply to queries from Committee, Mr. Craig advised that staff verified the public information meeting invitation for accuracy and specified the notification area.

Amar Sandhu, Sandhill Homes Ltd., was of the opinion that adequate notification was given to nearby residents regarding the public information meeting for the proposed development. Also, Mr. Sandhu stated that he believes that the proposed development would enhance the neighbourhood by attracting young families.

**Planning Committee**  
**Tuesday, March 18, 2014**

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In reply to queries from Committee, Mr. Sandhu advised that the developer will work with staff with regard to the potential energy sustainability options available for the proposed development. Also, he added that the costs of each unit have not been finalized.

It was moved and seconded

- (1) That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading; and*
- (2) That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.*

The question on the motion was not called as discussion ensued regarding densification along arterial roads.

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

8. **APPLICATION BY TOWNLINE GARDENS INC. FOR A ZONING TEXT AMENDMENT TO THE COMMERCIAL MIXED USE (ZMU18) – THE GARDENS (SHELLMONT) ZONE TO PERMIT WAIVING THE AFFORDABLE HOUSING REQUIREMENTS FOR MARKET RENTAL UNITS IN PHASE 2**  
(File Ref. No. 12-8060-20-009112; ZT 14-656053) (REDMS No. 4147794)

Mr. Craig provided background information on the proposed application and noted that the affordable housing requirement will remain for the first phase of development but would be removed from the proposed 144 market rental housing units.

Discussion ensued with regard to the size of the affordable housing units and Mr. Craig noted that the developer has agreed to set aside larger units for affordable housing in future phases of the development.

In reply to queries from Committee, Mr. Craig noted that the Affordable Housing Strategy does not have a specific policy regarding to market rental units; however it is anticipated that the review of the Affordable Housing Strategy would explore adding such policies.

It was moved and seconded

*That Bylaw No. 9112, for a zoning text amendment to the "Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)" zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.*

**CARRIED**

7.

9. **MANAGER'S REPORT**

*(i) Richmond Response: Industry Canada's Proposed Amendments to Antenna Tower Siting Procedures*

Mr. Crowe provided background information, noting that Industry Canada is seeking feedback from the City regarding the proposed amendments. Mr. Crowe added that once the proposed amendments have been approved, City bylaws will need to be amended to be consistent with the proposed changes.

*(ii) Proposed Metro Vancouver Regional Growth Strategy Amendments*

Mr. Crowe referenced a memorandum dated March 14, 2014, (attached to and forming part of these minutes as **Schedule 2**) on proposed amendments to Metro Vancouver's Regional Growth Strategy and noted that the amendments, (minor text and map changes), do not affect the City and as such staff will advise Metro Vancouver that the City has no objections to the proposed amendments.

Discussion ensued with regard to regional planning and municipal autonomy. Mr. Crowe commented on to a recent court case regarding jurisdictional matters between Metro Vancouver and the Township of Langley and advised that staff will provide a memorandum updating Council on such matters.

*(iii) Bill 17 – First Reading*

Mr. Craig gave an update on Bill 17, noting that it was given first reading. He advised that Bill 17 includes provisions for the termination of land use contracts and that a memorandum updating Council on Bill 17 will be brought forward.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:15 p.m.).*

**CARRIED**

**Planning Committee**  
**Tuesday, March 18, 2014**

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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, March 18, 2014.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Auxiliary Committee Clerk

# The Surrey Leader

SERVING SURREY AND NORTH DELTA

## Forge industrial reserve using core review, port urges



By Surrey Leader

Published: **February 21, 2014 05:00 PM**

Updated: **February 21, 2014 05:375 PM**

Port Metro Vancouver is urging the province to use its ongoing core review to create a new Industrial Land Reserve to preserve strategic land in the Lower Mainland for port and industry expansion.

Port officials have warned for more than a year that a new protected land bank for industry – mirroring the Agricultural Land Reserve (ALR) – is increasingly urgent, as suitable land is converted by cities into more lucrative condos and stores.

Robin Silvester told a meeting of the Delta Chamber of Commerce Thursday he wants the province to act expeditiously, under the framework of its core review, which is already examining potential reforms to the ALR.

"The problem is getting worse, not better," he said, noting Port Metro Vancouver is set to grow further as Canada's main trade route to Asia, while the region's population climbs by another million residents in the next couple of decades.

"There's no time to waste."

An area of industrial land twice the size of the city of New Westminster – 3,000 hectares – has been converted to other uses over the past 30 years, he said.

As a result, the port and related businesses are increasingly pitted against other land uses – including farming – for access to waterfront or riverfront property.

**CNCL - 65**

Pressure on the ALR and the shortage of industrial land are interrelated –speculators have targeted farmland that might be industrialized, driving up its price and making agriculture shakier.

Civic leaders are worried about the port's own purchase of farmland and that new proposals to raid the ALR are brewing,

Despite that discord, Silvester said the ALR offers a good model for a land preserve on the industrial side.

"Something like the core review, where the province does a root and branch analysis of everything it does, is a great opportunity to look at whether there are some new things they can add on in a very efficient way to meet such an economically important requirement as preservation of industrial land," Silvester said in an interview.

Metro Vancouver's regional growth strategy, adopted in 2012, also seeks to protect industrial land.

Silvester called it a start that doesn't go far enough, adding consistent, provincially imposed rules are required.

"The strategy does nothing to undo the damage already done," he said of the regional district's plan. "It doesn't create new industrial land."

Silvester said he believes incentives could reward the redesignation of other lands to protected industrial use in a way that respects the needs of both the economy and the environment.

The province has indicated the core review may contemplate splitting the ALR into two zones, allowing more potential uses in much of the north and Interior.

Silvester urged other business leaders to campaign for an industrial reserve.

He also recognized the recent completion of the South Fraser Perimeter Road and the province's pledge to replace the Massey Tunnel, which could let ships haul larger loads upriver, provided there's increased dredging.

Silvester used epic terms to characterize the nearly complete \$9-billion investment in road, bridge and infrastructure upgrades in the Lower Mainland related to the Pacific Gateway.

"We are in the middle of what nation building looks like," Silvester said, adding the spending by the provincial and federal governments is 50 per cent more than the huge Panama Canal expansion project now underway.

**Find this article at:**

<http://www.surreyleader.com/news/246625921.html>



Schedule 2 to the Minutes of the  
Planning Committee meeting held  
on Wednesday, March 18 12,  
2014.

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



**City of  
Richmond**

**Memorandum**  
Planning and Development Department  
Policy Planning

**To:** Mayor and Councillors  
**From:** Terry Crowe  
Manager, Policy Planning  
**Date:** March 14, 2014  
**File:**  
**Re:** **Proposed City Response To A Proposed Metro Vancouver Regional Growth  
Strategy (RGS) Amendment Bylaw 1201, 2014 (A Housekeeping Amendment)**

Purpose

The purpose of this memorandum is to propose a response to a proposed Metro Vancouver (MV) Regional Growth Strategy (RGS) Bylaw 1201, 2014, a housekeeping amendment.

Background

On March 10, 2014, Richmond received an invitation from Metro Vancouver to comment on a proposed Metro Vancouver (MV) Regional Growth Strategy (RGS) Bylaw 1201, 2014, a Minor Type 3 housekeeping amendment), with a 30 day response deadline for comment by April 11, 2014.


Policy Planning staff have reviewed the proposal. The proposed RGS amendment arises from recent MV Board approved Regional Context Statements (RCS) for Vancouver, Coquitlam, City of Langley, Port Coquitlam, Maple Ridge and White Rock, which were deemed to be "generally consistent" with the 2040 RGS. As a result, minor text and map changes are need to harmonize the RGS with the Regional Context Statements.

The proposed Bylaw does not affect Richmond. Law advises that there is no legal requirement for the City to provide comments to Metro Vancouver on proposed RGS amendments.

Proposed Response

As the proposal does not affect Richmond and as Metro Vancouver response time is too short for the City's internal committee and Council report deadlines, City staff will advise Metro Vancouver that the City has no objection to the proposed amendment before the April 11, 2014 comment deadline. This approach worked well previously, in 2010, regarding a proposed RGS amendment for Amore. The benefit of this approach is that Richmond's interests are protected and Metro Vancouver is advised by its April 2014 deadline.

This matter can be discussed at the March 18, 2014, Planning Committee meeting, under Managers Updates. For clarification, please contact me at 604-276-4139.

  
Terry Crowe, Manager,  
Policy Planning

**CNCL - 67**



March 14, 2014

- 2 -

TTC:kt

Att. 1

pc:

- Joe Erceg General Manager, Planning and Development
- Wayne Craig, Director, Development Applications

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

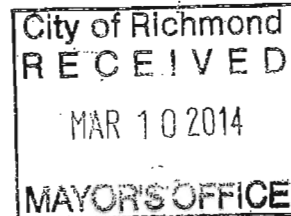
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Board and Information Services, Corporate Services  
Tel. 604.432.6250 Fax 604.451.6686

MAR - 7 2014

0157-01  
File: CR-12-01

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



Dear Mayor Brodie and Members of Council:

**Re: Notification of a Proposed Amendment to Metro Vancouver 2040: Shaping Our Future (Metro 2040), the regional growth strategy - Type 3 Amendment**

In accordance with section 857.1(2) of the *Local Government Act*, and sections 6.4.2 and 6.4.5 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, this letter provides notification to affected local governments and other agencies of a proposed amendment to *Metro 2040*. As per these sections, the Greater Vancouver Regional District (GVRD) Board is to provide a minimum of 30 days to all affected local governments and relevant agencies to comment on proposed amendments.

The proposed amendment initiated by the GVRD Board on February 28, 2014 is a Type 3 amendment to *Metro 2040* to incorporate land use designation changes, Urban Containment Boundary adjustments, and the addition of Frequent Transit Development Areas and Local Centres stemming from Board accepted Regional Context Statements. This is a minor housekeeping amendment to bring *Metro 2040* into alignment with Board decisions on Regional Context Statements. Please refer to the attached report for details on the proposed amendment.

You are invited to provide written comments on this proposed amendment to *Metro 2040*. **Please provide your comments in the form of a Council or Board resolution, as applicable, and submit to me by email at [paulette.vetleson@metrovancover.org](mailto:paulette.vetleson@metrovancover.org) by Friday, April 11, 2014.**

Following the 30 day comment period, the GVRD Board will consider the comments received on the proposed amendment, and third reading and final adoption of an amendment bylaw. A Type 3 minor amendment to *Metro 2040* requires an affirmative simple majority (50 percent plus 1) weighted vote of the GVRD Board at each reading of the bylaw; no regional public hearing is required. For more information on regional growth strategy amendment procedures see *Metro 2040* Sections 6.3 and 6.4.

PHOTOCOPIED


MAR 10 2014

MAR 11 2014

If you have any questions with respect to the proposed amendment, please contact Terry Hoff, Senior Regional Planner by telephone at 604-436-6703 or email at [terry.hoff@metrovancover.org](mailto:terry.hoff@metrovancover.org).

More information and a copy of *Metro 2040* can be found on the Metro Vancouver website at: <http://www.metrovancover.org/planning/development/strategy/Pages/default.aspx>

Sincerely,



Paulette A. Vetleson  
Director, Board and Information Services/Corporate Officer

PV/EC/HM/ms

Encl: Report dated January 7, 2014 titled "Regional Growth Strategy Amendment to Reflect Accepted Regional Context Statements"

8667019

**GREATER VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1201, 2014**

A Bylaw to Amend  
Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010.

WHEREAS the Board of the Greater Vancouver Regional District adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010 on July 29, 2011;

AND WHEREAS the Board has accepted member municipalities' regional context statements that contain maps that differ from the official regional land use designation maps maintained by the Greater Vancouver Regional District, as summarized in the following tables:

Changes to Land Use Designations					
Municipality	REF#	From Designation	To Designation	Affected Land Area (ha)	RCS Acceptance Date
City of Langley	1	Agricultural	General Urban / Extend Urban Containment Boundary	1.0	7/26/2013
Vancouver	2	Conservation and Recreation	General Urban	1.8	7/26/2013
	3	Mixed Employment	Conservation and Recreation	1.0	7/26/2013
	4	Industrial	General Urban	3.5	7/26/2013
Port Coquitlam	5	Industrial	Urban	10.2	7/26/2013
	6	General Urban	Conservation and Recreation	17.1	7/26/2013
Maple Ridge	7	Conservation and Recreation	Agricultural	30.0	9/27/2013
	8	Conservation and Recreation	Rural	23.6	9/27/2013
	9	Conservation and Recreation	Rural	3.5	9/27/2013
	10	Conservation and Recreation	Rural	13.5	9/27/2013
	11	Industrial	Rural	46.4	9/27/2013
White Rock	12	Amend Urban Containment Boundary to align with the shoreline such that all RGS Land Use Designations are located within the Urban Containment Boundary			9/27/2013

Identification of Frequent Transit Development Areas		
Municipality	Map Additions	Regional Context Statement Acceptance
City of Vancouver	Add 3 Frequent Transit Development Areas along the Cambie Street Corridor	7/26/2013
City of Coquitlam	Add Frequent Transit Development Area at Burquitlam	10/11/2013

Identification of additional Local Centres, Hospitals and Post Secondary Institutions		
Municipality	Map Additions	Regional Context Statement Acceptance
City of Vancouver	32 Local Centres 1 Hospital	7/26/2013

	1 Post Secondary Institution	
City of Coquitlam	1 Local Centre	10/11/2013

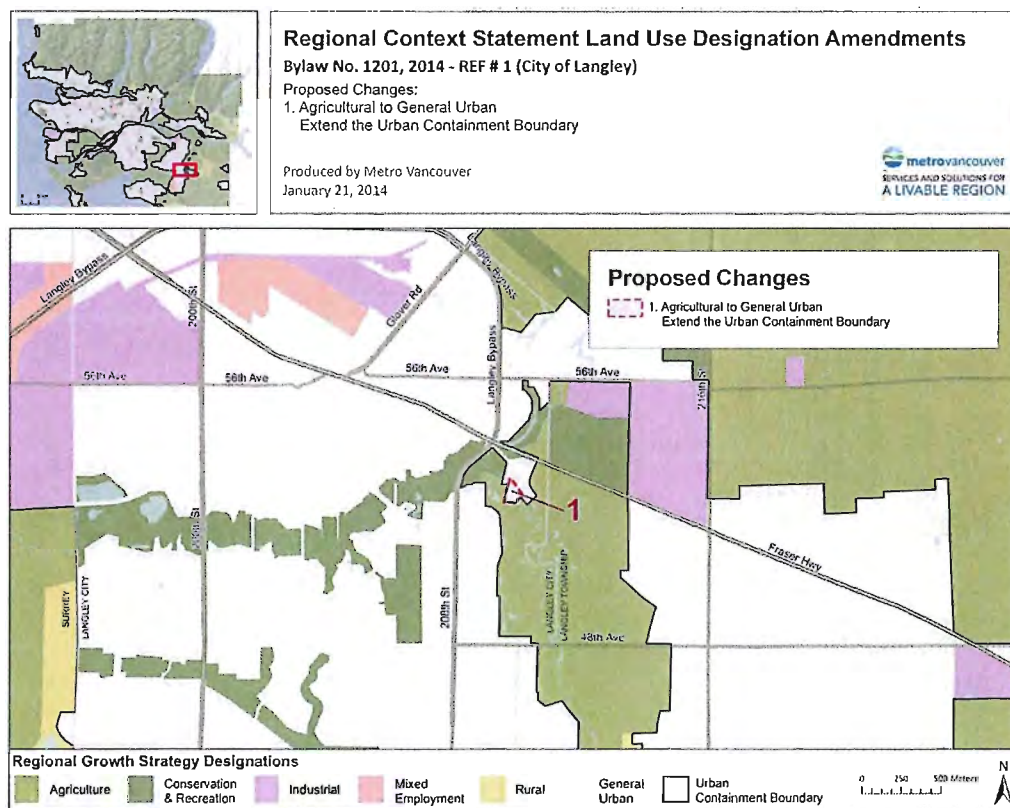
AND WHEREAS the Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps are consistent with the maps included in accepted regional context statements;

AND WHEREAS in accordance with Regional Growth Strategy section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment;


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

1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010 is hereby amended as follows:

a) the official regional land use designation maps numbered 2, 3, 5, 6, 7, 8, 11, and 12 be revised to record the changes in regional land use designations as illustrated below:








### Regional Context Statement Land Use Designation Amendments

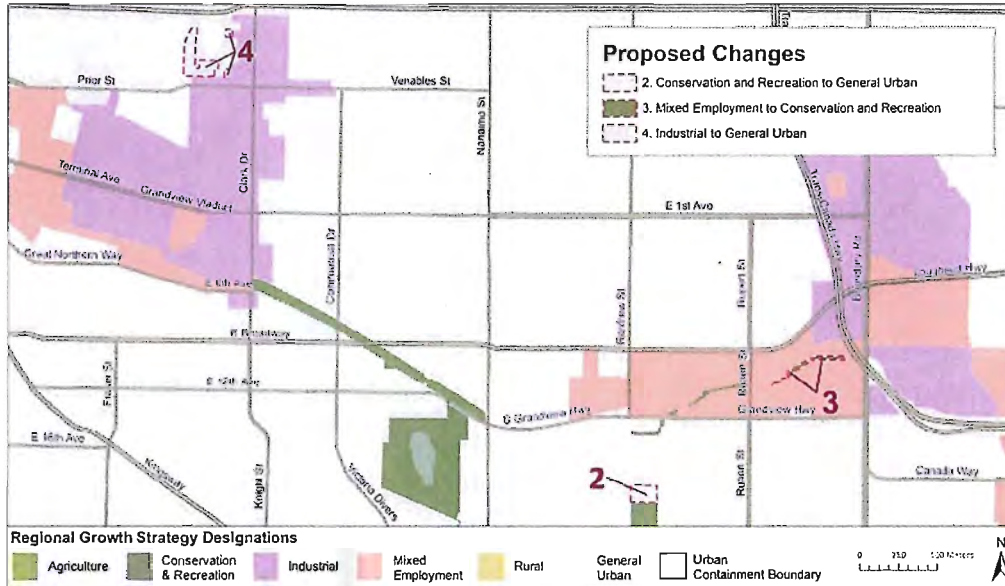
Bylaw No. 1201, 2014 - REF # 2-4 (Vancouver)

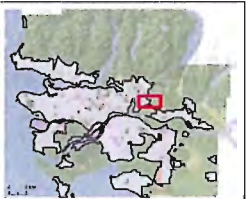
Proposed Changes:

2. Conservation and Recreation to General Urban
3. Mixed Employment to Conservation and Recreation
4. Industrial to General Urban

Produced by Metro Vancouver  
January 21, 2014








### Regional Context Statement Land Use Designation Amendments

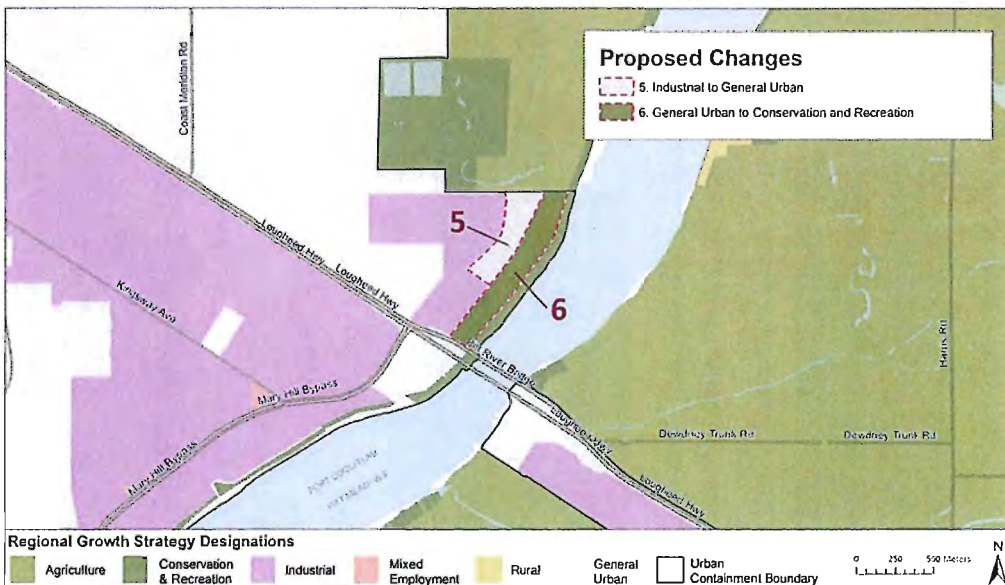
Bylaw No.1201, 2014 - REF # 5-6 (Port Coquitlam)


Proposed Changes:

5. Industrial to General Urban
6. General Urban to Conservation and Recreation

Produced by Metro Vancouver  
January 21, 2014








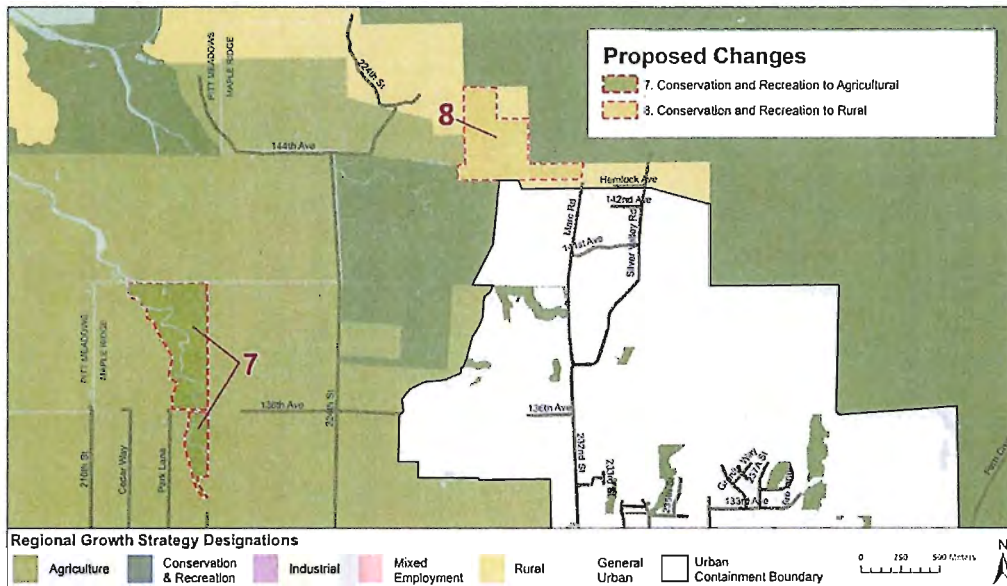
### Regional Context Statement Land Use Designation Amendments

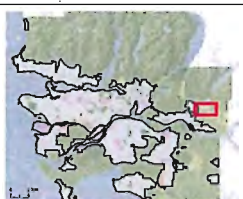
Bylaw No. 1201, 2014 - REF # 7-8 (Maple Ridge)

Proposed Changes:  
7. Conservation and Recreation to Agricultural  
8. Conservation and Recreation to Rural

Produced by Metro Vancouver  
January 21, 2014








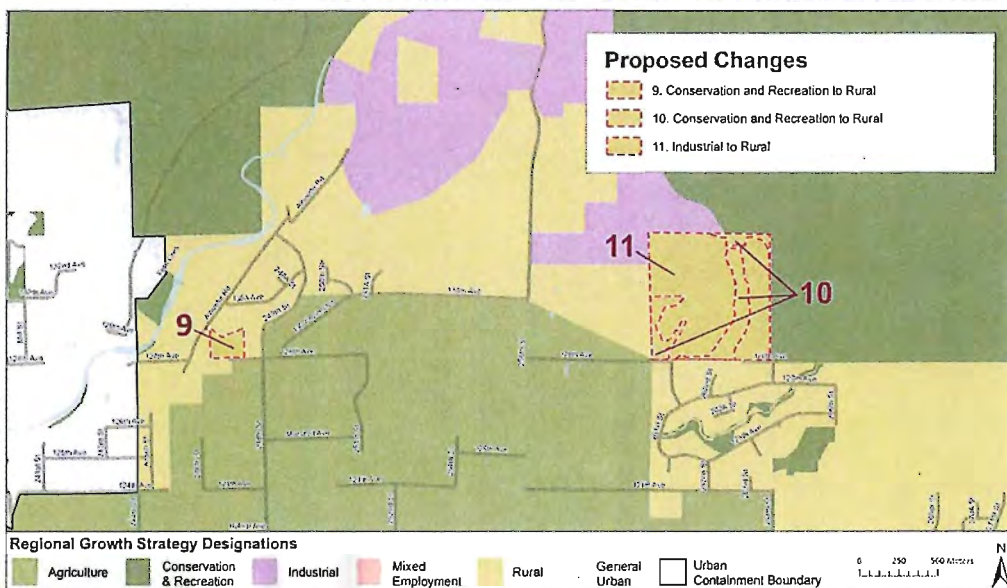
### Regional Context Statement Land Use Designation Amendments

Bylaw No. 1201, 2014 - REF # 9-11 (Maple Ridge )

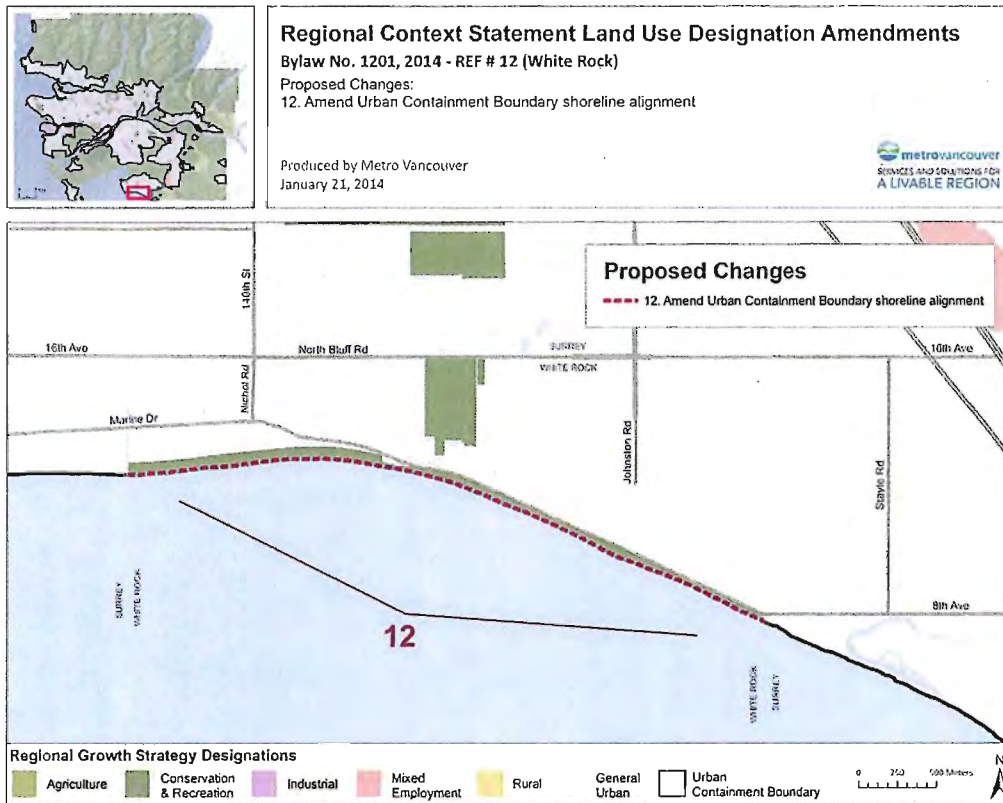
Proposed Changes:  
9. Conservation and Recreation to Rural  
10. Conservation and Recreation to Rural  
11. Industrial to Rural

Produced by Metro Vancouver  
January 21, 2014

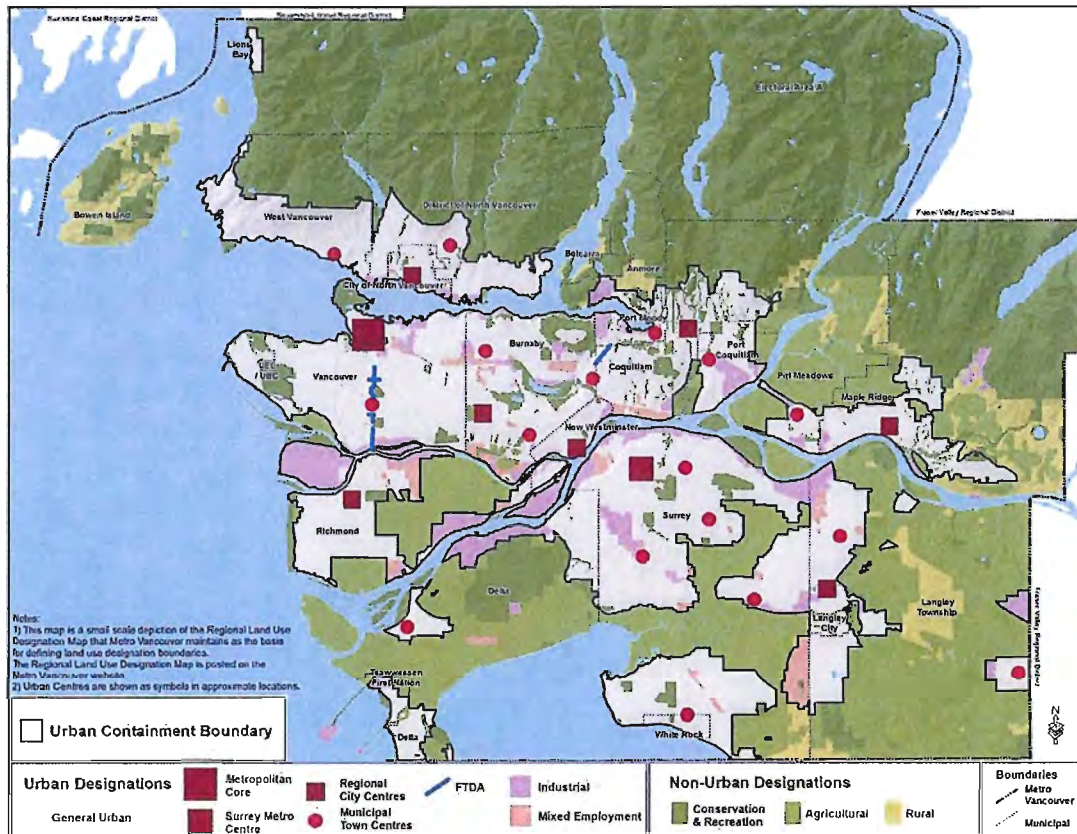






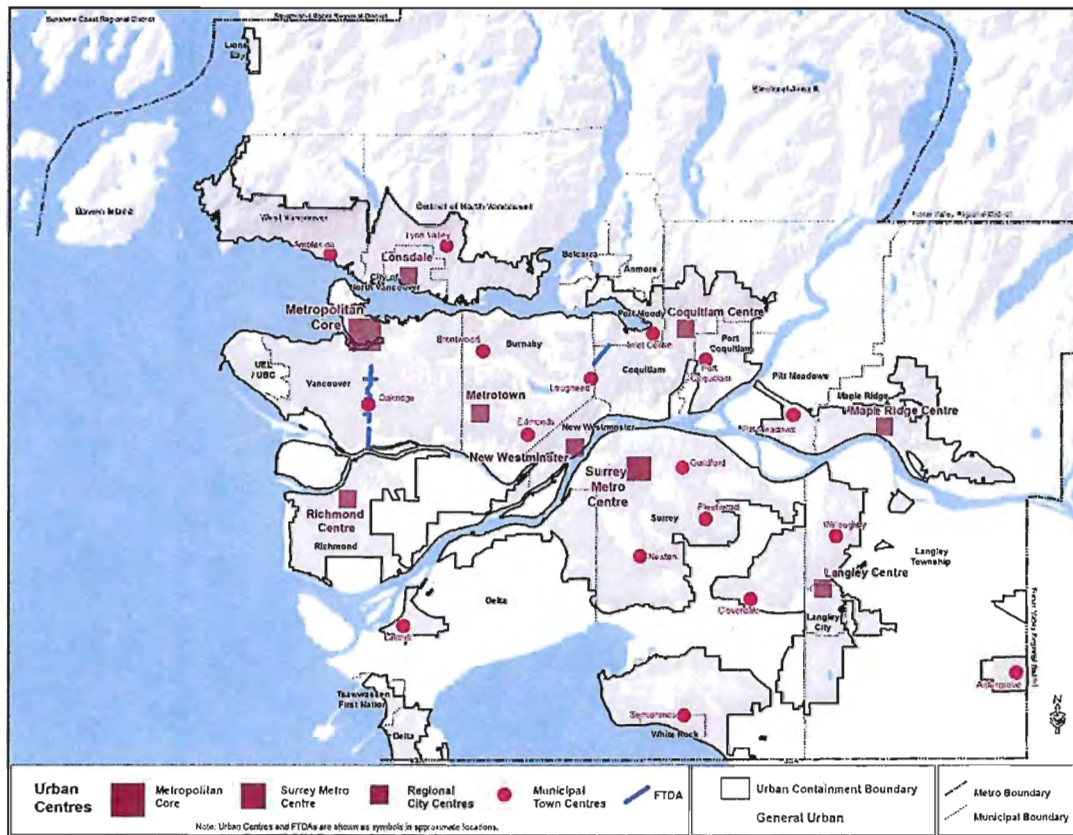


- b) The official regional land use designation map number 2 be revised to record additional symbols depicting the location of additional Frequent Transit Development Areas as illustrated below:



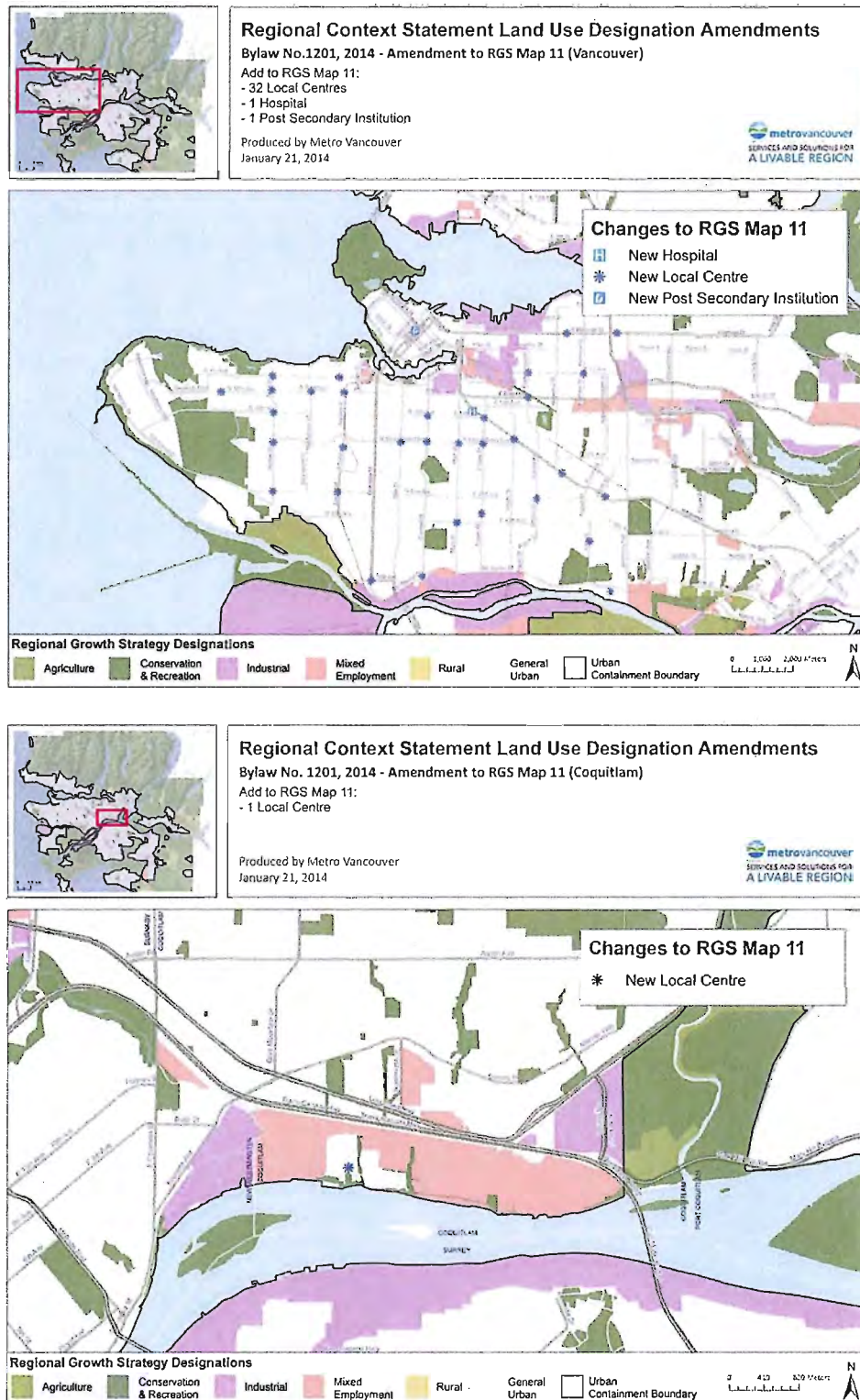
- c) The official regional land use designation map number 4 be renamed 'Urban Centres and Frequent Transit Development Areas'.

- d) The official regional land use designation map number 4 be revised to record additional symbols depicting the location of additional Frequent Transit Development Areas as illustrated below:





e) The official regional land use designation map number 11 be revised to record additional symbols depicting the location of additional Local Centres, Hospitals and Post Secondary Institutions, as illustrated below:



2. The official citation for this bylaw is "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1201, 2014." This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1201, 2014."

Read a First time this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

Read a Second time this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

Read a Third time this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

Passed and Finally Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Paulette A. Vetleson  
Corporate Officer

\_\_\_\_\_  
Greg Moore  
Chair



## Public Works & Transportation Committee

Date: Wednesday, March 19, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda Barnes, Chair  
Councillor Chak Au  
Councillor Derek Dang (entered at 4:04 p.m.)  
Councillor Linda McPhail  
Councillor Harold Steves

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, February 19, 2014, be adopted as circulated.*

CARRIED

### NEXT COMMITTEE MEETING DATE

Thursday, April 24, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

### ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **METRO VANCOUVER GILBERT TRUNK SEWER NO. 2 UPDATE**  
(File Ref. No. 10-6060-03-01) (REDMS No. 4164217)

In reply to queries from Committee, John Irving, Director, Engineering, advised that the first section of the Gilbert Trunk Sewer No. 2 (GTS 2) project is underway and scheduled to be completed in June 2014.

**Public Works & Transportation Committee**  
**Wednesday, March 19, 2014**

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Discussion ensued and Mr. Irving noted that Metro Vancouver, through their contractors, implement the project's traffic management plan. He commented on the number of traffic-related complaints and advised that a significant concern from a local business has been resolved. Also, Mr. Irving advised that once the project enters its second phase, staff will liaise with Vancouver Coastal Health in an effort to ensure access to and from Richmond Hospital is not affected by works along Gilbert Road.

*Cllr. Dang entered the meeting (4:04 p.m.).*

It was moved and seconded

***That the staff report titled Metro Vancouver Gilbert Trunk Sewer No. 2 Update (dated February 25, 2014, from the Director, Engineering), be received for information.***

**CARRIED**

**2. CLOTHES WASHER REBATE PROGRAM**

(File Ref. No. 10-6650-01) (REDMS No. 4166980 v.6)

In reply to queries from Committee, Jason Ho, Project Engineer, provided background information and advised that the proposed program will be promoted on the City's web site, in a local newspaper, and at community centres. Also, Mr. Ho stated that, upon conclusion of the proposed program, staff will report back on the program's outcome.

Discussion ensued regarding the proposed program's eligibility requirements, and Mr. Ho advised that the proposed program is currently only available to residents. Also, it was suggested that air-drying clothing be encouraged as part of the proposed program's outreach message.

It was moved and seconded

***That:***

- (1) the City partner with BC Hydro for a combined rebate program in May and October 2014, which provides a minimum \$100 and maximum \$200 rebate (equally shared between BC Hydro and the City) for the replacement of an efficient clothes washer;***
- (2) the scope of the existing toilet rebate program be expanded to include clothes washer rebates; and***
- (3) the CAO and General Manager, Engineering and Public Works, be authorized to enter into an agreement with BC Hydro to execute this program.***

**CARRIED**

**Public Works & Transportation Committee**  
**Wednesday, March 19, 2014**

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**3. AGEING FACILITY INFRASTRUCTURE - UPDATE**

(File Ref. No. 06-2050-01) (REDMS No. 3788323 v.6)

In reply to queries from Committee, Mr. Irving commented on the current facility infrastructure replacement, improvement and maintenance funding. He noted that it is estimated that such funding be increased by approximately \$1 million annually to maintain the current facility index score of 0.08.

Discussion ensued regarding the potential to utilize casino funds to bridge the estimated \$1 million annual shortfall.

In reply to a further query from Committee, Mr. Irving stated that unplanned equipment failures occur regardless of the City's robust preventative maintenance efforts.

It was moved and seconded

*That the staff report titled Ageing Facility Infrastructure – Update dated March 4, 2014 from the Director, Engineering be utilized as input in the annual capital and operating budget preparation process.*

**CARRIED**

**PLANNING & DEVELOPMENT DEPARTMENT**

**4. ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2014**

(File Ref. No. 01-0150-20) (REDMS No. 4158403)

In reply to a query from Committee in relation to correspondence received from a Hamilton resident regarding pedestrian safety, Victor Wei, Director, Transportation, advised that it is anticipated that this pedestrian safety concern be resolved in 2014.

It was moved and seconded

(1) *That the list of proposed road safety improvement projects, as described in the staff report titled ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2014, from the Director, Transportation, be endorsed for submission to the ICBC 2014 Road Improvement Program for consideration of cost sharing funding; and*

(2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and that the 2014 Capital Plan and 5-Year (2014-2018) Financial Plan be amended accordingly.*

**CARRIED**

3.



**Public Works & Transportation Committee**  
**Wednesday, March 19, 2014**

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**5. MANAGER'S REPORT**

Tom Stewart, Director, Public Works, introduced Bryan Shepherd, Manager, Water Services and spoke of Mr. Shepherd's tenure with the City.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:33 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, March 19, 2014.

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Councillor Linda Barnes  
Chair

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Hanieh Berg  
Committee Clerk



# City of Richmond

## Report to Committee

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<b>To:</b>	Community Safety Committee	<b>Date:</b>	January 30, 2014
<b>From:</b>	Rendall Nasset Officer in Charge, Richmond RCMP Detachment	<b>File:</b>	09-5000-01/2014-Vol 01 (14.02)
<b>Re:</b>	2014-2015 RCMP Annual Performance Plan - Community Priorities		

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### Staff Recommendation

That Council identify priorities as listed in the report titled "2014/2015 RCMP Annual Performance Plan-Community Priorities," dated January 30, 2014 from the Officer In Charge, Richmond RCMP, for inclusion in the Richmond Detachment 2014/2015 RCMP Annual Performance Plan.

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

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

## Staff Report

### Origin

The Officer in Charge of the Richmond Detachment is committed to aligning the RCMP strategic goals with Council's term goals and requests the City's input into the development of the 2014/2015 RCMP fiscal year (April 1, 2014 to March 31, 2015) crime reduction objectives.

These crime reduction objectives are in line with Council's Term Goal;

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

### Background

The Annual Performance Plan (APP) delivers planning and performance management to the Richmond Detachment and ensures policing initiatives are aligned with the City and RCMP strategic priorities. The APP allows Detachment Commanders to systematically plan, evaluate and manage police resources and detachment operations. One of the main goals is for Commanders to be able to consult with and provide tangible feedback to, the City, the Commanding Officer of "E" Division RCMP and the Richmond Detachment Leadership Team (DLT).

### Planning

The Richmond DLT consults with Council and City staff to identify opportunities for improved services for the local community. A well thought-out plan has policing objectives aligned to the overarching National, Divisional and City specific needs. Once the objectives have been identified, the Detachment Commander develops policing initiatives that are implemented for the fiscal year. Measurements, targets and integrated risk assessments for the policing initiatives are also developed to monitor the performance and risk management.

### Quarterly Performance Review

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

### APP Features

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

- Community, Contract and Aboriginal Policing Services Community Plans
- Risk Management
- Unit Level Quality Assurance
- Performance Management
- Public Security

- Unit Performance Improvement Program

The five national strategic priorities of the RCMP are:

1. Serious and Organized Crime
2. National Security
3. Youth
4. Economic Integrity
5. Aboriginal Communities

City of Richmond Community Objectives

Community engagement is a key and an essential planning component of the APP, which usually takes place between January and March each year. This is completed in preparation for the implementation of the upcoming plan, commencing April 1, 2014. The Community Objectives set out in the APP are to assist the Detachment Commander in addressing community priorities identified through the strategic planning process. This is an opportunity to demonstrate accountability to the communities the RCMP serves.

From the planning process, the Richmond Detachment Strategic Plan identified five local priorities:

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

The Detachment's long-term strategic goal is to achieve "Safe Homes and Safe Communities." Of the five local priorities identified in the previous year's APP (fiscal year 2013/14 – April 1, 2013 to March 31, 2014) Council selected the following three:

1. Pedestrian Safety
2. Commercial and Residential Break and Enters
3. Personal Theft/Robbery in the Downtown Centre

The top three Community Objectives identified for the 2014/15 Annual Performance Plan are:

1. "Pedestrian Safety (Traffic Safety) – a continued focus on reducing fatalities and severe bodily injuries. While pedestrian deaths as a result of vehicle collisions are unchanged from previous years, personal injury related collisions continues to be significant and the overall focus is to reduce both fatal and personal injury related collisions through education and enforcement";
2. "Break and Enters (Commercial and Residential Property Crime) – Gains through consultative and focused enforcement and a statistical increase over the last year with respect to Residential Break and Enters has been identified. However

continued focus is required to abate property-related crime with respect to thefts from businesses and residences”; and,

3. “Policing and Mental Health (Community Engagement) – Over the last few years there has been a marked increase in the number of police calls for service involving those in our community who suffer from mental illness. Through community engagement, collaboration and partnerships, the Detachment strives to not only reduce the number of police interactions with mentally ill clients and other vulnerable individuals, but also to build a coordinated response in order to make client engagement more effective”.

The Richmond RCMP Detachment practice over the last three years has been that Council select any or all of the above noted Community Objectives for inclusion in the 2014/2015 Annual Performance Plan.

### **Financial Impact**

There is no financial impact associated with this report.

### **Conclusion**

To prepare for the new Annual Performance Plan, the Richmond RCMP Detachment requests input from Council selecting any or all of the following as priorities for inclusion in the 2014/2015 Annual Performance Plan:

1. Pedestrian Safety (Traffic Safety)
2. Break and Enters (Commercial and Residential Property Crime)
3. Policing and Mental Health (Community Engagement)



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



# City of Richmond

## Report to Committee

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**To:** Community Safety Committee  
**From:** Anne Stevens  
Senior Manager, Community Safety Policy & Programs  
**Date:** February 20, 2014  
**File:** 09-5350-01/2014-Vol 01  
**Re:** **British Columbia Real Time Intelligence Centre**

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### Staff Recommendation

1. That the implementation of the British Columbia Real Time Intelligence Centre be endorsed in principle; and
2. That the future governance structure and budget approval process for the British Columbia Real Time Intelligence Centre include elected municipal officials.

Anne Stevens  
Senior Manager, Community Safety Policy & Programs  
(604-276-4273)

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

## Staff Report

### Origin

In 2010, the policing community identified a need for a real-time operations centre to provide an integrated multi-agency response to serious crime crossing jurisdictional boundaries. This led to the development of the Real Time Intelligence Centre – British Columbia (RTIC-BC), which is mandated to provide actionable intelligence and real-time operational support across all jurisdictions in the province. The RTIC-BC “will play an integral role in reviewing serious incidents for patterns and sharing information and coordinating investigations between jurisdictions”.<sup>1</sup> An overview of the RTIC has been provided by the RCMP (Attachment 1).

This report addresses Council Term Goal 1:

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

### Background

In the 2012 report titled “Missing Women Commission of Inquiry”, Commissioner Oppal recommended that the *Provincial Government commit to moving expeditiously to implement a regional Real Time Crime Centre.*

In December 2013, the B.C. Ministry of Justice published the “British Columbia Policing and Community Safety Plan”. The Plan contains 16 action items to guide the development and reform of policing in B.C. over the next three to ten years.

The RTIC-BC is outlined in Action Item #14 in the Plan:

*Consistent with the recommendations in the Missing Women Commission of Inquiry Report, the Ministry of Justice will foster intelligence-led policing by supporting the implementation of a regional Real Time Intelligence Centre scalable to the province.*<sup>2</sup>

The implementation date for the RTIC-BC is May 2014. The Chiefs of Police representing independent police departments in the Lower Mainland have indicated their support of the RTIC-BC proposal.

### Analysis

#### Real Time Intelligence Centre – British Columbia

The RTIC-BC is a centralized data centre which provides Crime Analysts and Intelligence Analysts with access to multi-agency and multi-jurisdictional police records, intelligence databases, criminal records, and other confidential databases. The RTIC-BC will enhance the efficiency of criminal investigations by providing real-time situational awareness and a proactive

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<sup>1</sup> Ministry of Justice. British Columbia Policing and Community Safety Plan (December 2013); p.39

<sup>2</sup> Ministry of Justice. British Columbia Policing and Community Safety Plan (December 2013); p.39

response to serious crimes that cross jurisdictional boundaries. It will provide a coordinated approach to information and intelligence sharing between agencies, and will enhance the ability of frontline police officers to solve serious crimes, thereby increasing clearance rates and reducing investigational costs.

The current Provincial Intelligence Centre (PIC) will be replaced by RTIC-BC. The scope of PIC focuses only on gang-related activities and does not provide “real-time” situational awareness and intelligence to police agencies in Metro Vancouver. PIC currently has 22 full-time employees with a total operating cost of approximately \$3 million and is funded by federal and provincial governments.

Upon transition to RTIC-BC, the municipal governments will fund a portion of the operation. By January 2015, an additional 21 employees will be added to existing PIC resources for a total of 43 employees and a projected annual operating budget, at full operating capacity, of \$5.8 million.

As well, the RTIC-BC will have an expanded mandate to provide 24/7 “real-time” support to police agencies in Metro Vancouver. The unit will not only provide intelligence for gang-related activities, but also for offences and situations that are considered a serious threat to public safety<sup>3</sup>. Once the RTIC-BC is fully deployed and operational, it is envisioned that it will be the central repository for the collection, analysis and dissemination of information and intelligence that assist in criminal interdiction and enforcement for independent municipal police departments, RCMP detachments, and other law enforcement agencies in the province. The RTIC-BC will also provide the following services to police officers in the Metro Vancouver area:

- Daily serious crime bulletins, weekly crime bulletins, and special alerts
- Project and investigation deconfliction
- Duty to Warn - intelligence and coordination
- Internet and open source investigation assistance
- Assistance with major investigations
- Human source intelligence compilation and coordination
- Intelligence resource during major events / demonstrations

### Implementation Plan

Implementation of the RTIC-BC will be conducted in three phases.

**Phase 1** will commence in May 2014 and the RTIC-BC will immediately provide its services to municipalities in the Metro Vancouver region. Staffing and resource increases will be conducted in stages and the targeted date for full operational capacity is expected to be in early 2015, approximately 1 year from initial implementation. A total of 25 municipalities (including municipalities with independent police forces) will participate in the RTIC-BC.

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<sup>3</sup> Such as but not limited to: shots fired, murders and attempt murders, armed robberies, stranger sex assaults, AMBER alerts, active shooter situations, high risk missing persons, home invasions, hostage takings, acts of terrorism, gang related incidents, and urgent and emerging events that threaten public safety.



**Phase 2** will expand the RTIC-BC services to include the Victoria Capital Regional District police departments. An additional four municipalities on Vancouver Island would participate, for a total participation of 29 municipalities. This phase is expected to commence in the spring of 2016.

**Phase 3** will envision the long-term objective of a Province-wide RTIC. There are a number of challenges relating to policy and jurisdictional logistics, as well as technical challenges like radio communication that needs to be overcome. Nonetheless, the RTIC-BC Steering Committee has set the target date in the spring of 2017.

### Governance

RTIC-BC is proposed to be governed by a Steering Committee comprised of two A/Commissioners of the RCMP, the Chief of the Vancouver Police Department, the Chief of the New Westminster Police Service (representing the BC Association of Municipal Chiefs of Police), and the Assistant Deputy Minister of Police Services Division, Ministry of Justice. The scope of RTIC-BC Steering Committee is to approve annual budgets, provide operational and strategic direction of the unit, establish measurable standards of performance, and to ensure a command structure that provides for the contributing agencies, both independent police departments and the RCMP, to share in the operational management of the RTIC-BC.

Once the RTIC-BC has been fully resourced and operational for two fiscal years, the RTIC-BC Steering Committee will work with the three levels of government and other stakeholders to develop a suitable permanent governance structure. The governance structure should include municipal elected officials to ensure, at a minimum, budgetary oversight.

### Location of the Real Time Intelligence Centre

The RTIC-BC will be located in RCMP “E” Division Headquarters (Green Timbers) in Surrey. The lease rate of \$20,000 per member of the RTIC-BC at Green Timbers is currently under negotiation between the Province and the Federal government.

In addition, the RCMP “E” Division will fund all costs for accommodation of additional municipal partners in the first year of operation. This will result in up to \$430,000 of savings in budgeted accommodation costs. This ramp up of resources in the first year will also save costs.

### Organization Structure

Phase 1 of the RTIC-BC will provide operational support to frontline police officers in the Metro Vancouver region. The RTIC-BC command centre will be staffed by 43 employees comprised of police officers, civilian analysts and support staff. The Officer In-Charge has the rank of Inspector. The unit is organized into four Watches to provide 24/7 coverage. Civilians make up 82% of the unit.

### City of Richmond Crime Analysis Functions

The City of Richmond currently employs three Crime Analysts to support the detachment’s Crime Reduction Team. Their mandate is to provide investigational support, monitor prolific offenders, facilitate local Crime Reduction Strategies, and provide crime statistics to the RCMP

and the City. The Crime Analyst positions at the Richmond detachment will remain at the detachment after RTIC-BC has been implemented.

### **Financial Analysis**

The proposed funding formula for the RTIC-BC is 30% provincial, 20% federal and 50% municipal. This formula is based on workload and clients served proportionate to the resources contributed by the three levels of government. The cost sharing for municipalities will be based on the Integrated Teams formula, where costs are allocated using population (at 25%) and 5 year average of criminal code offences (at 75%).

The operating budget for Phase 1 in 2014/15 of the RTIC-BC for the Metro Vancouver region will be \$4.4M; and once fully operational in 2015/16 will be \$5.8M. Phase 2 is budgeted at \$6.02M (targeted date of spring 2016). It is anticipated that RTIC-BC will need to supplement its capacity to 68 personnel in Phase 3 (21 Sworn and 47 civilian staff); increasing the total annual operating cost to \$8.6M (targeted date of spring 2017).

The cost sharing and funding formula remains unchanged through Phase 1 to Phase 3.

### **Financial Impact**

The estimated cost to City of Richmond in 2014/15 of the RTIC-BC implementation will be \$91,255<sup>4</sup> and \$165,438 in 2015/16 when fully operational.

The cost share ratio for the City of Richmond is six per cent of the total budget. The long term projected cost impact for the City of Richmond for Phase 1 is \$165,438, Phase 2 is \$157,082, and Phase 3 is \$158,691.

The cost of RTIC-BC has not been considered in the City's budget in 2014 or 5 year financial plan. However, the City's RCMP budget will be able to absorb this cost impact in the 2014 budget. The cost of RTIC-BC in 2015 and the future will be considered in the City's normal budgeting process.

### **Conclusion**

In principle, the concept of a RTIC for British Columbia will provide good intelligence to fight crime in all communities. Ideally to make it a success, all cities in B.C. need to be part of the RTIC not only to fight crime in a coordinated fashion but also to manage the growth and finances of the operations.

The proposed RTIC-BC will replace the existing PIC and will provide a multiagency policing support centre, which operates 24/7, and ensures a coordinated regional response to serious crime.

The RTIC- BC is supported by the BC Association of Municipal Chiefs of Police, the BC Association of Chiefs of Police and other federal and provincial law enforcement agencies in BC. The RTIC Steering Committee has received support and resources commitments from

---

<sup>4</sup> During the first year of operation, all capital expenses, fit-up costs and building lease payments will be absorbed through the provincial business line.

municipal governments in the Metro Vancouver region and funding through provincial and federal policing business lines in order to facilitate a May 2014 start.

Citizens of Metro Vancouver will be better served by providing their police forces with the ability to tap into the real time resource capabilities of the RTIC-BC.



Anne Stevens  
Senior Manager, Community Safety Policy & Programs  
(604-276-4273)

AS2:as2

Att. 1: Overview for Lower Mainland Municipal Councils



## Real Time Intelligence Centre – BC Overview for Lower Mainland Municipal Councils

February 2014

### Synopsis

Starting in May 2014, law enforcement agencies across the Lower Mainland will launch BC's first Real Time Intelligence Centre (RTIC-BC), providing a coordinated regional response to serious crimes. Over the next 9 months the RTIC-BC will grow until it is operating 24/7, 365. Immediate analytical support will be available during crimes that pose a substantial risk to public safety, such as armed robberies, high risk missing persons or gang violence.

Resource costs will be shared among provincial, federal and municipal governments. Each municipality's investment will contribute towards the strength of a 43-member unit that is available at any time to provide assistance during significant incidents that impact public safety. Anticipated benefits include enhanced public safety through shorter investigative times and higher clearance rates (arrests made, charges approved).

### Partners

The RTIC-BC is supported by Lower Mainland police departments, including the Vancouver Police Department, the RCMP, the BC Association of Municipal Chiefs of Police, the BC Association of Chiefs of Police and federal and provincial law enforcement agencies in BC. A steering committee was formed in December 2010 by Lower Mainland police forces. Members conducted extensive research and submitted a report to the BC Association of Chiefs of Police, recommending the creation of a Real Time Crime Centre in BC. The steering committee, with municipal, RCMP and BC government representation, is overseeing the implementation of RTIC-BC and transition to operations. In addition, there has been ongoing consultation with, and input from, local government stakeholders.

### Projected budget

Due to an incremental start-up process during the 2014/2015 fiscal year, the first year's budget is anticipated to be \$4.4 million. During the first year of operation, all capital expenses, fit-up costs and building lease payments will be absorbed through the provincial policing business line. Municipalities will only be required to contribute their share of \$1.5 million for the acquisition of additional resources during the first year. The RTIC-BC's projected annual budget for 2015/16, when Phase 1 is fully staffed, is \$5.8 million.

### Background and Rationale

Although there is currently a Provincial Intelligence Centre in place in BC, it does not operate 24/7, 365. Its mandate is violent gangs, and it does not have the capacity to offer real-time operational support to frontline officers.

Due to recent technological advancements, police agencies now have the ability to store, search, retrieve and analyse vast amounts of data, and link seemingly unconnected criminal events. However, in BC there is only limited interoperability between various law enforcement databases. For example, the RCMP, VPD, and federal and provincial corrections each have their own human source intelligence databases.

The first 48 hours is the most critical period of any criminal investigation. Police frontload resources, so suspects can be identified at the earliest stages, before evidence is lost or destroyed. By mining intelligence resources through multiple databases, RTIC-BC will help frontline police officers and investigators quickly identify and locate dangerous criminals. This will assist Lower Mainland police in overcoming challenges associated with jurisdictional boundaries and limited resources. Analysts working within RTIC-BC will have a far greater breadth and depth of access to police and law enforcement databases that dispatchers, police officers and municipal police analysts simply do not have.

Additionally, BC police believe it is important to have the capacity to quickly assimilate the high volume of information and intelligence that would stream from the public and various government agencies when a large scale criminal incident that crosses multiple jurisdictions occurs.

The Report of the Missing Women Commission of Inquiry recommended the creation of a regional Real Time Crime Centre, scalable to the province. The BC Ministry of Justice incorporated this recommendation in the 2013 BC Policing and Safety Plan.

#### **What will RTIC-BC deliver?**

RTIC-BC will be located in BC RCMP headquarters in Surrey, BC. By early 2015 Phase I will be complete, and RTIC-BC will have 43 employees to sustain a 24/7 operation, supporting the Lower Mainland. Phase II is anticipated to commence in 2016, and real time support will expand to include the Victoria Capital Regional District. The following year, in Phase III, it is anticipated that real time support will be provided province-wide. In addition to providing real time support to police officers, the RTIC-BC will deliver:

- Daily serious crime bulletins, weekly crime bulletins, and special alerts;
- Project and investigation deconfliction;
- Duty to Warn - intelligence and coordination;
- Internet and open source investigation assistance;
- Assistance with major investigations;
- Human source intelligence compilation and coordination; and
- Intelligence resource during major events / demonstrations.

The focus will be on occurrences posing a substantial risk to public safety such as: shots fired, murders and attempt murders, armed robberies, stranger sex assaults, AMBER alerts, active shooter situations, high risk missing persons, home invasions, hostage takings, acts of terrorism, gang related incidents, and urgent and emerging events that threaten public safety.

#### **Real Time Crime Centres**

RTIC-BC will be the first real time intelligence centre of its kind in Canada. However in the US, these centres exist in more than 70 metropolitan regions, such as New York, Boston and LA, and have demonstrated their value and effectiveness. For example, in a recent study involving the Memphis Police Department, its Real Time Crime Centre recorded a 30% reduction in total serious crime and a 20% reduction in violent crime since its implementation in 2006.<sup>1</sup>

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<sup>1</sup> Source: <http://www.managementexchange.com/story/managing-21st-century-crime-prevention-memphis>



# City of Richmond

## Report to Committee

**To:** General Purposes Committee  
**From:** Andrew Nazareth  
General Manager, Finance and Corporate Services  
**Date:** February 6, 2014  
**File:**  
**Re:** Richmond Resilient Economy Strategy – Final

### Staff Recommendation

That the *Richmond Resilient Economy Strategy*, enclosed as Attachment 1 to the report titled “Richmond Resilient Economy Strategy – Final”, dated January 27, 2014 from the Manager, Economic Development, be adopted.

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

Att. 2

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

## Staff Report

### Origin

At the January 13, 2014 Council meeting, Council received a report presenting the draft Richmond Resilient Economy Strategy (“Strategy”). Council further adopted a recommendation that the draft be consulted with business stakeholders, including the Economic Advisory Committee, and made available for broader feedback through the City’s public engagement platform LetsTalkRichmond.ca.

The Economic Advisory Committee (“EAC”) was instrumental in the preparation of the draft Strategy and has unanimously endorsed the document that Council received. Furthermore, the draft Strategy was forwarded to targeted Richmond business organizations and stakeholders for feedback and comment. In addition, it was posted on the Richmond public engagement website LetsTalkRichmond.ca and made available for public comment over a two-week period. The opportunity to provide input was promoted broadly and intensively through the City’s economic development and broader outreach tools, including social media, e-newsletter and direct email channels.

Based on relevant feedback received through both the targeted business stakeholder consultation process and the broader public input platform, the draft Strategy has been finalized and enclosed as Attachment 1. This report provides an overview of the process to generate comments on the draft, summarizes feedback received, and presents a final version of the Strategy for Council’s adoption. A brief, high-level summary of the Strategy goals, core themes and development process is enclosed in Attachment 2.

The Richmond Resilient Economy Strategy has been prepared in conjunction with Council Term Goal 3.4:

*Update the City’s economic development strategy, ensuring sport hosting and events are a part of it, and that it is clear on what kind of businesses we want to attract and retain, and where future industrial and business parks will be located.*

### Analysis

#### Draft Strategy Consultation

Both targeted and broader public consultation channels were utilized to solicit feedback on the draft Strategy.

- a) Targeted consultation – the draft Strategy was distributed for comment to all organizations involved in providing initial input during Phase 1, at the outset of the project, including:
  - A sample of Richmond’s significant business stakeholders – Fairchild Property Group, Great Canadian Gaming Corporation (River Rock), Richmond Olympic Oval, Vancouver Airport Authority, Port Metro Vancouver
  - Richmond’s two public universities – Kwantlen Polytechnic University and BCIT

- Richmond's key formal business associations – Tourism Richmond, the Richmond Chamber of Commerce and the Steveston Merchants Association
- Richmond City Council's relevant advisory committee – the Agricultural Advisory Committee and the EAC (with the latter providing input on behalf of the broader Richmond business community, per its mandate and project involvement)
- A sample of regional associations representing industries of strategic significance to Richmond – Canadian Manufacturers and Exporters Association (British Columbia Chapter), Urban Development Institute

Richmond's key business stakeholders have been engaged throughout the development of the Strategy. Critical inputs and economic development priorities received were captured during Phase 1 and were reflected in the draft Strategy. As a result of early stakeholder engagement, few comments were received during the final consultation stage.

- b) Broad consultation – the draft Strategy was made available on LetsTalkRichmond.ca for public comment. Staff collected three inputs through the online comment submission form:

- I am a Richmond resident – yes/no field
- I own or manage a business in Richmond – yes/no field
- Here are my comments on the proposed Richmond Resilient Economy Strategy – free text entry field

There were a total of 26 comments received. Twenty-one of the respondents indicated that they are Richmond residents and 11 answered that they own or manage a business in Richmond. Of the 26 responses received, 16 were directly related to economic development and the Strategy.

Overall responses were positive and supportive, with comments aligned with the nine core themes and associated action items of the Strategy. Specific areas of economic development that were mentioned in the LetsTalkRichmond.ca public comments include:

- Preservation and intensification of available industrial lands for economic growth and a balanced tax base
- Need for ongoing business retention effort
- Recognition of YVR and Port Metro Vancouver as core drivers of the Richmond economy
- Role of Steveston in Richmond's tourism product and overall recognition of tourism as an economic driver in the community
- Simplification of City rules, regulations and processes as a means to facilitate business
- Promotion of office development along high-speed transportation corridors
- Preservation of the ALR as a means of local food production



- Need to focus on attracting business to business parks that have transportation or amenity disadvantages compared to the City Centre

### Strategy Revisions

After targeted and broad public consultation, no significant revisions were made to the draft to finalize the Strategy. Based on the feedback received through the targeted consultation process, stakeholders are supportive of the strategy, complimentary about the quality of the work, and interested in participating during implementation. Input received via LetsTalkRichmond.ca indicates broad overall support of the Strategy and its nine focus areas.

### **Financial Impact**

There are no financial impacts associated with adopting the Richmond Resilient Economy Strategy. While City resources will be required to implement action items of the Strategy, it is anticipated that most action items will be completed within available departmental resources. Any projects requiring additional resources will be brought forward for Council's consideration.

### **Conclusion**

At the January 13, 2014 Council meeting, Council received the draft Richmond Resilient Economy Strategy and directed staff to consult with business stakeholders, including the Economic Advisory Committee, and make the strategy available on LetsTalkRichmond.ca for public feedback. Consequently, the draft Strategy was forwarded to Richmond's major business stakeholder organizations and posted on the City's public engagement platform LetsTalkRichmond.ca for feedback. Early engagement of business stakeholders in the preparation of the draft Strategy generated overall positive feedback and support of the Strategy, with no major revisions made to the draft as a result. The 26 comments received through LetsTalkRichmond.ca were also positive and overall supportive of the draft Strategy, also resulting in no major revisions to the Strategy.

The Richmond Resilient Economy Strategy updates the City's Economic Development Strategy (2002) and sets priorities for the City's economic development program for the next 5 years. It has been developed through a participative process, engaging Council's Economic Advisory Committee and a broad spectrum of business stakeholder, and incorporating feedback from Richmond's online public engagement platform. To commence implementation of the specific action items contained within, it is recommended that the Richmond Resilient Economy Strategy presented in Attachment 1 of this report, be adopted. Pending adoption, the Strategy will be managed through 2014-2019 in departmental work plans, with updates provided to Council through existing annual reporting mechanisms or as action items are completed.



Neonila Lilova  
Manager, Economic Development  
(604-247-4934)

Richmond Resilient Economy Strategy  
Action Plan

February 2014

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# 1.0 Introduction

## 1.1 Background

The City of Richmond adopted an Economic Development Strategy (EDS) in 2002, which was comprehensive and considered all aspects of the local economy. While many of the 2002 EDS actions were implemented, the City's decision to develop a venue for and participate in the 2010 Winter Olympics delayed implementation of the entire set of actions identified in the 2002 EDS.

A decade has now passed since the creation of the 2002 EDS. Both the regional economy and Richmond's local economy have grown and evolved over the last ten years. A review and update of the 2002 EDS is needed, in view of the developments of the last decade, to evaluate outstanding action items and develop new ones based on current economic prospects and priorities for Richmond.

The City recently completed a major review and update to its Official Community Plan (OCP), which included developing the City's vision for its growth and development to 2041. The new OCP incorporates the City's Employment Lands Strategy, which included a detailed analysis of Richmond's inventory of employment lands. The OCP also supports the concept of an open and flexible local economy, resilient to volatility in the global marketplace, into its long-term community planning. To help achieve this goal, the City decided to develop an updated EDS: the "Resilient Economy Strategy." Richmond wants the new Resilient Economy Strategy to help the City and other organizations take effective action that will:

- Retain the economic sectors that are fundamental to Richmond's economic well-being and character.
- Grow the sectors for which Richmond is well-suited to tap opportunities, taking into account local and regional natural, social, and economic assets.
- Make the local economy more resilient, in terms of weathering future economic and environmental change.

### *Why a Resilient Economy Strategy?*

- *Retain fundamental sectors of local economy.*
- *Grow sectors well suited to Richmond.*
- *Become more resilient to economic and environmental change.*

## 1.2 Project Participation

This Resilient Economy Strategy incorporates input from many participants.

The **City of Richmond Economic Development Office** initiated and managed the project, coordinated the participation of the Economic Advisory Committee, and directed the work of the consultants.

Neonila Lilova, Manager Economic Development

Katie Ferland, Business Development Liaison

The **Economic Advisory Committee** is appointed by City Council to provide strategic economic advice. The Committee participated by providing insight into the structure and trajectory of Richmond's economy, commenting on draft materials, and helping select priorities for City action. The members are:

Tom Corsie	Port Metro Vancouver
Jerome Dickey	
Howard Harowitz	Howard Harowitz Consulting Ltd.
Tony Kwan	Pryke Lambert Leathley Russell LLP
Thomas Land	Ecowaste Industries Ltd.
Shelia Luft	Cadillac Fairview Corporation Limited
Debbi-Jo Matias	
Michael Priest	LiteAccess Technologies Inc.
Bruce Rozenhart	Counterpoint Communications
Amit Sandhu	Ampri Group
Parm Sandhu	Telus
Kristi Searle	PeopleBiz
Raymond Segat	Vancouver Airport Authority
Derek Dang	Councilor, City of Richmond Council Liaison to the EAC

**External, stakeholder organizations** were interviewed by the consultants and provided information about Richmond's economic prospects and challenges:

BCIT Aerospace Technology Campus  
 Canadian Manufacturers & Exporters BC  
 Fairchild Property Group  
 GC Gaming Corporation  
 Kwantlen Polytechnic University  
 Port Metro Vancouver  
 Richmond Agricultural Advisory Committee  
 Richmond Chamber of Commerce  
 Richmond Olympic Oval  
 Steveston Merchants Association  
 Tourism Richmond  
 Urban Development Institute  
 YVRAA

**Coriolis Consulting Corp.** completed the three Technical Reports and helped draft the Action Plan.

## 1.3 Approach

The work program was divided into four major phases as shown in Exhibit 1.

**Exhibit 1**

Phase	Scope	Timing	Deliverables
1	Analysis of Richmond's Economy in Regional Context Initial Stakeholder Consultation and Input Opportunities and Constraints Review of 2002 Strategy Implications for Resilient Economy Strategy	May to September 2013	Technical Report #1 for the Richmond Resilient Economy Strategy, September 2013.
2	Workshop with City Staff Workshop with Economic Advisory Committee	September 2013	Comments and direction regarding the main elements of a new economic development strategy.
3	Draft Action Plan Review by Economic Advisory Committee Review by City Staff	October to November 2013	Technical Report #2 for the Richmond Resilient Economy Strategy, late November 2013. Technical Report #3 for the Richmond Resilient Economy Strategy, late November 2013. Draft Action Plan.
4	Review by Council Review by Stakeholders Final Action Plan	December 2013 and January 2014	Final Action Plan

## 2.0 Scope of the Action Plan

This Action Plan draws on these key inputs:

- Existing City policy.
- The 2002 Economic Development Strategy.
- Consultation with a wide variety of external organizations with a major stake in Richmond's local economy.
- A detailed analysis of Richmond's economy in the regional context, documented in the Technical Report #1 for the Richmond Resilient Economy Strategy, September 2013.
- Input from City staff.
- Input from the Economic Advisory Committee.

The Action Plan has been developed with these parameters in mind:

- The Plan is primarily intended to outline actions that should be taken by the City of Richmond, in some cases in collaboration with other agencies, to strengthen, enhance, or diversify Richmond's local economy. The Action Plan concentrates on work to be done or led by the Economic Development Office, other City departments, or by the City's leadership including the Mayor and Council and senior managers.
- The Plan includes some actions that focus on particular economic sectors, but it is also intended to generally strengthen Richmond as a location for a wide range of businesses. The sectoral dimension of the Action Plan concentrates on goods movement, transportation, and tourism as these are seen as the key sectoral investment and employment growth opportunities for the future.
- The Plan concentrates on high priority actions to be implemented over the next 3 to 5 years. Recognizing the resources available to the Economic Development Office, the list of actions has been deliberately kept manageable on the grounds that is more effective to do a comprehensive job on a few key tasks than dabble in many.

---

### *Scope of Action Plan:*

- *Focus on actions the City can take.*
  - *Strengthen Richmond as a location for a wide range of businesses.*
  - *Concentrate on high priority actions that can be implemented over the next 3 to 5 years.*
-



## 3.0 Richmond's Economy

### 3.1 Current Situation

Exhibit 2 shows Richmond's current distribution of employment by major cluster and also show Richmond's share of total regional employment. Exhibit 3 compares the structure of Richmond's economy to Metro Vancouver.

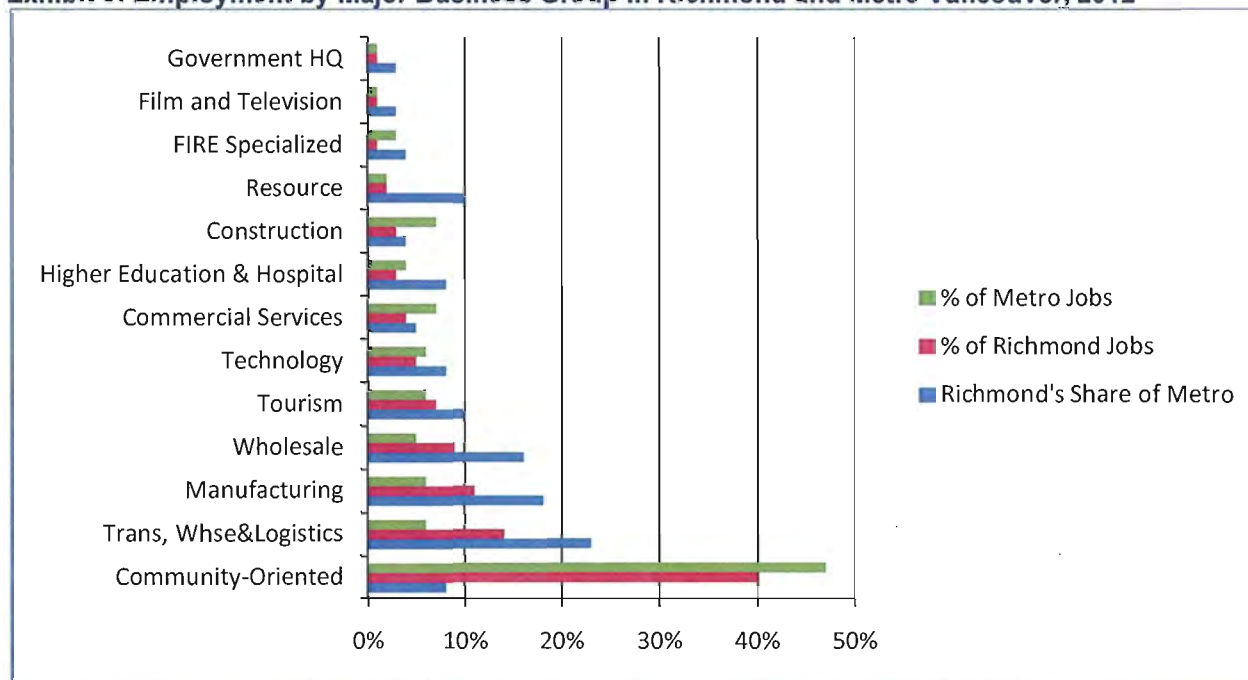
**Exhibit 2: Employment by Major Business Group in Richmond and Metro Vancouver, 2012**

Business Groups	Richmond <sup>a</sup>		Metro Vancouver <sup>b</sup>		Richmond's Share of Metro Jobs
	Number of Jobs	% of Total Richmond Jobs	Number of Jobs	% of Total Metro Jobs	
Community-Oriented	44,000	40%	550,000	47%	8%
Transportation, Warehousing & Logistics	15,000	14%	65,000	6%	23%
Manufacturing	12,000	11%	65,000	6%	18%
Wholesale	9,500	9%	60,000	5%	16%
Tourism	7,500	7%	75,000	6%	10%
Technology	5,500	5%	65,000	6%	8%
Commercial Services	4,500	4%	85,000	7%	5%
Higher Education & Hospital	3,500	3%	45,000	4%	8%
Construction	3,000	3%	80,000	7%	4%
Resource <sup>c</sup>	2,000	2%	20,000	2%	10%
FIRE Specialized <sup>d</sup>	1,500	1%	40,000	3%	4%
Film and Television	500	1%	15,000	1%	3%
Government Headquarters	500	1%	15,000	1%	3%
<b>Total Number of Jobs</b>	<b>109,000</b>	<b>100%</b>	<b>1,180,000</b>	<b>100%</b>	<b>9%</b>

Sources:

- Estimated by Coriolis using a variety of sources (see Technical Report #1 for details). Note that the total number of jobs in Richmond is jobs at a fixed location. Richmond also has a share of regional employment that is not at a fixed location (e.g. mobile workers, workers where job site changes frequently). Including these brings Richmond's share of total regional employment to 10% to 11%.
- Estimated by Coriolis using a variety of sources. Metro Vancouver includes jobs at a fixed location and jobs with no fixed workplace.
- Resource includes jobs in agriculture, forestry, fishing and hunting, mining, oil and gas extraction, and utilities.
- FIRE refers to Finance, Insurance, and Real Estate.

**Exhibit 3: Employment by Major Business Group in Richmond and Metro Vancouver, 2012**



The numbers tell this story:

- As in the entire region, a large share of Richmond jobs (40%) are community-oriented, meaning jobs (such as retail clerks, hair stylists, elementary school teachers) that meet the day-to-day needs of local residents. The rest (60% in Richmond) are in the sectors that comprise Richmond's economic base.
- Transportation, warehousing, logistics, wholesale, and manufacturing combined account for 34% of all jobs (or 57% of the economic base) in the City.
- Tourism, which in Richmond is heavily linked to the City's role as gateway due to YVR, accounts for another 7% of jobs, so transportation of people and goods can be thought of as directly or indirectly responsible for almost 70% of Richmond's economic base employment. This is a very different profile than the regional average and demonstrates the importance to Richmond of its role as air, sea, rail, and ground transportation hub.
- Technology, specialized business services, higher education, and health are important contributors, but proportionally smaller than in the rest of Metro Vancouver.

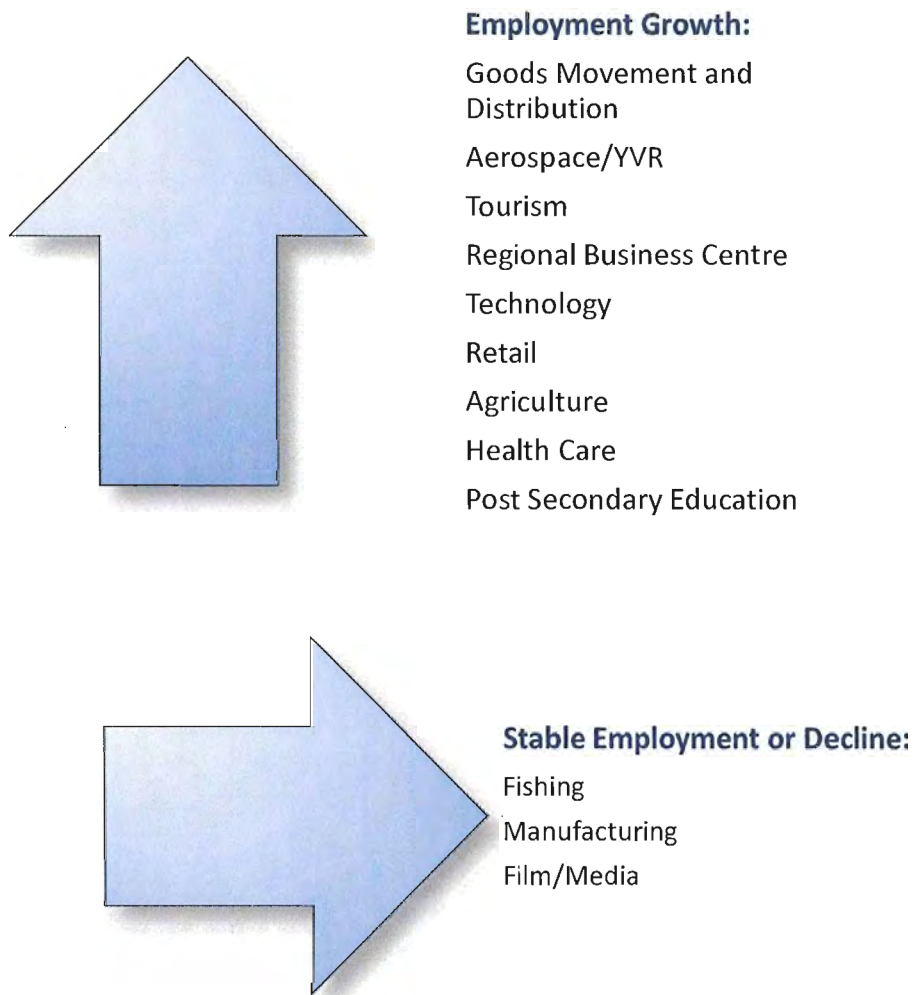
Richmond's share of total Metro Vancouver employment has remained steady, in the range of 10% or so, for the last two decades. It will be challenging to retain this share going forward, as population and employment growth in the region are shifting eastward due mainly to the availability of land.

Richmond's share of total Metro Vancouver population has been just under 9% over the last two decades. Having a higher share of employment than population gives Richmond an advantage in terms of property taxation: the City can provide attractive commercial and industrial tax rates while providing high quality facilities and services for residents.

## 3.2 Prospects

The diagram below summarizes the outlook for employment growth in key sectors of the local economy:

- The sectors with employment growth potential are sectors in which the Greater Vancouver metropolitan area has growth potential and Richmond has advantages which should allow it to capture a significant share of future employment.
- The sectors likely to remain stable or decline are sectors in which there is not likely much potential for regional employment growth and/or Richmond does not have any particular advantage relative to other communities in the region.



Previous forecasts by City-engaged consultants and by Metro Vancouver have estimated future employment growth in Richmond at about 1% per year, which is a little lower than the estimated employment growth rate for all of Metro. This trend would result in Richmond having a gradually declining share of total regional employment (the number of jobs in Richmond would still be increasing, albeit more slowly than in the past).

### **3.3 Constraints**

Based on the findings of the research phase of this project and on the input from external stakeholders, Richmond's main current constraints to strengthening its local economy are industrial land supply and ground transportation for goods movement. The land supply issue is addressed in some detail in this Action Plan because this is one of the most critical challenges that Richmond faces.

This conclusion may seem to be at odds with the Employment Land Strategy's conclusions about land supply, but it is based on a more detailed analysis of the situation incorporating industry perspectives and recent development trends.

### 3.4 Resilience, Sustainability, and Growth

"Resilience" and "sustainability" are words used in a variety of ways. In some interpretations, with a focus on the environmental dimension of sustainability, these ideas are seen as being at odds with economic growth. Growth certainly can have negative impacts, in terms of greenhouse gas emissions and other forms of environmental impact, consumption of resources (including land), and increased ecological footprint. At the same time, it must be acknowledged that for the foreseeable future Metro Vancouver will continue to absorb growth in population and employment and a significant share of this growth will occur in Richmond. Even the communities (and there are many in North America) that explicitly strive to be "the

*The key to achieving sustainability and resilience is to optimize the benefits and minimize the impacts or costs.*

greenest City" are also seeking to strengthen and expand their employment base and are trying to accommodate residential, commercial, and industrial expansion in ways that are greener than in the past. The key is to manage this growth so as to optimize the benefits and minimize the impacts or costs.

Richmond aims to retain a strong, diverse local economy. It also aims to achieve this economic strength in a responsible fashion.

This Action Plan aims to increase the resilience of Richmond's local economy in these ways:

- Retaining existing employers, meaning retaining existing commercial and industrial tax base and jobs, because these support the City's ability to provide its residents with a services and facilities.
- Maintaining the ability to accommodate a steady share of regional employment growth in the sectors in which Richmond has an advantage.
- Diversifying the economy, so that it is more robust in the face of major economic or environmental change.

#### *Increase resilience by:*

- *Retaining existing employers.*
- *Accommodating a steady share of regional employment growth.*
- *Diversifying for adaptability to economic and environmental change.*

Other City policies and initiatives, in community planning and sustainability, should be coordinated with this Action Plan, to ensure that the land use, development, and transportation changes that are associated with employment growth are managed so as to reduce energy consumption, reduce GHG emissions, reduce waste, increase recycling, produce healthier environments for living and working, and address the impacts on Richmond of climate change.

## 4.0 Economic Goals for Richmond

The Resilient Economy Strategy has these goals:

- Maintain and increase Richmond's attractiveness for, and ability to accommodate, businesses across a wide range of sectors. Rather than focus on picking winners, the strategy aims to make sure Richmond has a broad ability to maintain a diverse and growing industrial and commercial base.
- Reinforce the sectors that are extremely important to Richmond's local economy and that have substantial potential for growth in employment and tax base.
- In quantitative terms, aim to at least maintain Richmond's share of total regional employment, which has been about 10% over the last twenty years.
- Aim to continue having a larger share of regional employment than regional population, as this enables Richmond to maintain a reasonable allocation of property tax burden and to provide a full range of services to residents.



## 5.0 Major Strategies

The Action plan recommends 9 main strategies.

- 1 • Increase Richmond's capacity to accommodate light industrial business.
- 2 • Strengthen Richmond's role as a gateway for goods import and export.
- 3 • Increase the tourism sector in Richmond.
- 4 • Retain and support existing businesses.
- 5 • Increase Richmond's appeal as a Regional office centre.
- 6 • Support economic diversity, small business opportunities, and localization.
- 7 • Invest in stronger relationships with senior governments.
- 8 • Cooperate with the rest of the Region.
- 9 • Maintain a high quality of environment, life, and public services.

## **5.1 Increase Richmond's Capacity to Accommodate Light Industrial Business**

### **5.1.1 Introduction**

Richmond has a very small inventory of vacant, available, serviced, zoned, developable land to accommodate new light industrial uses including light manufacturing, warehouse/distribution, and sales/service uses.

The Employment Land Study, completed as part of the OCP 2041 update, indicated that there is a large "on paper" inventory of industrial land, but a detailed analysis completed for this new economic development strategy indicates that a very large proportion of this land is not readily available for general industrial users because it is controlled by the public sector for specific uses (particularly YVR and Port Metro Vancouver). These organizations have an obligation to ensure that land is available for strategic transportation related uses, which is good for Richmond in that this allows continued growth of air and marine goods movement. However, there is large regional demand for "general" light industrial users (i.e. not directly related to air or sea shipping, but part of the international and inter-provincial trade and logistics supply-chain sector, such as local manufacturers, warehouse/distribution, transshipment, and brokers). Richmond has a very small inventory of land available for this type of user. In fact, there is virtually no land currently on the market that could be characterized as vacant, subdivided, serviced, and available for sale to an industrial user that wants to commence construction immediately.

Technical Report #2 contains a review of the industrial land situation and a preliminary review of the challenges and opportunities associated with trying to increase Richmond's capacity to accommodate this kind of use. The situation is of great concern for these reasons:

- Richmond will not be able to continue to accommodate its past share of regional light industrial development unless it can figure out how to provide the land capacity.
- The situation will be exacerbated over time because much of the land around the City Centre designated for high density residential and mixed use development is currently occupied by light industrial users. These will have to relocate and if they cannot find sites in Richmond will move to Delta, Surrey, or further east.
- Richmond's past strength as a concentration of regional employment has been founded on being able to accommodate firms in transportation, warehousing/distribution, light manufacturing, and storage, all of which require relatively large sites.
- The inability to accommodate light industry will result in a long term shift in the composition of the tax base. Richmond will have to either draw more tax revenue from a proportionally smaller industrial base or shift more of the tax burden to residential.

Technical Report #2 contains an initial explanation of what could be done to try to increase capacity for light industrial employment growth, without removing land from the ALR.

The City has adopted strong and clear policy regarding the protection of lands within the Agricultural Land Reserve. It is in Richmond's (and the entire region's) interest to protect land used for food production,



particularly given the forces that will cause the locally-raised share of food to increase. Richmond must find creative and pro-active ways to accommodate light industry within the existing available land inventory.

### 5.1.2 Actions

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1. **Develop a much more comprehensive understanding of industrial land and supply in Richmond.**

There is a need to go beyond lumping all of the industrial land into a single category and calling it sufficient to meet long term demand. The Richmond industrial land market can be divided into three broad categories:

- a. Demand for uses that require an airport location and the supply of these lands.
- b. Demand for uses that require a waterside location and the supply of these lands.
- c. Demand for general light industrial uses (in warehouse/distribution, light manufacturing) and the supply of these lands.

It is the third category above in which there is the greatest constraint. The City should seek the participation of YVR and Port Metro Vancouver in a comprehensive industrial land market study that parses supply and demand into these categories and that develops a greater understanding of how best to accommodate the non-air and non-marine uses. This analysis would be confined to lands outside the ALR.

Priority: High (2014-2016)

Responsible: Economic Development and Planning

Resources: \$50,000 for consulting (from existing departmental budgets)

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2. **Work with owners of large tracts of vacant industrial land to see where it is possible to create subdivided, serviced industrial lands available in the short term.**

Priority: High (2014-2016)

Responsible: Economic Development and Real Estate

Resources: No new

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3. **Convene a team of City planning and economic development staff to examine lands that are not in the ALR, currently zoned agricultural, and designated industrial in the OCP.**

There is a small amount of land in this category that is not viable agricultural land and could potentially be converted to certain types of industrial use.

Priority: High (2014-2016)

Responsible: Economic Development and Planning

Resources: No new

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4. Examine the potential to achieve higher site coverage on industrial land.

Current zoning regulations only allow 60% site coverage, which forces low intensity land use because most industrial uses must be on the ground floor. While requirements for truck loading/unloading and parking put an upper bound on site coverage, users should have the flexibility to achieve higher intensity use if it works for them.

Priority: High (2014-2016)

Responsible: Planning Department

Resources: No new

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5. Evaluate older industrial areas that are un-intensively developed to see if there are realistic opportunities for densification using zoning, infill, re-subdivision, or other development tools.

Priority: Medium (2016-2018)

Responsible: Planning Department

Resources: No new

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6. Review regulatory processes to look for ways to make permitting and licensing for industrial and commercial businesses and developments more cost effective, efficient, and supportive while complying with City policies, bylaws, and regulations.

Richmond should be business-friendly, in terms of ensuring that approvals processes, development timeframes, and development costs are reasonable and look good in comparison to competing jurisdictions. Businesses that are new to the region have some degree of flexibility when it comes to location, so they consider factors such as accessibility, land cost, development costs, and approvals processes. Richmond's industrial property taxes compare favourably with the rest of the region but its DCCs are relatively high. The development industry does not regard Richmond as a particularly difficult place to obtain approvals, but it is not particularly easy either. There is upside to having a reputation for efficient, fair, cost-effective permitting.

Some aspects of this work include:

- Regular liaison with UDI regarding processing times.
- Reviewing industrial DCC rates.
- Obtain feedback from businesses that have dealt with the City to obtain permits and licences and work with relevant departments to continually improve customer service.

Priority: High, ongoing

Responsible: Economic Development, Finance, Planning

Resources: No new

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7. Explore creative ways to allow or encourage a wider range of uses in the large inventory of vacant office space in low density business park projects. Much of this space was built in anticipation of growth in technology firms that did not materialize.

Priority: Low (2017-2019)

Responsible: Economic Development and Planning

Resources: No new

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8. Continue to maintain an on-line inventory of lands/buildings available for sale.

By working with the local brokerage community, the Economic Development Office could provide an on-line resource for any firm looking for sites or space.

Priority: High, ongoing

Responsible: Economic Development and Real Estate

Resources: No new

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9. Continue to maintain DCC rates for industry competitive to major Metro municipalities.

Priority: High, ongoing

Responsible: Economic Development and Finance

Resources: No new

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## **5.2 Strengthen Richmond's Role as Gateway for Goods Imports and Export**

### **5.2.1 Introduction**

With YVR, major Port Metro Vancouver facilities, rail links, and a direct highway route to the US Border, Richmond is a major gateway for goods movement in and out of Canada. This role as gateway has created the basis for a large inventory of commercial and industrial floor space and a large amount of employment.

The City of Richmond is not directly involved in goods movement or regional transportation infrastructure, but there are ways in which Richmond has cooperated and can continue cooperating with senior government and with major agencies such as YVR and Port Metro Vancouver to ensure that Richmond maintains and increases its role as a major regional gateway for goods movement. An example of such collaboration is the completion of the Nelson Road Interchange. There are further opportunities for cooperation in areas such as traffic and transportation management between Sea Island and Lulu Island, drainage infrastructure in East Richmond, and improvements to the regional highway network in Richmond.

### **5.2.2 Actions**

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#### **1. Enhance collaboration with YVRAA.**

Mutually explore with YVRAA how best to work together to ensure that opportunities for goods and people movement are tapped. This can be achieved in a variety of ways:

- Richmond and YVR can work together on plans to improve vehicular access between Sea Island and major highway routes.
- Richmond can continue to cooperate regarding developing and implementing community planning policy that tries to minimize conflicts between residents and YVR over noise and other impacts.
- The City and YVR should continue or expand regular contact, at all levels in each organization, to identify and address opportunities or problems.

Priority: High, ongoing

Responsible: All Relevant Departments, Mayor and Council

Resources: No new

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#### **2. Enhance collaboration with Port Metro Vancouver.**

Mutually explore with Port Metro Vancouver how best to work together to ensure that opportunities for goods movement on the Fraser River are tapped. This can be achieved in a variety of ways:

- The City and the Port can work together to improve vehicular access to/from port lands. The Nelson Road interchange is complete but there are other possible transportation initiatives that could be explored by the City and the Port, including possible Blundel interchange and road access to Port lands in east Richmond.

- The City and the Port should continue or expand regular contact at all levels in each organization, to identify and address opportunities or problems.

Priority: High, ongoing

Responsible: All Relevant Departments, Mayor and Council

Resources: No new

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### 3. Collaborate on the technical design of improvements to Highway 99.

The Metro Regional Growth Strategy and regional transportation plans are aiming to reduce automobile travel and so emphasize expansion of transit infrastructure over road infrastructure. However, goods movement depends on the highway network. Major investments have improved access to Maple Ridge/Pitt Meadows (Golden Ears Bridge), Surrey and Langley (Port Mann and Highway 1), and Delta (South Fraser Perimeter Road). For Richmond's role as a goods movement hub, its Highway 99 link to the US Border and its Highway 91 link to the east are vital, but these routes are congested.

The Province of BC has announced its intention to replace the Massey Tunnel with a new bridge and to enhance Highway 99 and the links to Highway 91 and the South Fraser Perimeter Road.

At the technical level, Richmond should engage with the Province in project planning to achieve these aims:

- Make sure the whole network is improved, not just the river crossing, and ensure that choke points are fixed, not just shifted. The project should include Highway 99 improvements from the Oak Street bridge all the way south to the new crossing and should deal with links to Highway 91 and to the South Fraser Perimeter Road.
- Achieve priority for goods movement and transit.

Richmond, the Province, YVR, Port Metro Vancouver, and the entire goods movement sector have a common interest in advancing this opportunity to improve Richmond's regional accessibility to the east and to the US border.

Priority: High (2014, 2015)

Responsible: Transportation

Resources: Transportation consulting budget, to be determined

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## 5.3 Increase the Tourism Sector in Richmond

### 5.3.1 Introduction

Tourism is one economic sector in which Richmond has a clear potential to increase jobs and tax base, because of the City's unique advantages in the region. Richmond has the international airport, a very convenient location for visitors to the region, an interesting cultural character, and a diverse array of attractions including the Oval, the night markets, Steveston, and extensive riverfront pathways.

Richmond has the ability to appeal to a variety of tourism market segments including:

- Very short stay visitors such as meeting/convention delegates and en-route travelers whose main reason for staying in Richmond is proximity to YVR.
- Visitors to the region who choose Richmond as their base because of its convenience, attractiveness, of affordability relative to downtown Vancouver.
- Visitors drawn to Richmond, for overnight visits or day trips, because of attractions such as the Oval, Steveston, or the night markets.

At present, Richmond does not have destination attractions of the magnitude of (for example) the Vancouver Aquarium or Grouse Mountain. Richmond, like most of the municipalities in the region outside the City of Vancouver, benefits from the "Vancouver" brand and from existing world-class attractions. The completion of the Richmond Olympic Experience attraction in late 2014 will add to Richmond's appeal as a destination, although Richmond's total annual overnight and day visitor volume will still be primarily driven by Richmond's location in a regional context as opposed to Richmond's strength as a stand-alone or primary destination attraction.

Broadly speaking, there are three main ways in which Richmond can grow the tourism sector of its economy:

- Use branding and marketing efforts to increase Richmond's share of the regional market. Using messaging such as convenience, affordability, specialized cultural character, and existing/planned attractions, Richmond can increase overnight visitation. This approach does not require large capital investment. It requires effective branding, consistent and targeted marketing, and ongoing efforts to maintain/increase the quality of the visitor experience.
- Develop Richmond's destination appeal in ways that require modest but effective capital investment. There are aspects of destination development that can achieve significant gains in visitor volume with targeted but small capital expenditures. In the case of Richmond, this might include more events (e.g. sport hosting, trade shows, arts/culture performances) and enhancing existing attractions (as in the case of the Richmond Olympic Experience which is being built in an existing facility, or improvements to bikeways and creation of bike share programs that use Richmond's natural appeal as a cycling experience, or enhancements to the venue for night markets). These are just examples, but they illustrate the point that there are opportunities for destination development that do not require very large capital expenditure.
- Develop major destination attractions. Some major attractions involve private capital (e.g. River Rock) and these should be encouraged. Other major attractions – such as museums large enough to become

destinations, aquariums, major performing arts facilities – require very large public capital investment and usually large ongoing operating costs.

Richmond has potential in all of these areas, but its ability to implement projects in all areas is a function of how much money the City is willing to invest and whether senior governments are willing to contribute.

### 5.3.2 Actions

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#### 1. Continue to fund Tourism Richmond as the City's designated agency responsible for marketing Richmond to visitors.

Given the City's involvement in Tourism Richmond at the Board level, the City should be prepared to participate constructively and collaboratively in goal-setting, prioritization of activities, and budgeting.

Priority: High, ongoing

Responsible: Tourism Richmond

Resources: No new

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#### 2. Develop a destination and tourism product enhancement strategy.

The City is generally supportive of enhancing Richmond as a tourism destination but there is not a specific plan in place. To develop a strategy for new product, these steps are needed:

- a. Make it a priority to develop a destination and tourism product enhancement strategy.
- b. Provide general direction with regard to capital investment. What is the appetite for major capital investment, ongoing operating funds for new attractions, and ongoing funding of destination-oriented events?
- c. Take a strategic approach to identifying potential destination enhancement projects. What are Richmond's strengths, what products would fit well in the competitive context of existing regional destination-calibre attractions, what has the potential to significantly increase the number of overnight visitors to Richmond, what is the optimal mix of events versus physical attractions?
- d. What are the pros and cons of destination enhancement using events versus new facilities?

This work should involve collaboration with the Richmond tourism sector, including the arts and culture community, hotels, restaurants, and attraction operators.

Priority: Medium (2015-2017)

Responsible: Economic Development, Tourism Richmond

Resources: \$100,000 for consulting assistance to creation of destination strategy

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#### 3. Continue to expand the potential to use the Olympic Oval for events that draw tourists.

The City should continue realizing opportunities to use the Olympic Oval for events that draw visitors, such as sport tournaments, conferences, trade shows, and events associated with the new Richmond Olympic Experience. The City should continue to refine the balance between membership-based and attraction-oriented activities, at no loss of projected revenue streams.

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Priority: Medium (2016-2018)

Responsible: Economic Development with Olympic Oval Management

Resources: No new

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4. Protect and enhance Steveston as a village with a marine, fishing, and historic character.

Steveston is one of the region's heritage precinct jewels (in a small group that includes Fort Langley, Gastown, Cloverdale, New Westminster, Granville Island, and Lower Lonsdale). Steveston's oceanfront setting, charm, history, authentic and ongoing role in the fishing industry, and lands-end location make it an important heritage asset and a significant attraction for regional residents and out-of-town visitors. The City should use all the tools at its disposal – zoning, development permits, public realm investment, heritage property designations, and support for existing museum attractions – to protect and reinforce Steveston as a community asset and visitor attraction.

Priority: High, ongoing

Responsible: All Departments

Resources: No new

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## **5.4 Retain and Support Businesses Already in Richmond**

### **5.4.1 Introduction**

Businesses already in Richmond are of course a key source of employment and property tax revenue. Prevailing wisdom in local economic development says it is much easier to retain an existing business than recruit a new one.

Richmond should continue investing in working with existing businesses to make them want to stay and expand. The City's Economic Development Office has recently launched a business retention and expansion program that includes reaching out to employers to understand their challenges and opportunities, assisting with permitting and licensing, and acting as a first point of contact at City Hall.

### **5.4.2 Actions**

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- 1. Continue the outreach to businesses located in parts of the City Centre designated for high density redevelopment.**

The Economic Development Office should continue to be proactive in identifying firms that are at risk of relocating out of Richmond because they are losing their present quarters due to redevelopment and cannot find (or do not think they can find) alternative locations in Richmond.

Priority: High, ongoing

Responsible: Economic Development

Resources: No new

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- 2. Continue to monitor commercial and industrial property tax rates to ensure they are reasonable relative to competing municipalities and continue to identify ways to ease property taxes on employers located in redevelopment areas.**

Richmond previously initiated the City Centre Area Transitional Tax Exemption, as a means of easing the tax burden on industrial employers located in areas planned for higher density redevelopment. This program may need to be extended.

Priority: High, ongoing

Responsible: Economic Development and Finance

Resources: No new

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3. Continue to assist businesses in the permitting and licencing process by providing a main point of contact and assistance in obtaining approvals.

The Economic Development office has been acting as the main contact for businesses and has been helping businesses navigate approvals.

Priority: High, ongoing

Responsible: Economic Development

Resources: No new

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## **5.5 Increase Richmond's Appeal as a Regional Office Centre**

### **5.5.1 Introduction**

There are many sectors with potential for growth in Richmond that will occupy office space. These sectors include specialized business services (e.g. consulting engineers, architects, lawyers), technology companies, specialized medical services, finance and real estate, international trade, development and construction, shipping/cargo, media, and others. While these sectors are all very different in terms of the economic forces that will drive growth and influence where in the region they will locate, they all have in common the desire for office space that is accessible, attractive, close to amenities, well-served with infrastructure, and attractive. Broadly speaking, these kinds of office users can be divided into two categories based on their preference for space: some prefer a business park environment (which typically provides relatively large floor plates, a high proportion of space with direct ground access, high auto accessibility, and large amounts of parking) and some prefer a high density, urban environment. Richmond offers both.

The actions below do not target specific subsets of the regional office-using sectors. Rather, the strategy aims at increasing Richmond's general attractiveness to all office-based firms. Richmond already has several advantages:

- Rapid transit service. Increasingly, office-based businesses are putting a priority on convenient access to rapid transit.
- Airport. There is a subset of firms that are particularly interested in proximity to the airport.
- Strong Asian links, which may help attract some kinds of firms in shipping, trade, and development.
- A high quality of life.

However, historically Richmond has not attracted a large share of the regional suburban office market.

Technical Report #3 provides a detailed look at Richmond's role in the regional office market, current market conditions, and factors that can affect Richmond's ability to attract a larger share. One of the key findings is the need to ensure that there is an opportunity for office space to be developed at rapid transit stations without having to compete with residential use.

## 5.5.2 Actions

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1. With the planning department, examine City Centre land use policy at rapid transit stations to explore the potential for including office space in mixed use developments at transit stations.

An office bonus density incentive is available at the Bridgeport and Aberdeen stations, but it is worth exploring whether similar incentives should be available at the Lansdowne and Richmond-Brighthouse stations.

Priority: Medium (2016-2018)

Responsible: Economic Development and Planning

Resources: No new

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2. Explore providing development incentives for stand-alone office developments in the City Centre, considering that vacancy is falling in good quality transit-oriented office buildings.

Priority: As required

Responsible: Economic Development and Planning

Resources: No new

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3. Encourage and where possible assist the development of office space at rapid transit stations, such as the proposed Sea Island Business Park, which has the potential to accommodate a large amount of office space with a direct link to YVR.

Priority: High, ongoing

Responsible: Economic Development and Planning

Resources: No new

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## 5.6 Support Economic Diversity, Small Business Opportunities, and Localization

### 5.6.1 Introduction

Fostering a more resilient local economy means working to increase the diversity of employment and supporting sectors that may become more important in the future if the traditional mainstays of Richmond's economy (particularly transportation, good movement, and tourism) are negatively affected by rising energy costs and changes to the global economy that result from reduced economic growth and climate change.

Richmond can provide a supportive environment for a diverse range of businesses, entrepreneurs, localization of sectors of the economy such as food production, and arts/culture.

### 5.6.2 Actions

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#### 1. Provide a supportive environment for local food production and processing.

For several reasons (increased fuel costs, increased consumer concern about food freshness and quality, reduced carbon footprint, and local employment potential), there will be growing interest in North America in locally sourced food. Richmond, with a large inventory of agricultural land within Metro Vancouver and a major base for the west coast fishing fleet, can be a significant source of food for the large and growing metropolitan population. The City should be supportive (via zoning, regulations, and licensing) of food production and processing, in a variety of ways:

- Continue the policy of protecting farm land in the ALR.
- Make sure that zoning regulations and licensing provisions are supportive of active farming and ensure that farming activity is not constrained by adjacent urban development.
- Support farm gate sales.
- Support growth in the number and size of local farmers markets.
- Maintain the industrial and commercial lands in Steveston that are used for the fishing industry and ensure that residential development does not encroach on or constrain fishing-related activity.
- Support dockside fish markets.

Priority: High, ongoing

Responsible: City Departments

Resources: No new

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#### 2. Continue to support film and television work in Richmond.

While Richmond does not have major studio facilities, there is economic activity in on-location work, digital media, and other non-studio aspects of the industry. Richmond should strive to be a "film friendly" community, though efforts such as these:

- The Richmond Film Office should continue to provide information about locations and provide a supportive and efficient process for assisting firms doing location shoots in the community.
- The City should ensure that its permitting process and regulations for on-location shooting are reasonable and harmonized with requirements in other Metro communities.

Priority: High, ongoing

Responsible: Richmond Film Office

Resources: No new

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**3. Provide a supportive regulatory context for appropriate home-based businesses.**

The City should ensure that its regulations pertaining to home-based businesses are reasonable and supportive of entrepreneurs, especially in sectors that have few negative externalities (e.g. software design, architecture, graphics, consulting).

The City should also work with the development industry to see if there are opportunities to develop live-work spaces in Richmond.

Priority: Medium (2015+)

Responsible: Economic Development and Planning

Resources: No new

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**4. Continue to support the arts and culture sector in Richmond.**

The City should continue to support cultural institutions and facilities, festivals, performing arts, and public art, both for their contribution to the local economy and for their contribution to the quality of life.

Priority: Ongoing

Responsible: Mayor and Council, Arts and Cultural community

Resources: No new

## 5.7 Invest in Stronger Relationships with Senior Governments

### 5.7.1 Introduction

Senior governments fund infrastructure, health and education facilities, international trade missions and other projects that can have a large impact on local investment and employment.

Local governments need to be nimble in identifying opportunities to secure provincial or federal investment, which in part means building and maintaining good relationships and taking advantage of political opportunity.

Part of Richmond's economic action plan should be for the City's leadership to retain close relationships with BC and Canada, especially when locally elected representatives achieve influential positions such as cabinet postings.

### 5.7.2 Actions

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1. **Maintain an up-to-date list of priority projects that would benefit from provincial or federal assistance.**

The City should have a clear and consistent position regarding major infrastructure projects that warrant investment by senior government. This information should be ready for presentation to provincial and federal representatives at opportune times. Examples include Fraser River dredging, dyking, and the goods movement aspect of Highway 99 improvements.

Priority: High , ongoing

Responsible: Council and Senior Staff

Resources: No new

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2. **Continue to take advantage of opportunities to communicate Richmond's priorities to government, particularly through Richmond's elected representatives.**

Priority: High, ongoing

Responsible: Council and Senior Staff

Resources: No new

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## 5.8 Cooperate with the Rest of the Region

### 5.8.1 Introduction

One of the major patterns that emerged from a review of good practices in local economic development in North America is a smart balance between local initiatives and regional initiatives.

To some degree, investment and business see this region as “Vancouver”, without a clear understanding of the difference between the City of Vancouver, Richmond, Burnaby, and other communities. Some investment is attracted to the region for all of its assets and then makes a choice as to where to locate. Programs and activities intended to get non-local investment and business to come to this region should be funded regionally and provincially. While there can be value in individual municipalities collaborating with industry to sell what we already make here on the international stage, with few exceptions individual municipalities will not benefit by launching independent international trade missions or marketing programs aimed at attracting new business from other jurisdictions. Even if such actions are successful at finding prospects that come to the region, there is no way to guarantee that the investment or businesses lands in the specific municipality that first made contact.

Richmond should focus on retaining existing business, accommodating businesses that need to be in Richmond, and capturing a share of investment that lands in the region. Richmond should be willing to participate in good regional or provincial partnership ideas for international prospecting, but should not fund major initiatives on a solo basis.

### 5.8.2 Actions

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1. **Continue to cooperate with other Metro municipalities on regional initiatives to reduce red tape.**

Richmond is participating in the Inter-Municipal Business Licence program, which allows mobile businesses (operating in more than one municipality) to purchase a single business licence. The City should be open to other initiatives of this type, such as uniform permitting for film shoots.

Priority: Medium, ongoing

Responsibility: Economic Development

Resources: No new

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2. **Be willing to collaborate with other Metro municipalities in regional marketing activities.**

Priority: As needed

Responsible: Economic Development

Resources: To be determined

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## **5.9 Maintain a High Quality of Environment, Life, and Public Services**

### **5.9.1 Introduction**

Employers are drawn to locations that meet basic business requirements and that have a skilled labour force. Increasingly, highly skilled labour is found in places that offer high quality of life, in the form of attractive and affordable housing, high quality public services, safe communities, efficient public transportation, and healthy environments.

The reason for making this point is simply to emphasize that investments in community building are investments in the local economy as well. The City should continue to place high priority on community building and environmental quality as fundamental elements in strengthening and diversifying the local economy.

### **5.9.2 Actions**

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- 1. Continue to work with local businesses to reduce energy consumption, solid waste, and water consumption.**

Priority: High, ongoing

Responsible: Sustainability

Resources: No new

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- 2. Continue to invest in public realm improvements in the City Centre and the community as a whole, particularly in ways that promote walking, cycling, and transit use.**

Priority: High, ongoing

Responsible: City Departments

Resources: As needed and available

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- 3. Continue to invest in public services and community facilities that make Richmond a healthy, safe, and attractive place to live, work, start a business, and visit.**

Priority: High, ongoing

Responsible: City Departments

Resources: As needed and available

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## 6.0 Monitoring and Updating

The Economic Development office will monitor Richmond's economic trends and evaluate progress in achieving the goals and objectives of this Action Plan.

The Economic Development office will report, through its annual reporting mechanism or as significant action items are completed, on:

- Key statistical indicators that track progress in achieving the aim of this Action Plan, particularly data on land availability, employment, commercial and industrial floorspace, and business licences
- Actions that have been initiated or completed to date.

The Action Plan will be reviewed in 2018 and updated by 2020.

### **Richmond Resilient Strategy – Goals and Core Themes**

Based on Richmond’s competitive advantage within a regional context and based on the current urban footprint/ALR boundary instituted in Richmond’s Official Community Plan, the Richmond Resilient Economy Strategy (“Strategy”) establishes the following core objectives:

- Retain existing employers and business tax base
- Maintain ability to accommodate a steady share of regional employment (10%)
- Diversify the economy
- Aim to keep regional share of jobs greater than regional share of population

The Strategy proposes nine core themes to achieve the above goals, as well as specific actions in the short and medium-term and ongoing activities. A summary of the themes is presented below:

- 1) Increase Richmond’s capacity to accommodate light industrial businesses
- 2) Strengthen Richmond’s role as a gateway for goods movement
- 3) Increase the tourism sector in Richmond
- 4) Retain and support existing businesses
- 5) Increase Richmond’s appeal as a regional office centre
- 6) Support economic diversity, small business opportunities and localization
- 7) Invest in relationships with senior governments
- 8) Co-operate with the rest of the region
- 9) Maintain a high quality of environment, life and public services

### **Richmond Resilient Economy Strategy – Project Organization and Work Program**

The Economic Advisory Committee (“EAC”) provided subject matter expertise and steered all work related to the Strategy throughout 2013. The City’s Economic Development Division provided project management and facilitation with internal and external stakeholders. Coriolis Consulting Corp. was retained to carry out the analysis and help draft the Strategy. Work on the Strategy was carried out in four (4) phases, including:

- Phase 1: Preliminary Analysis and Stakeholder Input (May – August 2013)
- Phase 2: Workshops with Interdepartmental Staff Team and the EAC (September 2013)
- Phase 3: Draft Strategy Preparation (October – November 2013)
- Phase 4: Consultation and Final Strategy Preparation (December 2013 – January 2014)

Presentation of the draft Strategy to Council in January 2014 marked the end of Phase 3. Presentation of this report and the final Strategy for adoption marks the end of Phase 4 and the Strategy development project.



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<b>To:</b>	General Purposes Committee	<b>Date:</b>	March 3, 2014
<b>From:</b>	W. Glenn McLaughlin Chief Licence Inspector & Risk Manager	<b>File:</b>	12-8275-05/2014-Vol 01
<b>Re:</b>	<b>Goodluck International Enterprises Ltd., doing business as Bushuair Restaurant Unit 121 - 4600 No. 3 Road</b>		

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### Staff Recommendation

That the application from Goodluck International Enterprises Ltd., doing business as Bushuair Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303133 *from* Monday to Sunday 9:00 a.m. to Midnight *to* Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

1. Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community.
2. Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:
  - a. The potential for additional noise and traffic in the area if the application is approved was considered.
  - b. The impact on the community if the application is approved was assessed through a community consultation process and considered.
  - c. Given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence, should not change the establishment such that it is operated contrary to its primary purpose.
3. As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:
  - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted.
  - b. Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information




on the application and instructions on how community comments or concerns could be submitted.

4. Council's comments and recommendations respecting the views of the residents are as follows:

- a. That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.



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

REPORT CONCURRENCE	
<b>CONCURRENCE OF GENERAL MANAGER</b> 	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 
<b>APPROVED BY SAO</b> 	

## Staff Report

### Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control and Licensing Act (the “Act”) and the Regulations made pursuant to the Act.

This report deals with an amendment application submitted to LCLB and to the City of Richmond by Goodluck International Enterprises Ltd. (the “Applicant”) doing business as Bushuair Restaurant for the following amendment to its Food Primary Liquor Licence No. 303133;

Change the hours of liquor sales *from* Monday to Sunday 9:00 a.m. to Midnight *to* Monday to Sunday 9:00 a.m. to 2:00 a.m.

There is no entertainment proposed.

Local Government has been given the opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For amendments to Food Primary licences, the process requires Local Government to provide comments with respect to the following criteria:

- the potential for noise if the application is approved
- the impact on the community if the application is approved
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

### Analysis

The Applicant has been operating this casual style restaurant with a Food Primary Liquor Licence since April of 2011. The restaurant has an approved occupant load of 156 persons.

The zoning for the property is Auto-Oriented Commercial (CA) and the business use of a restaurant is consistent with the permitted uses for this zoning district. The business is situated within a commercial shopping complex, where there are several other eateries, retail shops and personal services catering to the day to day needs of the general public.

The Applicant is requesting the extended hours of liquor service in order to be competitive with other such similar operations. Of the Food Primary Liquor licences issued to restaurants operating in Richmond approximately 10% have hours of liquor service until 2:00 a.m.

### Summary of Application and Comments

The City’s process for reviewing applications for liquor related permits is prescribed by the Development Application Fee’s Bylaw No. 8951, which under section 1.8.1 calls for

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; or
- (b) any of the following in relation to an existing licence to serve liquor:
  - (i) addition of a patio;
  - (ii) relocation of a licence;
  - (iii) change of hours; or
  - (iv) patron participation
 must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
  - (i) type of licence or amendment application;
  - (ii) proposed person capacity;
  - (iii) type of entertainment (if application is for patron participation entertainment); and
  - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 20 property parcels within the consultation area. On January 22, 2014, letters were sent to 580 businesses, residents and property owners to gather their view on the application. Fifty-six letters were returned as undeliverable.

The required signage was posted on January 10, 2014 and the 3 ads were verified as being published on January 10<sup>th</sup>, 15<sup>th</sup> and 17<sup>th</sup>, 2014. The public notification process ended on February 21, 2014.

From all the public notifications there was one response received that was not in favour of increased liquor service hours for the following reasons;

- reduce the safety of the neighbourhood by attracting or allowing people to be intoxicated well into the late night
- require increased police presence, supervision and work to maintain order and safety
- increase the likelihood of property damage and crime
- increase the likelihood of conflict between residents and intoxicated or ill repute people

*Potential for Noise*

Staff believe that there would be no noticeable increase in noise, if the additional hours of liquor service were supported.

*Potential for Impact on the Community*

Any typical potential impacts associated with extended hours of liquor sales such as drinking and driving, criminal activity and late-night traffic are not expected to be unduly increased with this amendment. After reviewing the comments received from the person apposed to the application and taking into account the lack of response from those contacted in the consultation area and no responses from the city-wide public notifications, staff feel that the endorsement of the application is warranted.

*Potential to operate contrary to its primary purpose*

Staff is of the opinion that due to a lack of any non-compliance issues related to the operation of this business, there would be minimal potential of the business being operated in a manner that would be contrary to its main purpose as a food primary establishment.

*Other agency comments*

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Task Force, the City Building Permit and Business Licence Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.


No objections to the application were received from any of the above mentioned agencies and divisions.

**Financial Impact**

None

**Conclusion**

Following the public consultation period, staff reviewed the Food Primary Licence Amendment application against the legislated review criteria and recommends Council support the amendment to increase liquor service hours as the amendment is not expected to increase noise or have a negative impact on the community.

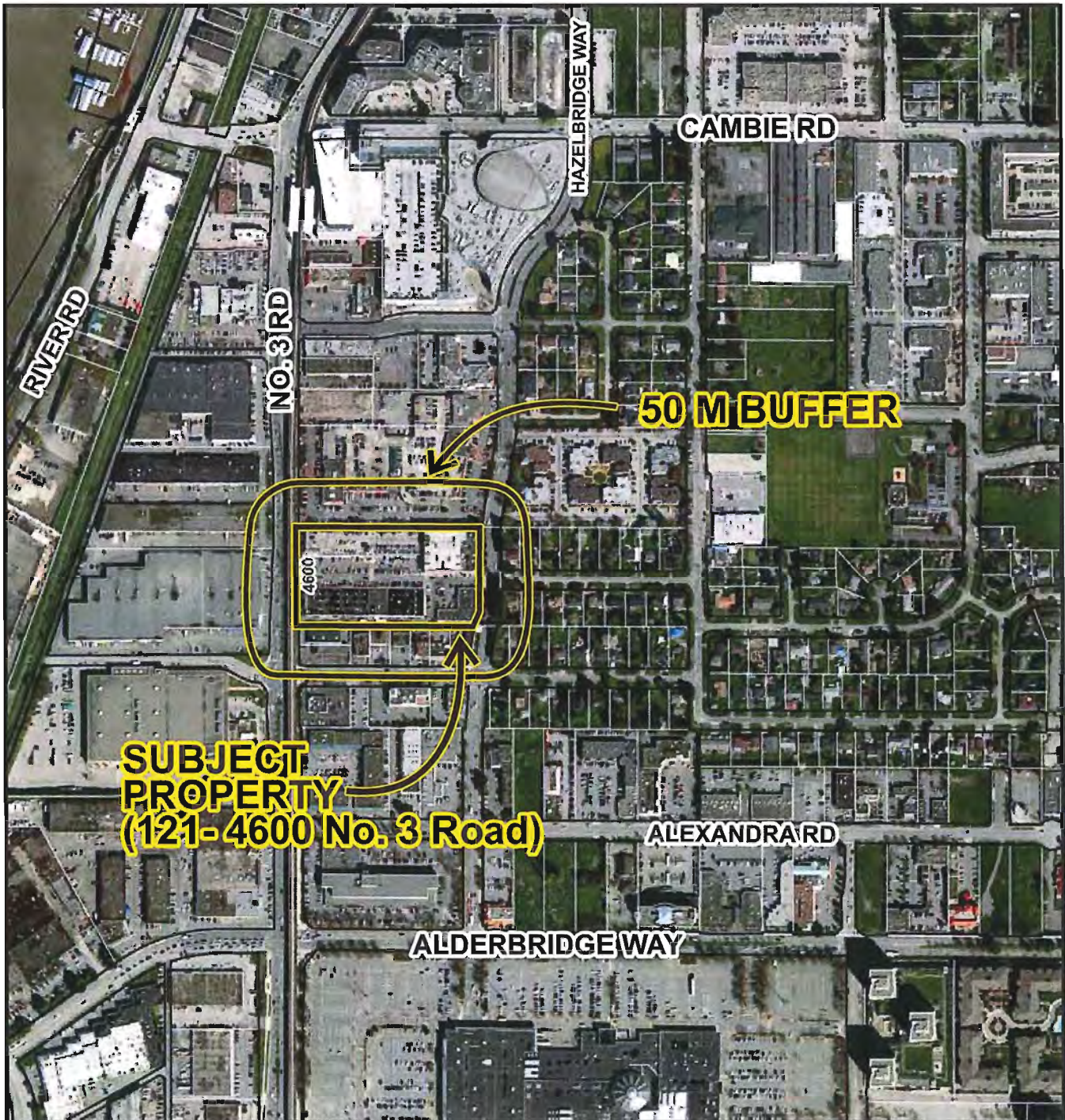
  
Joanne Hikida  
Supervisor Business Licence  
(604-276-4155)

Att.:1 Site Map





City of  
Richmond



**121 - 4600 No. 3 Road**

Original Date: 02/25/14

Revision Date:

Note: Dimensions are in METRES



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<b>To:</b>	General Purposes Committee	<b>Date:</b>	March 3, 2014
<b>From:</b>	W. Glenn McLaughlin Chief Licence Inspector & Risk Manager	<b>File:</b>	12-8275-05/2014-Vol 01
<b>Re:</b>	<b>The Westin Wall Centre Vancouver Airport, doing business as The Apron Restaurant 3099 Corvette Way</b>		

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### Staff Recommendation

That the application from The Westin Wall Centre Vancouver Airport, doing business as The Apron Restaurant, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303817 *from* Monday to Sunday 9:00 a.m. to Midnight *to* Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

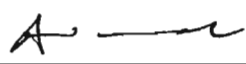

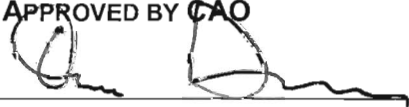
1. Council supports the amendment for an increase in liquor service hours as the increase will not have a significant impact on the community.
2. Council's comments on the prescribed criteria (set out in Section 53 of the Liquor Control and Licensing Regulations) are as follows:
  - a. The potential for additional noise and traffic in the area if the application is approved was considered.
  - b. The impact on the community if the application is approved was assessed through a community consultation process and considered.
  - c. Given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor Licence should not change the establishment so that it is operated contrary to its primary purpose.
3. As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:
  - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application providing instructions on how community comments or concerns could be submitted.
  - b. Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information

on the application and instructions on how community comments or concerns could be submitted.

4. Council's comments and recommendations respecting the views of the residents are as follows:
  - a. That based on the number of letters sent and the lack of responses received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.



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

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



## **Staff Report**

### **Origin**

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control and Licensing Act (the “Act”) and the Regulations made pursuant to the Act.

This report deals with an application submitted to LCLB and to the City of Richmond by Rising Tide Consultants Inc. on behalf of their client, The Westin Wall Centre Vancouver Airport, doing business as The Apron (the “Applicant”) to amend Food Primary Liquor Licence No. 303817 in order to:

Change the hours of liquor sales *from* Monday to Sunday 9:00 a.m. to Midnight *to* Monday to Sunday 9:00 a.m. to 2:00 a.m.

Local Government is given the opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For amendments to Food Primary licences, the process requires Local Government to provide comments with respect to the following criteria;

- the potential for noise if the application is approved
- the impact on the community if the application is approved
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

### **Analysis**

The restaurant is located in the lobby of the Westin Wall Hotel and is an upscale restaurant with a Food Primary Liquor Licence and has been in operation since January of 2010.

The zoning for the property is Residential/Hotel – Capstan Village City Centre (ZMU5) and the business use of a restaurant is consistent with the permitted uses for this zoning district. The property is situated amongst a mix of residential towers and commercial businesses. There are properties to the east that are currently under construction with future residential towers.

Within the vicinity of the property there are nine food primary establishments that operate with hours past midnight.

The Applicant’s letter of intent received with the City’s application states that they are requesting the increase in liquor service hours in order to remain competitive and because the Applicant feels it will benefit and better serve the community.

## Summary of Application and Comments

The City's process for reviewing applications for liquor related permits is prescribed by the Development Application Fee's Bylaw No. 8951 which under section 1.8.1 calls for

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; or
- (b) any of the following in relation to an existing licence to serve liquor:
  - (i) addition of a patio;
  - (ii) relocation of a licence;
  - (iii) change of hours; or
  - (iv) patron participation

must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
  - (i) type of licence or amendment application;
  - (ii) proposed person capacity;
  - (iii) type of entertainment (if application is for patron participation entertainment); and
  - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 15 property parcels within the consultation area. On January 23, 2014, letters were sent to 611 businesses, residents and property owners to gather their view on the application. Thirty letters were returned as undeliverable.

The signage required under the regulations was posted on December 20, 2103 and the 3 ads were verified as being published in the Richmond News.

The public notification process ended February 21, 2014 and no responses from the Community were received.

*Potential for Noise*

Staff believe that there would be no noticeable increase in noise, if the additional hours of liquor service were supported.

*Potential for Impact on the Community*

Any typical potential impacts associated with extended hours of liquor sales such as drinking and driving, criminal activity and late-night traffic are not expected to be unduly increased with this amendment. Considering the lack of responses from those contacted in the consultation area and no responses from the city-wide public notifications, staff feel that the endorsement of the application is warranted.

*Potential to operate contrary to its primary purpose*

Staff is of the opinion that due to a lack of any non-compliance issues related to the operation of this business, there would be minimal potential of the business being operated in a manner that would be contrary to its main purpose as a food primary establishment.

*Other agency comments*

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Task Force, the City Building Permit and Business Licence Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.

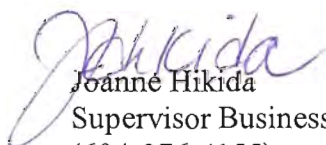
No objections to the application were received from any of the above mentioned agencies and divisions.

**Financial Impact**

None

**Conclusion**

Following the public consultation period, staff reviewed the Food Primary Licence Amendment application against the legislated review criteria and recommends Council support the amendment to increase liquor service hours as the amendment is not expected to increase noise or have a negative impact on the community.



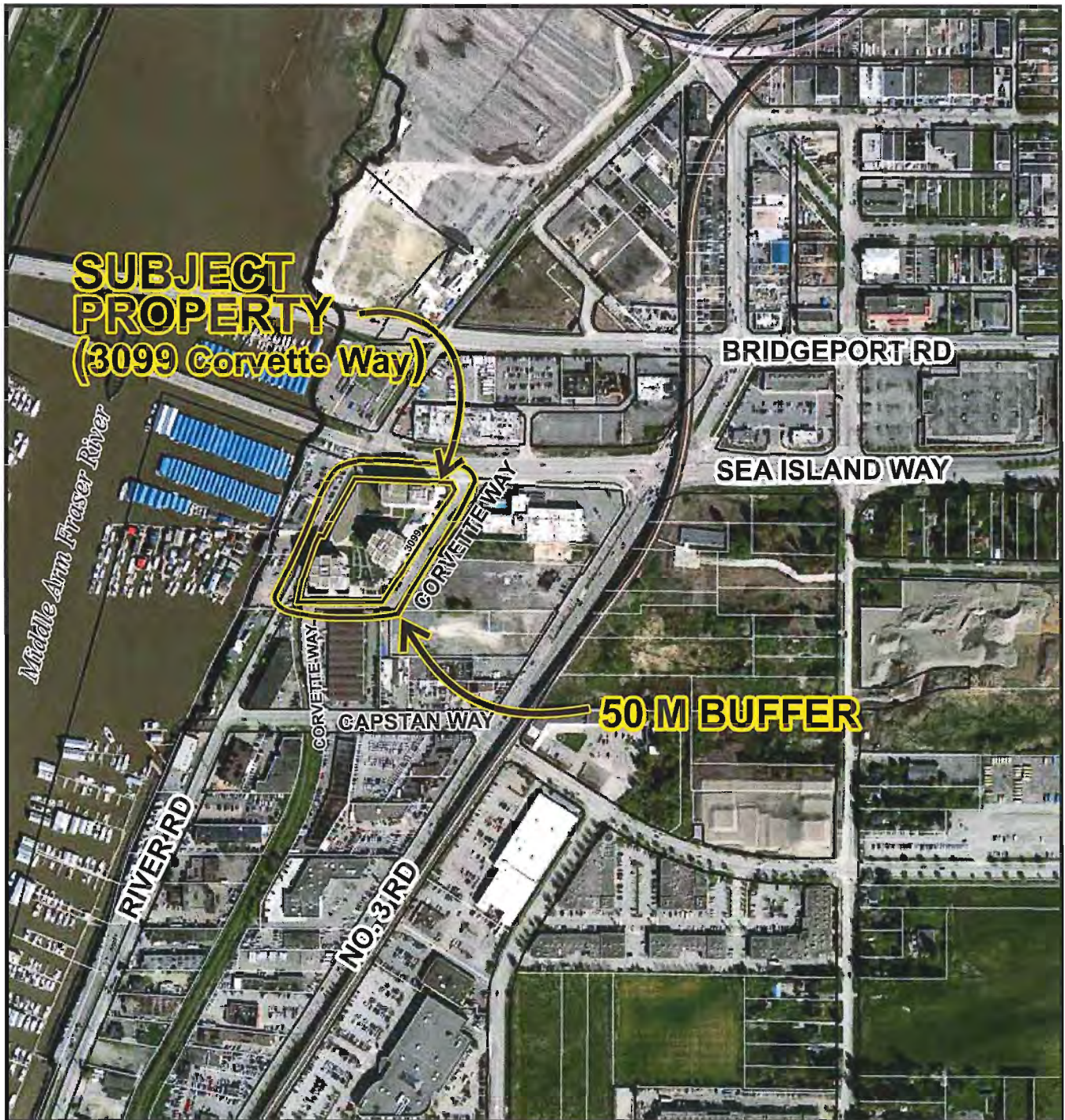
Joanne Hikida  
Supervisor Business Licence  
(604-276-4155)

Att.: 1 Site Map





City of  
Richmond



## 3099 Corvette Way

Original Date: 02/25/14

Revision Date: 03/03/14

Note: Dimensions are in METRES



# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** February 17, 2014  
**From:** Cathryn Volkering Carlile **File:** 08-4057-01/2014  
General Manager, Community Services  
**Re:** **Final Endorsement of the British Columbia Provincial Rental Housing Corporation's Alternative Legal Mechanism to Secure Additional Affordable Housing in the Remy Development, through Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059**

### Staff Recommendation

That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.

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

Att. 1

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



## **Staff Report**

### **Origin**

The development project known as Remy at 9340-9400 Cambie Road was developed by Oris Development (Cambie) Corp. under a rezoning application (Rezoning 07-366342 and associated Bylaw No. 8395) that received adoption on November 26, 2008. In accordance with the Richmond Affordable Housing Strategy, 26 affordable housing units were secured at the Remy through the Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, which was approved by Council on February 8, 2010.

Prior to the adoption of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, and independent of the City's requirements, Oris Development (Cambie) Corp. had been in discussions with BC Housing Management Commission (BCHMC) and SUCCESS regarding the purchase and operation of affordable housing units in the development. Those discussions concluded after the Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406 was adopted. They resulted in the provision of 81 affordable housing units at Remy through the Seniors Rental Housing Initiative, including:

- thirty-three units of affordable rental housing for low-income seniors and persons with disabilities that were to be purchased by British Columbia Provincial Rental Housing Corporation (PRHC) and operated by SUCCESS, under the Seniors Rental Housing Initiative (these units represent a reconfigured arrangement of the 26 units secured through the Housing Agreement); and
- forty-eight units for low and moderate income seniors, persons with disabilities, and families facing affordability challenges, that were to be owned and operated by SUCCESS, and financed through BCHMC, but not affiliated with a Provincial housing program (these units are independent of the City's Housing Agreement process or negotiations).

As a result, BCHMC requested that the City consider the use of an alternate legal mechanism to secure the affordable housing units in the Remy Development. BCHMC proposed that the City rely instead on the provisions of the Operator's Agreement executed by the BCHMC on behalf of the PRHC to secure the affordable housing units to be owned by PRHC.

In response, City staff brought forward a report, dated July 7, 2010, recommending that a process be initiated to do as BCHMC requested, because:

- 1) the proposed 33 units secured and to be owned by the PRHC align with the objectives of the Affordable Housing Strategy;
- 2) the BCHMC's Operator's Agreement is comparable in purpose and function to the City's Housing Agreement; and
- 3) the PRHC's mandate is to develop land and buildings for the provision of affordable housing, and therefore the commitment to maintain the units as affordable would be upheld.

Council approved staff's recommendation and process on July 26, 2010.

The initial step of the approved process involved Council's consideration of a zoning text amendment for the subject property to remove the requirement for a housing agreement with the City provided that 33 units were transferred to the PRHC (in addition to one other requirement). City Staff subsequently received confirmation that PRHC assumed ownership of these units. The zoning text amendment (Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road) was adopted January 27th, 2014.

The purpose of this report is to complete the approval process by responding to its last requirement, that City staff bring forward a report to seek Council's adoption of a bylaw to authorize the termination, release and discharge of the Housing Agreement entered into pursuant to Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, from the titles to the lands in the Remy development (which have been subdivided since the development was originally constructed).

This report supports the following Council term goal:

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

## **Analysis**

The required 33 units were transferred to PRHC and the other pre-conditions to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road were satisfied.

With the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8664 (ZT 10-542950) 9388 Cambie Road, all requirements have been met in the Council-approved process for terminating, releasing and discharging the Housing Agreement from the titles to the lands in the Remy development. The notice of the Housing Agreement will be removed from the titles to the lands and the related Housing Covenant will be discharged from the titles to the lands.

## **Financial Impact**

There is no financial impact for the City.

## **Conclusion**

A key consideration in Council's decision to grant BCHMC's request for an alternative legal mechanism to secure the affordable housing units at the Remy development was the unique circumstances of the development, the most important of which was the provision of 81, rather than 26, units of affordable housing. The decision should not be viewed as setting a precedent. If similar requests are made in the future, they would need to be assessed on a case-by-case basis, evaluated on their own merits and in accordance with Affordable Housing Strategy objectives current at the time of the application.

Staff recommend that the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw 9059 be introduced and given first reading to authorize the termination, release and discharge of the Housing Agreement entered into pursuant to Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406.



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

DKB:jdb

Att. 1 – Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw 9059



City of  
Richmond

## Bylaw No. 9059

### Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059

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

1. The Mayor and City Clerk for the City of Richmond are authorized:
  - a) to execute agreements to terminate the housing agreement referred to in Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 8406 (the "Housing Agreement");
  - b) to cause Notices and other charges registered at the Land Title Office in respect to the Housing Agreement to be discharged from title; and
  - c) to execute such other documentation required to effect the termination of the Housing Agreement.
2. This Bylaw may be cited as "**Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND  APPROVED by   APPROVED by Director or Solicitor 
_____	
_____	
_____	
_____	
_____	

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

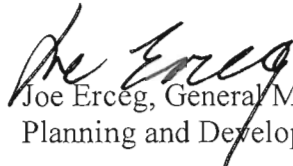
## Report to Committee Planning and Development Department

**To:** Planning Committee **Date:** March 12, 2014  
**From:** Joe Erceg, General Manager  
Planning and Development **File:** 01-0140-20-  
PMVA1/2014-Vol 01  
**Re:** **Richmond Response: Proposed 2013 Port Metro Vancouver Land Use Plan**

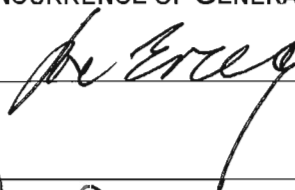

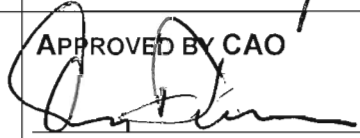
### Staff Recommendation

That:

- (1) Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the "Special Study Area" designations in Richmond be deleted and replaced with an "Agricultural" designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and
- (2) the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.

  
Joe Erceg, General Manager,  
Planning and Development

JE:jh  
Att. 4

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Transportation Corporate Planning Environmental & Sustainability	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Staff Report**

### **Origin**

The purpose of this report is to provide comments on Port Metro Vancouver's proposed final 2013 Land Use Plan (Attachment 1) by Port Metro Vancouver's mid April 2014 deadline.

#### 2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal #7, Managing Growth and Development.

### **Background**

#### Port Metro Vancouver Planning Process

Since 2008, Port Metro Vancouver's (PMV) existing Land Use Plan (Plan) has been a collection of the land use plans of the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority. In early 2012, PMV started a planning process to create one unified Plan for all lands and water in its jurisdiction.

Richmond's City Council and staff have participated in the PMV planning process from the beginning. The City has repeatedly requested PMV to not expand on or use agricultural land (e.g., ALR), as the protection of farmland is a Council priority (e.g., agricultural land is scarce, cannot be replaced, is essential to City sustainability, food security and many residents' livelihood and employment). As an alternative, the City has advised PMV to use Metro Vancouver Regional Growth Strategy and Richmond 2041 OCP designated Industrial and Mixed Employment areas for its expansion needs, as this approach would avoid farmland and complement the City's employment land uses and services.

In mid 2013, PMV released the first draft of its Land Use Plan (Attachment 1). In response, on July 22, 2013, Council advised PMV that the City continues to strongly object to any Port use of agricultural lands. As recently as February 17, 2014, at the Richmond General Purposes Committee meeting, PMV indicated that it has no plans to develop Agricultural Land Reserve (ALR) lands owned by the Port and that the Port's use of those lands would be contingent on the preservation and best use of industrial lands (Attachment 2). As these PMV statements provide no assurance that the PMV will not use ALR land, staff recommend that Council continue to request PMV to state, in its proposed Plan, that it will not use ALR land for Port uses.

#### Context

A key priority for Port Metro Vancouver is to ensure that it has an adequate supply of industrial land in the Metro Vancouver region to meet its long term trade requirements. According to the proposed Plan, PMV's current inventory of market ready industrial lands is sufficient to meet port demand for only about 10 years. PMV has stated that it needs an additional 809 hectares (2,000 acres) (approx.) to meet its long term needs. The problem is that PMV has not stated where in the Metro Vancouver region it will expand its holdings, or if it will expand in Richmond.

## Analysis

### Proposed Port Metro Vancouver Land Use Plan Goals and Objectives

A staff team involving Policy Planning, Transportation and Community Sustainability have reviewed the proposed Plan from a land use, transportation, and environmental perspective. The proposed Plan provides a framework for the growth and development of Port lands and waters over the next 15-20 years. The Plan recognizes that PMV is a major economic generator both locally and regionally, and the City recognizes the Port's contribution to achieving the City's 2041 OCP Vision for a Resilient Economy.

A summary of the proposed Land Use Plan's goals, objectives and relevant policies is listed below along with staff comments.

#### *Goal 1:*

*Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.*

#### *Objectives for Goal 1:*

- 1.1 Protect the industrial land base to support port and related activities into the future.*
- 1.2 Optimize the use of existing port lands and waters.*
- 1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.*
  - Policy – 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.*
- 1.4 Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the Port.*

#### Staff Comments on Goal 1:

There is no evidence that the Port has taken into account the protection of agricultural land. The proposed Plan does not contain any policies which commit the Port to avoid expanding on or using agricultural land for Port operations. Of particular concern is Policy 1.3.1 which states "*Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.*" While staff support the Port's acquisition of non-agricultural land such as the 26.6-hectare (65.6-acre) Fraser Wharves site in March 2013, the proposed Plan should be revised to make a clear statement that PMV will not use or acquire agricultural land.

#### *Goal 2:*

*Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.*

*Objectives for Goal 2:*

- 2.1 *Improve operational efficiencies of transportation modes serving the Port.*
- 2.2 *Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the Port.*
- 2.3 *Ensure the safe and secure movement of goods and passengers through the Port.*

Staff Comments on Goal 2:

Staff advise that this transportation goal complements the City's 2041 OCP policies and is consistent with the recommendations made in the City's February 28, 2013 letter to the Port (e.g., the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth). City staff will be working closely with the Port on a number of initiatives including the Robert Banks Terminal 2 Project and the Massey Tunnel replacement. The Port is also pursuing a transportation study of its Richmond properties in 2014 and the City is a key stakeholder to identify priorities. Staff will update Council of progress regarding these studies, as necessary.

*Goal 3:*

*Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.*

*Objectives for Goal 3:*

- 3.1 *Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.*
- 3.2 *Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.*
- 3.3 *Improve land and water quality within the Port.*
- 3.4 *Promote sustainable practices in design and construction, operations and administration in the Port.*

Staff Comments on Goal 3:

Staff advise that this environmental stewardship goal complements the City's 2041 OCP policies and related initiatives. City staff have been working with PMV on environmental initiatives, mainly related to Objective 3.1 that are part of PMV's Habitat Banking program (e.g., Shady Island, Sturgeon Banks, and McDonald Park). Staff will continue to liaise with PMV on environmental issues that pertain to the City and update Council, as necessary.

*Goal 4:*

*Port activity and development is a positive contributor to local communities and First Nations.*

*Objectives for Goal 4:*

- 4.1 *Generate sustainable local and national economic benefits through the use and development of port lands and waters.*
- 4.2 *Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.*
- 4.3 *Seek to minimize the impacts from port operations and development on local communities and First Nations.*

Staff Comments on Goal 4:

Staff advise that, while this positive contributor goal complements the City's 2041 OCP policies, it should be revised to indicate that the Port will not use agricultural land for Port purposes. This approach would better ensure sustainable benefits and minimal impacts for Richmond from Port operations.

Goal 5:

*Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.*

Objectives:

- 5.1 *Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.*

Staff Comments on Goal 5:

Staff advise that the above communication and engagement goal complements the 2041 OCP policies. However, while the Port provided a range of communication opportunities during the preparation of the proposed Plan, it does not reflect Richmond's request that the Port not use agricultural land for Port purposes.

Port Metro Vancouver Land and Water Designations

The PMV Plan land and water use designations are divided into seven planning areas based on geography and port-related activities. There are eight land and water designations, each having a specific intent and list of associated uses. Richmond is largely in PMV's Planning Area 7: Fraser River – North, South and Middle Arm area, with the south eastern most part of Richmond in Planning Area 5: Fraser River – Central. Port properties are designated as, either "Port Terminal", "Industrial", "Commercial", "Recreation", "Conservation", or "Special Study Area" areas. With the exception of the "Special Study Area" designation, the proposed Plan's designations are consistent with the 2041 OCP land use designations.

The proposed Plan has designated four properties in the City as "Special Study Area", which is defined as areas that require further study, consultation and planning to determine their future use through a Land Use Plan amendment. The four properties total 97.2 ha (240 acres) in size, are all located within the ALR, designated "Agriculture" in the 2041 OCP and zoned AG1 Agriculture. Attachment 3 indicates the location of these properties and Table 1 below provides a summary of these properties:

Table 1: Summary of Properties Designated "Special Study Area"			
No.	Address	Size	Current Land Use
1	17740 River Road	3.05 ha (7.53 acres)	Agriculture (Organic Eggs)
2	6940 No 7 Road	1.88 ha (4.64 acres)	Agriculture (Nursery)
3	6131 No 8 Road	52.67 ha (130.14 acres)	Agriculture
4	6220 No 8 Road	39.62 ha (97.91 acres)	Agriculture



The Plan indicates that the current use of designated “Special Study Area” areas will remain unchanged, until further consultation and analysis can be completed. The review is to include consultation with affected communities, governments, agencies and stakeholders, prior to amending the PMV Land Use Plan. Although the proposed Plan indicates that land in the “Special Study Area” sites can only allow existing uses, (until the review is completed), staff advise that this does not provide any assurance that the Port will not use them for Port purposes in the future.

City staff recommend that the Port be requested to make a stronger commitment to utilizing existing Port lands more efficiently and that, if expansion is needed, it should only be on non agricultural properties throughout the Metro Vancouver region. As well, staff recommend that the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before the Plan is presented to the Port Metro Vancouver Board of Directors for approval.

#### Metro Vancouver Region Implications

While PMV has not indicated where it will expand in the Metro Vancouver Region, there are non agricultural lands in the Region which the Port could use for its expansion activities (e.g., possibly along Port Moody’s waterfront, along the South Arm of the Fraser River). With these opportunities, staff do not consider it acceptable for the Port to use agricultural lands.

To better protect Richmond and Metro Vancouver employment lands (e.g., industrial, mixed employment) and to encourage the Port not to use farmland, City staff are participating with Metro Vancouver staff who are leading a number of regional employment land studies including: updating 2010 Metro Vancouver’s Industrial Land Inventory, reviewing the Industrial Land Re-Development and Intensification - Constraints and Solutions Study (with Stantec Ltd; Site Economics), and reviewing Metro Vancouver’s Industrial Land Protection and Intensification – Policy Paper which integrates related Metro Vancouver studies completed since 2011. These studies are aimed at enabling all parties to better manage and protect employment and agricultural lands. Staff will continue to update Council as these studies are brought forward.

#### Options

The following options are presented for consideration:

- Option 1 (Recommended): Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the PMV Board of Directors for approval. This Option also recommends that the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of Council’s decision.

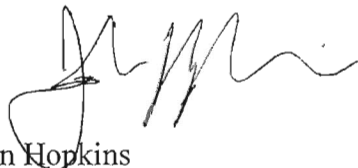
- Option 2: This Option involves not supporting the proposed PMV Land Use Plan in its entirety, until it has been revised to state that the Port will not use or expand on agricultural land and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval. This Option is identified as the protection of agricultural land is important to the City and, as the Port has not indicated that it will avoid expanding on agricultural land, many of the proposed Plan policies are questionable (e.g., the densification of existing Port industrial lands, transportation, servicing, infrastructure, environmental management). As in Option 1, Option 2 includes advising the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of Council’s decision.

### Financial Impact

None

### Conclusion

Staff have reviewed Port Metro Vancouver’s proposed 2013 Land Use Plan and find that, after repeated Richmond requests, the proposed Plan does not protect agricultural land from Port expansion or operations. This is the final opportunity for the City to request the Port not to use agricultural land, before the Plan is adopted by the PMV Board of Directors. To take advantage of this opportunity, staff propose 2 options and recommend Option 1 which advises the PMV Board that Council is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the “Special Study Area” designations in Richmond be deleted and replaced with an “Agricultural” designation, before it is presented to the Port Metro Vancouver Board of Directors for approval.



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JH:cas

- Att. 1 – Port Metro Vancouver Land Use Plan (Draft December 2013)  
Att. 2 – Excerpt from February 17, 2014 General Purposes Committee Minutes  
Att. 3 – Map of Properties Designated “Special Study Area”



LAND USE PLAN

Draft December 2013



PORT METRO  
**vancouver**





GREATER  
VANCOUVER

## LAND USE PLAN

Draft December 2013

This Land Use Plan provides a framework for the growth and development of port lands and waters over the next 15-20 years. It has been developed in consultation with First Nations and more than 100 stakeholders, including: governments, tenants, customers, the community and environmental organizations.



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"A port isn't just a local thing. It brings the world to you and takes your things to the world. So it requires a global perspective."

Land Use Plan consultation participant

## Message from the Chairman of the Board

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## Message from the CEO

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## 1.0 Introduction

### 1.1 Port Metro Vancouver

Positioned on the southwest coast of British Columbia, Port Metro Vancouver is Canada's largest and busiest port, a vibrant gateway for domestic and international trade and tourism, and a major economic force that strengthens the Canadian economy.

As the fourth largest tonnage port in North America, Port Metro Vancouver consists of 28 major marine cargo terminals and connects with three Class 1 railroads, providing a full range of facilities and services to the international and domestic shipping community.

This Land Use Plan articulates Port Metro Vancouver's ongoing commitment to good stewardship of port lands and waters, and demonstrates the Port's responsiveness to social, environmental and economic trends that will impact the Gateway and the broader community.



## MISSION

To lead the growth of Canada's Pacific Gateway in a manner that enhances the well being of Canadians and inspires national pride.

## VISION

To be recognized as a world class gateway by efficiently and sustainably connecting Canada with the global economy, inspiring support from our customers and from communities locally and across the nation.

### 1.1.1 Port Metro Vancouver Mission and Vision

A mission and vision provide a thoughtfully articulated 'compass' to guide operations, planning and development. Port Metro Vancouver's mission and vision serve to guide the Port today and looking forward.

### 1.1.2 Legislative Context

The Vancouver Fraser Port Authority, the legal name for Port Metro Vancouver (the Port), was amalgamated in January 2008 by the Government of Canada in accordance with the *Canada Marine Act* and is accountable to the Federal Minister of Transport. Port Metro Vancouver is responsible for the operation and development of the port, specifically the navigable waters, real property and immovables within the jurisdiction of the combined former Fraser River Port Authority, North Fraser Port Authority and the Vancouver Port Authority.

The *Canada Marine Act* was established, amongst other things, to promote the success of Canadian ports for the purpose of contributing to the competitiveness, growth and prosperity of the Canadian economy. This legislation establishes the authority and responsibilities of the Port to fulfill its mandate, part of which is a requirement that the Port has a detailed land use plan that contains objectives and policies for the physical development of the real property and other assets it manages, taking into account relevant social, environmental and economic matters and zoning bylaws that apply to neighbouring lands. The legislation also establishes the requirements for notification and the adoption of a land use plan, requirements that Port Metro Vancouver exceeded through the consultation and engagement activities undertaken during development of this Plan. The Port's Letters Patent identifies the uses the Port may consider approving on its lands and waters.

## 1.2 National and International Context

The Port is a major North American Gateway for Asia-Pacific trading and an important generator of jobs, taxes and economic value for the Canadian economy. The Port's trading partners have access to the most diverse port in North America, operating across five business sectors: automobiles, breakbulk, bulk, container and cruise. The Port facilitates trade with more than 160 world economies, and handles nearly 130 million tonnes of cargo each year. Approximately 93 percent of the Port's total volume serves Canadian import and export markets.

Since 2006, the Governments of Canada and British Columbia, working with industry, have invested over \$9 billion in Asia-Pacific Gateway and trade infrastructure projects. Almost \$22 billion has been invested by the provincial government in overall transportation infrastructure in British Columbia. These initiatives are building regional, provincial and national competitive advantages by getting goods to market faster with less of an impact on local communities.

Working with federal and provincial governments through the Asia-Pacific Gateway and Corridor Initiative, and together with local communities, the Port will deliver major new projects that will continue to benefit the regional, provincial, and national communities.

## 1.3 Regional Context

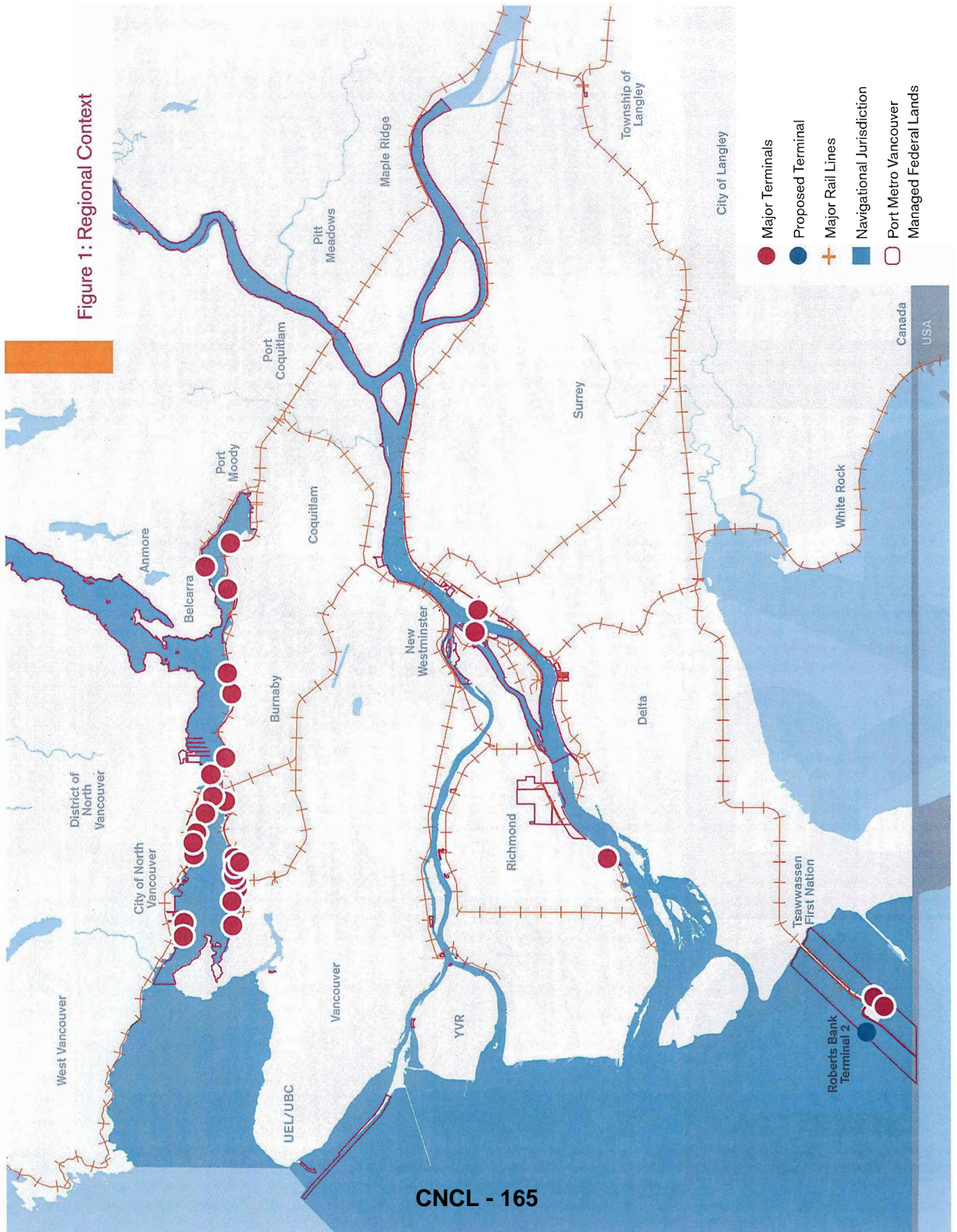
The Port's mandate is to facilitate Canada's trade in a safe and environmentally responsible manner. Port Metro Vancouver understands that local communities not only want to benefit from port activity, they also want the port to be a good neighbour. Through ongoing collaboration with local communities, the Port is able to facilitate Canada's largest gateway to the Asia-Pacific region in a sustainable manner while continuing to generate prosperity and jobs for thousands of families – not just in the Lower Mainland, but also across British Columbia and Canada.

Port Metro Vancouver has been a driving force in the growth of Metro Vancouver, providing employment opportunities to local residents and enabling many of the region's businesses to flourish. In turn, regional growth provides port businesses with an accessible and trained labour force as well as necessary ancillary services.

The plans of local governments, First Nations and regional agencies such as Metro Vancouver and TransLink provide important considerations and context to Port Metro Vancouver's land use planning and development decision-making. While the Port's Land Use Plan applies exclusively to lands and waters managed by the Port, the Plan provides an opportunity to communicate the Port's interests to other authorities having jurisdiction over the balance of the region's land use. Only through communication and collaboration among all jurisdictions will the vision for sustainable growth be achieved.



Figure 1: Regional Context





## 2.0 Purpose of Land Use Plan

This Land Use Plan provides a framework for the growth and development of port lands and waters over the next 15 to 20 years. It identifies the types of uses appropriate on land and water across the Port's jurisdiction while maintaining flexibility to respond to business needs, market trends and emerging issues.

## THE GOALS

- Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.
- Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.
- Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.
- Port activity and development is a positive contributor to local communities and First Nations.
- Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.





# THE PLAN

- Communicates the Port's long term land use policy directions;
- Guides land utilization and future growth opportunities;
- Assists port tenants and customers in identifying areas to locate or expand their operations and investments;
- Facilitates coordination of land use and transportation planning with neighbouring communities and government agencies;
- Provides neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how their interests will be considered in the planning process;
- Provides First Nations with clarity about land use and development activities on Port Metro Vancouver lands and waters adjacent to their reserves and within their asserted traditional territories;
- Illustrates the Port's ability to accommodate future growth in a socially, environmentally and economically sustainable manner.

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The Plan's goals, objectives and policy directions (Section 6.0) will guide strategic planning and development decision-making in the port going forward.

The seven Planning Areas described in Section 7.0 support area specific land use management, further guided by market trends.

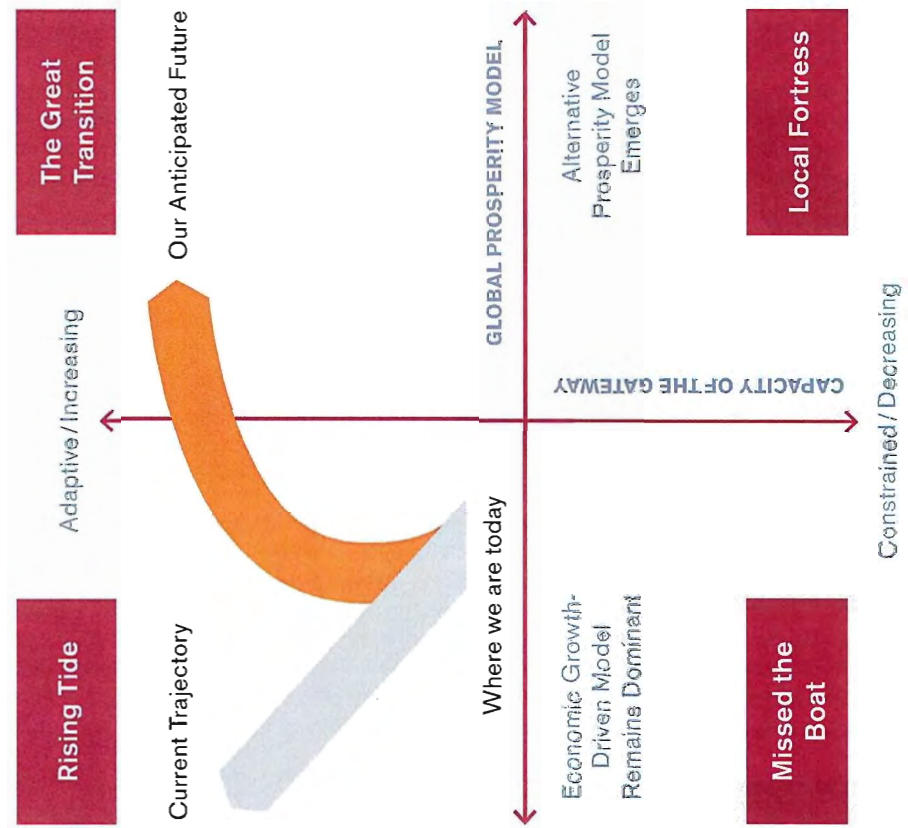
Section 8.0 describes the Plan's land and marine designations, each with a specific intent and list of uses. These designations assist in the orderly development and management of areas within Port Metro Vancouver's jurisdiction, and provide clarity on long term development patterns for port customers, stakeholders and future investors in the Asia-Pacific Gateway.

Implementation and monitoring is addressed in both Section 10.0 and Appendix B, including implementation measures (actions) that demonstrate Port Metro Vancouver's commitment to acting on the directions established by the Plan.



## 3.0 Port 2050 and Sustainability

Figure 2: Anticipated Future



### 3.1 Port 2050 Vision: Anticipated Future

In 2011, Port Metro Vancouver completed a strategic visioning initiative called Port 2050. During this year-long initiative, the Port engaged representative stakeholders with an interest in Port Metro Vancouver's future.

The scenario that emerged from this initiative was the "Anticipated Future", representing near term and longer term outcomes respectively. This is an outlook that involves considerable growth across cargo sectors in the coming years, with an eventual transition to a scenario where social, environmental and economic imperatives are equally considered in all measures of success. Sustainable production and consumption patterns under this future scenario would likely result in changes to global shipping and trade patterns, which would affect the Gateway. This transition will be closely monitored by the Port and its partners to anticipate and act on emerging trends, and to inform future amendments to this Land Use Plan.

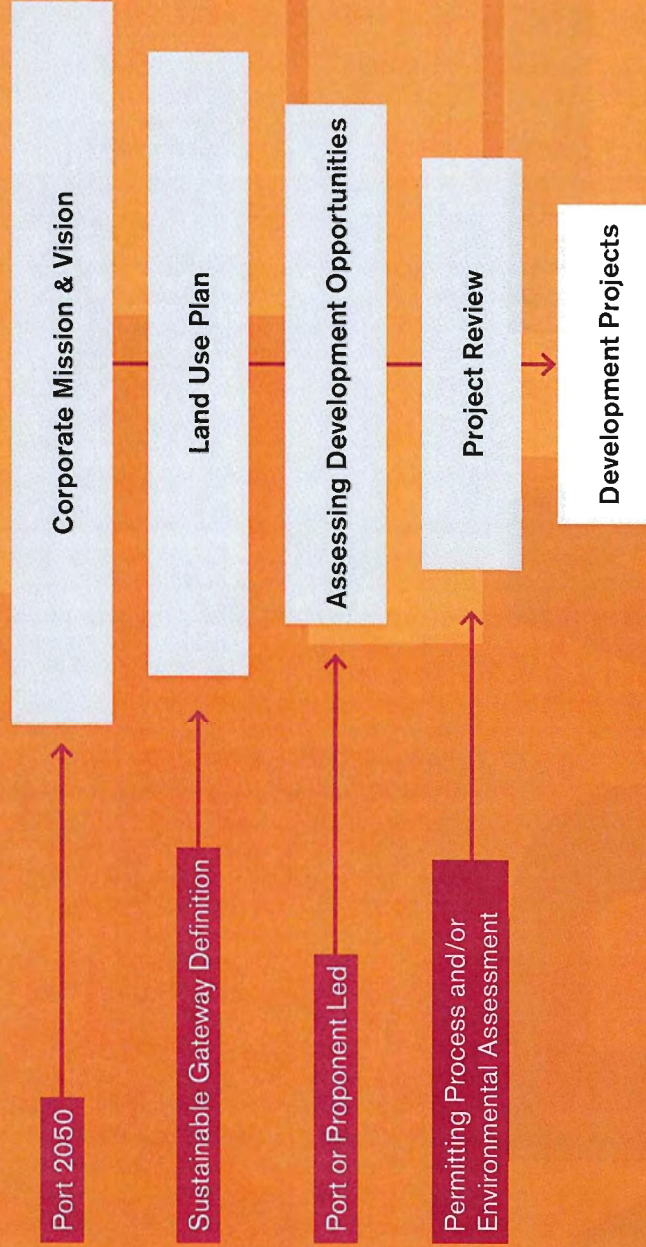
### 3.2 Sustainable Gateway Definition

Port Metro Vancouver launched the Sustainability Vision initiative in 2013 to explore what a sustainable Gateway looks like, and to assist the Port in preparing for its anticipated future.

This initiative relies upon collaboration with government, communities, First Nations, port customers, supply-chain partners, and non-government organizations. It builds on the Port 2050 work and helps to shape the concurrent development of the Land Use Plan. Port Metro Vancouver's definition of a sustainable gateway will inform the overall vision for the Port, which guides our planning and decision-making.



Figure 3: Strategic Framework





## 4.0 Land Use Plan Update Process

Since 2008, Port Metro Vancouver's Land Use Plan has been a consolidation of the land use plans of the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority.

One of the primary objectives of updating Port Metro Vancouver's Land Use Plan was to create a unified Plan with clear and consistent policies and designations across the Port's jurisdiction. In addition, the Land Use Plan was intended to reflect the Port's mission, vision and strategic priorities, and be developed through a consultative process that involved local governments, agencies, customers/stakeholders, the public and First Nations. Summaries of the consultation processes and outcomes for each phase of the Land Use Plan update process are available at [portmetrovanancouver.com/landuseplan](http://portmetrovanancouver.com/landuseplan).

Figure 4: Plan Development

### Phase 1

Jan – Jul 2012

#### Gathering inputs and setting the context

Phase 1 of the Port Metro Vancouver Land Use Plan Update process focused on data collection, background research into port planning best practices, and issue identification organized around five topics:

- Port Growth and Development;
- Regional Land Use;
- Local Communities;
- Environment;
- Transportation and Goods Movement.

Phase 1 established the baseline for the Land Use Plan, and the phases to follow further informed the process.

### Port Mission

#### Consultation Input

#### Studies and Best Practices

### Phase 2

Aug – Nov 2012

#### Developing Goals, Objectives and Policy Directions

Phase 2 focused on developing draft:

- goals;
- objectives;
- policy directions.

These guiding principles articulate Port Metro Vancouver's vision for managing growth and the development of port lands and waters over the decades to come.

## 4.1 Plan Development

The Land Use Plan update process has been implemented for over two years in four phases between 2012 and 2014, starting from background research and concept development to preparation of the final Plan. The process allowed for extensive consultation in each stage, including communicating the results of consultation activities along the way.

### Phase 3

Dec 2012 – Dec 2013

#### Refining Plan Policies and Updating Land Use Designations

Phase 3 was implemented in several stages and provided the opportunity to:

- review and update the draft goals, objectives and policy directions;
- update the land and water use designations and associated mapping;
- seek stakeholder feedback on the above;
- develop proposed implementation measures.

This material formed the basis for development of the draft Land Use Plan document, which was then referred out for extensive public consultation in Phase 4.

2013

### Phase 4

Jan 2014 – Completion

#### Finalizing the Plan

The final phase - Phase 4 - involves:

- finalizing the proposed Land Use Plan;
- meeting the consultation requirements of the *Canada Marine Act* prior to its adoption by the Port Metro Vancouver Board of Directors.

The Plan development and consultation process undertaken by Port Metro Vancouver far exceeds the *Canada Marine Act* requirements and provides a high level of confidence that the adopted Plan will:

- reflect current best practices;
- align with the Port's mission and vision;
- incorporate the social, environmental and economic values critical to its success.

A summary of the consultation process in Phase 4 will be available at [portmetrovancouver.com/landuseplan](http://portmetrovancouver.com/landuseplan).

2014



## 5.0 Plan Context

### 5.1 History of the Port

For more than a century, the Port has played a vital role in fostering trade and providing significant employment and economic benefits for the region and the country. The Port's potential was recognized in 1864 when the first export cargo of lumber and fence pickets left Moodyville on the North Shore destined for Australia aboard the *Ellen Lewis*.

Long before establishment of the Port, the Metro Vancouver area was home to the Coast Salish Peoples. Archaeological records indicate the presence of Aboriginal People in the region from 8,000 to 10,000 years ago.

By the early 1900s, as Canada's economy grew and rail operations expanded, the Port rapidly established a reputation for its geographic location, its modern facilities, its well trained and educated work force, and its ability to strengthen the regional and national economies through trade and business development.

More recently, from 1952 to 2014, the Port managed the provincial bed of the Fraser River on behalf of the Province of British Columbia through a series of leasing agreements.

Today, Port Metro Vancouver, host communities and First Nations are working together to take advantage of the opportunities a thriving port can offer. Building on these relationships and the energy and innovation they bring, the Port will continue to pursue investments, strategies and initiatives that set the stage for strong and sustainable growth in trade to the benefit of all Canadians.



## 5.2 Environmental Stewardship

Port Metro Vancouver is committed to the efficient and reliable movement of goods and passengers through the port while integrating environmental stewardship initiatives into all areas of port operations. By strengthening partnerships and encouraging innovation, the Port can improve its performance in a sustainable manner.

### Environmental Review

The Port is more than cranes, cargo, terminals, ships and international trade. It is also recognized globally as a naturally beautiful and clean harbour complemented by innovative environmental leadership. The port is home to hundreds of species of fish, crustaceans, birds and marine mammals. Port Metro Vancouver recognizes that both human and marine life depend on the protection of the physical environment.

In recognition of the need for sound environmental stewardship, all physical works and activities conducted within Port Metro Vancouver's jurisdiction must undergo an environmental review carried out by the Port that meets the requirements of the *Canadian Environmental Assessment Act (CEAA) 2012* and the Port's Environment Policy.

Port Metro Vancouver staff with expertise in environmental science, biology, air quality and energy management conduct reviews of all activities affecting port land and water as well as the local airshed. On projects of significant scope, the Port seeks advice from environmental regulatory agencies to ensure that proponents receive the best advice and direction for mitigating project environmental impacts.

In addition, new development within Port jurisdiction is required to appropriately avoid or mitigate potential adverse impacts on fish or wildlife habitat. Projects that do impact or reduce habitat areas are subject to habitat offsetting requirements, typically administered through Fisheries and Oceans Canada.

Creating marine habitats is one way that the Port works to lessen its impact on the marine environment and its inhabitants. In 1995 the Port built a reef under the waves at Cates Park, now inhabited by octopus, rock fish, crabs, anemones and shrimp.

## Environmental Initiatives

Port Metro Vancouver is leading the way for other ports to address air quality and environmental concerns by focusing on technology and operational efficiencies to reduce impacts, as well as to enhance the surrounding environment. More specifically, the Port has initiated a number of programs, often in partnership with other agencies, that work to address the numerous environmental components of a healthy ecosystem, including the following:

## Air Action Program

In 2008, Port Metro Vancouver introduced the Air Action Program to improve management of air emissions. Working with the Port's stakeholders, other Pacific Coast ports, the marine industry and government agencies, the Air Action Program focuses on reducing emissions from ocean going vessels, cargo handling equipment, rail and truck sectors. It is a multi-faceted approach that includes a variety of programs:

**Corporate emissions:** In 2010, Port Metro Vancouver was able to reduce emissions associated with energy use at its head office by 3.4 tCO<sub>2</sub> through energy conservation measures. The Port also invested in 1,265 tonnes of BC-based carbon offsets through the Pacific Carbon Trust to mitigate remaining emissions from corporate activities.

**Shore Power:** In 2009, Port Metro Vancouver became the first port in Canada, and the third in the world, to install shore power facilities for cruise ships. This system enables powered engines and connect to the land-based hydroelectric grid while docked at Canada Place. By 2020, it is anticipated that the majority of container vessels calling on the Port will be shore-power enabled, suggesting that there will be a requirement to provide terminal-side infrastructure to allow these vessels to plug-in and remain competitive.

### Non-Road Diesel Emissions

**Initiative:** This program aims to reduce the emissions of non-road diesel equipment on port property through a program which charges a fee to terminal operators who continue to operate out-of-date equipment. When terminal operators upgrade to new, cleaner equipment, most of the fees paid will be reimbursed. This program is similar to Metro Vancouver's Non-Road Diesel Emissions Initiative.

**Northwest Ports Clean Air Strategy:** Port Metro Vancouver is working with the Port of Seattle and Port of Tacoma to reduce port-related air emissions in the Georgia Basin/Puget Sound airshed through the Northwest Ports Clean Air Strategy. The Port also collaborates with national and international stakeholders to ensure the programs have lasting effects.

**EcoAction Program:** The Port promotes emissions reduction targets for ocean-going vessels that enter the port by offering financial recognition for those who excel in environmental stewardship. Vessels may qualify for one of three levels of harbour rates based on their implementation of one of the emission-reduction options within a given category. The reduced rates, Bronze, Silver and Gold, are designed to provide a wide variety of technology and fuel options to vessels in order to promote and build awareness around a number of alternative emission reduction practices.

**Blue Circle Awards:** Marine carriers that participate in the EcoAction Program are eligible to receive the Blue Circle Award. Introduced in 2010, this award recognizes marine carriers that have achieved the highest reduction in operational emissions.

**Landside Emissions Inventory:** By developing an inventory of emissions from cargo handling equipment, trucks, rail and other tenant activities, Port Metro Vancouver works with customers and tenants to identify opportunities to conserve energy, reduce emissions and promote clean energy technologies.

**Truck Licensing Program:** In 2008, the Port introduced stringent environmental requirements into the Container Truck Licensing Program. These focus on phasing out older trucks and setting mandatory opacity and idling limits. The Port continues to work with truck operators to reduce container truck emissions and bring the fleet up to the equivalent particulate matter emissions of a 2007 truck or newer by 2017.

Graphic / Image 8



## Energy Action Program

Port Metro Vancouver's Energy Action Program focuses on using reliable, clean energy for its operations. The Port continues to explore opportunities for energy conservation and implementation of alternative or renewable energy to support operations and reduce air emissions. Studies are conducted to investigate energy efficiency, electrification, hybridization, integrated resource management and other practices or technologies at key terminals. By improving our understanding of these opportunities the Port is better positioned to work with partners and develop a more sustainable Gateway.



## Habitat Offsetting

**New development in the port is required to appropriately mitigate potential adverse impacts on fish or wildlife habitat. Projects that do impact or reduce habitat areas are subject to habitat offsetting requirements, typically administered through Fisheries and Oceans Canada (illustrated in Appendix A).**

There are a number of ways project proponents provide habitat compensation, including:

- Artificial reefs constructed from natural rock, concrete blocks and pile cut-offs create habitat for a variety of marine life.
- Habitat benches made from natural rock are constructed at elevations ideal for fish habitat such as kelp, rockweed and barnacle tidal zones.
- Habitat enhancement areas provide new habitat to compensate for other losses.
- Gabions are wire baskets of cobble (rounded rocks) that are stacked in the intertidal area. They optimize surface areas and spaces between rocks to provide habitat for kelp, algae and juvenile fish.
- Refugia are large openings inside berth structures, such as those at Centerm and Deltaport, which provide additional marine hiding areas or "refuge" from predator species.

## Site Remediation

Port Metro Vancouver uses a combination of remediation and risk management approaches to address sites that have been contaminated through past activities. Depending on the condition and expected future use of the site, affected sites are treated with a variety of remedial techniques that may include on-site treatment, removal and disposal of contaminants at appropriate facilities, or containment on site.

Port tenants are required to appropriately maintain their sites to prevent contamination by employing best practices for their operations. Environmental testing at the beginning, end and at other times during a tenant's lease, when appropriate, ensures sites are monitored for contamination and any contamination is addressed to meet regulatory and additional Port requirements.

## FREMP / BIEAP

The Fraser River Estuary Management Program (FREMP) and the Burrard Inlet Environmental Action Program (BIEAP) Environmental Review Committee provided an intergovernmental model of coordinated environmental management, establishing important interagency communications and achieving significant outcomes for its partners and the sustainability of Burrard Inlet and the Fraser River Estuary ecosystems. These committees were comprised of representatives from Environment Canada, Fisheries and Oceans Canada, Transport Canada, British Columbia Ministry of Environment, Metro Vancouver and Port Metro Vancouver.

In March 2013, the BIEAP-FREMP office closed and the "single window" external project environmental review is now undergoing a transition. Port Metro Vancouver is assisting in this transition and supports the development of a new coordinated review mechanism with partner agencies. In the interim, Port Metro Vancouver continues to apply the FREMP habitat colour coding system as an important input to development review (Appendix A).



## Flood Management

Studies indicate that climate change will result in local sea level rise between 20 and 60 centimetres over the next hundred years. Climate change is also expected to increase severe weather events which could lead to more frequent incidences of flooding along the Fraser River. If not appropriately addressed, these two factors will significantly affect port operations and infrastructure, much of which is low lying and would be at risk of submersion. This issue is not unique to the port. Rather, all low lying waterfront lands in the region are at risk of being affected, which is best addressed through coordinated efforts across jurisdictions.

Sea level rise and flood management require a cohesive, collaborative and coordinated regional approach. The Port is working with the Fraser Basin Council, along with local, provincial and federal partners to develop a Business Plan for a Regional Flood Management Strategy for the Lower Mainland. The Port is also a member of the Joint Program Committee for Integrated Flood Hazard Management pursuing new studies and models to attempt to better define the possible impact of sea level rise and severe storm scenarios. This is a multi-party, consensus-based committee that brings together about 30 federal, provincial and local government agencies and organizations to address flood risks in an integrated way.

The Port is also working with regional partners to collect and analyze data to better understand and manage flood risks in a coordinated manner as part of the Port's flood management program. In addition, the Port has an infrastructure asset management program that is designed to maximize the long-term use of assets in a cost-effective manner, while reducing the risks of failure of assets which could have financial, safety, and environmental implications.



### 5.3 Communities and First Nations

Port Metro Vancouver's jurisdiction borders 16 municipalities and one treaty First Nation, and is located within the asserted traditional territories of several other First Nations. While the Port's mandate is to facilitate trade in the best interest of all Canadians, it is important to maintain positive working relationships with its neighbours who rely on port lands and waters for a wide range of activities.

### 5.3.1 Communities

Port Metro Vancouver has developed a number of avenues to engage with communities, ranging from community meetings and open houses, the PortTalk online forum and designated municipal liaisons.

Port Metro Vancouver has established several Community Liaison Committees as a formal mechanism for dialogue and communication. These committees bring together residents, local government officials, First Nations, industry and Port representatives to identify concerns and recommend potential solutions related to operations and development. These committees deal with issues such as container truck operations, rail noise and land use. Members have been key in creating programs – such as the North Shore Rail Noise Steering Committee - to address the impact of operations on the community.

In East Vancouver, the Burrardview Community Association, CP Rail and the City of Vancouver participate with Port Metro Vancouver on the East Vancouver Port Lands Liaison Group, focusing on issues related to port operations and development in that community. The work of this group has resulted in the East Vancouver Port Lands Plan, adopted by both the City of Vancouver and Port Metro Vancouver. The Plan strives to address compatibility issues between industrial and residential land uses in this area.

The North Shore Waterfront Liaison Committee and the Port Community Liaison Committee in Delta are mechanisms for dialogue and communications about port-related issues with those communities. Both committees have been instrumental in bringing about changes to operational matters such as truck traffic management and rail whistling.

In addition to Port Metro Vancouver's community engagement initiatives and programs, port lands are used for a variety of community purposes, such as Crab Park and New Brighton Park in Vancouver, and public viewing platforms in Queensborough. Projects such as the Lower Level Road also provide opportunities to create or improve community amenities, such as the North Shore Spirit Trail.

### 5.3.2 First Nations

The lands and waters managed by the Port fall within the asserted traditional territories of several First Nations and border the Tsawwassen First Nation treaty lands. Over thousands of years these First Nations have acquired an intimate knowledge of this region and its rich natural resources. First Nations harvested and preserved a great variety of foods, maintained villages and camps, and administered complex trade networks in the region.

With this in mind, it is important to note that the Crown has a legal duty to consult with First Nations on projects that have the potential to adversely impact Aboriginal or Treaty rights. Port Metro Vancouver has been delegated authority to manage federal lands by the *Canada Marine Act*, and therefore conducts consultation on behalf of the Crown. First Nations are also invited to participate in Community Liaison Committees, which provide an opportunity for First Nations to present and discuss their concerns related to operations and development.



Figure 5: Terminal and Off Dock Facilities





## 5.4 Major Facilities and Assets

The Port consists of 28 major marine cargo terminals and connects with three Class 1 railroads, providing a full range of facilities and services to the international and domestic shipping community.

The 28 deep-sea and domestic marine terminals service the following business sectors:

### 5.4.1 Automobiles

Port Metro Vancouver handles approximately 400,000 vehicles annually through the Vancouver Gateway, making us one of the top three ports on the West Coast of North America for vehicle transshipment. As the most efficient Gateway for Canadian destined automobiles from Asia, Port Metro Vancouver has two auto terminals that supply dealerships across Canada. These terminals can also handle additional cargo, such as heavy rolling machinery and equipment.

#### **Automobile Terminals**

- Wallenius Wilhelmsen Logistics (WWL) auto terminal is located on Annacis Island in the Fraser River in Delta.
- Fraser Wharves is an auto terminal located on the north side of the Fraser River in Richmond.

### 5.4.2 Breakbulk

Port Metro Vancouver is the Pacific Northwest's major consolidation centre for breakbulk cargo such as forest products, steel and machinery. In 2012, breakbulk cargo represented approximately 13 per cent of the port's annual throughput. All of the Port's international breakbulk cargo is handled through two terminals.

#### **Breakbulk Terminals**

- Fraser Surrey Docks is a multi-purpose marine terminal located on the deep sea shipping channel of the Fraser River. It handles containers as well as bulk and breakbulk products.
- Located on the North Shore of Burrard Inlet, the Lynnterm facility is the consolidation centre for forest and steel products, steel and breakbulk in the Pacific Northwest. It handles wood pulp and paper, lumber, panel products, logs, steel products, project cargo and machinery.

### 5.4.3 Bulk

Dry and liquid bulk cargoes account for approximately two-thirds of the Port's annual tonnage. Shipping lines regularly call on the Port because of its diversity and the availability of western Canadian commodities for export. As a result, the Port has frequently-chartered sailings and a full range of cost-effective maritime and transportation services to support a broad selection of cargo.

#### **Bulk Terminals**

- Alliance Grain Terminal, located on the south shore of Burrard Inlet, handles grain, specialty crops and grain feed.
- Suncor Energy's Burrard Products Terminal is located in Burnaby and handles petroleum products.
- Canexus is a chemical terminal located on the North Shore of Burrard Inlet that imports bulk sea salt and exports caustic soda and sodium chlorate, used in the bleaching process of paper products.
- The Cargill terminal, located on the North Shore of Burrard Inlet, is a grain terminal operated by Cargill Limited that handles wheat, durum, canola, barley and grain by-products.
- Cascadia is a grain terminal located on the South Shore of Burrard Inlet operated by Viterro Inc., which handles wheat, durum, canola, barley, rye, oats and by-products.
- Fibreco Terminal, located on the North Shore of Burrard Inlet, handles wood chips and wood pellets.

- Fraser Surrey Docks is located north of the Alex Fraser Bridge on the southwest shore of the Fraser River. Fraser Surrey Docks, in addition to breakbulk, handles agricultural products and containers.
- Imperial Oil Terminal is a petroleum terminal located in Burrard Inlet East. It handles gasoline, petroleum distillate, heavy fuel oil, intermediate jet fuel oil, and marine gas oil.
- Kinder Morgan's Vancouver Wharves is located on the North Shore of Burrard Inlet. It handles breakbulk pulp, bulk mineral concentrates liquids, sulphur/fertilizers, specialty agri-products and other dry bulk commodities.
- Kinder Morgan's Westridge Terminal is a petroleum terminal located in Burnaby. It handles crude petroleum, petroleum products, aviation and jet fuel, all transported via the Transmountain pipeline system.
- Lantic Inc. (Rogers Sugar) is located on the South Shore of Burrard Inlet. Lantic Inc. is the leading refiner, processor, distributor and marketer of Rogers Sugar brand products in Western Canada. The terminal handles bulk raw sugar imports.
- Neptune Bulk Terminals is North America's largest multi-product bulk terminal and is located on the North Shore of Burrard Inlet. It handles metallurgical steel-making and thermal coal, phosphate rock, potash, animal feed, canola oil and phosphate rock.
- Pacific Coast Terminals is located in Port Moody. It currently handles sulphur, ethylene glycol and metallurgical coal and is considering handling additional bulk products, such as canola and potash.
- Pacific Elevators is located on the South Shore of Burrard Inlet and is operated by Viterro. It handles canola, flax, peas, and various bulk manufactured agri-forage and by-products.
- Richardson International, located on the North Shore of Burrard Inlet, is an exporter of canola and cereal grains to trading economies along the Pacific Rim. It handles wheat, canola, barley, rye, flax, grain and feed products.
- Shellburn is a petroleum distribution terminal operated by Shell Canada Ltd. and is located in Burnaby. It handles petroleum products such as gasoline, diesel oil and jet fuel.
- Stanovan is a petroleum terminal operated by Chevron Canada Ltd. and is located in Burnaby. It handles petroleum products and chemical products such as gasoline, diesel fuel, and iso octane.
- Univar Canada Terminal is located on the North Shore of Burrard Inlet and is operated by Univar Canada. It handles caustic soda solution and ethylene glycol.
- West Coast Reduction is located on the South Shore of Burrard Inlet, and handles fat and oil products.
- Westshore Terminals is located at Roberts Bank in Delta and is a major coal and coke terminal.

Note: Terminal operators and products can change over time. The above summary reflects terminal conditions as of December 2013.



## 5.4.4 Container

The Port offers four common-user container terminals with extensive on-dock rail facilities. In 2012, container cargo accounted for approximately 20 per cent of the Port's annual tonnage throughput.

- Centerm, located on the South Shore of Burrard Inlet, operates with six gantry cranes on two berths, on-dock rail facilities and an advanced operating system that tracks cargo real time.
- Vanterm is a container terminal with six gantry cranes located on the South Shore of Burrard Inlet and is operated by TSI Terminal Systems Inc. It handles containerized cargo, project cargo and bulk oils from the adjacent West Coast Reduction facility.
- Deltaport, with ten gantry cranes, is located at Roberts Bank in Delta and handles containerized cargo. Deltaport is currently Canada's largest container terminal with three berths, on-dock rail facilities and the only quad lift crane in North and South America.

- Fraser Surrey Docks is a multi-purpose marine terminal located on the Fraser River. It handles containers as well as bulk and breakbulk products. Growth in container handling at this terminal is constrained by the ability of larger vessels to access this portion of the Fraser River.

## Container Handling Facilities

The Vancouver Gateway also offers a network of transload, container handling and warehousing facilities that support major importers and exporters across Canada. These facilities play an integral role in the supply chain supporting container trade.

### **Transloading Facilities**

- Canaan Transport Group Inc.
- Coast 2000 Terminals Ltd.
- Columbia Containers
- Consolidated Fastfrate Inc.
- Euro Asia Transload Inc.
- Global Agriculture Trans-Loading Inc.
- Parrish & Heimbecker, Ltd.
- Ray-Mont Logistics
- Reagle Terminals Inc.
- Ryder Container Terminals
- South Fraser Container Services (2005) Ltd.
- Western Transloading Corp.
- Westran Services Ltd.

### **Container Storage and Maintenance Facilities**

- Delco Delta Container Ltd. Partnership
- Harbour Link Container Services Inc.
- TDK Metro Terminals

## 5.4.5 Cruise

As home port for the Vancouver-Alaska cruise industry, Port Metro Vancouver welcomes hundreds of thousands of passengers annually.

- Canada Place is located on the waterfront in downtown Vancouver, close to shopping, dining, attractions and Stanley Park.
- Ballantyne Pier is located east of Vancouver's city centre, adjacent to the Centerm container terminal. The Ballantyne cruise terminal will close in October 2014 and is expected to be re-purposed for other uses.



## 5.5 Port Growth

Port Metro Vancouver is a major North American gateway for Canada's Asia-Pacific trading partners and a major generator of jobs, taxes and economic value for the Canadian economy. Across Canada in 2012, ongoing operations at businesses related to Port Metro Vancouver generated approximately 98,800 jobs representing \$6.1 billion in wages. Port-related activity was also responsible for a total of \$9.7 billion in gross domestic product (GDP) and a total of \$20.3 billion in economic output to Canada's economy.



As illustrated in the following table, forecasts indicate growth is anticipated across almost all commodity and business sectors currently handled at the port.

The extent to which Port Metro Vancouver is able to capture and manage the anticipated growth will depend largely on its ability to develop the additional required infrastructure and service capacity within the constraints provided by the Port's physical context, as well as the need to grow in a sustainable manner that respects the interests of surrounding communities. The Land Use Plan provides strategic guidance to ensure that the Port is prepared to accommodate that growth so that Canadians can continue to benefit from the resulting economic activity.

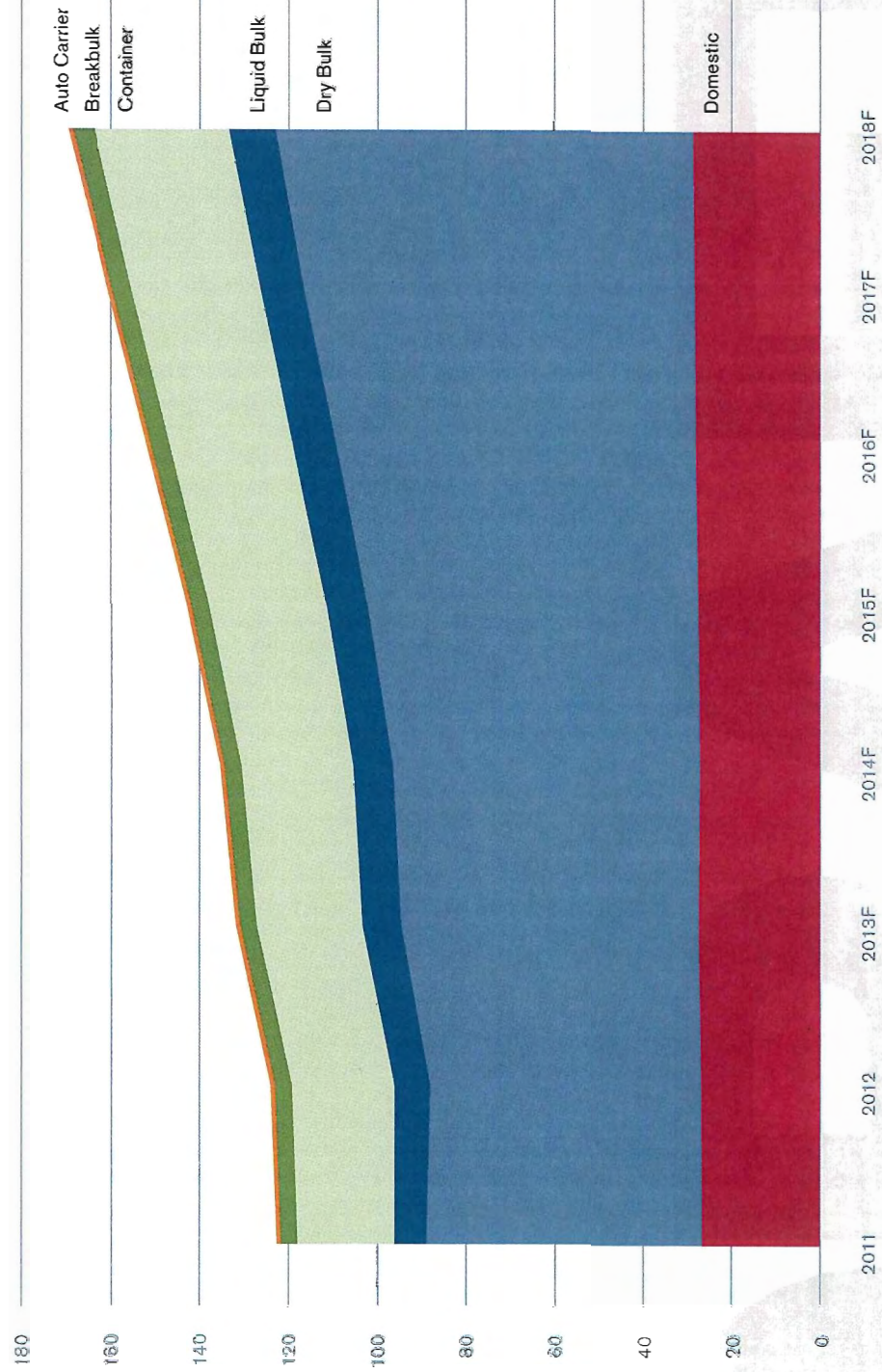
Figure 6: Port Metro Vancouver Traffic Forecast

Sector (million tonnes)	2011	2012	2013F	2014F	2015F	2016F	2017F	2018F
Auto Carrier	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Breakbulk	3.8	3.9	3.7	3.8	4.0	4.2	4.4	4.6
Container	21.7	23.0	23.8	25.1	26.4	27.8	29.1	30.5
Liquid Bulk	7.3	8.2	8.7	8.9	9.3	9.7	9.9	10.4
Dry Bulk	62.5	61.4	67.5	69.7	74.9	81.4	88.4	94.5
Domestic	26.9	27.1	27.7	27.4	27.8	28.4	28.7	29.1
<b>Total Cargo</b>	<b>122.5</b>	<b>123.9</b>	<b>131.8</b>	<b>135.3</b>	<b>142.7</b>	<b>151.7</b>	<b>160.8</b>	<b>169.5</b>
<b>Cruise ('000s revenue pax)</b>	<b>663</b>	<b>666</b>	<b>813</b>	<b>816</b>	<b>840</b>	<b>875</b>	<b>890</b>	<b>905</b>
<b>Auto ('000 units)</b>	<b>298</b>	<b>384</b>	<b>349</b>	<b>317</b>	<b>324</b>	<b>318</b>	<b>311</b>	<b>319</b>

Figure 7: Port Metro Vancouver Traffic Forecast

37%  
Forecasted  
Increase  
(2011-2018)

Millions of Tonnes





### 5.5.1 Commodity Forecasts

World GDP grew 2.9% in 2012, which was driven in part by a 2.4 % increase in world goods trade. Annual global economic growth is expected to be 3 to 4% from 2014 to 2018, accompanied by an annual increase in global goods trade in the 4 to 6% range. Commodity forecasts indicate containers, coal, grain, potash, petroleum and forest products will continue to be key growth sectors for Port Metro Vancouver.

### 5.5.2 Coal

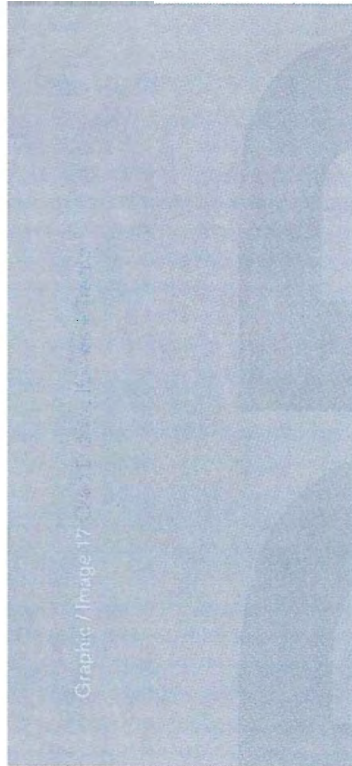
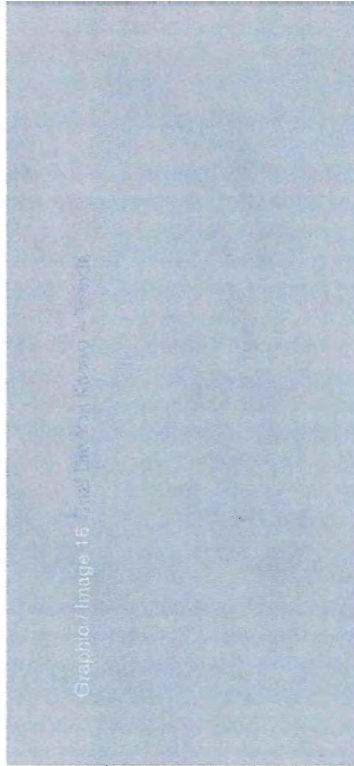
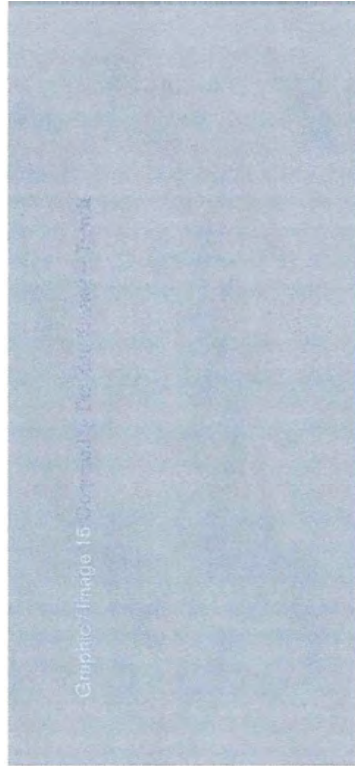
China, Japan and Korea accounted for 60% of worldwide steel production and 70% of the port's steel-making coal exports up to June 2013. Steel-making coal exports will continue to be driven by developing economies in Asia, particularly China.

Thermal coal exports accounted for 32% of overall coal exports over the first half of 2013, increasing from 30% in 2012. Thermal coal exports increased by 11% to 5.7 million metric tonnes over the first half of 2013 compared to the first half of 2012. Coal demand is expected to remain strong over the next five years.

### 5.5.3 Grain

Global demand for Canadian grains is increasing, driven by rising populations and personal incomes in Canada and the port's major trading partners. Bulk grain volumes shipped through the port are approximately 40% wheat, 40% canola, 15% specialty crops, and 5% others. However, commodity splits change somewhat from year to year.

2014 is expected to be a record year for grain volumes through the port, as global demand for Canadian crops remains strong. The Port's proximity to key markets will allow it to continue to gain export market share over other North American gateways over the next five years.



#### 5.5.4 Potash

Medium to long term global potash demand is expected to increase by approximately 3% per year over the forecast period, supported by strong agricultural market fundamentals, including reduced inventories and strong long term commodity prices.

Unexpected development in global market situations may create significant uncertainty in the short to medium term, but the Port is well positioned to take advantage of increasing demand over the long term.

#### 5.5.5 Petroleum

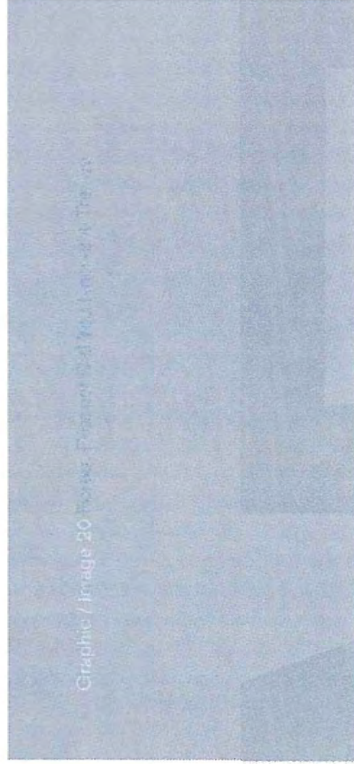
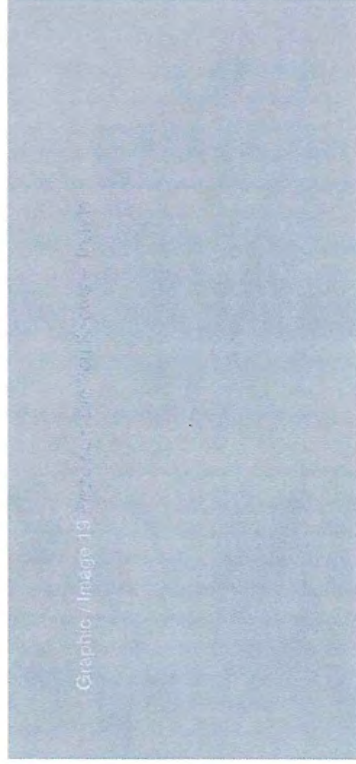
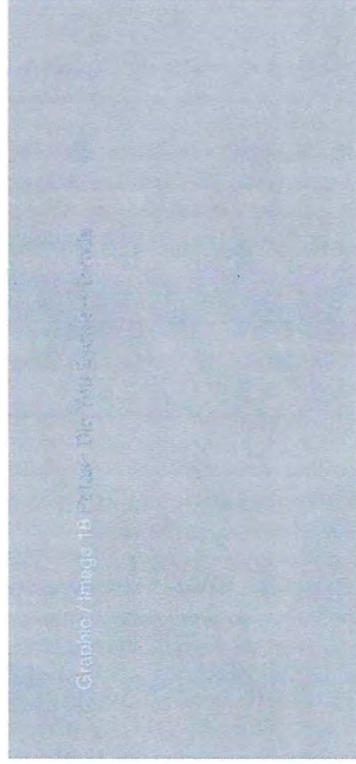
Petroleum product demand is anticipated to grow significantly over the medium to long term. The constraints of existing infrastructure are the most significant limiting factor to accommodating potential growth in this commodity.

#### 5.5.6 Forest Products

The majority of bulk forest product moving through the port is a domestic woodchip business handled on the Fraser River. Other forest products include lumber, pulp, paper and logs, which are moved through containers or as breakbulk. There is a trend towards shifting from breakbulk hauling to container hauling of these products. Lumber exports handled by breakbulk are projected to continue to decline due to customer preferences for the security, protection, and well-established channels container shipping provides.

Outbound foreign traffic through Burrard Inlet has grown rapidly due to the emergence of wood pellets as an alternative energy source in global markets. Wood pellet traffic has mostly been driven by increasing bioenergy demand in Europe.

Overall, a moderate decline is expected in lumber volumes in 2013, but is expected to recover over the longer term.





### 5.5.7 Major Initiatives Underway

Being one of the largest ports in North America, and with the forecasted growth in trade, Port Metro Vancouver is undertaking a number of major initiatives to optimize its ability to accommodate and capitalize on this growth.

#### Container Terminal Capacity

The Container Capacity Improvement Program (CCIP) is a long-term strategy to reliably support growing international trade in containerized cargoes in an efficient and sustainable manner. As part of this program, the Port has been working with the Province and Deltaport operator TSI Terminal Systems Inc. to develop a plan to increase Deltaport's container capacity by 600,000 TEUs to a total of 2.4 million TEUs. The majority of this work is expected to occur within the existing terminal and transportation corridor footprint.

Port Metro Vancouver is also proposing a new container terminal adjacent to the existing terminals at Roberts Bank in Planning Area 6 (Section 7.6). The Roberts Bank Terminal 2 Project is a proposed three-berth marine container terminal that could provide additional capacity of 2.4 million TEUs per year to meet forecast demand to 2030. Subject to project and environmental approvals, the project could be fully operational by the early 2020's.

#### Terminal Development

In addition to capacity expansion for the container sector, many other port terminals are planning for increased capacity or are already undertaking capacity improvements through investments in equipment, improvements to operating procedures, and/or making better use of their sites in support of increased throughput. For example, Neptune Terminals has undertaken a series of upgrades at the company's North Shore location to allow the terminal to handle additional throughput of potash and coal within their existing site footprint.

Westshore Terminals has undertaken similar work to increase capacity for handling coal. Several of the grain elevators in Burrard Inlet are also upgrading their facilities and replacing aging equipment to improve terminal efficiencies.

On the marine side, Chevron recently completed dredging its ship and barge berths to accommodate greater vessel drafts and full loading of more modern double hulled vessels. While the maximum size of vessels calling on their Burnaby terminal does not increase, there is now the ability to fully load these vessels, allowing for the same volume of product to be handled with fewer overall ship calls.

#### Transportation Capacity Improvements

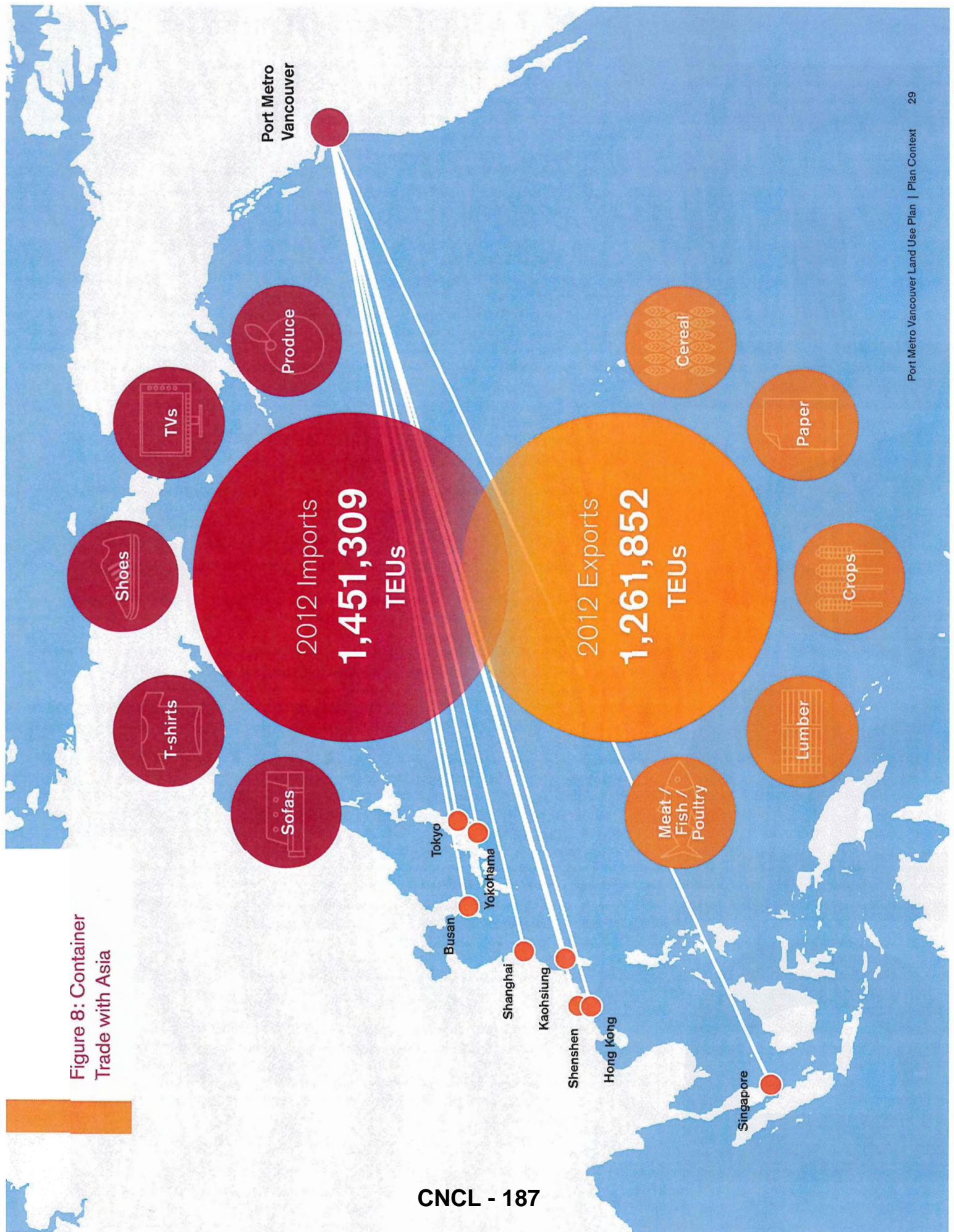
The South Shore Trade Area, North Shore Trade Area, and Roberts Bank Rail Corridor initiatives are examples of programs which have significantly improved road and rail conditions and capacity. Working with federal and provincial governments through the Asia-Pacific Gateway and Corridor Initiative, and together with local communities, the Port is delivering major new transportation projects to keep up with growing demand. Examples include:

- The Low Level Road realignment and the Lynn Creek Rail Bridge on the North Shore;
- The South Shore Trade Area road improvements on Powell and Stewart Street in Vancouver;
- The more than \$300 million invested by 12 different government, industry and agency partners into the 9 Roberts Bank Rail Corridor grade separations; and
- The \$280-million Deltaport Terminal Road and Rail Improvement Project designed to increase existing container terminal capacity at Deltaport by 600,000 TEU's – all within the existing land footprint.

Through a collaborative approach to planning and development, the Port will continue to facilitate growth in partnership with interested parties to ensure that forecasted demand is anticipated and appropriately addressed.



Figure 8: Container  
Trade with Asia





## 5.6 Industrial Lands

A key priority for Port Metro Vancouver is to ensure there is adequate industrial land available in the region to meet trade requirements today and in the future. The retention of a viable industrial land base in the region is critical to a strong economy locally and across the nation.

Although the demand for industrial land in the region continues to rise, the supply of lands designated for industrial use has significantly declined over the past several decades. For example, Metro Vancouver's stock of industrial land has declined approximately 27% over the past 25 years due in large part to redevelopment or re-designation of industrial lands to other uses such as residential or commercial. In addition, on-going development of lands designated for industrial use has resulted in a dwindling supply of market-ready lands available for new investment in industrial activities that directly or indirectly support Canada's trade. Recent research suggests that the current inventory of market ready industrial lands is sufficient to meet demand for only about 10 years.

The successful preservation of industrial lands will depend on the decisions of all jurisdictions having authority over land use in the region. It is vital that all such authorities work together to ensure adequate protection is put in place to protect remaining industrial lands and jobs, and provide an adequate industrial land base for future generations.

There may be opportunities to use the region's industrial lands more intensively. Research is underway to look at how this might be achieved in a port and non-port setting. For port lands, more intensive use is generally achieved through better site utilization, through investments in equipment and operating procedures that increase throughput efficiency, and through increased transportation capacity. In some cases, innovative building and design solutions appropriate to an industrial setting can also result in increased efficiency.

As former industrial lands in neighbouring municipalities are redeveloped with residential or other uses, and as established residential communities become denser through infill or redevelopment, the potential for conflict at the interface between the working waterfront and adjacent uses will increase. While some of this is inevitable in a growing region with a limited land base, it nevertheless requires all jurisdictions to plan and manage growth in recognition of the critical role the Port plays in the region. This will become even more important as port activities on and near the waterfront intensify through new development and investments that increase the capacity and throughput of existing terminals.

Port Metro Vancouver supports ongoing efforts to identify strategies that provide effective protection of the industrial land base, and will continue to provide input to municipal and other planning processes that may impact the industrial land supply.

## 5.7 Transportation and Goods Movement

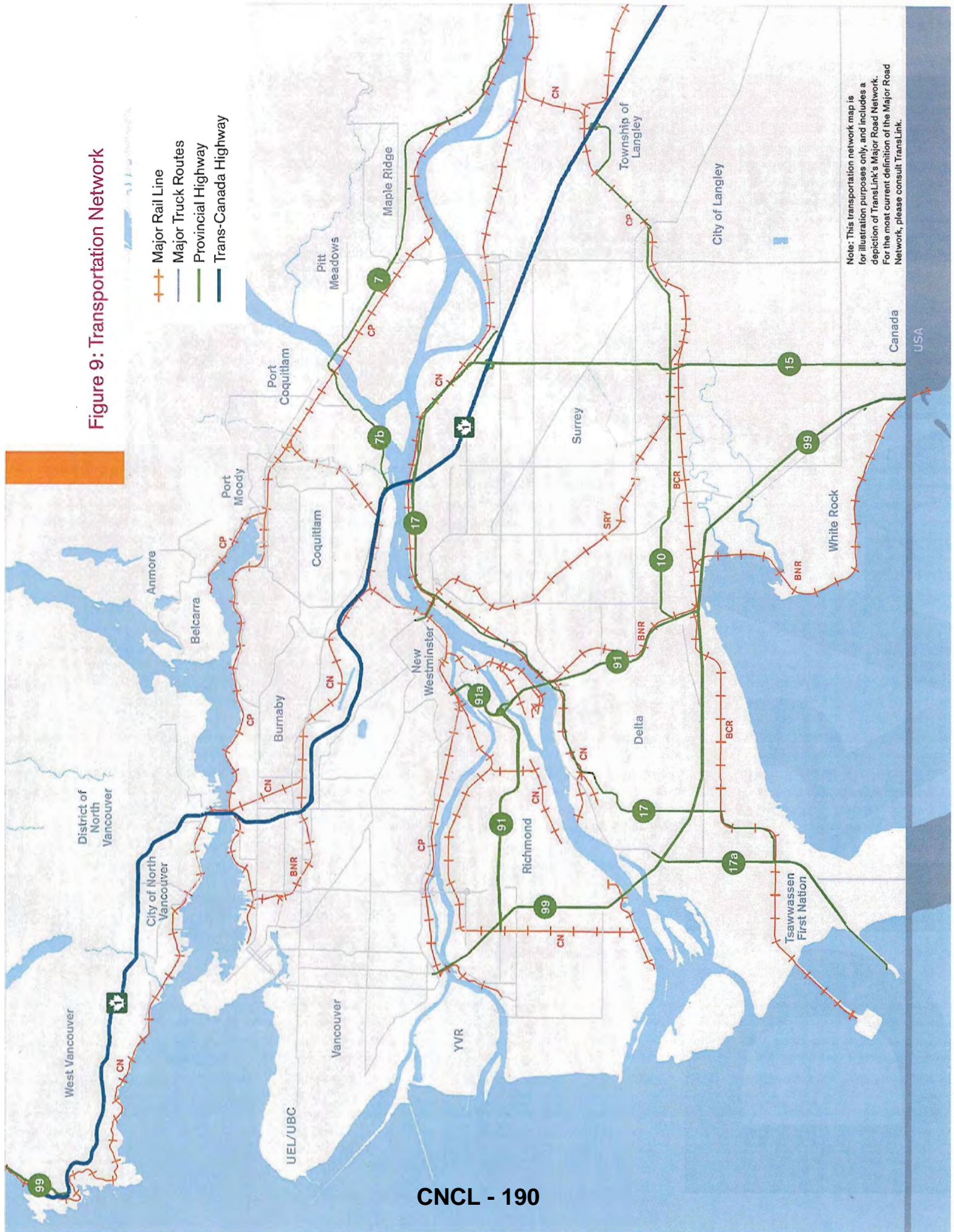
As part of Canada's Pacific Gateway, the lands and waters managed by Port Metro Vancouver are one link in the supply chain which delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port lands and waters to manage their products, they must be served by a reliable and efficient transportation network.

In a port setting, the network critical to goods movement consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain. While marine navigation is largely within the Port's jurisdiction, transportation to and from the Port by land relies on a transportation network that is developed, owned and managed by a variety of external organizations.

Growth in trade activity and more intensive use of port lands will mean that the connecting regional transportation corridors will themselves be more intensively used in the future and will require active management and significant investments to provide the additional capacity needed to accommodate growth efficiently and effectively, and in a manner that addresses the impacts of transportation on surrounding communities.



Figure 9: Transportation Network





## Regional Road Network

Land-based truck transportation is a key component of port operations. In general, port trucks use the provincial highways managed by the Ministry of Transportation and Infrastructure, regional roads and bridges managed by TransLink, and municipal truck routes owned and managed by individual municipalities. Transport Canada also has a role in facilitating transportation infrastructure solutions to support Canada's economic interests, and thus has a significant role in facilitating goods movement in the region.

## Rail Network

Port Metro Vancouver is served by three Class 1 rail companies: Canadian National Rail (CN), Canadian Pacific Rail (CP), and Burlington Northern Santa Fe Rail (BNSF). The rail network also consists of local short line railways, interconnecting rail yards and interchanges.

Rail lines are generally owned and managed by each rail company. However, in Metro Vancouver, shared use of rail lines to enable efficient movement of goods is available through co-production agreements between CN and CP.

## Marine Navigation

Providing marine vessels with safe and unimpeded access to terminals is critical for continued port operations. Key assets of the port are the deep waters of Burrard Inlet and Roberts Bank as well as the ability of the Fraser River to accommodate both shallow and deep-sea vessels. These assets were recognized by early settlers of the region and are the main reason the port is located where it is today. Deep water is essential for major cargo terminals that must accommodate large, deep-sea vessels in order to function efficiently and remain viable.

Port Metro Vancouver marine operation responsibilities include marine patrols, ship inspections, event planning, permitting of dangerous goods and the provision of navigational and safety advice. Dredging is often required to ensure appropriate water depth, and is undertaken by the Port, tenants and/or local users depending on the location. Dredging requirements differ throughout the Port's jurisdiction with Burrard Inlet dredging primarily consisting of capital dredging works and the Fraser River requiring annual maintenance dredging.

Growth in trade activity and more intensive use of port lands will mean that the connecting regional transportation corridors will require active management and significant investments to provide the additional capacity needed, in a manner that addresses the impacts of transportation on surrounding communities.



## 6.0 Goals, Objectives and Policy Directions

Port Metro Vancouver has developed goals, objectives and policy directions to provide the policy framework for future growth and development. Individual goals, objectives and policy directions address specific topics and issues, but they should be read and considered together to fully understand the Port's approach to managing growth and meeting its responsibilities and commitments to sustainable development.

### **Goal**

A broad statement of what is to be accomplished – the "ends".

### **Objective**

A more specific statement that supports and expands on the goal.

### **Policy Direction**

The action to be taken to accomplish the goal and objective at a port-wide scale.



# GOALS

**Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.**

**Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.**

**Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.**

**Port activity and development is a positive contributor to local communities and First Nations.**

**Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.**

## **GOAL 1 Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.**

Looking forward the next 15 to 20 years, growth is forecasted across almost all commodity sectors currently handled at the port, as well as in the cruise sector. The Port's mission is to *lead the growth of Canada's Pacific Gateway in a manner that enhances the well being of Canadians and inspires national pride.*

A key challenge will be ensuring there is sufficient land to support this expected growth and to make the best use possible of the lands available. While various land uses within the region – such as commercial, industrial and residential – are interdependent on one another, they also compete with one another for the very land needed to sustain them.

Port Metro Vancouver is uniquely positioned to take a leading role in managing port growth responsibly, and preparing the port community for the future so that together we may adapt to new challenges and seize the potential of new opportunities that will inevitably arise.

### **OBJECTIVE 1.1 Protect the industrial land base to support port and related activities into the future.**

#### **Policy Directions:**

- 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
- 1.1.2 Collaborate with local governments, First Nations, Metro Vancouver and other land use authorities to protect the region's industrial land base.
- 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.

### **OBJECTIVE 1.2 Optimize the use of existing port lands and waters.**

#### **Policy Directions:**

- 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
- 1.2.2 Manage the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
- 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.
- 1.2.4 Ensure, as appropriate, effective integration of utilities associated with new or expanded port development into local and/or regional systems through the Project Review Process.



**OBJECTIVE 1.3** Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

**Policy Directions:**

- 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
- 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
- 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

**OBJECTIVE 1.4** Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the Port.

**Policy Directions:**

- 1.4.1 Monitor and research economic trends and forecasts against measurable indicators to anticipate changes in the way port lands and waters will be used in the coming decades.

- 1.4.2 Develop innovative land management strategies and practices, in collaboration with customers, stakeholders, local governments, First Nations and other land use agencies to influence and adapt to expected changes in trade patterns, supply chains, technology and other key drivers of port activity.

- 1.4.3 Pursue investments in port lands and infrastructure in context of anticipated long-term economic trends and applicable environmental considerations.

- 1.4.4 Pursue best practices in sustainable land use management, and support port operators in developing operating and management practices that align with the Port's vision for a sustainable future.

**GOAL 2** Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

The lands and waters managed by Port Metro Vancouver are one link in the supply chain which delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port land/water for the handling of their products, that land/water must be served by a reliable and efficient transportation network. In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain.

**OBJECTIVE 2.1**

**Improve operational efficiencies of transportation modes serving the Port.**

***Policy Directions:***

- 2.1.1 Monitor road, rail and marine traffic activities on an ongoing basis in order to identify and pursue opportunities for improvements to operating efficiency.
- 2.1.2 Collaborate with customers, stakeholders, local governments and transportation agencies to identify and implement operational changes that improve road, rail and marine traffic flows accessing the Port.
- 2.1.3 Support the increased use of regional waterways for the transport of cargo.
- 2.1.4 Work with customers, stakeholders, local governments and agencies to develop strategies and identify opportunities to optimize supply chain movements within and beyond the Metro Vancouver region.
- 2.1.5 Work with customers, stakeholders, local governments, First Nations and appropriate agencies to identify and monitor operational improvements to minimize and mitigate potential noise, congestion, air emissions and other impacts arising from port-related activities.

**OBJECTIVE 2.2**

**Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the Port.**

***Policy Directions:***

- 2.2.1 Maintain and improve critical navigation infrastructure, port roadways and port-owned rail infrastructure and corridors in order to support the safe, efficient and effective movement of goods.
- 2.2.2 Support maintenance and improvement of land and marine transportation corridors and infrastructure outside of Port Metro Vancouver's jurisdiction required for current and future port activity.
- 2.2.3 Collaborate with industry, transportation agencies and local governments to ensure the capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context of the needs of other transportation network users.
- 2.2.4 Pursue the Port's interests in efficient, effective regional transportation network management through advocacy and direct participation in the transportation planning initiatives of local, regional and senior government agencies.
- 2.2.5 Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods.
- 2.2.6 Support investigation of options to provide alternative modes of travel to port lands to increase transportation choice for port workers and facilitate improvements to regional goods movement.



**OBJECTIVE 2.3** Ensure the safe and secure movement of goods and passengers through the Port.

**Policy Directions:**

- 2.3.1 Support, in collaboration with port industries, customers, and transportation service providers, the implementation and enforcement of applicable best practices, regulations and standards for the safe use and operation of roads, railways and navigation channels servicing the port.
- 2.3.2 Assist port users to incorporate best practices for safety and security into all aspects of their operations.
- 2.3.3 Collaborate with relevant authorities and agencies to ensure appropriate, coordinated emergency and post-emergency response plans are in place and regularly reviewed for incidents originating in the port or directly impacting port operations.
- 2.3.4 Support emergency response planning of external agencies where Port resources may be of service in responding to emergencies affecting the broader region.

**GOAL 3** Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

Port Metro Vancouver strives to be a global leader in port sustainability. From an environmental perspective, the manner in which port property is physically used will influence how successful the Port is in achieving this goal. The hundreds of kilometres of shoreline managed by the Port is used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with customers, port users, local governments, communities and First Nations, the Port is able to identify environmental issues and risks posed by these activities and take action to avoid or reduce the potential impacts and improve environmental quality.

**OBJECTIVE 3.1** Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.

**Policy Directions:**

- 3.1.1 Develop, promote and implement, with appropriate agencies, best practices and programs to protect ecosystems and enhance fish and wildlife and their habitats.
- 3.1.2 Minimize potential adverse impacts on habitat quality or, where necessary, mitigate such impacts and compensate for loss of habitat resulting from new port development.

3.1.3 Support the creation, enhancement and/or restoration of fish and wildlife habitat at appropriate locations within the Port's jurisdiction, or when such locations are not available, at locations outside of the Port's jurisdiction.

3.1.4 Collaborate with environmental agencies, local governments, First Nations and stakeholders to monitor and protect critical terrestrial, marine and estuarine environments.

3.1.5 Assess, mitigate and monitor land, air and marine environmental impacts from port operations and developments.

### **OBJECTIVE 3.2 Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.**

#### ***Policy Directions:***

3.2.1 Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.

3.2.2 Encourage energy conservation and utilization of alternative or renewable energy to support port operations and developments and achieve reductions in air emissions.

3.2.3 Monitor and report on port-related air emissions and air quality.

3.2.4 Maintain dialogue with relevant agencies on monitoring and reducing air emissions.

3.2.5 Explore opportunities with stakeholders and partner agencies to collaborate on initiatives that could reduce GHGs and other emissions.

### **OBJECTIVE 3.3 Improve land and water quality within the Port.**

#### ***Policy Directions:***

3.3.1 Manage contamination risks within the port with remediation and risk management approaches to address lands and sediments that have been contaminated historically.

3.3.2 Work with agencies, Port customers and stakeholders to monitor and assess port uses to prevent contamination from port-related activities, and periodically review monitoring and assessment practices to ensure they reflect best practice.

3.3.3 Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant.

3.3.4 Pursue removal of derelict structures and vessels that pose a hazard to safety and/or the environment.

3.3.5 Ensure that proposed developments and works on port lands include appropriate measures to protect receiving water quality and meet best practices for storm water management.

3.3.6 Ensure environmental assessments are undertaken for all projects proposed on lands and waters managed by Port Metro Vancouver to determine that there are no significant adverse environmental effects.

**OBJECTIVE 3.4** Promote sustainable practices in design and construction, operations and administration in the Port.

**Policy Directions:**

3.4.1 Promote green infrastructure within the port based on best practices and related standards.

3.4.2 Encourage Port customers to adopt corporate social responsibility and sustainability principles into their organizations in a way that integrates social and environmental matters into decision making, strategy and operations, in a transparent, accountable and economically viable manner.

3.4.3 Develop and integrate sustainability and other guidelines to assist in the review of projects proposed on lands and waters managed by Port Metro Vancouver.

**GOAL 4** Port activity and development is a positive contributor to local communities and First Nations.

Port lands and waters border 16 municipalities and one treaty First Nation in Metro Vancouver, and are located within the asserted traditional territories of several First Nations. While the Port's mandate is to facilitate trade in the best interest of all Canadians, the Port is committed to ensuring that local interests are also considered.

Trade activities result in substantial local benefits, including direct and indirect employment, business activity, government revenues and a strong economy. In addition to the positive economic impacts of a thriving port, port activity can also provide opportunities for public waterfront access and other goals of local communities and First Nations. However, port activity can also present challenges for local residents, such as noise, traffic congestion and environmental impacts. The Port endeavours to address these challenges in consultation with neighbouring communities while ensuring the viability of port businesses. Ultimately, the Port's intent is that the benefits for those living and working in this region alongside a successful and growing port far outweigh the impacts.

**OBJECTIVE 4.1** Generate sustainable local and national economic benefits through the use and development of port lands and waters.

**Policy Directions:**

4.1.1 Support the creation and expansion of business activities that provide local, port related economic opportunities for Metro Vancouver residents.

4.1.2 Explore opportunities for employment and contracting within the Port for First Nations whose asserted traditional territories intersect with the Port.

4.1.3 Encourage industry training initiatives designed to provide necessary skills for workers of businesses operating within the Port.

4.1.4 Maintain a program where a portion of the Port's net income is invested in the communities in which the Port operates.



**OBJECTIVE 4.2** Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.

***Policy Directions:***

4.2.1 Support the continuation of park use within the Port and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.

4.2.2 Collaborate with communities and First Nations to explore opportunities within publicly accessible port areas to acknowledge and celebrate the traditional and contemporary uses of port lands and waters by Aboriginal Peoples and early settlers.

4.2.3 Manage recreational dock development in a manner that protects the environment and supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities.

**OBJECTIVE 4.3** Seek to minimize the impacts from port operations and development on local communities and First Nations.

***Policy Directions:***

4.3.1 Ensure potential impacts from new or expanded development and transportation infrastructure, such as noise, lighting glare, dust, views, emissions and traffic congestion, as well as disturbances to archaeological deposits, are identified and appropriately minimized and/or mitigated by administering a comprehensive and thorough Project Review Process that solicits and incorporates input from potentially affected communities, First Nations and stakeholders, and requires appropriate actions and monitoring by project proponents.

4.3.2 Work with port businesses to develop and implement effective and appropriate solutions for minimizing impacts from their on-going operations on adjacent communities and First Nations.

4.3.3 Develop guidelines based on best practices to assist in identifying and responding to the presence of archaeological sites and deposits.

4.3.4 Engage with local governments, First Nations and other land use authorities, as appropriate, when developing and updating Port Land Use Plans.

## **GOAL 5 Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.**

### **OBJECTIVE 5.1**

**Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.**

#### ***Policy Directions:***

- 5.1.1 Provide current and accessible information on significant development proposals, and work towards a system that makes publically available all development proposals under review.
- 5.1.2 Periodically review the Project Review Process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3 Consult with First Nations through the Port's Project Review Process on development activities that have the potential to adversely impact Aboriginal or Treaty rights.
- 5.1.4 Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan.
- 5.1.5 Explore opportunities for establishing agreements with local governments, First Nations and other land use authorities to guide collaboration and engagement on matters of shared interest related to the use and development of lands and waters within and adjacent to the Port.

Port Metro Vancouver places high value in how the Port works with neighbouring communities to identify shared interests and respond to concerns about port operations and development. The Port engages with communities in a variety of ways – through liaison groups and at community events, by supporting the outreach efforts of port industry partners, by building solid relationships with local governments and First Nations, and by investing in community amenities.

The Port's Project Review Process provides a variety of opportunities for public notification and consultation tailored to the scope and level of interest in proposed developments. The Port seeks to address issues that arise from port operations and proposed developments in a manner that is proactive, reasonable and consistent. In a rapidly growing region where urban and port development are in close proximity, the need for strong and effective engagement processes will only continue to grow. Port Metro Vancouver is committed to a process of continual improvement in how and when it engages communities and stakeholders in the growth and development of the Port.

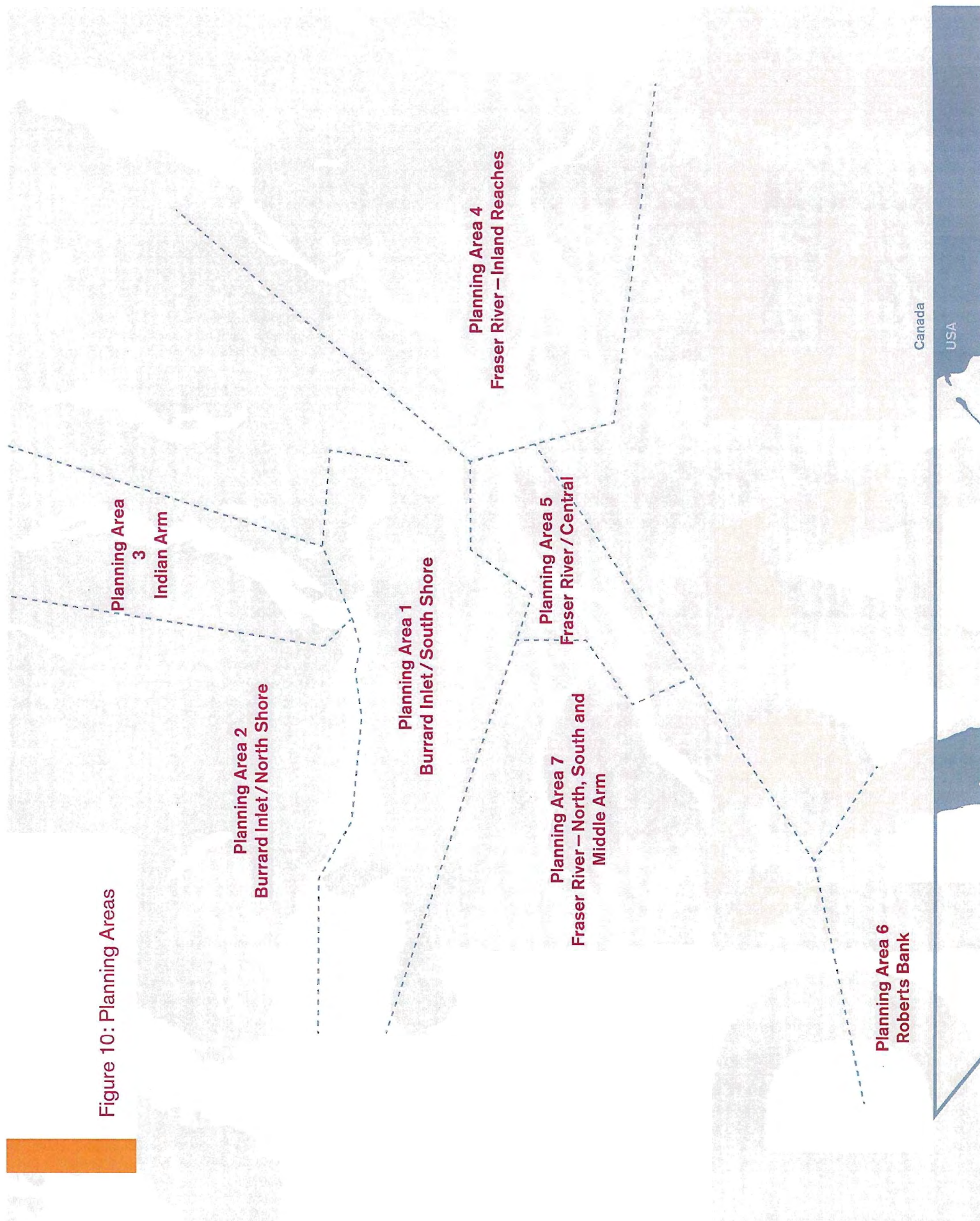


## 7.0 Planning Areas

Port Metro Vancouver's lands and waters are organized into seven distinct planning areas based on geography and port-related activities. The land use designations depicted in the following Planning Area figures are intended to convey the general distribution of land uses in each area, and are not intended to identify the land use designations for specific sites. Detailed land use designation information may be obtained at [portmetrovancover.com/landuseplan](http://portmetrovancover.com/landuseplan), and the designations are described in Section 8.0 of this Plan.



Figure 10: Planning Areas







**Figure 11: Planning Area 1**

First Nation Reserves

**Land Use Designations**

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area



## 7.1 Planning Area 1:

### Burrard Inlet / South Shore

The East Vancouver Port Lands Liaison Group, North Shore Waterfront Liaison Committee and the Port Community Liaison Committee in Delta are mechanisms for dialogue and communications about port-related issues in the community. These committees have been instrumental in bringing about changes to operational matters such as truck traffic management and rail whistling.

Planning Area 1 borders the municipalities of Vancouver, Burnaby, Port Moody, and the reserve lands of the Squamish Nation. The area spans from Stanley Park in Vancouver to Port Moody Arm in Port Moody. It also includes the East Vancouver Port Lands (EVPL) sub-area, which borders Victoria Drive to Council Road north of McGill Street in Vancouver. This sub-area has its own area plan containing specific policies related to port development.

The South Shore benefits from a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the area handled approximately 30 million metric tonnes of cargo and over 666,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Cascadia, Stanovan, Shellburn, Westridge, Burrard Products Terminal, Pacific Coast Terminals and Kinder Morgan. Collectively, these terminals move cruise passengers, containers and dry bulk, liquid bulk, and breakbulk cargo. The area is also connected to the main Canadian Pacific Railway (CPR) corridor, with access for Canadian National Railway (CN) and Burlington Northern Santa Fe (BNSF), and regional truck routes to the rest of Canada.

The South Shore also includes industrial and commercial activities, float plane operations, anchorages, and a number of conservation and recreational uses and waterfront parks.

There will be continued growth of port-related uses in all commodity sectors on the South Shore, particularly in container, dry bulk and liquid bulk activities and industrial uses. Further intensification of port-related industrial uses on existing sites is likely, particularly as the availability of industrial lands in other areas of the port becomes more limited.

Current and future investments in rail and road infrastructure through initiatives such as the South Shore Corridor Project are expected to improve operational efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

The close proximity of residential areas to port-related activities and conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions will require careful planning and collaboration between the Port and adjacent municipalities and First Nations.



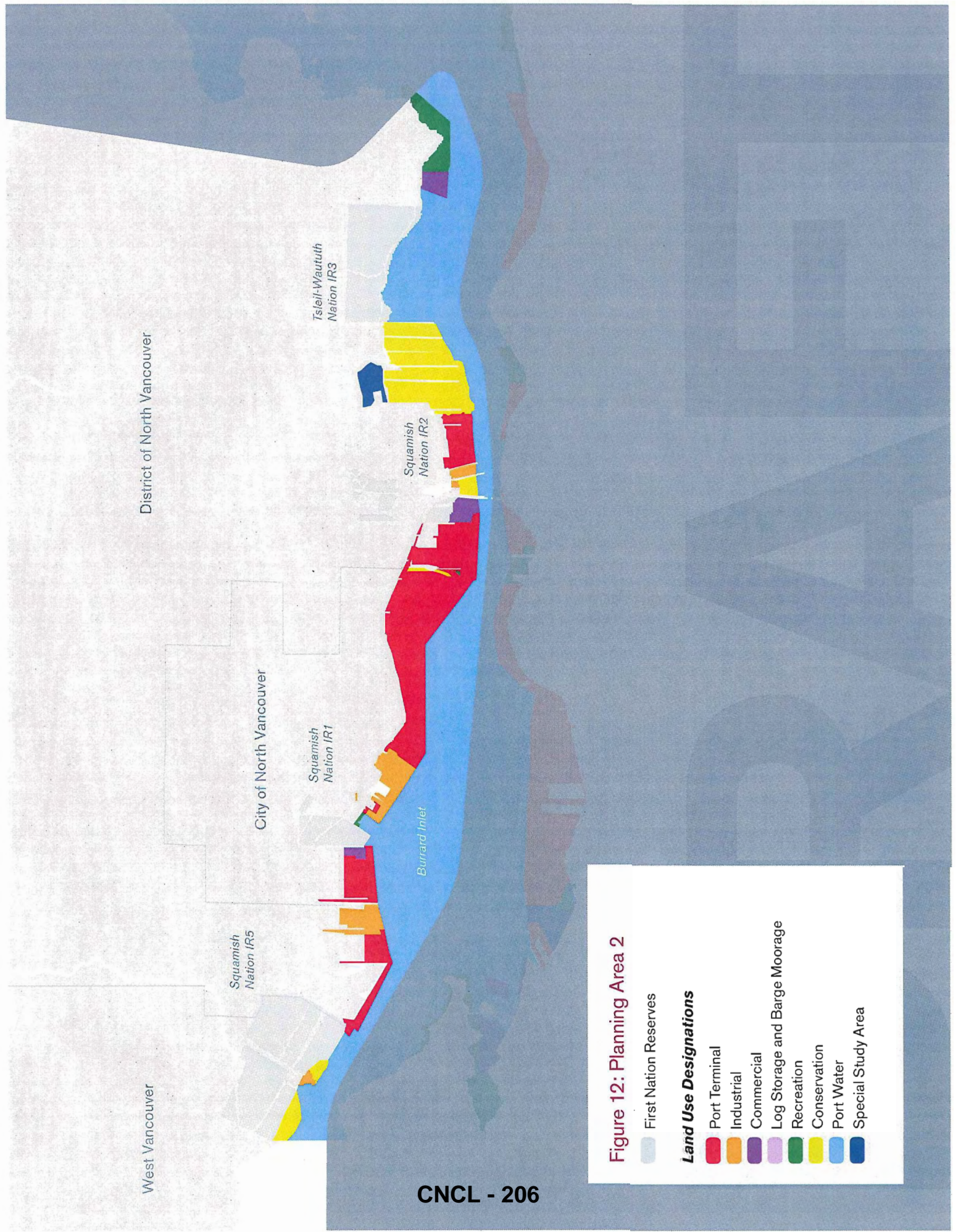


Figure 12: Planning Area 2

First Nation Reserves

**Land Use Designations**

- Port Terminal
- Industrial
- Commercial
- Log Storage and Barge Moorage
- Recreation
- Conservation
- Port Water
- Special Study Area



## 7.2 Planning Area 2:

### Burrard Inlet / North Shore

Planning Area 2 in Burrard Inlet borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver and reserve lands of the Squamish and Tsleil-Waututh Nation. The North Shore extends from Ambleside Park in West Vancouver to Cates Park in the District of North Vancouver.

This Planning Area borders a deep-sea shipping channel and is one of the major trading areas in the port. In 2012, the North Shore handled over 22% of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets. It is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in British Columbia and across Canada as a whole.

Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Vancouver Wharves and Seaspan. Collectively, these terminals move containers, dry bulk, liquid bulk and breakbulk products. There are some industrial and commercial uses, anchorages, as well as conservation and recreation activities in the area. This area is also a main rail line for Canadian National (CN) Railway.

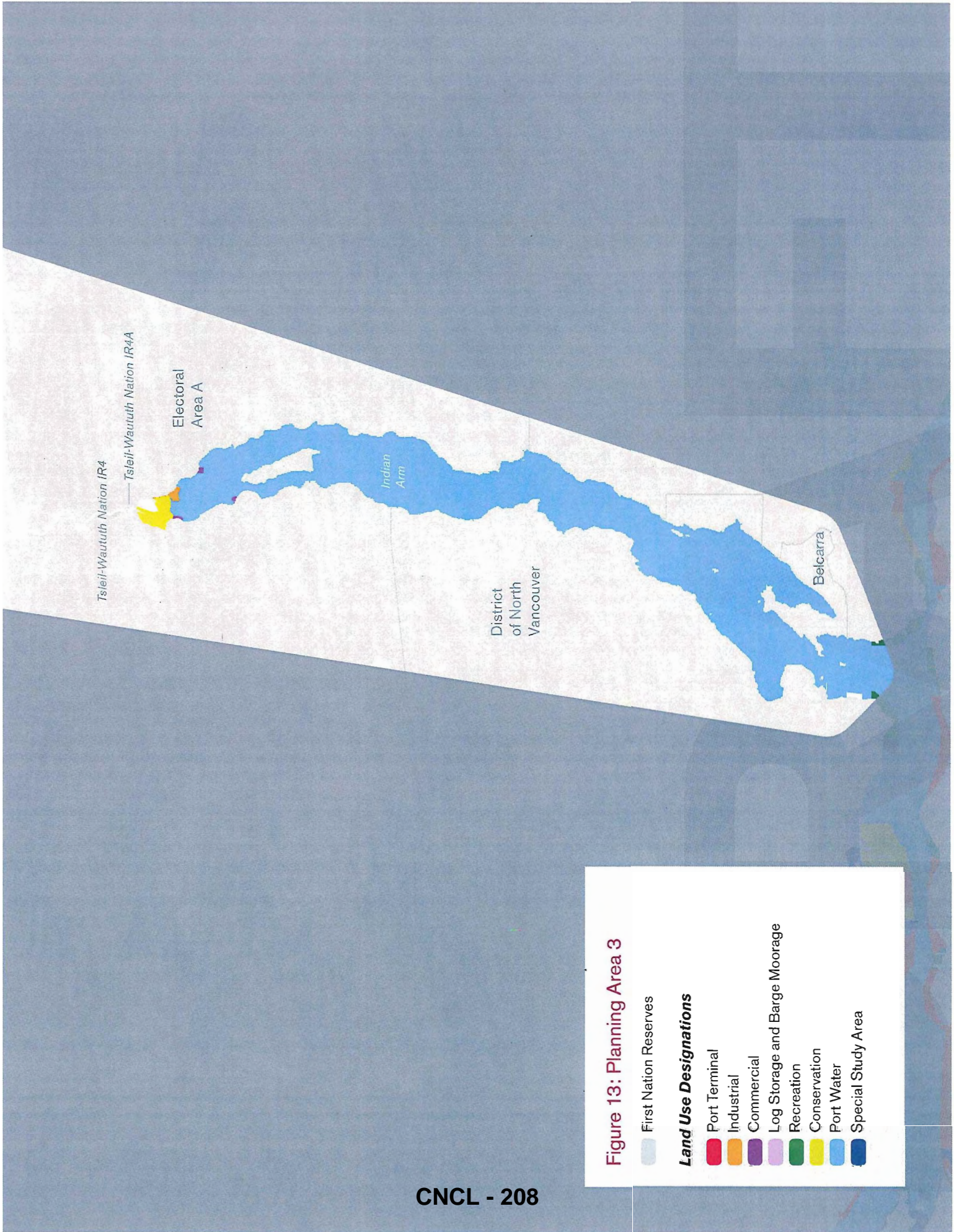
It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry bulk, liquid bulk and breakbulk activities. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited.

Current and future investments in rail and road infrastructure, such as through the Low Level Road and other improvement projects, are expected to improve operational efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

The close proximity of residential areas to port-related activities and conversion of former industrial lands to non-industrial uses create the potential for conflicts between port-related and non-industrial uses. Solutions will require carefully planning and collaboration between the Port and adjacent municipalities and First Nations.

In 2012, the North Shore handled over 22% of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets.





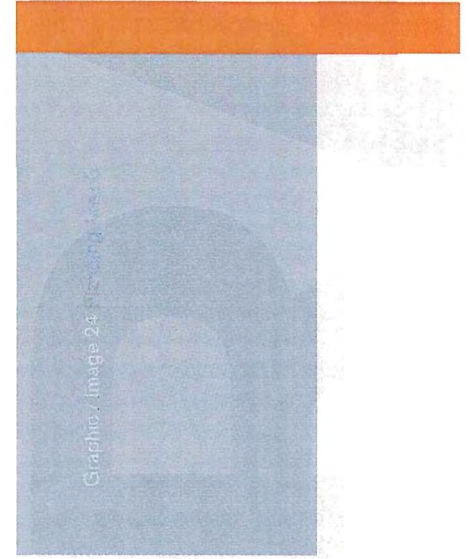


## 7.3 Planning Area 3:

### Indian Arm

The Indian Arm Planning Area (Planning Area 3) borders the District of North Vancouver, Electoral Area A and the reserve lands of the Tsleil-Waututh Nation. Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests.

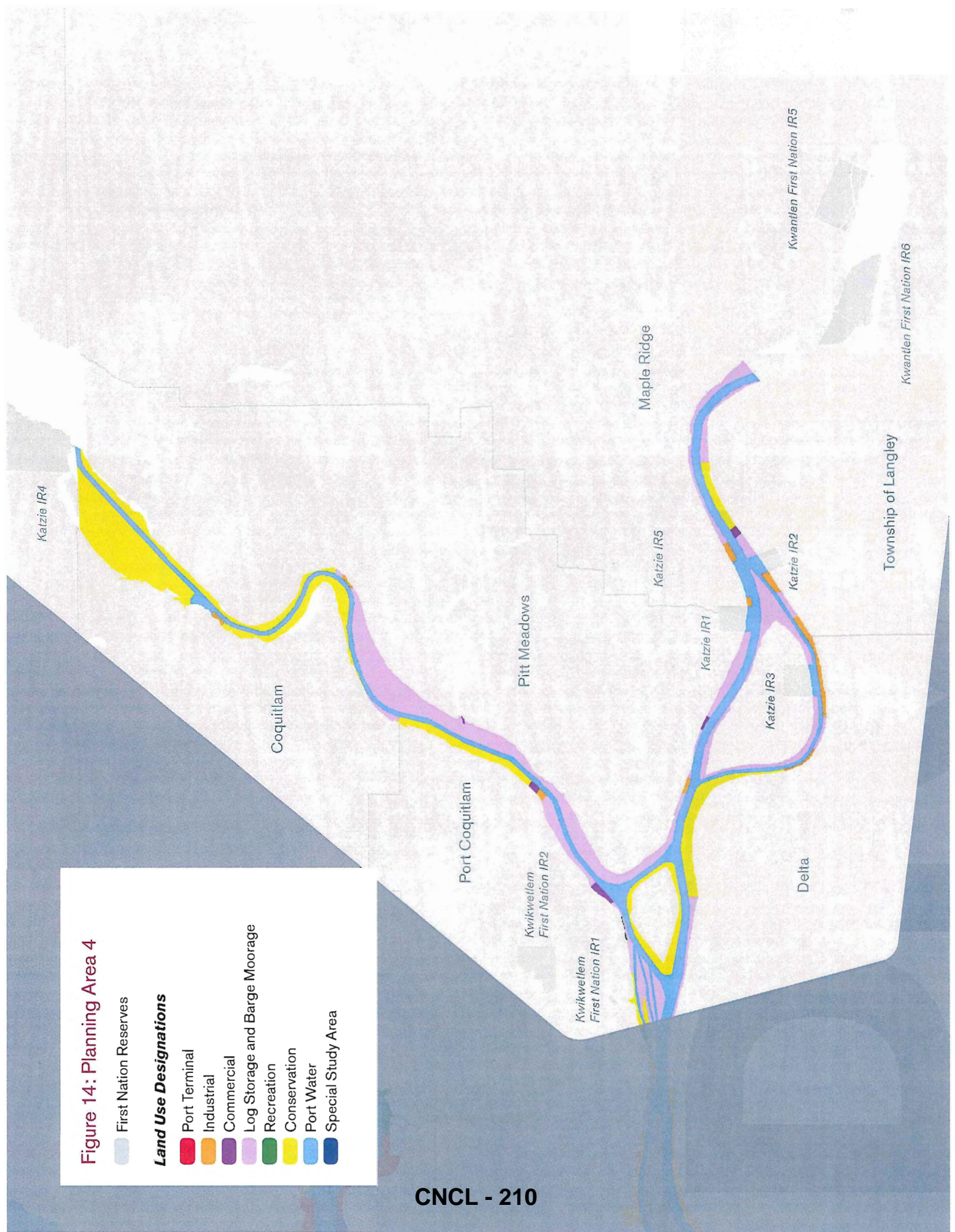
A majority of the upland area in Indian Arm consists of Cates Park/Whey-Ah-Wichen, Indian Arm Provincial Park/Say Nuth Khaw Yum, and Belcarra Regional Park. Existing uses include residential moorage facilities, marinas, and public wharves. Future port-related uses in this area will likely continue to be limited, mainly consisting of a mix of commercial, recreational and conservation uses.





**Figure 14: Planning Area 4**

- First Nation Reserves**
- Katzie IR4
  - Katzie IR5
  - Katzie IR2
  - Katzie IR3
  - Katzie IR1
  - Katzie IR6
- Land Use Designations**
- Port Terminal
  - Industrial
  - Commercial
  - Log Storage and Barge Moorage
  - Recreation
  - Conservation
  - Port Water
  - Special Study Area



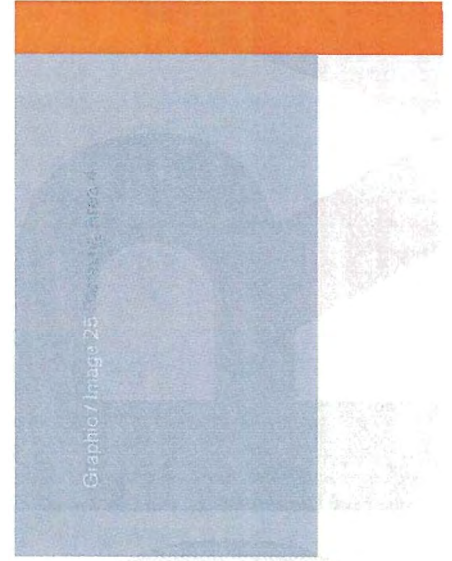


## 7.4 Planning Area 4:

### Fraser River – Inland Reaches

Planning Area 4 (Fraser River–Inland Reaches) extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge. The area borders the municipalities of Port Coquitlam, Pitt Meadows, Surrey, Township of Langley and Maple Ridge, and the reserve lands of the Katzie First Nation.

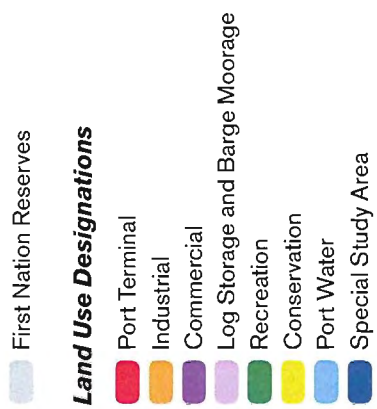
The Fraser River–Inland Reaches Planning Area consists of domestic and local navigation channels, which are relatively shallow in depth. The area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to include a mix of existing uses.



The majority of bulk forest product moving through the Port is a domestic woodchip business handled on the Fraser River. Other forest products include lumber, pulp, paper and logs, which are moved through containers or as breakbulk.



**Figure 15: Planning Area 5**





## 7.5 Planning Area 5:

### Fraser River – Central

The Fraser River – Central area extends from approximately 3km southwest of the Alex Fraser Bridge on the south reach to west of the Port Mann Bridge, and is the main area of port activity on the Fraser River. The Planning Area borders the municipalities of Richmond, Delta, Surrey, New Westminster and Coquitlam. The west boundary of the Planning Area coincides with the provincial bed of the Fraser River.

The Fraser River – Central area has a deep-sea shipping channel up to Fraser Surrey Docks. The Planning Area includes two deep-sea terminals: Fraser Surrey Docks in Surrey which handles a variety of bulk and breakbulk products as well as containers, and Wallenius Wilhelmsen Logistics (WWL) on Annacis Island in Delta which specializes in automobiles. There is a wide variety of port-related industrial and commercial uses such as barge terminaling, ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area.

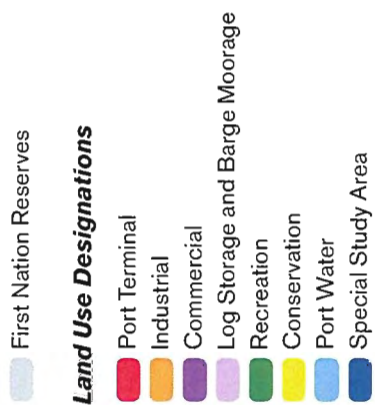
This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, breakbulk, liquid bulk and other commodities. As potential growth becomes limited on the Burrard Inlet North and South Shore Planning Areas it is possible that more upland and foreshore areas of the Fraser River - Central Planning Area will be developed to accommodate port-related activities, particularly if navigational draft increases.

It is anticipated that there will be further intensification of port-related industrial uses on existing sites, particularly as industrial lands in other areas of the port become more limited.

Similar to other areas of the port, the Fraser River – Central Planning Area is facing the continued conversion of former industrial uplands to residential and other non-industrial uses. This may create the potential to increase conflicts between port-related and non-industrial uses in the community.



Figure 16: Planning Area 6



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## 7.6 Planning Area 6:

### Roberts Bank

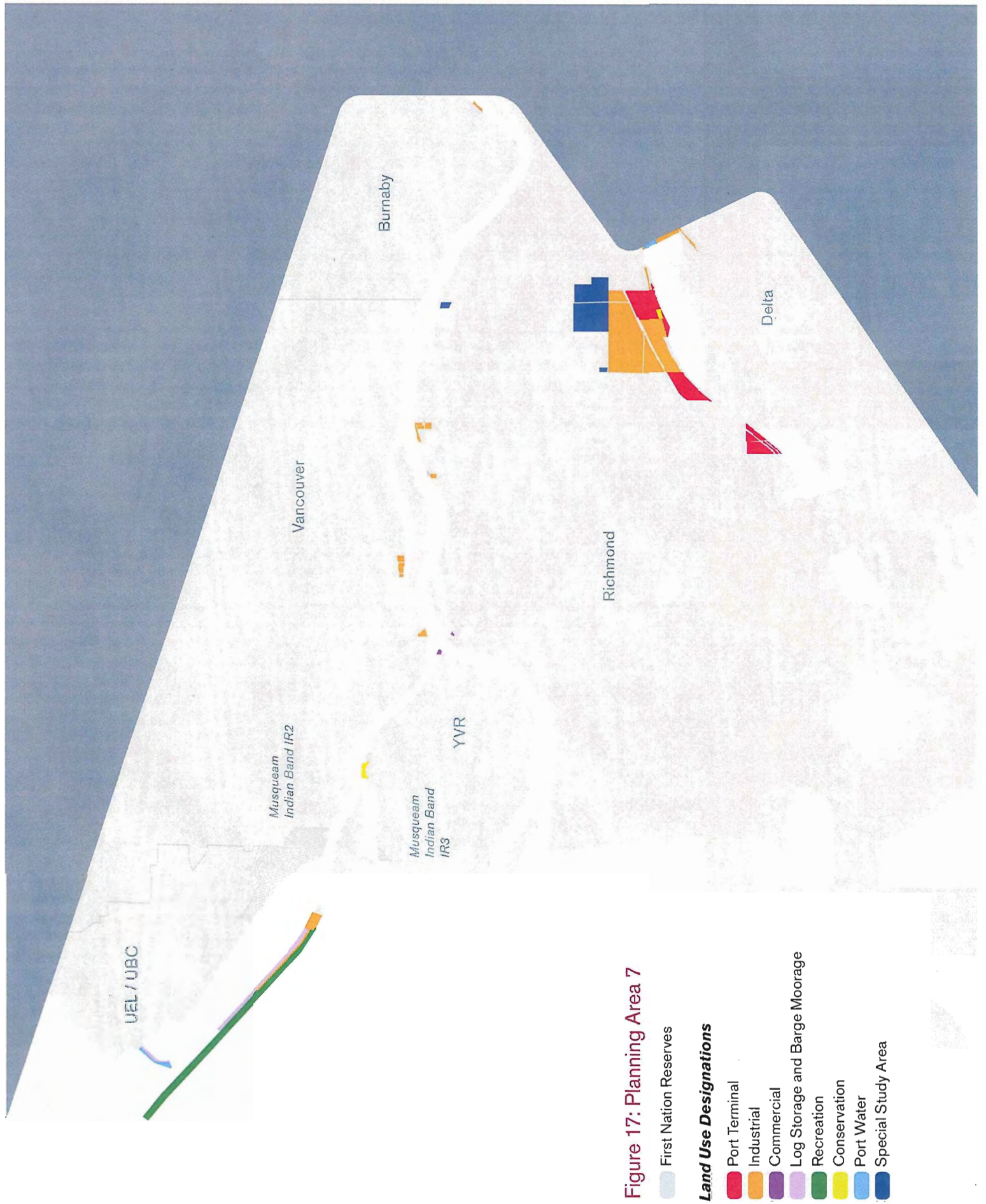
The Roberts Bank Planning Area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nations lands. Port Metro Vancouver facilities in this area consist of a 105 hectare artificial land mass and causeway originally built by the federal government in the 1970s, expanded in the 1980s, and expanded further by the Port in 2009 with the Deltaport 3rd Berth project.

Roberts Bank is one of the main trading areas of Port Metro Vancouver, consisting of its largest bulk facility, Westshore Terminals, and its largest container terminal, Deltaport. In 2012, over 38 million metric tonnes of container and bulk cargo flowed through Roberts Bank. It is served by a rail and road system that connects to major regional, national and United States highway systems.

The Roberts Bank Planning Area is anticipated to undergo significant growth over the next 10 years as part of the Container Capacity Improvement Program, a long-term strategy to deliver projects to meet anticipated growth in container capacity demand through a series of road and rail improvements described earlier. This Planning Area also includes the proposed new container terminal known as the Roberts Bank Terminal 2 project that would significantly expand container capacity at Roberts Bank in response to projected demand. Further intensification of port-related activities and uses is likely to continue at the existing site.

Container traffic through Canada's Pacific Gateway is expected to double over the next 10 to 15 years, and nearly triple by 2030. Current projections indicate approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet West Coast container demand by 2030.





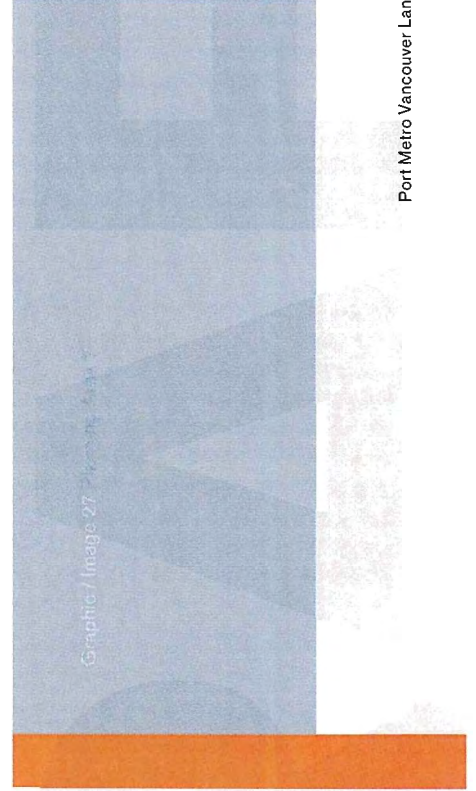
**Figure 17: Planning Area 7**

## 7.7 Planning Area 7:

### Fraser River – North, South and Middle Arm

The North, South (also referred to as the Main Arm) and Middle Arm of the Fraser River extends from the North Arm Jetty and Sturgeon Bank to Boundary Road, and from the Sand Heads to just south of Lion Island. The area borders The University of British Columbia, Vancouver International Airport (YVR), the municipalities of Vancouver, Richmond, Burnaby, Delta, New Westminster, and the reserve lands of the Musqueam Indian Band.

The North, part of the South, and the Middle Arms of the Fraser River were included within a Head Lease with the Province of BC until the end of 2014. The Port maintains navigational jurisdiction in these waters, holds a number of properties in the upland, and leases water lots to support trade activities. Future use of these lands is likely to be similar to those now present, although more intensive use of the sites on the south arm can be anticipated to support the growth in Canada's trade.





## 8.0 Land Use Plan Designations

Port Metro Vancouver's Land Use Plan includes eight land and marine designations that are consistent across the Port's jurisdiction, each having a specific intent and list of associated uses. Section 8.2 provides a list of these designations and their purpose. The detailed designation maps are located at: [portmetrovancover.com/landuseplan](http://portmetrovancover.com/landuseplan).

The purpose of land use designations is to provide for the orderly development and management of lands and waters within Port Metro Vancouver's jurisdiction, and to provide clarity on long term development. All developments and activities proposed within Port Metro Vancouver's jurisdiction are subject to the Port's review and approvals, and must be consistent with the uses permitted under the *Canada Marine Act* and Letters Patent.

The land and water designations have the following characteristics:

- |   |  |
|---|--|
| <b>Applicable to all areas:</b> the designations apply to all land and water within the Port's jurisdiction.  | <b>Clear and accurate mapping:</b> the system of designation supports the orderly development and management of lands and waters within the Port's jurisdiction. |
| <b>Provide flexibility:</b> the designations indicate the general intended use of the site while also identifying the more specific types of development that can be considered on a primary, ancillary or conditional basis. | <b>Align with Port mandate:</b> the designations are consistent with the mandate of Port Metro Vancouver under the <i>Canada Marine Act</i> and Letters Patent.  |

## 8.1 Designation Descriptions

Each land use designation is described below. In addition to these primary uses, ancillary uses may be considered as appropriate on individual sites to support the primary use. Ancillary uses may include uses such as parking, ancillary offices, storage areas, caretaker facilities, utilities, ancillary commercial and other uses.



## Port Terminal

Port Terminal areas are primarily designated for deep-sea and marine terminals which handle a variety of commodities, including autos, breakbulk, dry bulk, liquid bulk and containers, as well as cruise passengers. This includes uses that support shipping, transportation and the handling of goods.

## Industrial

Industrial areas are primarily designated for industrial activities in support of port operations and marine support services. This includes uses that support shipping, transportation and the handling of goods, in some cases including the manufacturing of goods.

## Commercial

Commercial areas are primarily designated for commercial activities related to port or marine support services, tourism related businesses, transportation of passengers, and the handling and storage of goods.

## Log Storage and Barge Moorage

Log Storage and Barge Moorage areas are primarily designated for log storage, barge moorage and associated activities.

## Recreation

Recreation areas are primarily designated for public recreational use such as parks and viewing areas. Examples include Crab Park at Portside, New Brighton Park, and the public viewing platforms on the south side of Queensborough.

## Conservation

Conservation areas are primarily designated for habitat conservation, enhancement, restoration and similar uses, and may be publically accessible. These areas are generally not intended for development.



## Port Water

The Port Water designation primarily applies to open water and foreshore areas adjacent to Port and non-Port lands, and are generally intended for shipping, navigation and anchorages. Port Water includes the following parameters:

**Navigation Channel** – within Port Metro Vancouver's jurisdiction, navigation channels have been designed using national and international guidelines and fall into one of the following four categories: (1) Deep-Sea Shipping Channel; (2) Domestic Shipping Channel; (3) Local Navigation Channel; and (4) Channel Reserve. The design of the navigational channels is determined by the following:

- depth of water
- current and tidal considerations
- ship maneuvering
- hydrodynamic interactions between meeting a passing vessel in two-way traffic
- counteracting bank suction
- aids to navigation

**Marine Safety Channel** – an allowance of additional width adjacent to the navigational channel to ensure safety of vessels in the navigational channel and between concurrent intertidal and shoreline users. Utilized in narrow portions of the Port's jurisdiction, the safety channel also compensates for safety impacts from bank slumping, erosion, sediment transport and deposition.

## Special Study Area

Special Study Areas are areas that require additional study, consultation and planning to determine their future use through a Land Use Plan amendment. Until further analysis can be completed, the current use remains unchanged.

**Table 1: Land Use Designations**

The following table outlines the primary uses associated with each type of land use designation. However, the table is not an exhaustive list of all potential activities that could be considered under this Land Use Plan within a given designation.

## 8.2 Use Definitions

**There are several categories of uses within each designation:**

**PRIMARY USE** is a use that is considered to be the main and intended use within a specific designation.

**ANCILLARY USE** is a use that is considered to be supplementary to a primary use and may be permitted if in conjunction with a primary use.

**CONDITIONAL USE** is a use that is permitted subject to specific regulations or policies and/or may be permitted on an interim or temporary basis. All conditional uses are subject to Port Metro Vancouver determination of their appropriateness in a given context.

Designation	Primary Uses in this Designation
Port Terminal	<ul style="list-style-type: none"> <li>Terminals for Autos, Bulk, Breakbulk, Liquid Bulk, Containers, Cruise and Passengers</li> <li>Uses related to the shipping, transportation and the handling of goods and passengers</li> <li>Intermodal Yard</li> <li>Marine Support Services</li> </ul>
Industrial	<ul style="list-style-type: none"> <li>Intermodal Yard</li> <li>Marine Support Services</li> <li>Warehousing and Distribution Centre</li> <li>Materials Processing and Manufacturing</li> <li>Tug and Barge Operations</li> <li>Uses related to the shipping, transportation and handling of goods</li> <li>Barge Moorage</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>Warehousing and Distribution Centre</li> <li>Marine Support Services</li> <li>Marinas</li> <li>Float Plane Terminals</li> <li>Boat Moorage</li> </ul>
Log Storage and Barge Moorage	<ul style="list-style-type: none"> <li>Log Storage</li> <li>Booming Grounds</li> <li>Log Processing</li> <li>Barge Moorage</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Public Parks</li> <li>Public Recreation Areas</li> <li>Public Wharfs</li> <li>Boat Moorage</li> </ul>
Conservation	<ul style="list-style-type: none"> <li>Conservation Areas</li> <li>Habitat Compensation, Restoration and Banking areas</li> </ul>
Port Water	<ul style="list-style-type: none"> <li>Shipping</li> <li>Navigation</li> <li>Commercial Anchorages</li> </ul>
Special Study Area	<ul style="list-style-type: none"> <li>Existing Use</li> </ul>



Table 2: Conditional Uses

The following table identifies the conditional uses associated with each primary designation; these are uses that may be considered on a conditional basis.

Primary Designation	Conditional Use							
	Port Terminal	Industrial	Commercial	Log Storage and Barge Moorage	Recreation	Conservation	Port Water	Special Study Area
Port Terminal								
Industrial								
Commercial								
Log Storage and Barge Moorage								
Recreation								
Conservation								
Port Water				*				
Special Study Area								

\* Only for barge moorage



## 8.3 Additional Land Use Policies

The following are additional policies that apply to specific uses.

### Parking

Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis where compatible with primary uses on the site, and subject to applicable regulations and guidelines.

### Utilities and

### Telecommunications

Utilities and telecommunication uses are permitted in all designations where compatible with the primary uses on the site.

- Utility uses include electricity, natural gas, water, and sewerage infrastructure.
- Telecommunication uses include cell towers and other related telecommunication infrastructure.

### Existing Residential Uses on Foreshore and Uplands

There are a number of existing residential encroachments on the Port's foreshore and upland properties. The Port is pursuing an appropriate mechanism to manage and address these encroachments, consistent with the Letters Patent.

### Public Recreation Areas and Uses

Public recreation areas and uses such as public wharves, viewing platforms, trails, and pathways may be permitted in areas where they are considered to be safe and compatible with the primary use of the site.

### Recreational Docks

Recreational docks (single or shared) may be permitted in the Port Water designation and in certain other locations within the Port's jurisdiction and must be associated with a residential upland use or with the consent of the upland owner/municipality. All recreational docks will be reviewed on a case-by-case basis and be subject to the Port's recreational dock policies and guidelines. Port Metro Vancouver will also consider the applicable policies of the local municipality.

### Float Homes

New or relocated float homes are only permitted within or immediately adjacent to existing float home locations on the Fraser River. No new float homes will be considered within the Port's jurisdiction on the Fraser River unless it meets the following criteria: 1) it is in or immediately adjacent to a permitted float home location; 2a) is a replacement of an existing float home; or 2b) is a new float home that does not cause the total number of float homes to exceed the aggregate number allowable under the Letters Patent and applicable Port policies or guidelines.



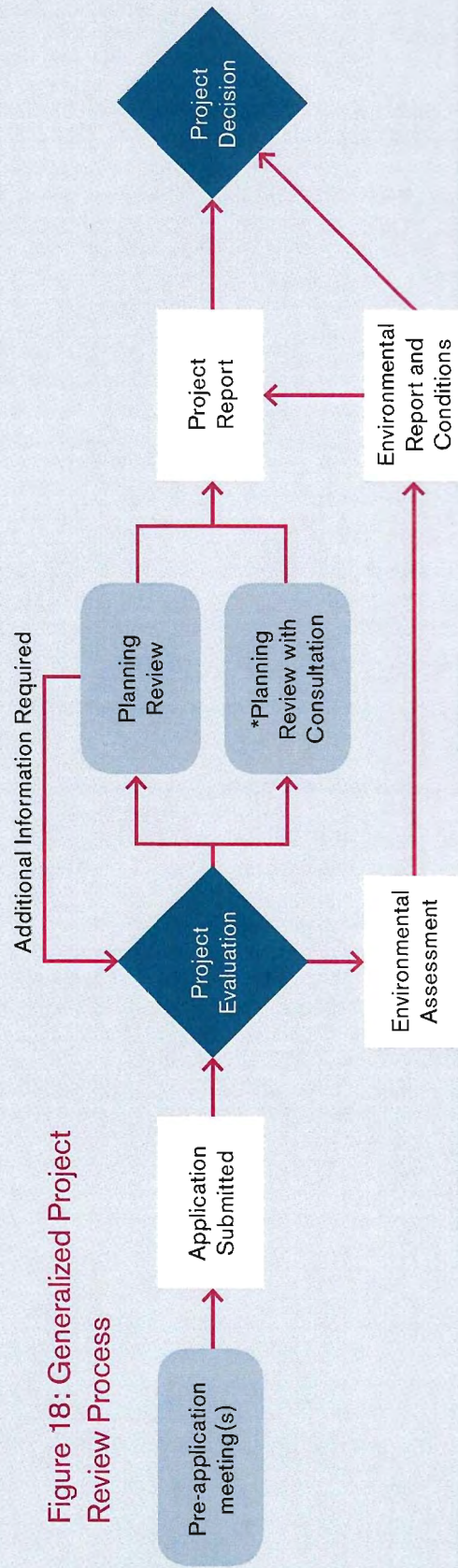
## 9.0 Project Review and Environmental Assessment

The project review and environmental assessment processes contribute to the goal of integrating social, environmental and economic sustainability into land use and development decision-making.

### 9.1 Project Review Process

Most physical works on Port Metro Vancouver property require a Project Permit, sometimes including a Port Building Permit. All works on Port lands and waters must be reviewed under the Port's Environmental Assessment Procedure.

Figure 18: Generalized Project Review Process



The Project Review Process commences upon receipt of a complete project permit application. Where the proposal involves potential off-site impacts (e.g. traffic, noise, views, glare, dust) Port Metro Vancouver may request the applicant to provide assessments of the impacts and options for mitigative measures. Additional documentation

such as studies or professional reviews may be necessary. Any such requirements will be identified by the Port during either pre-application discussions or the Project Review Process.

\* Note: The Project Review Process determines the necessary consultation requirements, which may include referring the project to relevant local governments, First Nations, and/or stakeholders for review and comment, as well as other consultation activities depending on the project's scope, scale and level of community interest.



## 9.2 Environmental Assessment Procedure

On July 6, 2012, the new *Canadian Environmental Assessment Act* or CEAA 2012 came into force. Under CEAA 2012, Port Metro Vancouver is a "federal authority" whereby projects that were formerly considered "comprehensive study projects" are now considered "designated projects" and are captured under a new regulation - the "Regulations Designating Physical Activities".

An environmental assessment is required for all designated projects. For all other projects, as a federal authority, the Port must not make any decisions or carry out any projects unless the Port determines the project is not likely to cause significant adverse environmental effects.

To fulfill its legal responsibility under CEAA 2012, the Port maintains an environment policy which includes a Project Environmental Assessment Procedure that outlines how to perform environmental assessments.

The Environmental Assessment Procedure requires that all projects and activities that could have an effect on the lands and waters within Port Metro Vancouver's jurisdiction undergo an environmental review, and that potential environmental effects are identified, evaluated and mitigated.

### ***The Environmental Assessment Procedure ensures that:***

- 1) All projects and proposals in the Port's jurisdiction or authority are reviewed. That includes projects whether they are led by the Port, tenants or others. The intent is to assess all projects and activities that might have environmental consequences.
- 2) The procedure includes Environmental Assessments mandated under legislation. Where the Port's Environmental Assessment review requirements are more stringent than those required under the regulations, the Port's requirements are applied.



## 10.0 Implementation

Port Metro Vancouver's Land Use Plan will help guide and manage the planning and development of the Port's land and water resources to facilitate trade on behalf of all Canadians, while demonstrating leadership in community engagement and environmental stewardship.

### 10.1 Role of Port Metro Vancouver

Port Metro Vancouver is primarily responsible for implementing the Plan's policy directions and initiatives, although in many cases implementation will happen in conjunction with other agencies. The implementation measures outlined in Appendix B, and to be developed in the years to come, serve as an action plan for the Port itself and the broader port community. The Port's Project Review and Environmental Assessment Processes will continue to be key mechanisms for evaluating and consulting on proposed developments within the Port's jurisdiction, guided by the directions established by the Plan.



## 10.2 Role of Port Metro Vancouver Partners

The role of Port Metro Vancouver's partners in implementing the Land Use Plan cannot be overstated. In many cases partners will take the lead in providing the context for achieving the goals and objectives of the Plan, since the long term prosperity of the port and its surrounding communities are so closely interrelated. Key partners in implementing the Plan include:

- a) **Terminal operators, customers, and tenants** through their operations, projects and investments, play a key role in the successful implementation of this Plan;
- b) **Municipalities and First Nations**, through their role in managing the growth of their own communities in a way that supports efficient and effective access to port lands, addressing potential conflicts along the interface between the port and nearby residents and businesses, and through capitalizing on the economic and other opportunities a thriving port can offer;
- c) **Regional and senior government agencies**, through collaborative planning and delivery of infrastructure that supports efficient and effective port operation and sustainable growth;

- d) **Transportation service providers**, through the delivery of road, rail and water-based transportation infrastructure and services in a manner that is sensitive to the impacts on host communities; and
- e) **Neighbourhoods and individuals**, through engaging with the Port in on-going and new initiatives, and being aware of the role the Port plays in the livability and prosperity of the region.

The establishment of the Fraser River Improvement Initiative is an example of a regional collaboration resulting in a five-year initiative to remove derelict structures and vessels from Fraser River municipalities. With municipalities and Metro Vancouver, Port Metro Vancouver will lead this initiative, targeting derelict vessels and structures that pose a risk to the environment, life safety, or impede navigational safety on the Fraser River.

Another example of a collaboration-based initiative is a study with the City of Vancouver and related parties on a coastal flood risk assessment that includes Port lands in Burrard Inlet. One of the outcomes will be the identification of vulnerable infrastructure assets and facilities that will assist with emergency management and mitigating measures.

## 10.3 Monitoring and Reporting

Port Metro Vancouver's Land Use Plan is intended to be adaptable to changing conditions. Through monitoring and reporting, the Port is able to ensure that the Land Use Plan will guide the current and future management of the Port's lands and waters while also being responsive to new opportunities, changing market circumstances, and new ideas. Reporting on implementation of the Land Use Plan will be undertaken through Port Metro Vancouver's annual Sustainability Report to ensure that stakeholders and the public are aware of progress towards achieving the goals and objectives of this Land Use Plan.

## 10.4 Implementation Measures

The measures identified in Appendix B were developed to reflect the Port's commitment to the sound management of its lands and waters, and to the realization of the Land Use Plan's goals, objectives and policy directions. The measures describe the 'how' in terms of realizing the Port's vision for managing growth.

The table provides an initial list of implementation measures, together with their anticipated timeline. Additional implementation measures will be developed over time and integrated into Port Metro Vancouver programs, with their results described in the annual Sustainability Report.

## 10.5 Amendments to the Plan

The Land Use Plan is approved by the Port Metro Vancouver Board of Directors and may be amended from time to time by the Board consistent with the applicable legislation.

### Next Update

Port Metro Vancouver will consider the need for a review of the plan five years after its adoption or last major update, and may consider a review prior to that if circumstances warrant it.

### Why Amendments Can Be Necessary

In order to keep the Plan relevant, to adjust to changing circumstances, and to support the mission and vision of Port Metro Vancouver, amendments to the Plan may be required from time to time outside of the five year reviews of the Plan.

Amendments could include changes to land use designations, acquisitions or dispositions of land, or substantive revisions to goals, objectives, or policy directions. In addition, an amendment to the Plan may be warranted if the Port undertakes a sub-area plan which results in the need to amend the Land Use Plan.

### Amendment Process

Amendments to the Land Use Plan are initiated by Port Metro Vancouver, consistent with the applicable provisions of the *Canada Marine Act*.

An amendment to one element of the Plan may affect several other elements of the Plan, as they are all interdependent upon each other to some extent. Thus, any proposed amendment will require a thorough assessment of the potential impacts on the balance of the Plan.

### Administrative/Minor Amendments

Administrative/minor amendments do not have a substantive impact on the policies or directions of the Land Use Plan. Examples include minor wording adjustments or technical updates, and minor designation boundary amendments to reflect lease area adjustments. Consultation is generally not required for such amendments, although Port Metro Vancouver will provide information on such amendments and maintain an up-to-date version of the Land Use Plan on [portmetrovancover.com/landuseplan](http://portmetrovancover.com/landuseplan).

### Substantive Amendments

For substantive amendments, the *Canada Marine Act* sets out procedural requirements for public notice and adoption by the Board of Directors. Port Metro Vancouver is committed to undertaking a consultation process to solicit input from interested parties for all proposed substantive amendments to the Land Use Plan.

The role of Port Metro Vancouver partners in implementing the Land Use Plan cannot be overstated. In many cases partners will take the lead in providing the context for achieving the goals and objectives of the Plan, since the long term prosperity of the Port and its surrounding communities are so closely interrelated.



## 11.0 Glossary

**Berth:** An area of water allocated for the wet storage of vessels attached to a fixed or floating structure allowing walk-on access to vessels.

**Booming Grounds:** An area where boats are used to push or pull logs, booms, bundles, or bags for temporary storage prior to shipping.

**Breakbulk Cargo:** Generalized cargo that is not containerized but may be bundled into specific units. Typical breakbulk cargo includes goods such as lumber, steel, pulp and machinery.

**Certificate of Amalgamation:** means the Certificate of Amalgamation (effective January 1, 2008) issued by the Minister of Transport in accordance with the *Port Authorities Management Regulations* under which the Vancouver Port Authority, the Fraser River Port Authority and the North Fraser River Port Authority are amalgamated and continued as the Vancouver Fraser River Port Authority.

**Channel:** An unobstructed waterway that allows the movement of vessel traffic.

**Deep water:** A minimum water depth of two metres, relative to the Canadian Hydrographic Chart Datum.

**Dock (fixed pier):** A non-floating structure extending seaward beyond the shore and to which a ramp (gangway) is usually attached.

**Dry Bulk Cargo:** Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.

**Environmental Assessment:** a review and evaluation of the possible impacts that a proposed project may have on the environment, consisting of the social, environmental, and economic aspects.

**Foreshore:** The lands located between the Legal High Water Mark and the Average Low Water Mark.

**Asia-Pacific Gateway and Corridor Initiative:** The Asia-Pacific Gateway and Corridor Initiative is an integrated set of investment and policy measures focused on trade with the Asia-Pacific Region. Its mission is to establish Canada's Asia-Pacific Gateway and Corridor as the best transportation network facilitating global supply chains between North America and Asia. The Initiative is led by the Minister of Transport.

**Greenhouse Gas Intensity\*:** A ratio to express GHG impact per unit of physical activity or unit of economic value (e.g. tonnes of CO<sub>2</sub>-equivalent emissions per unit of electricity generated, grams of CO<sub>2</sub>-equivalent emissions per TEU, grams of CO<sub>2</sub>-equivalent emissions per tonne-kilometre, tonnes of CO<sub>2</sub>-equivalent emissions per tonne of product, tonnes of CO<sub>2</sub>-equivalent emissions per dollar revenue).

**Intermodal:** The transshipment of cargo by means of multiple interconnected methods including rail, water, air and road.

**Letters Patent:** means the letters patent for the Vancouver Fraser Port Authority issued by the Minister of Transport under the authority of the *Canada Marine Act* that are contained in the Certificate of Amalgamation and that set out the powers of the Vancouver Fraser Port Authority to operate the Port, as amended by supplementary letters patent issued by the Minister of Transport from time to time.

**License Area:** The total area for which a Residential Waterfront Licence is granted.

**Liquid Bulk Cargo:** Liquid cargo that is poured or pumped into ships, such as crude petroleum, refined petroleum, edible oils and petrochemicals.

**Moorage:** A specific location identified where water vessels such as boats and barges are able to tie up.

**MMT:** million metric tonnes

**Shoreline:** The general line defined where the water meets the land.

**Smart Fleet Trucking Strategy:** Port Metro Vancouver's Smart Fleet Trucking Strategy (Smart Fleet) is a three-year plan to improve the long-term sustainability of the container drayage sector by working collaboratively with supply chain partners.

**TEU:** Twenty-foot equivalent units are the standard measurement for containers. Containers or 'boxes' can come in different sizes – 20, 40 and 45 foot units. A forty-foot container would equate to two TEUs.

**Vancouver Fraser Port Authority (VFPA):** Doing business as Port Metro Vancouver, the Vancouver Fraser Port Authority is a corporation under the *Canada Marine Act* that is accountable to the federal Minister of Transport.

**Vessel:** Any ship, boat, barge, raft, dredge, floating elevator, seaplane on the water or other floating craft.

**Water Lot:** A property that is wholly or partially covered by water.

\*Source: The Greenhouse Gas Protocol, A Corporate Accounting and Reporting Standard Revised Edition, World Resource Institute.





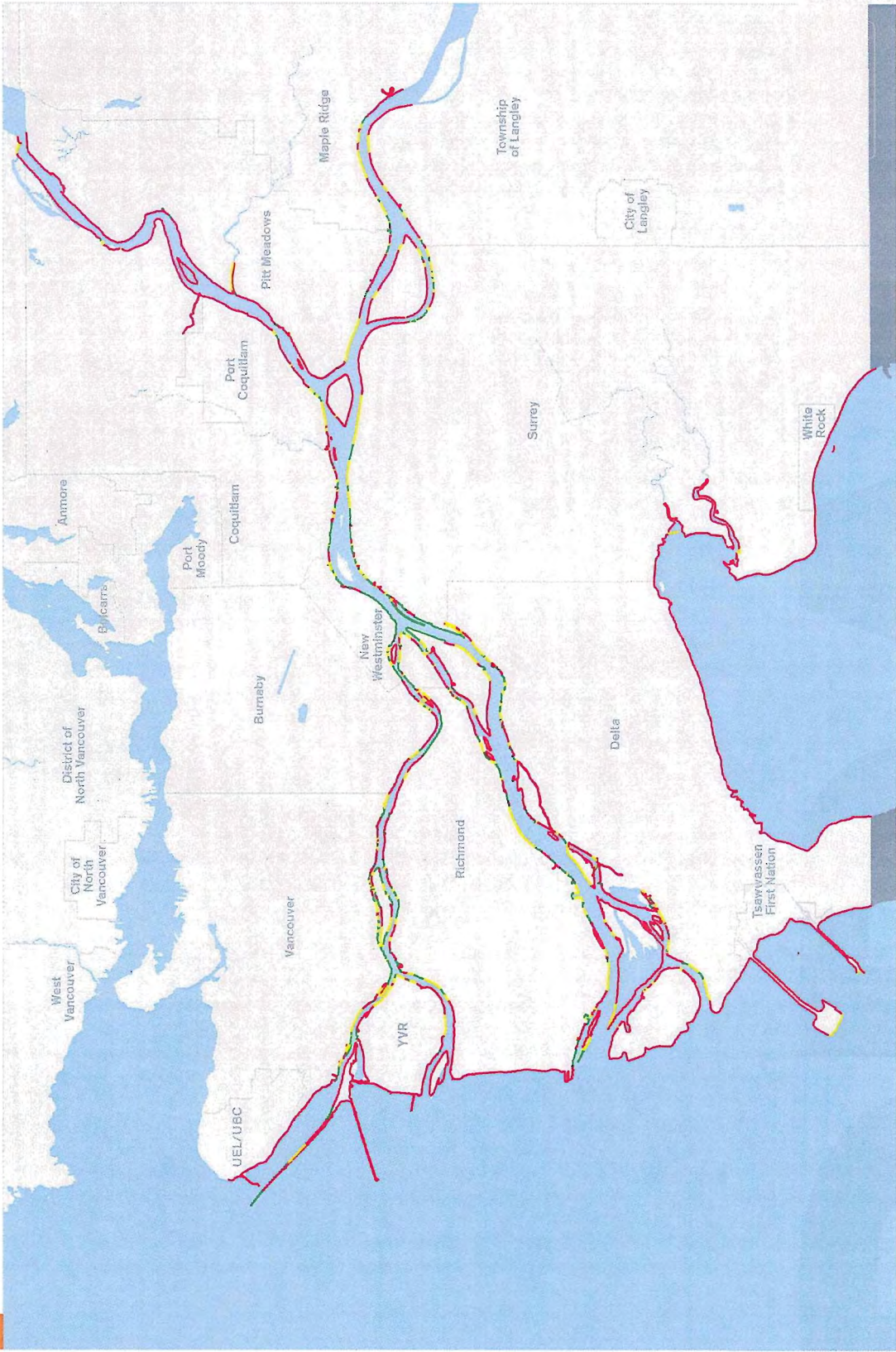
## 12.0 Appendices

### Appendix A: Environmental Maps

### Appendix B: Implementation Measures



Appendix A: Environmental Maps      Figure 19: Habitat Coding



**FREMP Coding**

- Red
- Green
- Yellow

Effective December 2013\*

\*FREMP refers to the Fraser River Estuary Management Program. FREMP habitat colour coding was updated in 2005. Shorelines that include intertidal and near-shore riparian areas within FREMP were classified and colour-coded on the basis of the relative values of their features. The classification

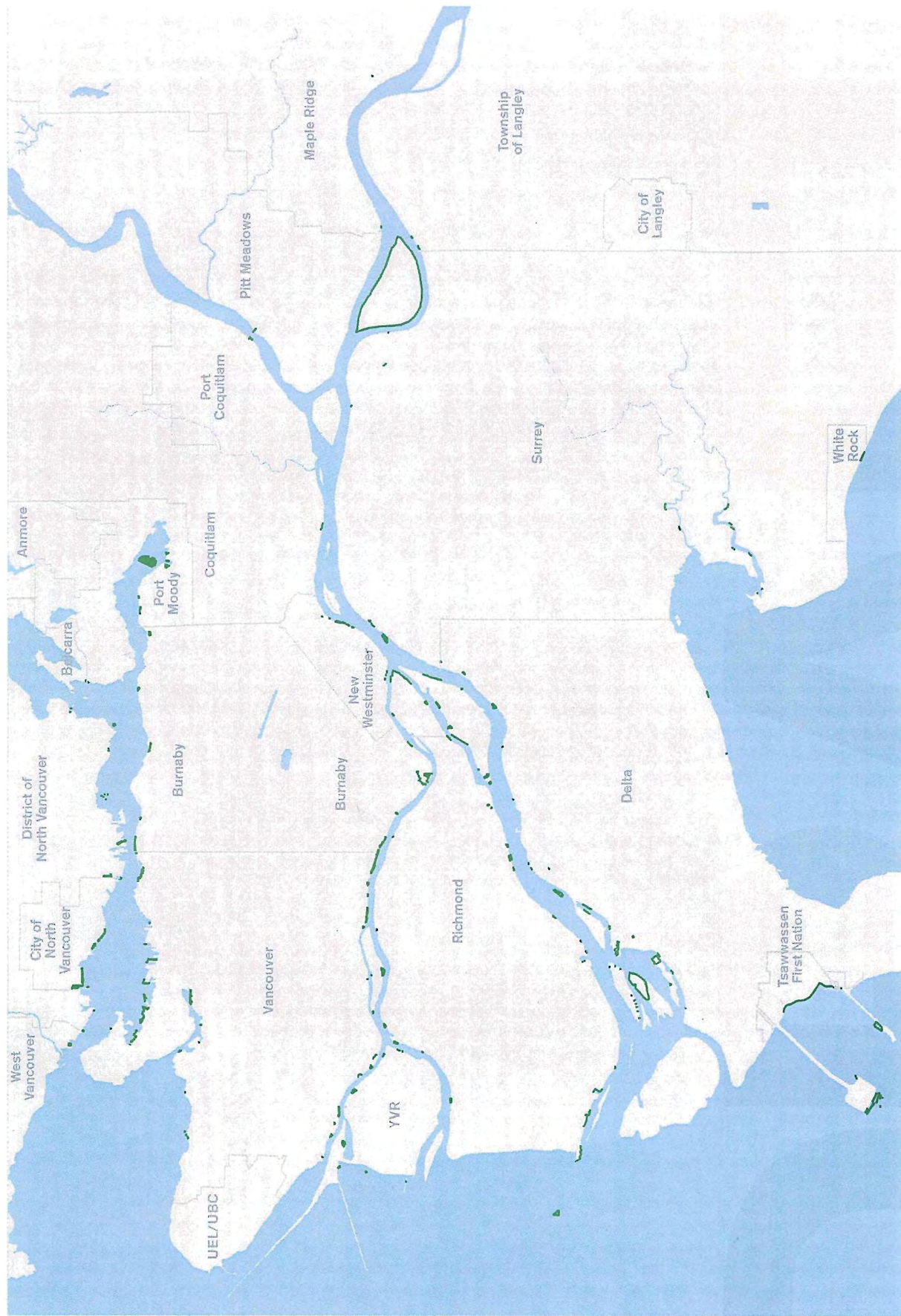
system was based on an inventory of all habitat types in the estuary. The codes guide prospective developers in selecting appropriate sites and identifying suitable design concepts prior to project applications. Code descriptions are as follows: Red coded habitats include productive and diverse

habitat features that support critical fish and wildlife functions on-site or as part of a more regional context and/or areas where habitat compensation has previously been constructed to offset habitat losses. Yellow coded habitats include habitat features that are of moderate value in structure or

diversity due to existing conditions, and which support moderate fish and wildlife functions. Green coded habitats include areas where habitat features and functions are limited due to existing conditions. For more information, [www.bieapfrempp.org/main\\_frempp](http://www.bieapfrempp.org/main_frempp)



Figure 20: Habitat Compensation Sites



**Habitat Compensation Sites**

This map illustrates the generalized location of habitat compensation sites in the lands and waters managed by Port Metro Vancouver as of December 2013.

## Appendix B: Implementation Measures

The following is an initial list of measures to implement the Land Use Plan, and the associated timing. Additional implementation measures will be developed in the years to come and reported on, as appropriate, in Port Metro Vancouver's annual Sustainability Report.



**Goal 1** – Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.

- Objective 1.1** – Protect the industrial land base to support port and related activities into the future.
- Objective 1.2** – Optimize the use of existing port lands and waters.
- Objective 1.3** – Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

**Objective 1.4** – Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the Port.

#### Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	TIMELINE			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
1	Explore and pursue initiatives with local governments, the Province of BC and other agencies to protect the region's industrial land base—including consideration of an Industrial Land Reserve or similar approach—and identify opportunities to expand the industrial land base to meet the region's long term needs.				
2	Undertake a study of best practices and opportunities to intensify the use of port terminals.				
3	Develop updated Log Storage Guidelines.				
4	Work with governments and other agencies on development of a Regional Flood Management Plan.				
5	Collaborate with relevant agencies such as the Pacific Climate Impacts Consortium on sea level rise research and the potential implications for port-related business and infrastructure.				
6	Undertake a comprehensive review of each site designated as Special Study Areas in the Land Use Plan to determine their need and suitability for long term port use. This review will include consultation with affected communities, governments, agencies and stakeholders prior to an associated amendment to this Land Use Plan.				
7	Continue to monitor events and trends to determine and report on progress towards the Port's anticipated future established through the Port 2050 process.				



**Goal 2**— Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

**Objective 2.1**— Improve operational efficiencies of transportation modes serving the Port.

**Objective 2.2**— Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the Port.

**Objective 2.3**— Ensure the safe and secure movement of goods and passengers through the Port.

Port Metro Vancouver Land Use Plan Implementation Measures		TIMELINE			
No.	Implementation Measure	Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
8	Pursue a Designated Anchorage Area Pilot Project specific to pleasure crafts, in partnership with the City of Port Moody.				
9	Participate in TransLink's initiative to prepare a Regional Goods Movement Strategy as part of its overall transportation plan.				

**Goal 3** – Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

**Objective 3.1** – Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.

**Objective 3.2** – Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.

**Objective 3.3** – Improve land and water quality within the Port.

**Objective 3.4** – Promote sustainable practices in design and construction, operations and administration in the Port.

#### Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	TIMELINE			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
10	Pursue the establishment of a new interagency partnership to coordinate the external environmental reviews of projects in the Fraser River Estuary and Burrard Inlet.				
11	Pursue the development and implementation of strategies and initiatives that aim to reduce greenhouse gas intensity as a result of Port operations, including the Port's Smart Fleet Trucking Strategy.				
12	Pursue the development and implementation of strategies and initiatives that aim to reduce diesel particulate matter emissions as a result of Port operations, including the Port's Non-Road Diesel Emissions Initiative led by the Port and Metro Vancouver.				
13	Update the port air emissions inventory every five years and report annually on progress towards achieving the goals and targets in the Port's Air Action Program.				
14	Apply Port Metro Vancouver's Air and Energy Action Initiative to promote leadership in energy conservation, use of alternative energy and clean technology.				
15	Continue to implement the five-year Fraser River Improvement Initiative to address the removal of derelict vessels and structures that pose risk to wildlife or natural habitats, or impede navigational safety.				
16	Develop and implement sustainable development guidelines for developing on Port lands and waters.				
17	Strengthen and implement practices, through ongoing development of Port Metro Vancouver's environmental management system, to promote continuous improvement of the surrounding environment.				
18	Implement and maintain Port Metro Vancouver's Aboriginal Business Directory.				

**Goal 4** – Port activity and development is a positive contributor to local communities and First Nations.

**Objective 4.1** – Generate sustainable local and national economic benefits through the use and development of port lands and waters.

**Objective 4.2** – Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.

**Objective 4.3** – Seek to minimize the impacts from port operations and development on local communities and First Nations.

#### Port Metro Vancouver Land Use Plan Implementation Measures

No.	Implementation Measure	TIMELINE			
		Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
19	Maintain and monitor Port Metro Vancouver's Community Investment Program.				
20	Update and implement the Port's guidelines for recreational docks.				
21	Develop and implement the Smart Fleet Trucking Strategy to improve the efficiency of port-related truck traffic.				
22	Develop archeological review guidelines to assist in the review of development proposals.				
23	Evaluate and determine whether or not the East Vancouver Port Lands Area Plan needs to be updated, in consultation with the City of Vancouver and area residents.				



**Goal 5**— Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

**Objective 5.1** – Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.

Port Metro Vancouver Land Use Plan Implementation Measures		TIMELINE			
No.	Implementation Measure	Short 2014-16	Medium 2016-18	Long 2018+	Ongoing
24	Implement a Municipal Outreach Program in order to proactively guide efforts in maintaining and further developing Port Metro Vancouver's working relationships with local governments and Metro Vancouver.				
25	Support ongoing communication with customers, stakeholders, local governments, First Nations, and relevant agencies through measures such as the Municipal Engagement Program, Aboriginal Engagement Strategy, Community Liaison Committees, and regular dialogue and engagement activities.				
26	Complete an evaluation of the Port's Project Review Process.				





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## General Purposes Committee

Date: Monday, February 17, 2014

Place: Anderson Room  
Richmond City Hall

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

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on Monday, February 3, 2014, be adopted as circulated.*

**CARRIED**

### DELEGATION

1. With the aid of a visual presentation (attached to and forming part of these minutes as **Schedule 1**) Robin Silvester, President and Chief Executive Officer, and Tom Corsie, Vice President, Real Estate, Port Metro Vancouver, provided an overview of the Port's activities and projects, as they relate to the City of Richmond.

In response to queries from Committee, Mr. Silvester and Mr. Corsie provided the following additional information:

1.

**General Purposes Committee**  
**Monday, February 17, 2014**

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- for the past four years, docked cruise ships have been using shore power – a land-based electrical grid;
- the Port is actively moving forward with bringing shore power to container ships; however, the lack of international standards has delayed the process;
- the Port is undertaking a preliminary study related to Sturgeon Banks and the issues surrounding the degradation of vegetation;
- the Port anticipates an annual container growth of approximately five per cent;
- there are no current plans to develop Agricultural Land Reserve (ALR) lands in the Port's land inventory;
- the Port's use of the ALR lands would be contingent on the preservation and best use of industrial lands;
- the Fraser River Improvement Project is a multi-year program for the proper removal and disposal of derelict vessels or structures;
- the Port is actively monitoring the condition of vessels in the Fraser River, in an effort to keep owners accountable for their vessel should the vessel become derelict in the future;
- the Port will provide Council a copy of the list of derelict vessels or structures found within Richmond;
- issues at Finn's Slough were not included as part of the concerns raised regarding squatters on Sea Island;
- the recent incident where a vessel ran aground along Richmond's coast is being investigated by the Transportation Safety Board of Canada;
- approximately 85 per cent of imports leave Deltaport by rail;
- Phase 1 of the Container Capacity Improvement Program, including nine railway crossing projects, is underway, and it is anticipated to be complete in the fall of 2014;
- the Port, in partnership with the City, has directed its efforts in the widening of Westminster Highway and Nelson Road; however, widening of Blundell Road may occur in the future;
- the funding model between local, provincial, and federal governments utilized for the Highway 91/Nelson Road Interchange has worked well and, as such, a similar funding model may be considered for future works, such as the widening of Blundell Road;

**General Purposes Committee**  
**Monday, February 17, 2014**

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- as per the Port's Land Acquisition Strategy, the Port considers factors, such as the cost, the size of the parcel, its access to both water and land, and its suitability for development, when analyzing potential parcels for acquisition;
- the Vancouver Airport Fuel Delivery Project was approved based on the following conditions: (i) the preparation of a Fire Safety Plan, and (ii) the installation of a complete emergency system at the plant;
- the Port welcomes opportunities to work with the City on safety related concerns;
- approximately half of the fleet servicing the Port have been equipped with Global Positioning System devices, which assist the Port with tracking the fleet and collecting information on routes used; and
- the Port has worked diligently to examine extending the operating hours for all port activities in an effort to minimize impacts to traffic flow during peak periods.

It was moved and seconded

*That the verbal presentation on Port Metro Vancouver activities and projects related to the City of Richmond be received for information.*

**CARRIED**

## **FINANCE AND CORPORATE SERVICES DEPARTMENT**

2. **PLAZA PREMIUM LOUNGE BC LTD., DOING BUSINESS AS DISTINGUISHED VISITOR LOUNGE, VANCOUVER INTERNATIONAL AIRPORT – INTERNATIONAL & US ARRIVALS**  
(File Ref. No. 12-8275-30-001/2014) (REDMS No. 4132679)

It was moved and seconded

*That the application by Plaza Premium Lounge Ltd., doing business as Distinguished Visitor Lounge, for a Liquor Primary Licence at 3211 Grant McConachie Way, in order to offer full liquor service be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:*

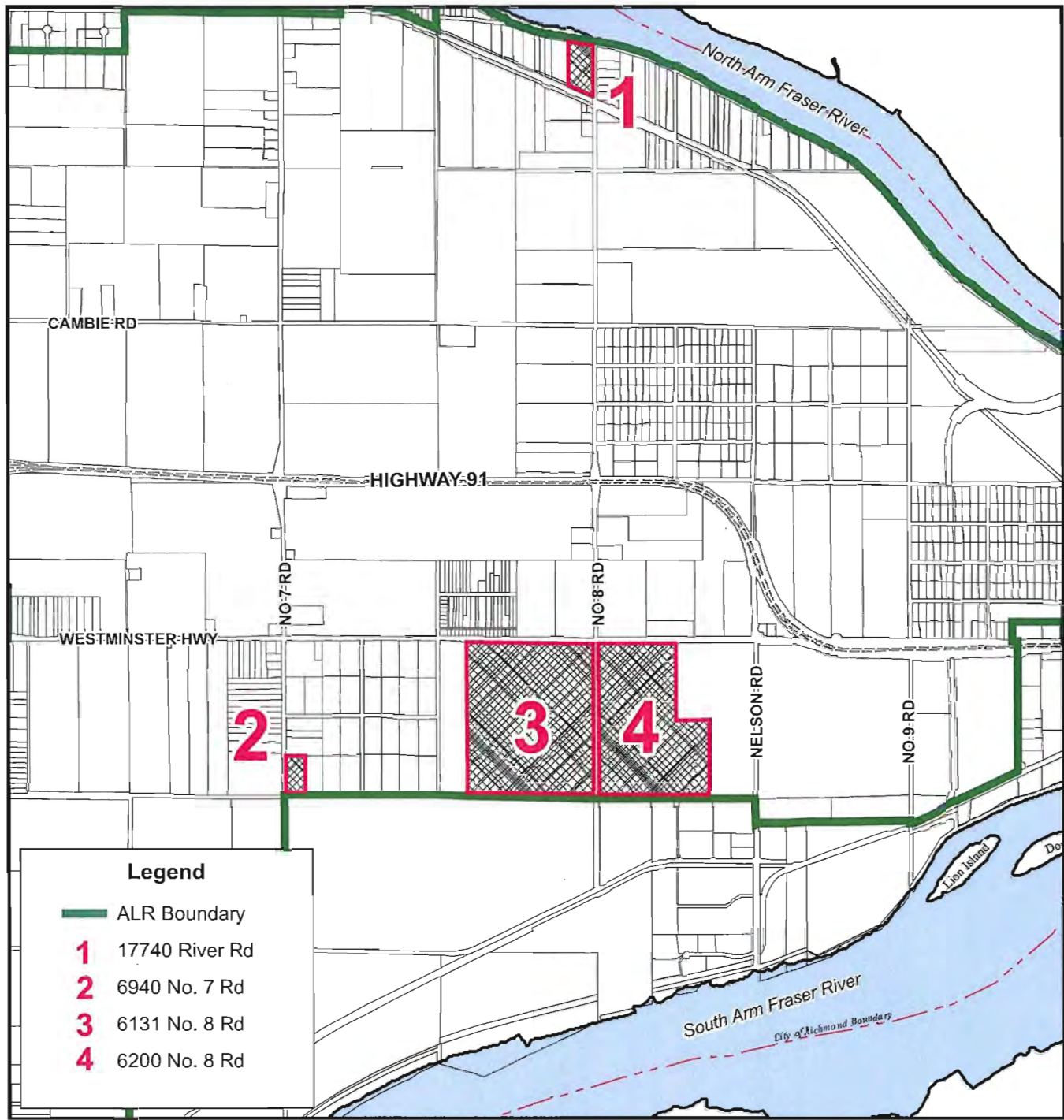
- (1) *Council recommends the issuance of the proposed licence based on the lack of community responses received and that the operation will not have a significant negative impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in Section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows;*
  - (a) *the location of the establishment is zoned Airport District and since the property is under Federal jurisdiction, the City does*

3.






City of  
Richmond



**Legend**

-  ALR Boundary
- 1** 17740 River Rd
- 2** 6940 No. 7 Rd
- 3** 6131 No. 8 Rd
- 4** 6200 No. 8 Rd



Port Metro Vancouver  
Special Study Areas

Original Date: 02/28/14

Revision Date: 00/00/00

Note: Dimensions are in METRES



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

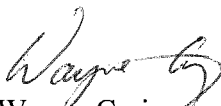
**Date:** March 3, 2014

**File:** RZ 12-611497

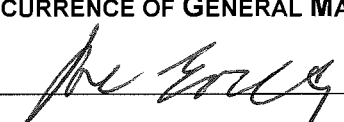
**Re:** Application by Kulwinder Sanghera for Rezoning at 11111 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

## **Staff Report**

### **Origin**

Kulwinder Sanghera has applied to the City of Richmond for permission to rezone the property at 11111 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from a rear lane. There is currently a single-detached dwelling on the subject site, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. A topographic survey and proposed subdivision plan of the property is included in **Attachment 2**.

### **Findings of Fact**

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

### **Surrounding Development**

Existing development immediately surrounding the site is as follows:

- To the north, across the existing rear lane, is a newer dwelling on a large lot zoned “Single Detached (RS1/E)”, fronting Seaton Road.
- To the east, are newer dwellings on lots zoned “Compact Single Detached (RC1)”.
- To the south, across Williams Road, are townhouses and a convenience store on a site that is split-zoned “Neighbourhood Commercial (ZC19) – Shellmont Area” and “Town Housing (ZT38) – Williams Road (Shellmont)”.
- To the west, are two (2) newer dwellings on lots zoned “Compact Single Detached (RC1)”.

### **Related Policies & Studies**

#### Official Community Plan

There is no Area Plan for this neighbourhood. The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### Arterial Road Policy

The Arterial Road Policy is supportive of compact lot single-family residential developments along arterial roads. The subject site is identified for “Arterial Road Compact Lot Coach House” on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

### Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of 1.00 ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings to be constructed (i.e., \$4,208).

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the subject site.

### **Staff Comments**

#### Background

The subject property is located on the north side of Williams Road, between Shell Road and Seacote Road, in an established residential neighbourhood in the Shellmont Planning Area, which seen substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot. Each new lot proposed would be approximately 10 m wide and 325 m<sup>2</sup> in area, consistent with the requirements of the proposed "Compact Single Detached (RC2)" zone. This proposal is consistent with the pattern of redevelopment already started along the north side of this block of Williams Road.

#### Trees & Landscaping

A Tree Survey and a Certified Arborist's Report have been submitted by the applicant. The Report identifies and provides recommendations on tree retention and removal relative to the proposed development. The Tree Survey identifies six (6) bylaw-sized trees on-site, two (2) undersized trees on-site, and two (2) bylaw-sized trees on City-owned property in the boulevard



in front of the subject site. The proposed tree retention plan is shown in **Attachment 4**. The species of trees identified on-site is also provided on the tree retention plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, has conducted on-site visual tree assessment, and provides the following comments:

- Four (4) trees at the rear of the property should be removed due to poor condition from previous topping for hydro line clearance (tags # 95, 297, 301, 302); and
- Two (2) bylaw-sized Cherry trees (tags # 298, 299) and one (1) undersized and Weeping Birch tree (untagged) at the front of the property along Williams Road should be removed. Although these trees are in good condition, the existing lot elevation is well below the minimum flood construction level that is required to be met with construction of the dwellings on the proposed lots (i.e. 0.3 m above the highest elevation of the crown of Williams Road). With the required increase in lot elevation at development stage, these trees will not survive and will be removed and replaced. To compensate for the loss of these highly visible trees:
  - two (2) larger deciduous and coniferous trees should be planted and maintained along the street frontage (i.e. 9 cm calliper or 5 m high), the value of which is estimated at a total of \$5,000 (\$2500/tree); and
  - a cash-in-lieu contribution in the amount of \$5,000 to the City's Tree Compensation Fund should be provided for the balance of the required ten (10) replacement trees that cannot be accommodated on-site (\$500/tree).

The City's Parks Department staff has conducted a site inspection to assess the two (2) trees on City-owned property in the boulevard along Williams Road (untagged). Parks staff concur with the Arborist's recommendation to retain the street trees due to good condition. Tree protection fencing is not required because the trees are located within a concrete sidewalk and are not anticipated to be impacted from proposed development on-site.

To ensure that the replacement trees (described above) are planted and that the front yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan prior to final adoption of the rezoning bylaw. The Landscape Plan must be prepared by a Registered Landscape Architect, along with a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including proposed fencing, paving, and installation costs). The estimated value of the two (2) recommended large-sized replacement trees (i.e. \$5,000) must be included in the cost estimate and landscaping security provided by the Landscape Architect.

#### Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The minimum flood construction level is at least 0.3 m above the highest elevation of the crown of the fronting road.

#### Site Servicing and Vehicle Access

There are no servicing upgrades required with rezoning.

Vehicle access to Williams Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222. Vehicular access to the site at development stage is to be from the rear lane only. While this lane is operational to access the rear of the proposed lots and other lots in this block of Williams Road, the applicant will be required to upgrade a portion of the lane at subdivision stage, as described below.

### Subdivision

At subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.

The portion of the rear lane directly north of the subject site and beyond to the east was upgraded by the City to a partial standard in 2012 to include drainage, sand/gravel base, and asphalt pavement. At subdivision stage, the applicant will be required to enter into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site, to include: curb and gutter and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.

### **Analysis**

The north side of Williams Road, between Shell Road and Seacote Road, has seen substantial redevelopment through rezoning and subdivision in recent years, consistent with the Arterial Road Policy. The subject proposal at the subject site is consistent with the recent pattern and character of redevelopment established in the area. The redevelopment proposal at the subject site complies with the Arterial Road Policy, which identifies the subject site for redevelopment to compact lots with access from a rear lane.

### **Financial Impact**

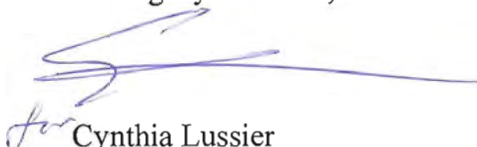
None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into two (2) compact lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP).

The list of rezoning considerations associated with this application is included in **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for this application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 8932 be introduced and given first reading.



Cynthia Lussier  
Planning Technician (604-276-4108)

CL:blg

**Attachments:**

Attachment 1: Location Map/Aerial Photo

Attachment 2: Topographic Survey and Proposed Subdivision Plan

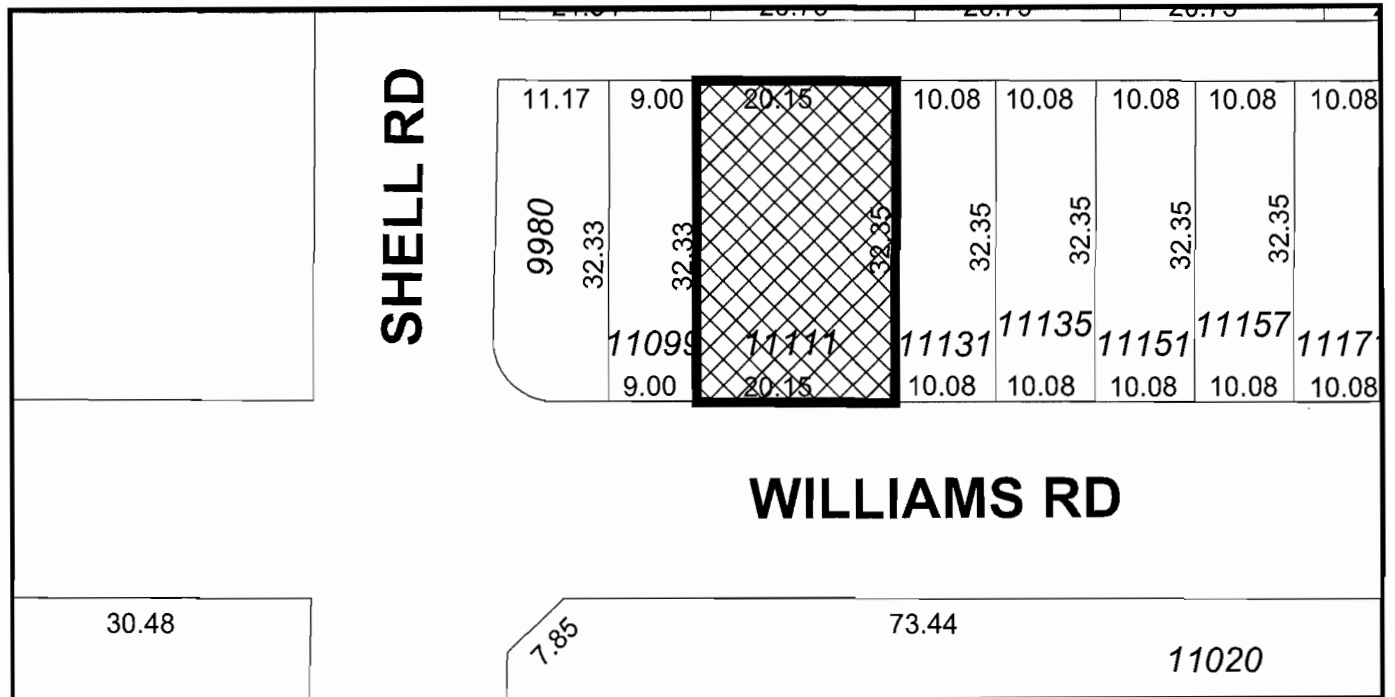
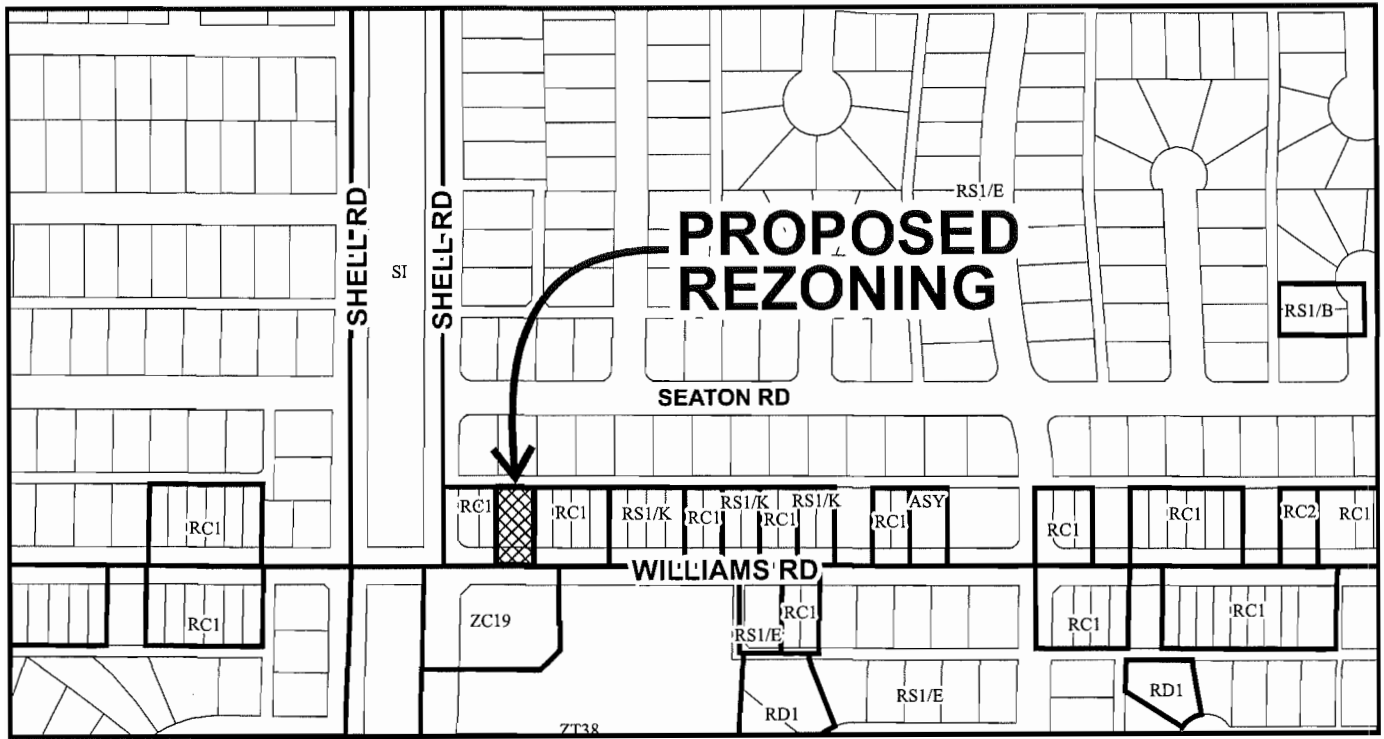
Attachment 3: Development Application Data Sheet

Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations Concurrence



# City of Richmond



## RZ 12-611497

Original Date: 06/11/12

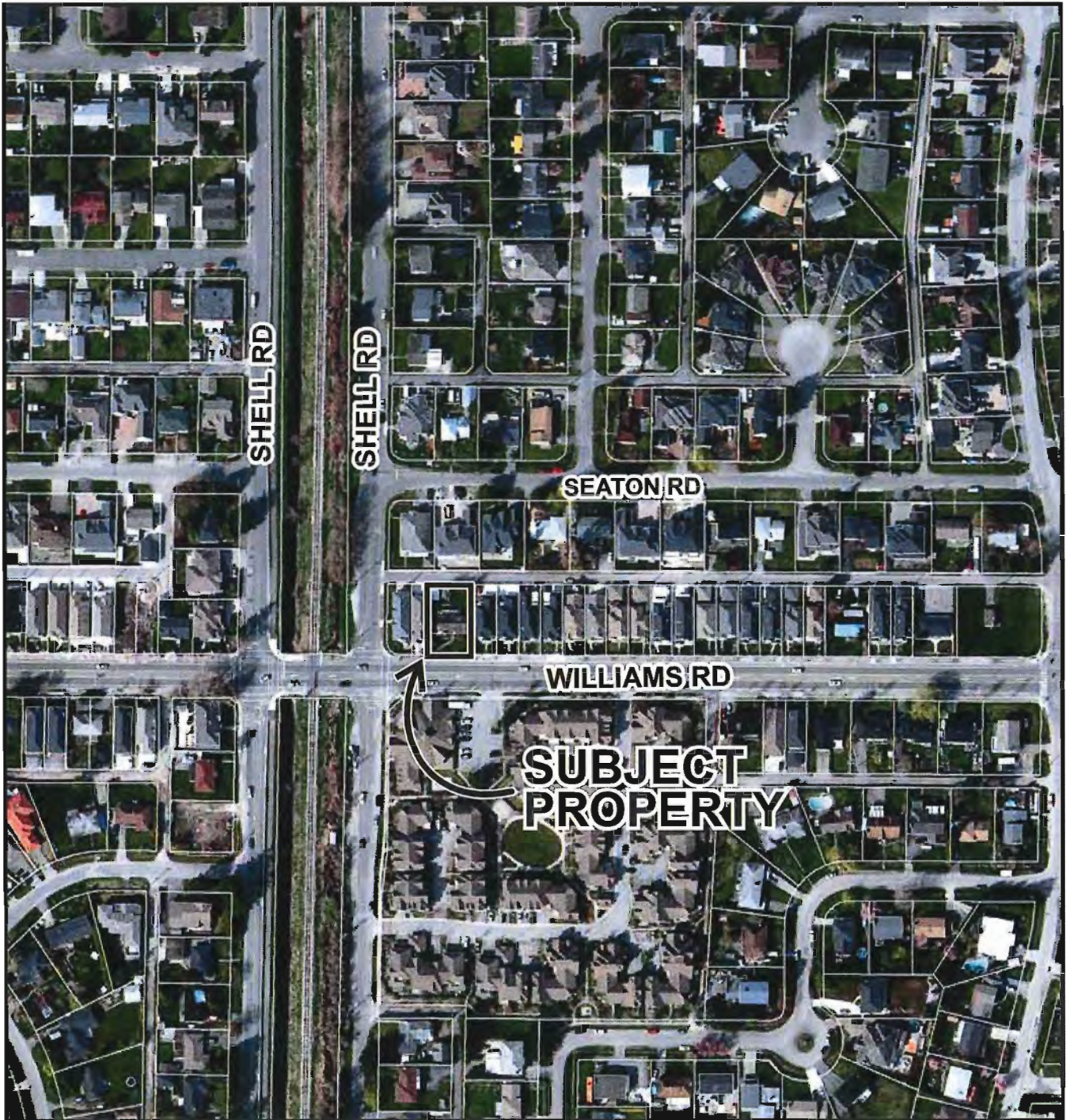
Revision Date: 03/03/14

Note: Dimensions are in METRES





City of  
Richmond



RZ 12-611497

Original Date: 06/11/12

Revision Date: 03/03/14

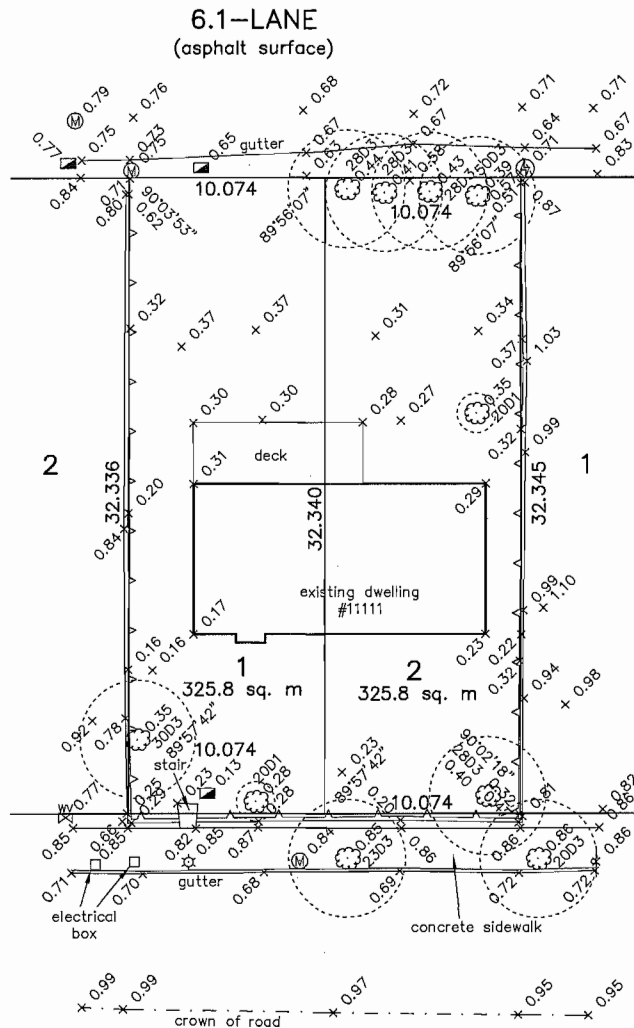
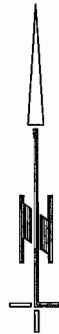
Note: Dimensions are in METRES

CNCL - 250

**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**



All distances are in metres.



**WILLIAMS ROAD**

**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.


- ⊕ denotes hydro pole.
- ☆ denotes lamp standard.
- tw denotes top of wall.
- bw denotes bottom of wall.
- Ⓜ denotes manhole
- denotes catch basin.
- denotes sign post
- ⊗ denotes tree.
- BC10  
└─ drip line radius (metres)  
└─ C=coniferous  
└─ D=deciduous  
└─ diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

CERTIFIED CORRECT.  
DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN  B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

1938 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535



NTS



**RZ 12-611497**

**Attachment 3**

Address: 11111 Williams Road

Applicant: Kulwinder Sanghera

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owner:</b>	Amrik Singh Sanghera Kulwinder Sanghera	To be determined
<b>Site Size (m<sup>2</sup>):</b>	651 m <sup>2</sup> (7,013 ft <sup>2</sup> )	Two lots, each approximately 325 m <sup>2</sup> (3,506 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) single-detached dwelling	Two (2) compact lots
<b>OCP Designation:</b>	Neighbourhood Residential (NRES)	No change Proposal complies
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	The Arterial Road Policy designates this property for redevelopment to compact lots with access from the existing operational rear lane	No change Proposal complies

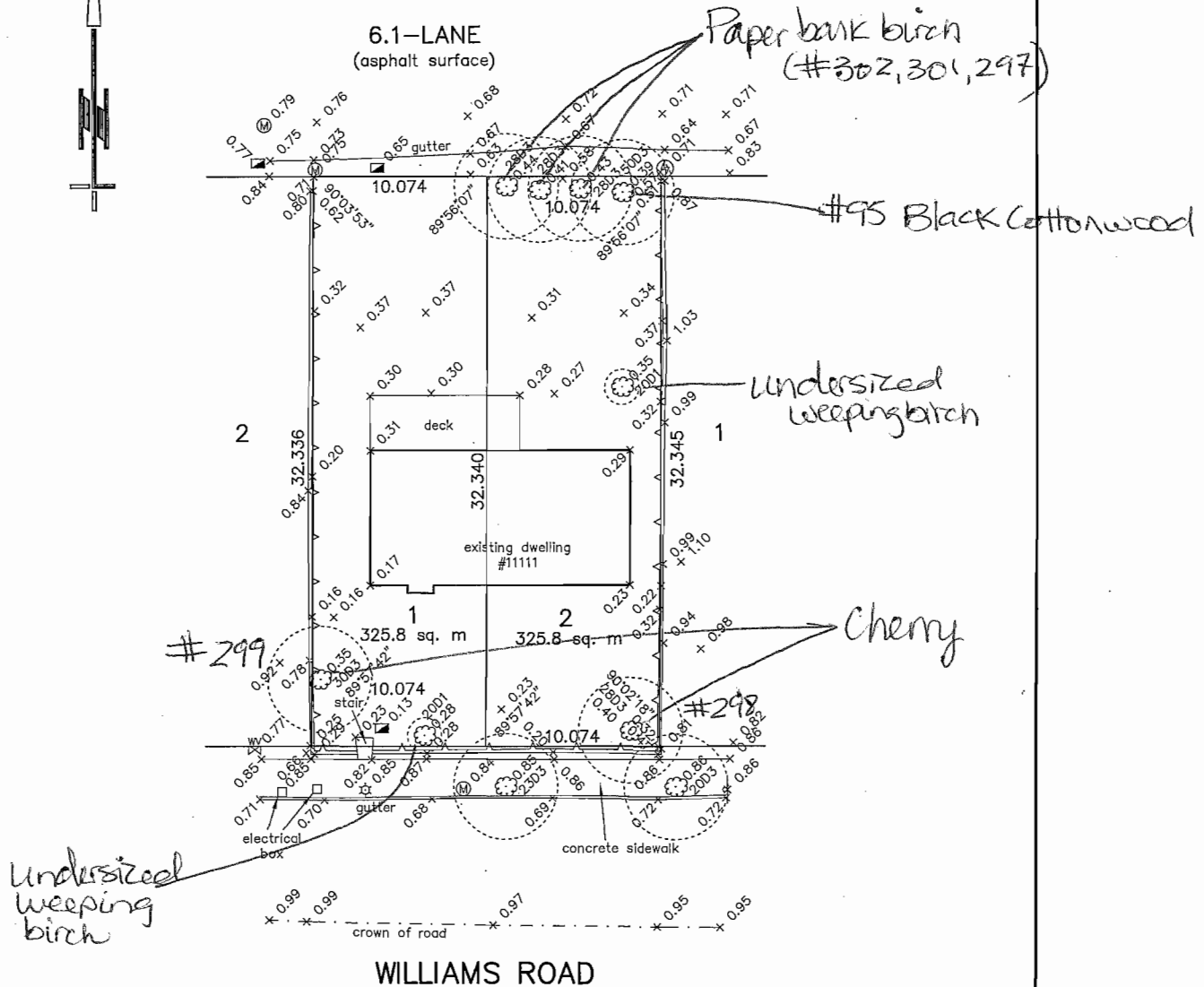
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	None
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Lot Size:	270 m <sup>2</sup>	325.8 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

**SURVEY PLAN OF LOTS 1 AND 2, CURRENTLY LOT 13  
BLOCK 2, SECTION 25, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 18935**

SCALE 1 : 250  
5 2.5 0 5 10

All distances are in metres.



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on Geodetic Datum of Richmond and are derived from HPN #191 (02H2453) situated at the intersection of Riverside Drive and Featherstone Way. Elevation = 1.664 metres.
- All trees have been plotted as required by Tree Bylaw 8057.
- All elevations along curb lines are gutter levels.

⊕ denotes hydro pole.

☆ denotes lamp standard.

tw denotes top of wall.

bw denotes bottom of wall.

Ⓜ denotes manhole

▣ denotes catch basin.

— denotes sign post

⊙ denotes tree.

8C10  
— drip line radius (metres)  
C=coniferous  
D=deciduous  
— diameter (centimetres)

**CIVIC ADDRESS**

11111 WILLIAMS ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

**CERTIFIED CORRECT.**

DATED THIS 20TH DAY OF MARCH, 2012

LOUIS NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

108 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(604) 327-1535

**CNCL - 253**

FILE: RWI-11111TP

NTS





## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 11111 Williams Road

**File No.:** RZ 12-611497

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, the following items must be completed:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, paving, and installation costs). The landscape plan and cost estimate should:
  - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
  - Include a mix of coniferous and deciduous trees.
  - Include the two (2) required replacement trees with a minimum size of 9 cm calliper (deciduous) or 5 m high (conifer).
  - Include the estimated value of the two (2) recommended large-sized replacement trees (i.e. \$2,500/tree for a total of \$5,000).
2. City acceptance of the applicant's voluntary contribution in the amount of \$5,000 to the City's Tree Compensation Fund in-lieu of planting the balance of the required replacement trees on-site, for the planting of trees elsewhere within the City.
3. Registration of a flood indemnity covenant on Title
4. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,208) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* stage, the following items must be completed:**

- Entrance into a standard Servicing Agreement for the design and construction of rear lane improvements along the entire north property line of the subject site. Lane improvements are to include, but are not limited to: curb and gutter, and lane lighting. Note: the design is to include water, storm and sanitary connections for both lots.
- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fee.

**At Building Permit\* stage, the following items must be completed:**

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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 Division at 604-276-4285.

Note:

**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.

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8932 (RZ 12-611497)  
11111 Williams 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. 010-441-671

Lot 13 Block 2 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8932"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

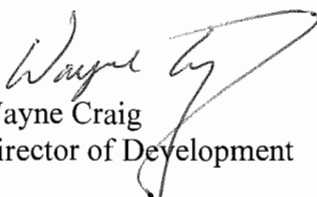
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 3, 2014  
**File:** RZ 13-650300

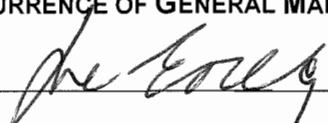
**Re:** Application by Raman Kooner for Rezoning at 9140 Dolphin Ave from Single Detached (RS1/B) to Single Detached (RS2/K)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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



**Staff Report**

Item	Details	
Applicant	Raman Kooner	
Location	9140 Dolphin Avenue (see <b>Attachment 1</b> )	
Development Data Sheet	See <b>Attachment 2</b>	
Zoning	Existing: "Single Detached (RS1/B)"	
	Proposed: "Single Detached (RS2/K)"	
OCP Designation	Neighbourhood Residential (NRES)	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Broadmoor (Ash Street Sub-Area) Plan Designation	Low Density Residential (see <b>Attachment 3</b> )	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes to build a legal secondary suite within the principal dwelling on one (1) of the two (2) lots proposed.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.	
Surrounding Development	North:	One (1) newer dwelling on a large-sized lot zoned "Single Detached (RS1/B)", directly across Dolphin Avenue.
	South:	One (1) dwelling on a medium-sized lot zoned "Single Detached (RS1/B)", fronting Dolphin Court.
	East:	Three (3) newer dwellings on small to medium-sized lots zoned "Single Detached (RS1/B)" and "Single Detached (RS1/K)", one (1) of which fronts Dolphin Avenue and two (2) of which front Heather Street.
	West:	Three (3) dwellings on medium-sized lots zoned "Single Detached (RS1/B)", fronting Dolphin Court.
Rezoning Considerations	See <b>Attachment 4</b> .	

**Staff Comments**Related Policies & Studies

The redevelopment of the subject site is governed by the Ash Street Sub Area Plan, which dictates that property designated for low-density residential development outside of the 'infill' sites be "guided by the City's normal Development Application process". Rezoning applications for sites outside of designated 'infill' areas are thus considered on their own merits. Staff determined that houses on lots zoned "Single Detached (RS2/K)" do fit into the character of the neighbourhood as there are existing small lots in the area. The applicant's lot is shown as being outside designated 'infill' sites in the Ash Street Sub Area Land Use Map (**Attachment 3**).

Background

The proposed rezoning would enable a subdivision to create two (2) smaller lots from an existing large lot on the south side of Dolphin Avenue between Dolphin Court and Heather Street in the

Broadmoor Planning Area (Ash Street Sub-Area). Each new lot would be a minimum of 10 m wide and 440 m<sup>2</sup> in area. A topographic survey and proposed subdivision plan is shown in **Attachment 5**.

#### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant; which identifies and provides recommendations on tree retention and removal relative to the proposed development. The report identifies one (1) undersized tree on-site (tag # 1), one (1) undersized shrub on-site (tag # 2), and one (1) bylaw-sized tree on-site (tag # 3).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the recommendations to:

- Retain the Flowering Cherry tree located on-site in the rear yard (tag # 3), due to its good condition and location outside of the building envelope. Tree protection fencing is required to be installed in accordance with City's Tree Protection Information Bulletin TREE-03. Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.
- Remove one (1) undersized Douglas Fir in the front yard and one (1) undersized shrub located in the rear yard (tag # 1 and 2), due to their size and low landscape value.

The proposed Tree Retention Plan is shown in **Attachment 6**.

To ensure that the Flowering Cherry tree (tag # 3) survives, the applicant is required to submit the following items prior to final adoption of the rezoning bylaw:

- A contract with a Certified Arborist for supervision of any works conducted within close proximity to the tree protection zone. The contract must include the scope of work to be undertaken, including a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A security in the amount of \$1,000 (to reflect the 2:1 tree replacement ratio at \$500/tree). Following completion of construction and landscaping on-site, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.

Consistent with "Council Policy 5032 – Tree Planting", the applicant proposes to plant and maintain two (2) trees on each lot for a total of 4 trees (6 cm calliper deciduous or 3.5 m high conifer). To ensure the four (4) trees are planted and maintained on-site, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

#### Site Servicing & Vehicle Access

There are no servicing upgrades required with rezoning.

Vehicle access to the proposed lots will be to/from Dolphin Avenue. There is an existing street light in front of the subject site on City-owned property in the boulevard along Dolphin Avenue. In accordance with the City's Engineering Design Specifications, the minimum distance required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot is 1.5 m (otherwise, the streetlight must be relocated at the applicant's cost). There is existing space within the Dolphin Avenue frontage to accommodate a standard driveway crossing on each lot proposed.

#### Subdivision and Building Permit Stage

At subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

At Building Permit stage, the applicant must complete the following service connection works:

##### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage; within the City boulevard.

##### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line; within the City boulevard.

##### *General Items*

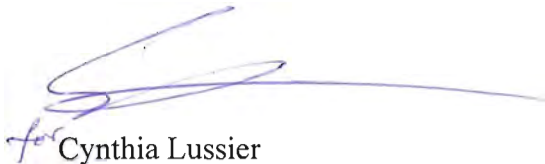
- The applicant is to provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

## Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the established pattern of redevelopment in the surrounding neighbourhood.

The list of rezoning considerations is included in **Attachment 4**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9129 be introduced and given first reading.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

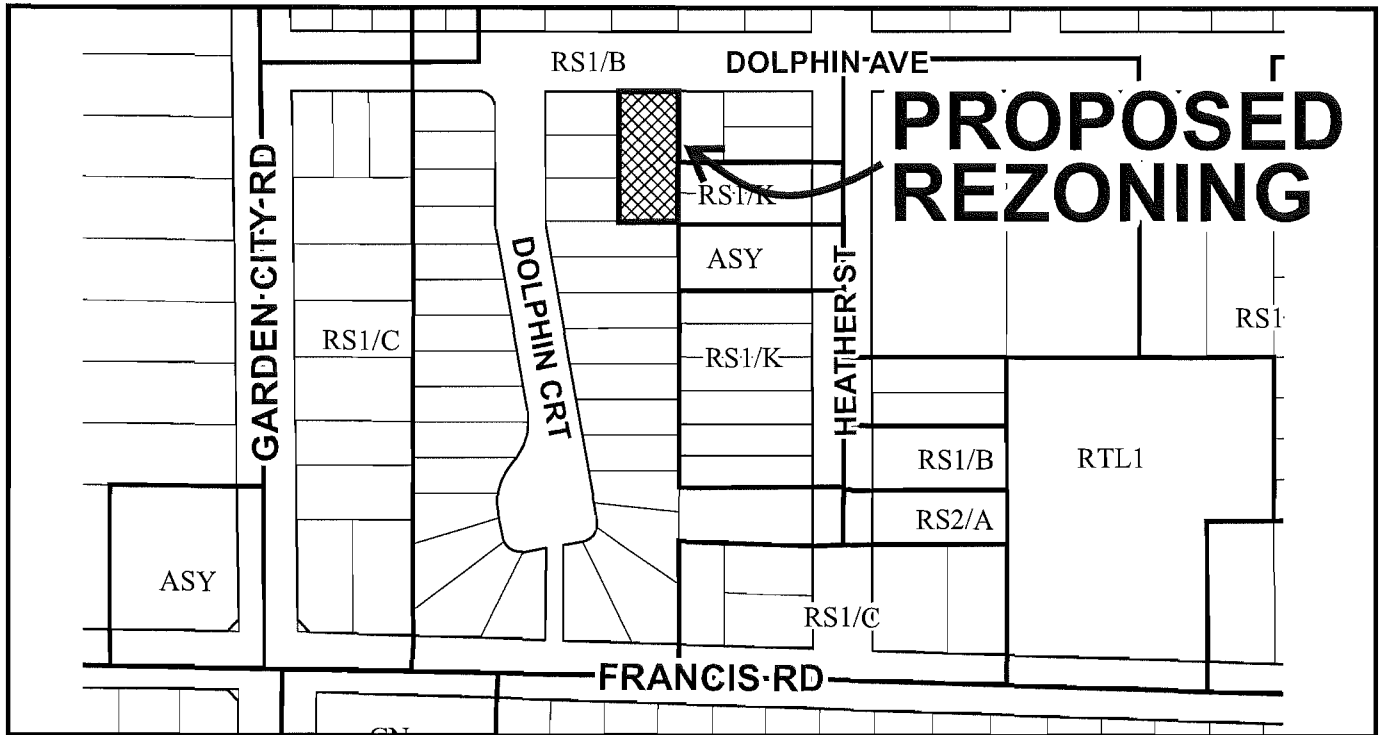
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- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Ash Street Sub-Area Plan Land Use Designation Map
- Attachment 4: Rezoning Considerations
- Attachment 5: Topographic Survey and Proposed Subdivision Plan
- Attachment 6: Proposed Tree Retention Plan

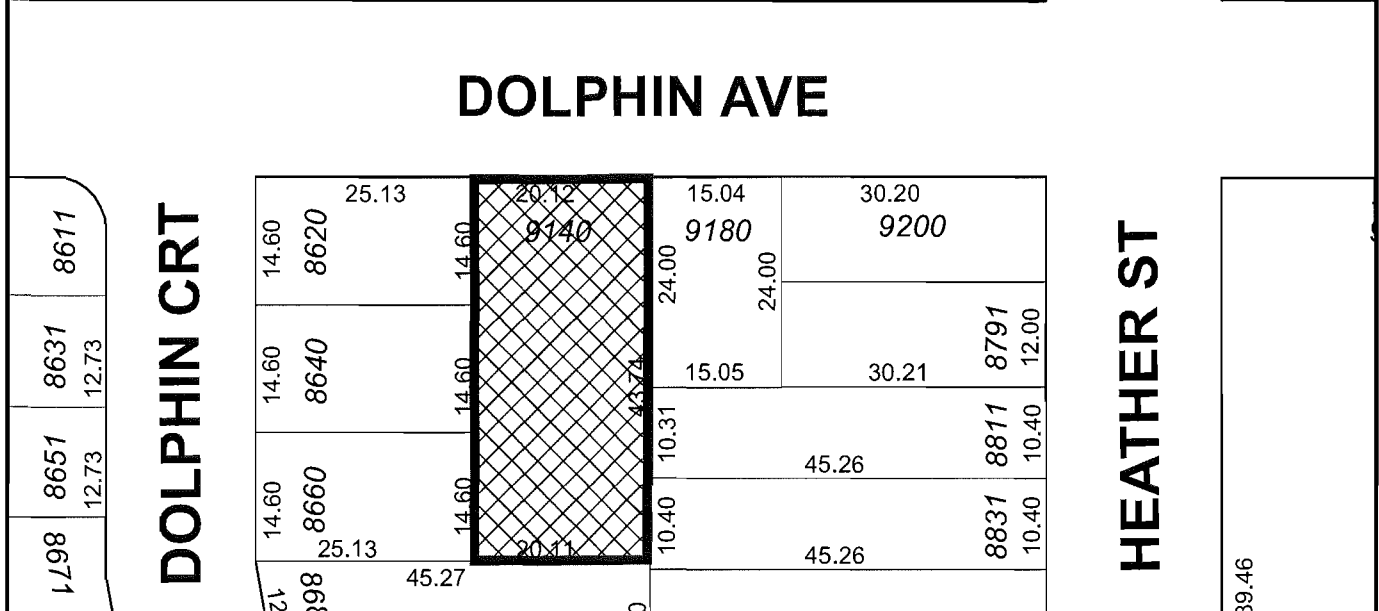




City of  
Richmond



53	9111	9131	9151	9171		20	9251
31	22.63	22.63	22.63	22.56	22.71		26.33



RZ 13-650300

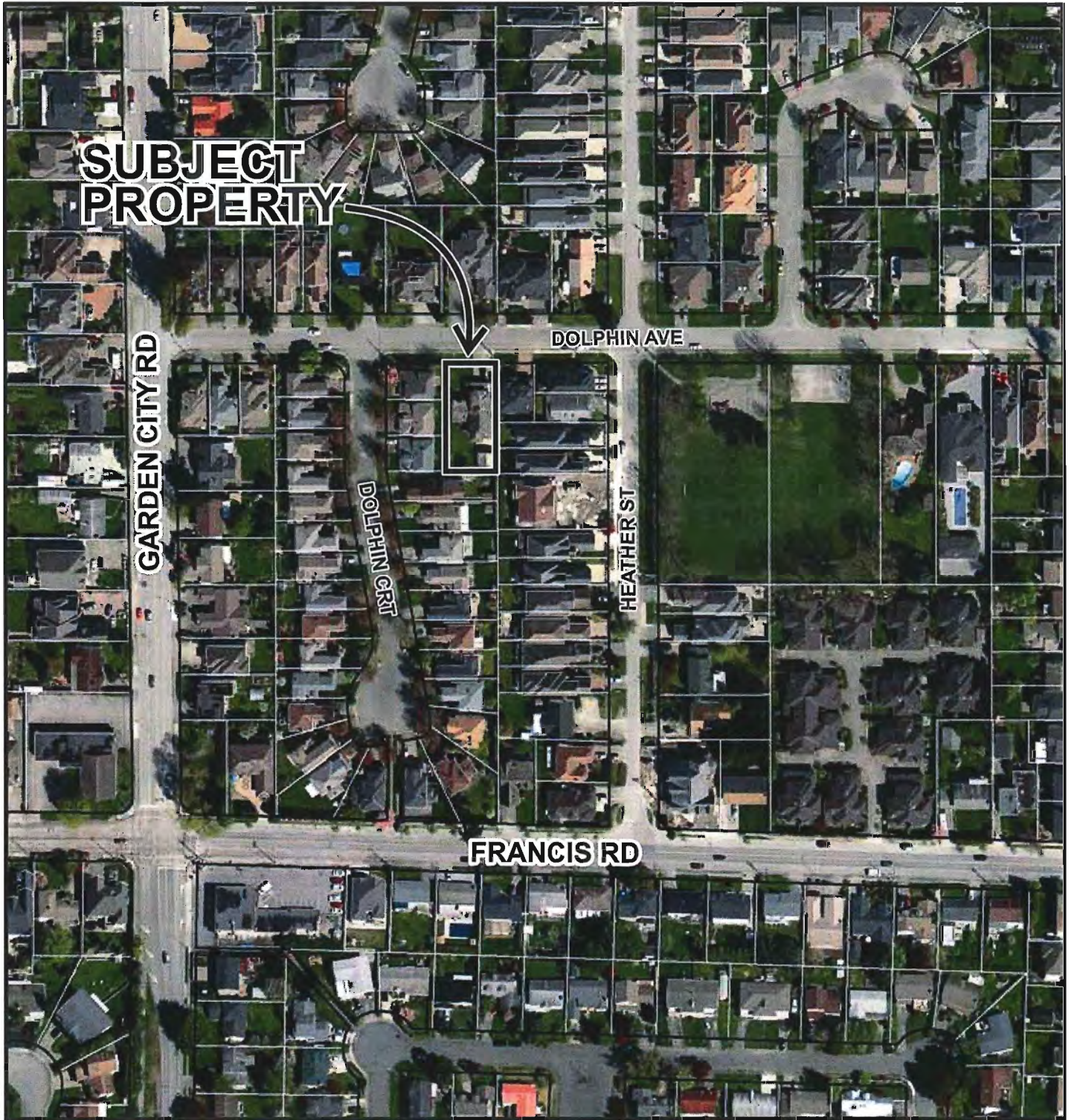
Original Date: 03/06/14

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 13-650300

CNCL - 263

Original Date: 11/25/13

Revision Date:

Note: Dimensions are in METRES



**RZ 13-650300**

**Attachment 2**

Address: 9140 Dolphin Ave

Applicant: Raman Kooner

Date Received: November 20, 2013 Fast Track Compliance: December 20, 2013

	Existing	Proposed
Owner	Jaskiran Hayer Akkalan Holdings Inc	To be determined
Site Size (m <sup>2</sup> )	880 m <sup>2</sup> (9,472 ft <sup>2</sup> )	Two (2) lots, each approximately 440 m <sup>2</sup> (4,736 ft <sup>2</sup> )
Land Uses	One (1) single detached dwelling	Two (2) single-family lots
Zoning	Single Detached (RS1/B)	Single Detached (RS2/K)

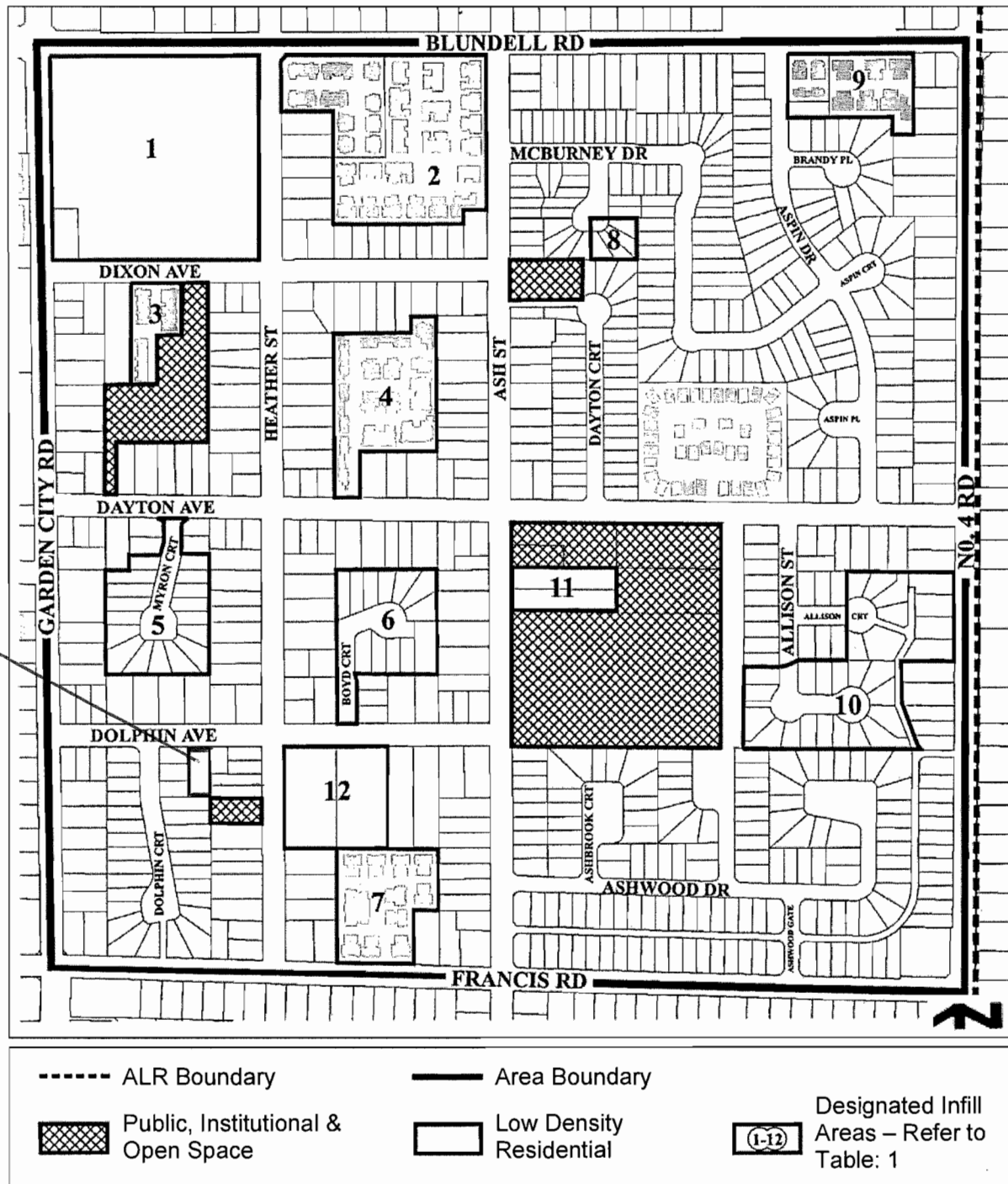
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2 ½ storeys	2 ½ storeys	none
Lot Size	Min. 315 m <sup>2</sup>	Min. 440 m <sup>2</sup>	none
Lot Width	Min. 10 m	Min. 10.06 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.



City of Richmond

## Land Use Map







**City of  
Richmond**

## **Rezoning Considerations**

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 9140 Dolphin Ave

**File No.:** RZ 13-650300

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, the following items are required to be completed:**

1. Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the Tree Protection Zone of the Flowering Cherry tree in the rear yard of the subject site (tag # 3). The Contract must include the scope of work to be undertaken, including: the proposed number of monitoring inspections (at specified stages of site preparation and development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
2. Submission of a tree survival security to the City in the amount of \$1,000 for the Flowering Cherry tree to be retained (tag # 3). After construction and landscaping on-site is completed, the applicant must request a landscaping inspection to verify tree survival. If the tree has survived, 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a landscaping security in the amount of \$2,000 to ensure that four (4) trees are planted and maintained on-site (minimum 6 cm caliper deciduous or 3.5 m high conifer).
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 one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,210) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Demolition\* stage, the following items are required to be completed:**

- Installation of tree protection fencing, to City standard, around the Flowering Cherry tree located on-site in the rear yard (tag # 3), in accordance with the City's Tree Protection Information Bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* and Building Permit\* stage, the following items are required to be completed:**

- Payment of Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.
- Ensure that the site plan for the lots accounts for the minimum distance of 1.5 m required between the nearest streetlight on Dolphin Avenue and the curb letdown for the driveway crossing to the proposed west lot. Otherwise, the streetlight must be relocated at the developer's cost.

### *Storm Sewer Works*

- Cap and abandon the existing storm leads at the northwest corner of the proposed west lot (Lot A) and northeast corner of the proposed east lot (Lot B).
- Provide one (1) new dual storm service connection complete with inspection chamber from the existing 600 mm diameter concrete storm sewer at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *Water Works*

- Using the OCP Model, there is 171 L/s of water available at a 20 psi residual at the hydrant at the frontage of 9151 Dolphin Avenue. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or International Organization for Standardization to confirm that there is adequate available flow.
- Disconnect the existing water service at Dolphin Avenue and cap the connection at the main.
- Provide two (2) new water service connections, complete with individual water meters as per Waterworks and Water Rate Bylaw 5637, from the existing 150 mm diameter watermain at the Dolphin Avenue frontage, within the City boulevard.

### *Sanitary Sewer Works*

- Cap and abandon the existing sanitary connection at the southwest corner of the proposed west lot (Lot A).
- Provide a new dual sanitary service connection complete with inspection chamber from the existing 200 mm diameter sanitary sewer main at the Dolphin Avenue frontage north of the proposed common property line, within the City boulevard.

### *General Items*

- Provide any required private utility company rights-of-ways to accommodate their above ground equipment (i.e., transformers, kiosks, transformers, etc.) and any future under-grounding of overhead lines.

### **Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, Letters of Credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed original on file]

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Signed

---

Date

# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

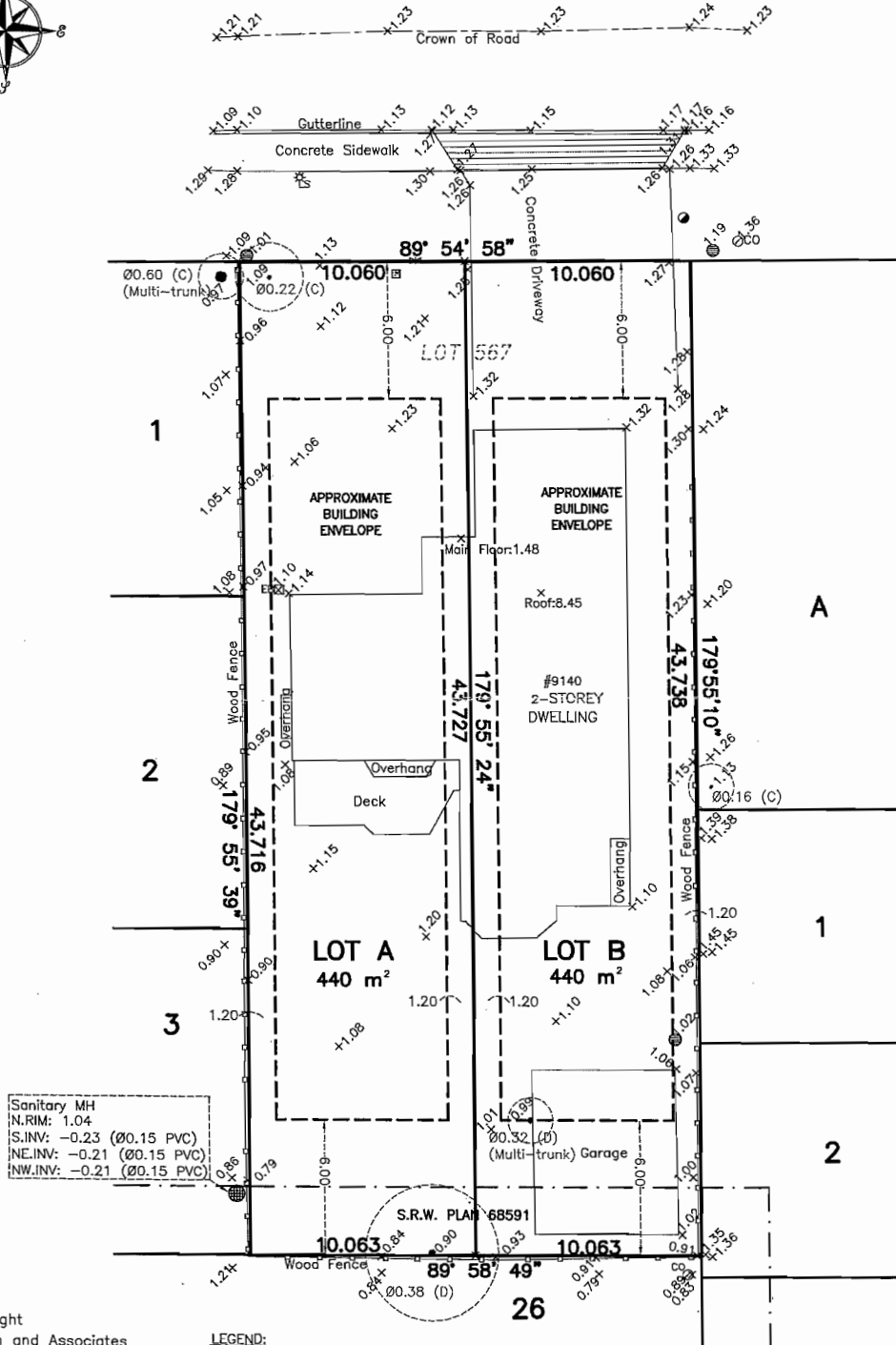
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0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



DOLPHIN AVENUE



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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. 5336  
FB-242 P59-62  
Drawn By: TH

## LEGEND:

- (C) denotes coniferous
- (D) denotes deciduous
- denotes power pole
- ⊙ denotes round catch basin
- ⊕ denotes manhole
- EB denotes electrical box
- ⊠ denotes water meter
- ⊞ denotes water valve
- CO denotes cleanout
- LS denotes lamp standard

## NOTE:

Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #196,  
Central Monument 77H4970  
Located at CL Brown Rd & Brown Gate.  
Elevation = 1.793 metres

## CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.

DWG No. 5336-TOPO

CNCL - 269

NOVEMBER 4th, 2013

NTS



## TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 567 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 62102

#9140 DOLPHIN AVENUE,  
RICHMOND, B.C.  
P.I.D 003-023-265

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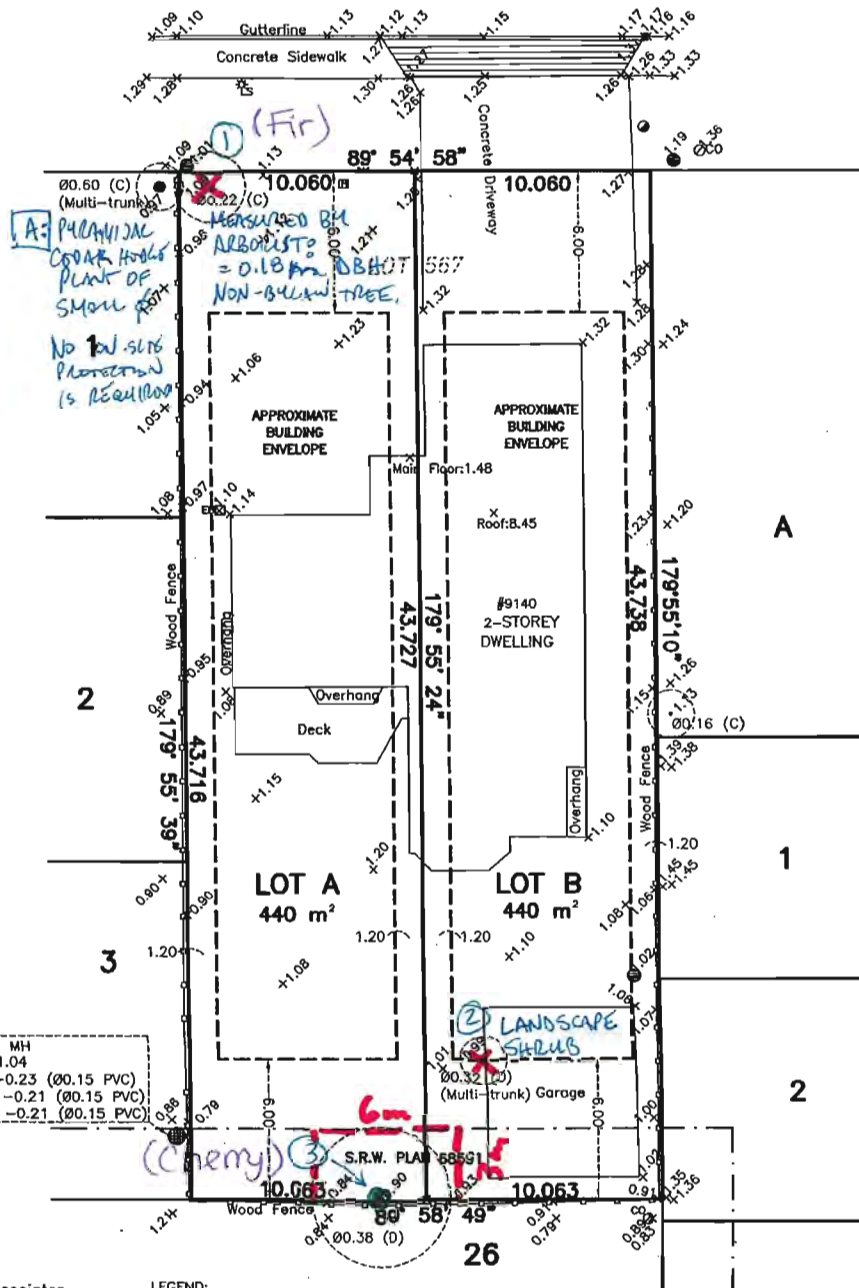
0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



DOLPHIN AVENUE

Crown of Road



Sanitary MH  
N.RIM: 1.04  
S.INV: -0.23 (Ø0.15 PVC)  
NE.INV: -0.21 (Ø0.15 PVC)  
NW.INV: -0.21 (Ø0.15 PVC)

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FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.  
NOVEMBER 4th, 2013

DWG No. 5336-TOPO

CNCL - 270

NTS



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9129 (RZ 13-650300)  
9140 Dolphin 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 **“SINGLE DETACHED (RS2/K)”**.

P.I.D. 003-023-265

Lot 567 Section 22 Block 4 North Range 6 West New Westminster District Plan 62102

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9129”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



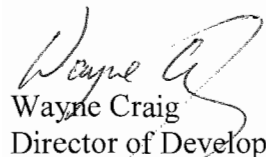
# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** March 11, 2014  
**File:** ZT 13-650975  
**Re:** Application by 0800705 B.C. Ltd. for a Zoning Text Amendment to the High Rise Apartment (ZHR7) - Lansdowne Village (City Centre) Zoning District at 7117 Elmbridge Way

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the "High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)" zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a "live/work dwelling" within this zone, and rely on the definition of "live/work dwelling" under Section 3.4 (Use and Term Definitions), be introduced and given first reading.

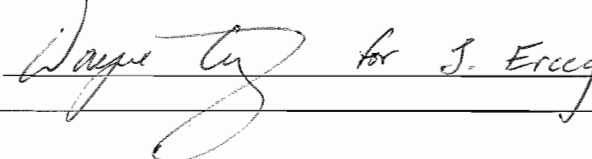
  
Wayne Craig  
Director of Development

WC:jlf

Att.

### REPORT CONCURRENCE

#### CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

An application has been made by 0800705 B.C. Ltd. to the City of Richmond for a zoning text amendment to the existing “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district to delete the regulation of uses under Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” in order to apply the existing definition of “live/work dwelling” under the general definition section (Section 3.4 – Use and Term Definitions) of the Richmond Zoning Bylaw for the property at 7117 Elmbridge Way (Attachment 1 – Location Map).

The site was rezoned to “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” in 2010 to permit up to 97 units, including 6 affordable housing units and 4 live/work dwellings in a 12-storey building (RZ 07-402059). As part of the rezoning, the term “live/work dwelling” was defined in Bylaw 8517 to rezone the site to a site specific zone, “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)”. For the purposes of this zone, the term “live/work dwelling” was defined as a dwelling unit that may be used as a home business together with a studio for artist, dance, radio, television or recording, provided that the dwelling unit has an exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.

The proponent has recently completed construction at the subject property. The 4 live/work dwellings are ground oriented with two units facing Elmbridge Way and two units facing Alderbridge Way (Attachment 2 – Site Photos). The proponent has indicated they have had difficulties selling the live/work dwellings due to the restrictive definition under the existing ZHR7 zone and have requested a zoning text amendment to remove Section 19.7.11.1 (Other Regulations) under the existing ZHR7 zoning district. By default, the more recent definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) would then apply to the subject property.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

### Surrounding Development

The site is presently occupied by a 12-storey building with 92 dwelling units with below building parking that is generally screened from view along the Alderbridge Way and Elmbridge Way frontages. The immediate context surrounding the development site is as follows:

To the North: A lane and an existing single storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (25 m)” in the City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map;

To the East: An existing two-storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map;



To the South: Elmbridge Way and an existing residential high-rise development zoned “Downtown Commercial District (C7)”, designated “Urban Core T6 (45 m)” in the CCAP Lansdowne Village Specific Land Use Map; and

To the West: Alderbridge Way, and an existing single storey building zoned “Limited Industrial Retail District”, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map.

### **Related Policies & Studies**

#### 2041 Official Community Plan

The 2041 Official Community Plan (OCP) designates the subject site “Mixed Use”. The proposed text amendment would comply with the 2041 OCP designation.

#### City Centre Area Plan (CCAP)

The CCAP designates the subject site “Urban Centre T6 (45 m)” in the Lansdowne Village Specific Land Use Map. The designation permits residential density up to a maximum of 3.0 Floor Area Ratio (FAR), which includes a density bonus of 1.0 FAR for provision of affordable housing units in compliance with the Richmond Affordable Housing Strategy. The proposed text amendment would have no impacts on the building compliance with the CCAP land use designation and related policies.

#### OCP Aircraft Noise Sensitive Development (ANSD) Policy

An Aircraft Noise Covenant has been registered previously on title identifying that this site and land use is affected by aircraft noise as per the Airport Noise Contours in the OCP.

#### Floodplain Management Implementation Strategy

A Floodplain Covenant has been registered previously on title identifying a minimum Flood Construction Level of 3.1 m GSC in accordance with the bylaw.

### **Public Input**

Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

### **Staff Comments**

No significant concerns have been identified through the staff review of the proposal.

### **Analysis**

As discussed above, Section 19.7.11.1 of the ZHR7 zone includes a definition for the term “live/work dwelling” that restricted the commercial component to home business uses as defined by the Zoning Bylaw plus artist, dance, radio, television or recording studios. The proponent has indicated that it has been difficult to sell the 4 live/work dwelling units due to the limited range of commercial uses.

The ZHR7 zone was advanced to Council in July 2009 prior to the City's current Zoning Bylaw. At this time, staff took a very conservative view on the potential uses permitted in live/work dwellings and site specific provisions related to the operation of a live-work dwelling were embedded in the ZHR7 site specific zone. The ZHR7 zone was adopted by Council in September 2010.

In November 2009, Council adopted a new Zoning Bylaw (Bylaw 8500) which included a definition of "live/work dwelling" along with specific general provisions related to how a live/work dwelling was designed, constructed and operated. In January 2011, Council adopted a housekeeping amendment bylaw (Bylaw 8684) to the Zoning Bylaw which updated a revised definition for "live/work dwelling". The current term for "live/work dwelling" allows a wider range of commercial uses including commercial education, health service, personal service or studio space for artists. The proponent has requested that this definition be used for the subject property. The proposed zoning bylaw amendment would delete the site specific definition of a live-work unit from the ZHR7 zone and require that the live/work units on the site confirm with the City wide regulations on live/work dwellings. Table 1 below provides a summary.

<b>Table 1: Summary of ZHR7 Zone Before and After Proposed Text Amendment</b>			
<b>ZHR7 Zone</b>	<b>Live/Work Uses</b>	<b>General Provisions</b>	<b>Analysis</b>
Current regulations on live/work dwellings	<p>Artist, dance, radio, television or recording studios.</p> <p>Home business such as licensed crafts, teaching, office, or child care program.</p>	<ul style="list-style-type: none"> <li>• Dwelling unit has an exterior access at grade</li> <li>• Maximum of 1 non-resident employee is permitted</li> <li>• Dwelling unit is designed to reflect the mixed use character of the intended use.</li> </ul>	The list of uses would be limited to home business uses, and a studio for artist, dance, radio, television or recording.
Proposed regulations on live/work dwellings following adoption of text amendment	Office, child care, commercial education, health service, personal service or studio for artists	Section 5.3 (Live/Work Dwellings) would apply which cover the provisions listed above.	The list of uses would allow additional commercial uses such as personal service use, commercial education, and health service.

As the definition under the ZHR7 zone for the subject property was adopted prior to the amended definition used in the current Zoning Bylaw, the applicant's requested zoning text amendment to repeal Section 19.7.11.1 of the ZHR7 zone would bring the definition of "live/work dwelling" in line with the current Zoning Bylaw and avoid any confusion for staff, the public and owners/tenants. The application is also consistent with the intent of the CCAP and the OCP. For these reasons, staff are supportive of this application.

#### Rezoning Considerations

All necessary requirements and conditions were addressed and secured through previously approved applications for the subject site. Therefore, no rezoning considerations are required through this zoning text amendment application.

**Financial Impact**

None

**Conclusion**

The applicant is requesting a zoning text amendment in order to apply the existing definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions) of the Richmond Zoning Bylaw at 7117 Elmbridge Way, which is currently zoned “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” and allows for high rise apartment and live/work dwellings with a density bonus for affordable housing. The definition for “live/work dwelling” under the ZHR7 zone pre-dates the revised definition in the Zoning Bylaw. The request to amend the text to the ZHR7 zone would bring it in line with the Zoning Bylaw. Further, the revised definition would provide a wider range of commercial uses for a live/work dwelling. On this basis, staff support the requested zoning text amendment.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9113, be introduced and given first reading.



John Hopkins, MCIP, RPP  
Senior Planner  
(604-276-4279)

JH:cas

- Att. 1 – Location Map
- Att. 2 – Site Photos
- Att. 3 – Development Application Data Sheet







City of  
Richmond



ZT 13-650975

Original Date: 12/09/13

Revision Date:

Note: Dimensions are in METRES



Photo 1: Looking north-east at Subject Property



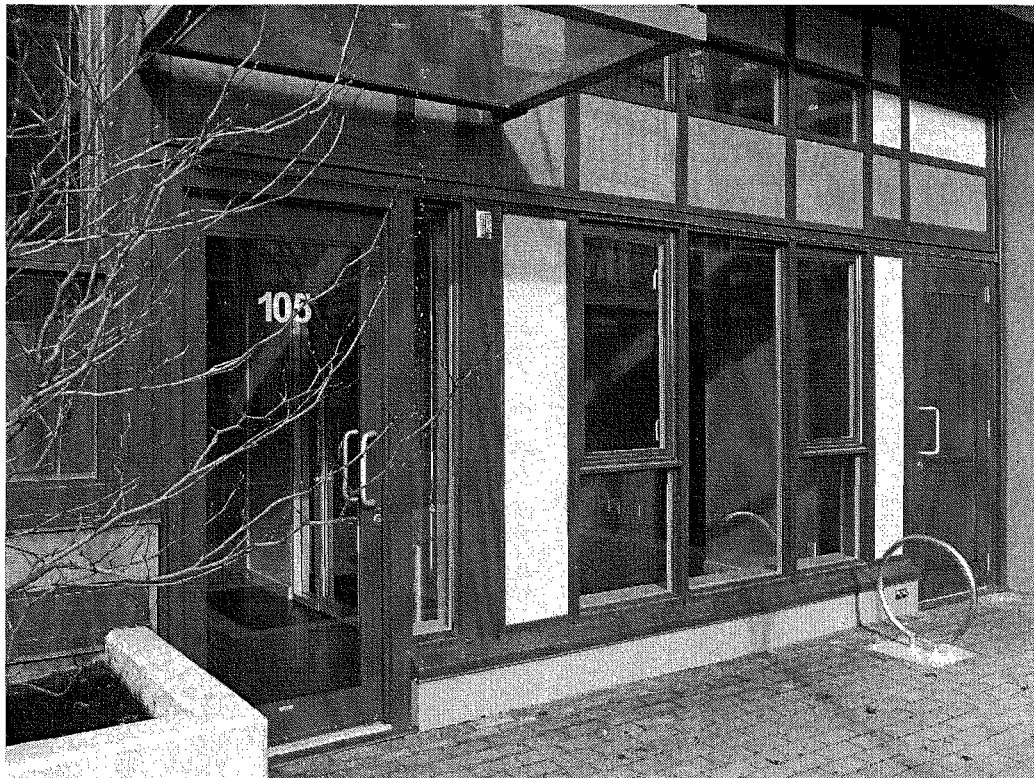
Photo 2: Live/work dwellings along Alderbridge Way



Photo 3: Live/work dwelling facing Alderbridge Way. The door in the foreground is for the work studio and the door in the background is for the dwelling unit. An internal door provides access between the work studio and dwelling unit.



Photo 4: Live/work dwelling facing Alderbridge Way.





**ZT 13-650975**

**Attachment 3**

Address: 7117 Elmbridge Way

Applicant: 0800705 B.C. Ltd.

	Existing	Proposed
<b>Owner:</b>	0800705 B.C. Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	2,607.8 m <sup>2</sup> (28,070 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	Residential units including 4 live/work dwellings	No change
<b>OCP Designation:</b>	High-Density Mixed Use	No change
<b>Area Plan Designation:</b>	Lansdowne Village Specific Land Use Map: Urban Core T6	No change
<b>Zoning:</b>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings to be used as a home business together with a studio for artist, dance, radio, television or recording provided that the dwelling unit has exterior access at grade, a maximum of 1 non-resident employee, and the dwelling unit is designed to reflect the mixed use character of the intended use.</li></ul>	High Rise Apartment (ZHR7) – Lansdowne Village (City Centre) <ul style="list-style-type: none"><li>Allows for 4 live/work dwellings that would allow the occupant of the dwelling to work in part of the dwelling for an office, child care, commercial education, health service, personal service or studio for artists.</li></ul>
<b>Number of Units:</b>	97, including 4 live/work dwellings	No change





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9113 (ZT 13-650975)  
7117 Elmbridge Way**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing Section 19.7.11.1.
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9113”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Department

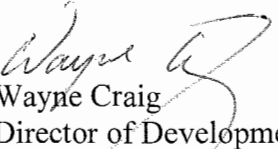
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 10, 2014  
**File:** RZ 13-638852

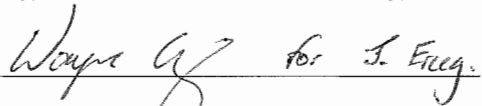
**Re:** Application by Citimark-Western Alberta Road Townhouse Ltd. for Rezoning at 9671 Alberta Road from Single Detached (RS1/F) to Medium Density Townhouses (RTM2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:jh  
Att.

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

## **Staff Report**

### **Origin**

Citimark-Western Alberta Road Townhouse Ltd. has applied to the City of Richmond for permission to rezone 9671 Alberta Road (Attachment 1 – Location Map) from “Single Detached (RS1/F)” zone to “Medium Density Townhouses (RTM2)” zone in order to permit the development of a 21-unit townhouse complex.

### **Project Description**

The owners are proposing to develop a 21-unit, three-storey townhouse complex that would integrate with the recently built 22-unit townhouse complex to the west (9651 Alberta Road [RZ 10-518827]) and with the proposed 24-unit townhouse complex to the east (9691 Alberta Road [RZ 11-590114]) which is currently under construction. The proposal would have six detached three-storey townhouse buildings accessed from an internal drive aisle. Each detached building would have three- to four-units each, and each unit would have a two-car garage on one side and a front door and path to a public road or pedestrian pathway on the other side. The proposal would include outdoor amenities such as a children’s play area, benches, and widening of the north-south walkway that connects Alberta Road with Hemlock Drive and Birch Street. All of the townhouse units would have aging-in-place accessibility features and one unit is proposed for easy conversion to provide universal access. A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). A preliminary site plan, building elevations, and landscape plan are provided in Attachment 3.

### **Surrounding Development**

To the North: At 6300 Birch Street, a 98-unit, two-storey townhouse complex zoned “Town Housing (ZT32) – North McLennan (City Centre)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the East: At 9691 Alberta Road, a 24-unit, three-storey townhouse complex zoned “Low Density Townhouses (RTL4)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan which is under construction.

To the South: Across Alberta Road, single family homes on lots zoned “Single Detached (RS1/F)” and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the West: At 9651 Alberta Road, a 22-unit, three-storey townhouse complex zoned “High Density Townhouses (RTH1)” and designated “Residential Area 3” in the McLennan North Sub-Area Plan.

### **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 would be consistent with the OCP.

McLennan North Sub-Area Plan

The subject property is located within the McLennan North Sub-Area Plan which is a part of the City Centre Area Plan (Schedule 2.10C of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The proposed development would be consistent with the land use designation, “Residential Area 4”, as it allows townhouse development with a three-storey maximum where a maximum of 30% lot coverage is achieved and permits a base Floor Area Ratio (FAR) of 0.55. An increase in the FAR to 0.65 may be considered where affordable housing and/or specialized housing is provided for people with disabilities, amenities are provided or conserved, and where community facilities and services are provided. As the proposal include a voluntary contribution to the Affordable Housing Reserve Fund and is providing a dwelling unit for easy conversion to provide universal access, a density increase of 0.10, for a total FAR of 0.65, is proposed. This is consistent with the Sub-Area Plan, and the proposal would fit well within the mixed urban context and varied building styles on adjacent properties.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 metres GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant is to be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation and climate control measures at the time of applying for their Development Permit.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant is making a voluntary contribution to the Affordable Housing Reserve Fund in lieu of providing affordable housing units on site. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$55,134.90 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Public Art

In accordance with City policy, the applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per buildable square footage based on the proposed FAR to the City’s Public Art Fund. The amount of the contribution would be \$21,226.94 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Amenity Space

Consistent with the OCP, an outdoor amenity space of 6.0 m<sup>2</sup> (64.6 ft<sup>2</sup>) per unit is to be provided, including 3.0 m<sup>2</sup> (32.3 ft<sup>2</sup>) per unit for a children’s play area. The proposal meets these requirements. The outdoor amenity space will be located in a central area of the site and in addition to the children’s play area, a picnic bench, and visitor bicycle parking will also be provided.



The proposal does not provide any indoor amenity space. In accordance with the OCP, a minimum of 70 m<sup>2</sup> (753 ft<sup>2</sup>) of indoor amenity space would be required. In lieu of indoor amenity space, Policy 5041 allows a cash-in-lieu contribution in the amount of \$1,000 per unit for the first 19 units and \$2,000 per unit if there are more than 19 units. In accordance with Policy 5041, the owner will be providing a cash-in-lieu payment of \$23,000 to the Recreation Facility Reserve Fund.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application. Should the rezoning application proceed, a Public Hearing will provide opportunity for additional public input.

### **Staff Comments**

#### Trees Removal, Retention and Replacement

An arborist report was submitted to assess the existing trees on the site for possible retention. The report identified 38 trees that would be impacted by the proposed development. Of these trees, seven trees have been identified to be retained. The remaining 31 trees, including 22 on-site and 9 off-site trees, have been identified for removal because they are either in poor condition or are located within the proposed development footprint (Attachment 5). All of the off-site trees are located on the neighbouring property to the east which is under construction. The removal of the 9 off-site trees was part of a previous development application (RZ 11-590114) for the adjacent parcel and suitable replacement trees were approved.

Of the 22 on-site trees that are to be removed, a 2:1 planting ratio of new trees will need to be achieved as per OCP policy for a total of 44 on-site replacement trees. A review of the new tree plantings will be conducted at the Development Permit stage where a detailed review will be conducted as to the number, type and arrangement of new trees that are to be planted.

#### Servicing Requirements

The site is to connect to existing water, sanitary and stormwater servicing along Alberta Road. No servicing upgrades are required as part of this proposal. At the building permit stage, fire flow calculations must be signed and sealed by a professional engineer to confirm that there is adequate available flow.

The developer is responsible for the installation of pre-ducting for private utilities along the Alberta Road and Hemlock Drive frontage. If required, private utility companies will require rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.).

Prior to final adoption the following must be completed:

1. Dedicate 12.1 m<sup>2</sup> of the site for the completion of the Hemlock Drive/Birch Street corner.
2. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for Public Right-of-Passage (PROP) and utilities;
3. Registration of a 3 metre PROP statutory right-of-way along the entire western edge of the site, flared to 5 metres at both Hemlock Drive & Alberta Road, for widening of the pedestrian walkway to a total width of 6 metres; and

4. Enter into the City's standard Servicing Agreement to undertake frontage beautification on Alberta Road, completion of the Hemlock Drive frontage, the internal walkway and all other servicing requirements.

A signed copy of the rezoning considerations (Attachment 6) has been provided by the owner and is in the file.

## **Analysis**

### Proposed Zoning Amendment to Medium Density Townhouses (RTM2)

The proposed rezoning from “Single Detached RS1/F” to “Medium Density Townhouses RTM2” represents an increase in density consistent with the McLennan North Sub-Area Plan. The Sub-Area Plan outlines a transformation of the area from a predominantly single-family neighbourhood toward a higher density neighbourhood, including the development of townhouses. The proposal meets the McLennan North Sub-Area Plan policies as well as the Residential Area 4 land use designation which permits a base FAR of 0.55 and a maximum of three-storey townhouses.

The proposal seeks to take advantage of the available increase in density from the base of 0.55 FAR to the proposed 0.65 FAR. The increased density is supported as the applicant is providing a voluntary contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy, providing a voluntary contribution to the City's Public Art Fund, and providing one unit that will allow easy conversion for universal access. Other developments in the area have achieved a similar increase in base density based on similar contributions.

### Access, Circulation & Parking

Vehicular access will be from 9691 Alberta Road which is the neighbouring property to the east. A statutory right-of-way was registered on the title of 9691 Alberta Road in favour of the subject property during the rezoning process (RZ 11-590114) to allow a future drive aisle to connect to the subject property at 9671 Alberta Road.

As shown in Attachment 3, a separate internal drive-aisle, accessed from the driveway of the property at 9691 Alberta Road connecting a 24-unit townhouse project that is under construction, would allow vehicles to access the proposed units on the subject property. Each unit would have a two-car double wide garage for a total of 22 on-site parking spaces for residents. No tandem parking spaces are proposed for any of the units. The internal drive aisle would provide access to four visitor parking stalls and one handicapped stall, in addition to garbage and recycling containers and a shed for gardening supplies located in the centre of the site.

The visitor parking stalls would cross the property line with 9691 Alberta Road and are designed to include visitor parking stalls for the project under construction at 9691 Alberta Road (RZ 11-590114). This would require a cross-access easement to be secured in favour of the subject property prior to final adoption.

A minimum of 20% of all parking stalls will provide a 120V receptacle to accommodate electric vehicles charging equipment. Further, an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment.

The applicant has proposed wide corners along the internal drive-aisle to help ensure manoeuvrability of larger vehicles. The applicant is to provide a revised site plan indicating

turning radii of an SU9 vehicle to ensure these larger vehicles can move within the site at the Development Permit stage. Further design refinement may be required to enhance adequate manoeuvrability of this size of vehicle.

#### Form of Development

The developer proposes to construct a total of 21 townhouse units on the site which would include six three-storey buildings with each building containing three or four townhouse units. An internal drive aisle would provide access to each unit and provide access to visitor parking, garbage & recycling receptacles, and a garden shed. An outdoor amenity area is located in the central part of the site and would include a children's play area, a picnic bench, visitor bicycle parking and pedestrian connections to the north-south path. The developer's proposed form of development generally conforms to the Development Permit Guidelines in the OCP for multiple family residential development and the requirements of the McLennan North Sub-Area Plan.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At the DP stage, among other things, the following will be addressed:

- Overall appropriateness to the form and character of the proposed townhouse units.
- Detailed architectural, landscaping and open space design.
- Detailed design of road cross sections, including alignment of sidewalks, curbs, and boulevards.

The proposed development exceeds the bylaw requirement for on-site parking, by providing a side-by-side two-stall garage for every unit.

#### Development Variance Permit

The submitted plans currently show three variances to the "Medium Density Townhouses RTM2" zone with Zoning Bylaw 8500 as follows:

1. A variance to the minimum lot width is required from 30 metres to the existing width of 26.16 metres; a variance of 3.84 metres. This variance is supported as the subject property is surrounded by two recently developed townhouse sites with a similar lot width. To meet the lot width requirement would require additional lots which are not available.
2. A variance to the minimum interior side yard setback on the east side is required from 3.0 metres to 2.0 metres; a variance of 1.0 metre. This variance is supported to allow the siting of the building facing Alberta Street to retain 4 trees on the west side.
3. A variance to the minimum exterior side yard setback on the northeast corner of the site is required from 6.0 metres to 4.1 metres. This variance is supported as it is due to the required road dedication at Hemlock Drive and Birch Street intersection.

The setback variances will be subject to further review at the Development Permit stage.

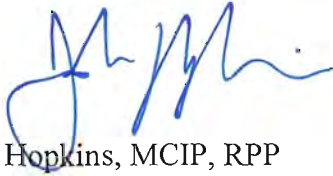
#### **Financial Impact**

None

**Conclusion**

The proposed 21-unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan North Sub-Area neighbourhood plan. Staff feel that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9117, be introduced and given first reading.



John Hopkins, MCIP, RPP  
Senior Planner  
(604-276-4279)

JH:cas

Att. 1: Location Map

Att. 2: Development Application Data Sheet

Att. 3: Conceptual Development Plans

Att. 4: McLennan North Sub-Area Plan Land Use Map

Att. 5: Arborist Report and Tree Removal and Retention Plan

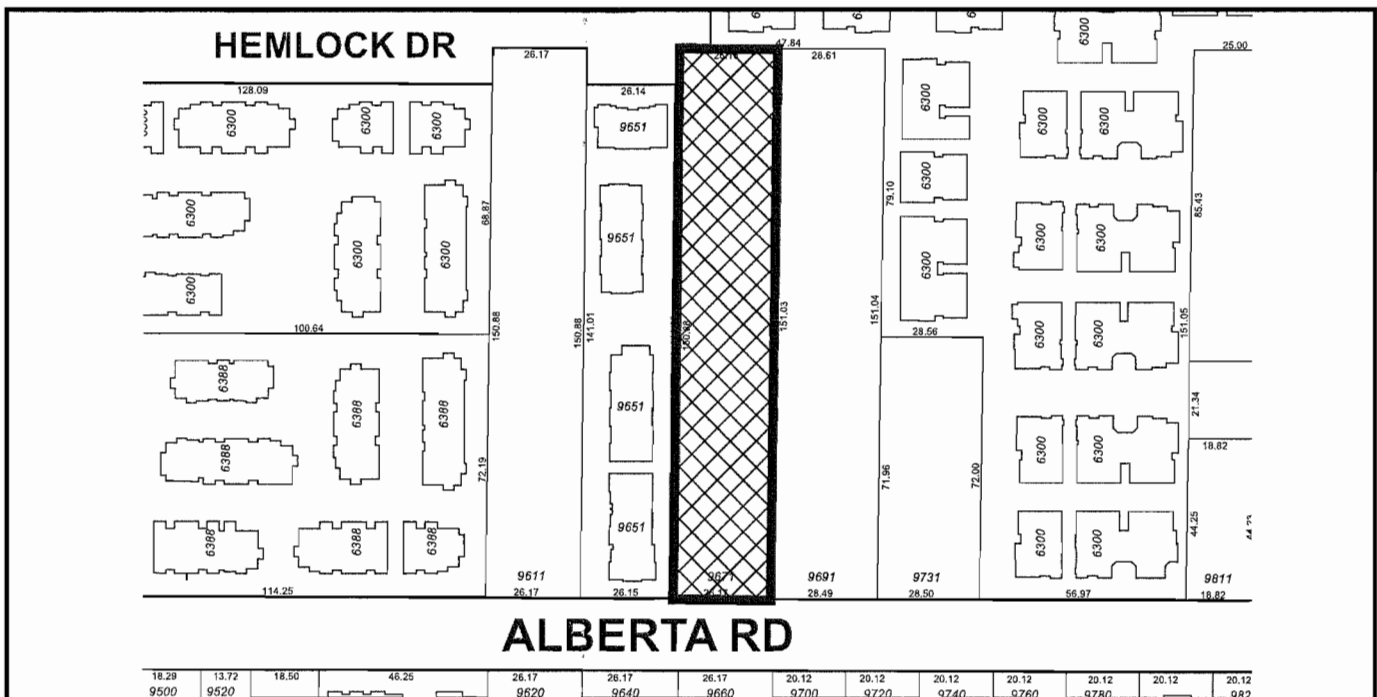
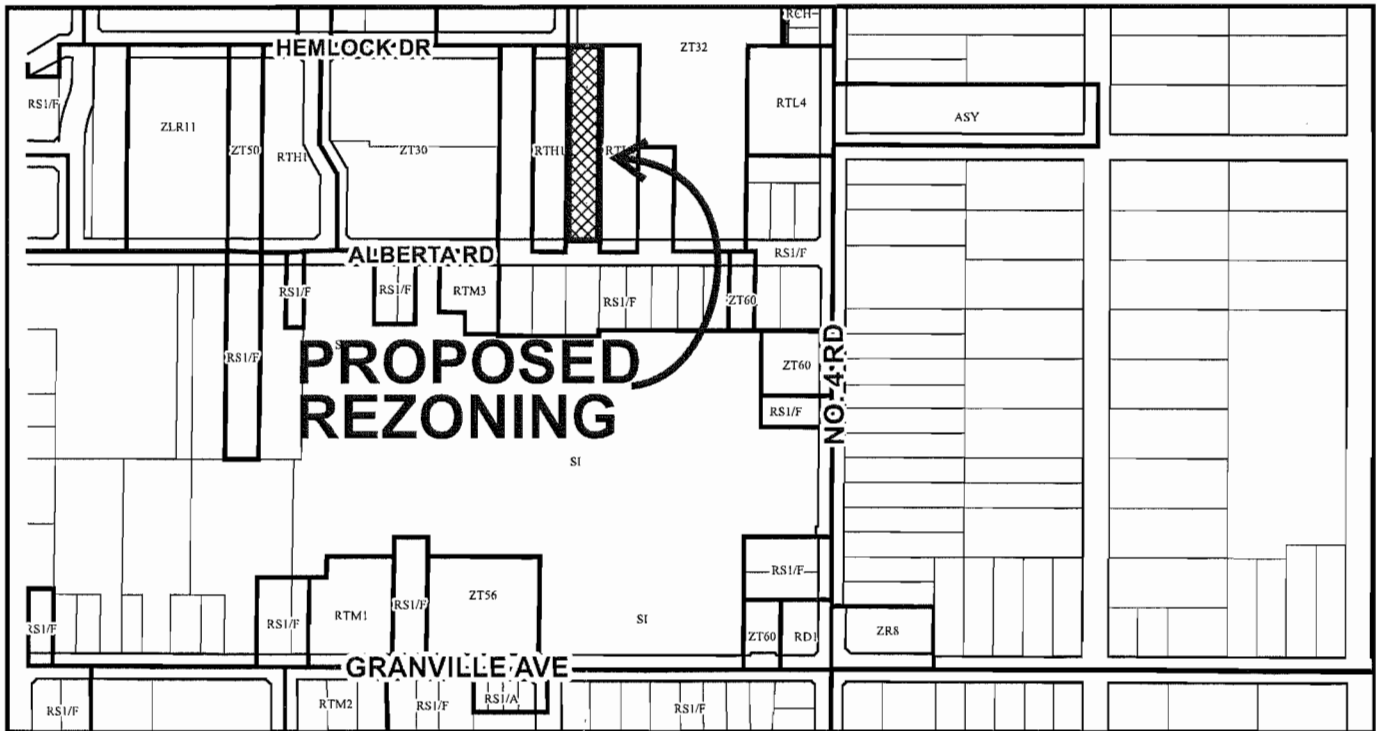
Att. 6: Rezoning Conditions





# City of Richmond

ATTACHMENT 1



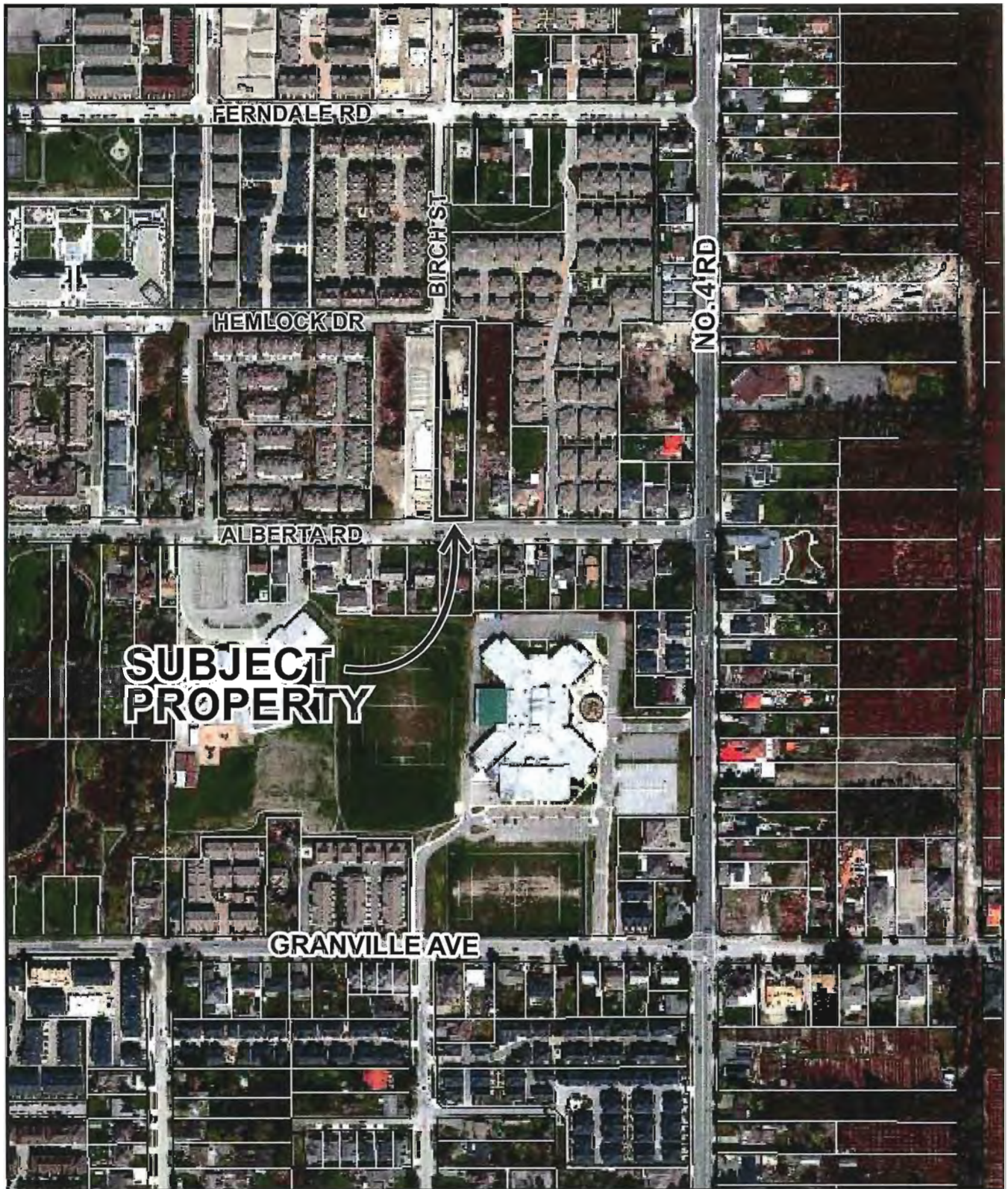
## RZ 13-638852

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 290



RZ 13-638852

Original Date: 06/18/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-638852**

**Attachment 2**

Address: 9671 Alberta Road

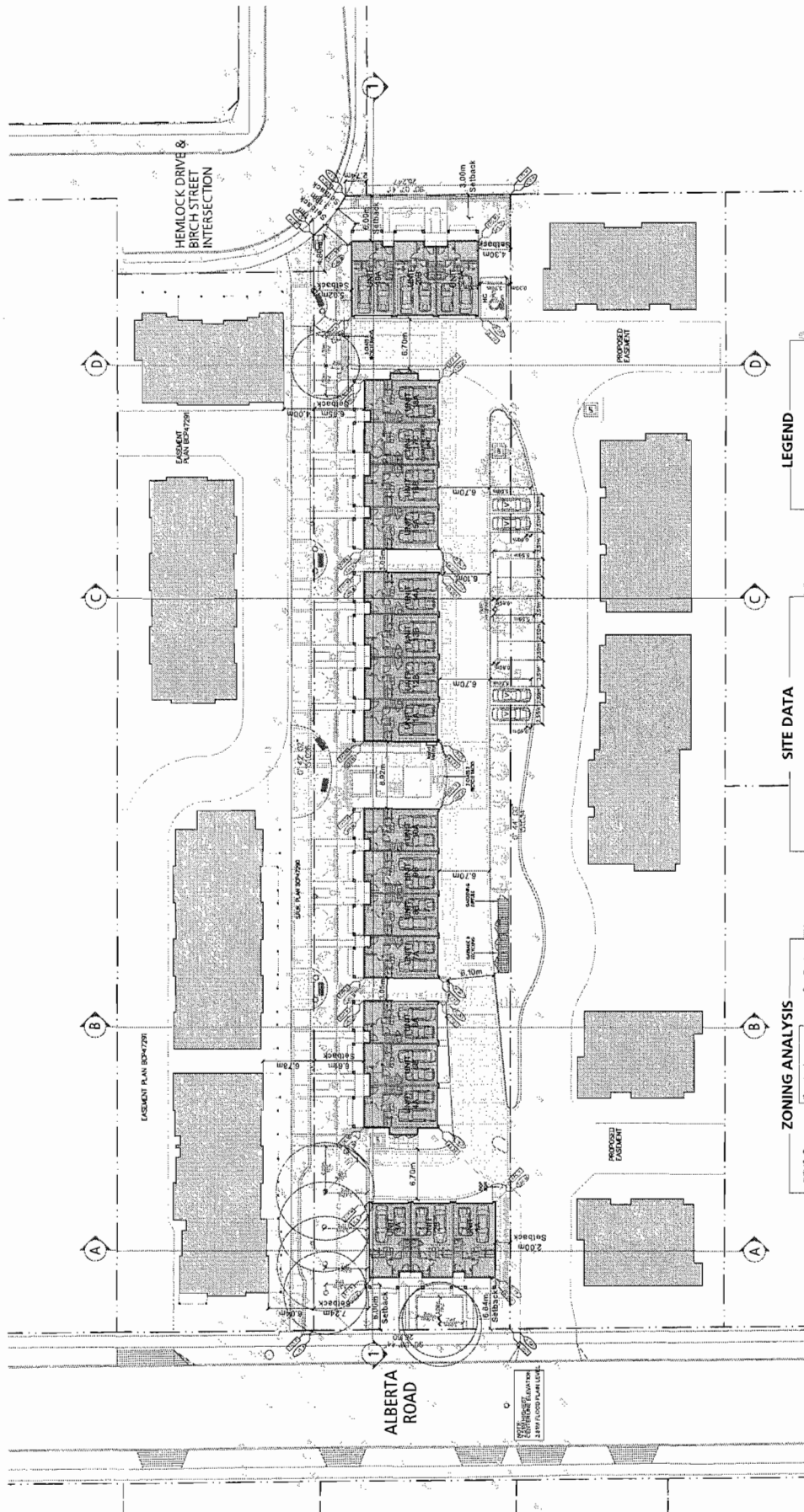
Applicant: Citimark-Western Alberta Road Townhouse Ltd.

Planning Area: McLennan North Sub-Area Plan

	Existing	Proposed
<b>Owner:</b>	Citimark-Western Alberta Road Townhouse Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	3,958 m <sup>2</sup> (42,603 ft <sup>2</sup> )	3,946 m <sup>2</sup> (42,474 ft <sup>2</sup> )
<b>Land Uses:</b>	Single detached house	Townhouses
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Residential Area 4, 0.55 base F.A.R., One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved)	No change
<b>Zoning:</b>	Single Detached (RS1/F)	Medium Density Townhouses (RTM2)
<b>Number of Units:</b>	1	21

On Future Subdivided Lots	Bylaw Requirement (RTM2)	Proposed	Variance
Density (Floor Area Ratio):	Max. 0.65 with a contribution to the Affordable Housing Reserve Fund	0.65	none permitted
Lot Coverage – Building:	Max. 40%	33%	none
Lot Size (depth):	Min. 35 m	151 m	none
Lot Size (width):	Min. 30 m	26.16 m	<b>3.84 m</b>
Setback - Front:	Min. 6.0 m	6.8 m	none
Setback – Interior (west):	Min. 3.0 m	5.0 m	None
Setback – Interior (east):	Min. 3.0 m	2.0 m	<b>1.0 m</b>
Setback – Exterior (northwest corner):	Min. 6.0 m	4.1 m	<b>1.9 m</b>
Setback – Rear:	Min. 3.0 m	6.0 m	none
Height (m):	12.0 m	11.8 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	46	46	none





**LEGEND:**

 Finished Grade Elevation  
 Existing Grade Elevation

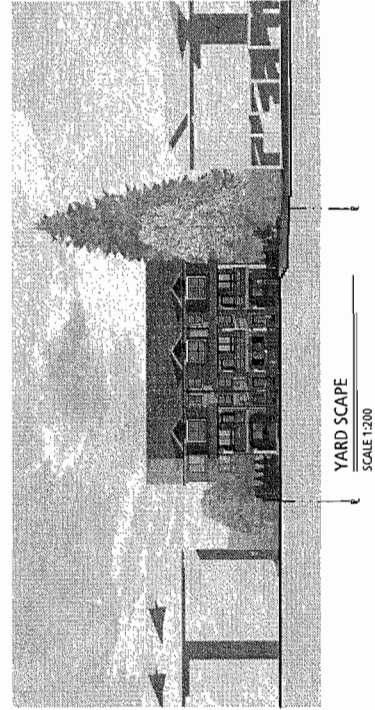
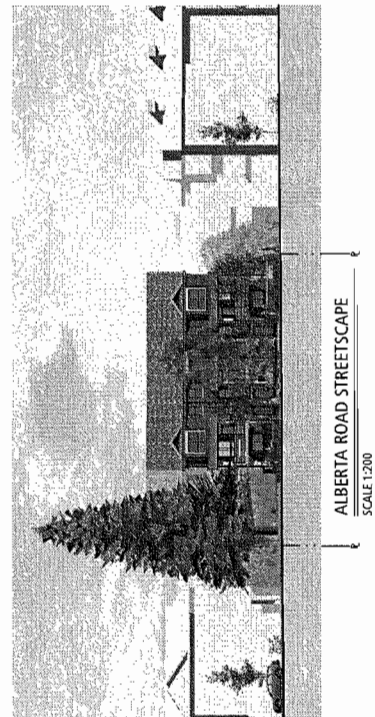
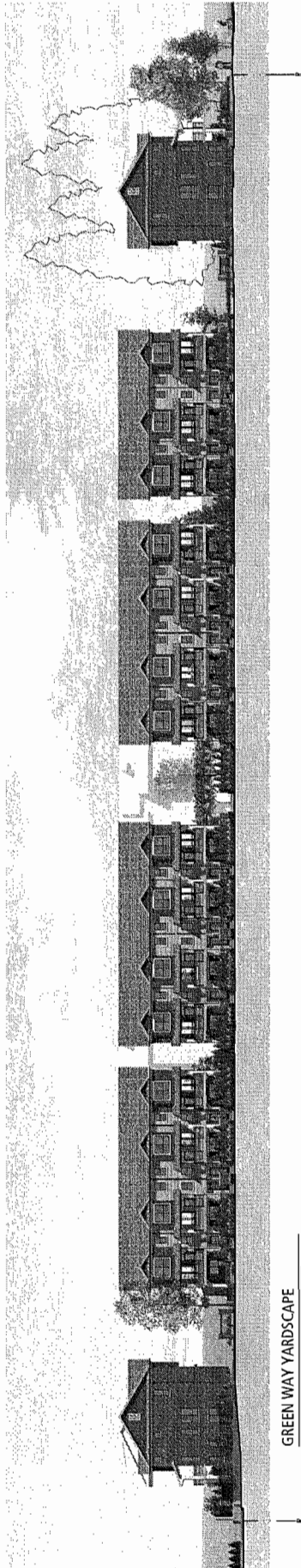
## SITE DATA

Lot Area	42,464 sf (0.975 ac)	3,945 sqm
Existing Zoning	RS9	
Proposed Zoning	RTM	
Required Variances	lot width	
	max. 552' max.	
	21.46m (71 ft)	
Floor Area	1219 sq m ± 12,190 sq ft	14,620 sqm
Unit A	1219 sq m ± 12,190 sq ft	14,620 sqm
Unit B	1219 sq m ± 12,190 sq ft	14,620 sqm
Unit C	1219 sq m ± 12,190 sq ft	14,620 sqm
TOTAL	(convertible)	25,511 sqm
Floor Area Ratio	0.649	
Unit Density	217 u/s	
Building Foot Print	150.9 sqm	
Building Coverage	33.2%	
Height	3 stories	
Outdoor Amenity Space	35 sqm (6 @ 6 sqm)	

## ZONING ANALYSIS

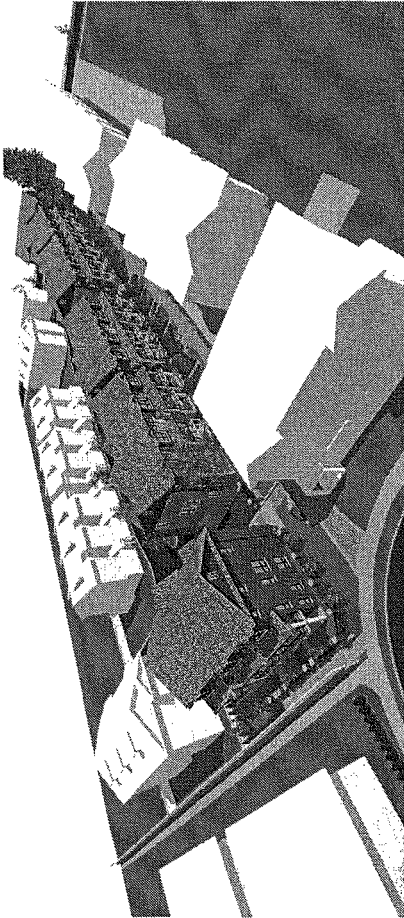
Required	Our Design
Overturn	complex
0.74 FAR	complex
40% (buildings)	complex
65% (non-porcel)	complex
22% (see points)	complex
variance required 4.1m at first fl.	complex
variance required 2.00m at east fl.	complex
variance required 28.160m	complex



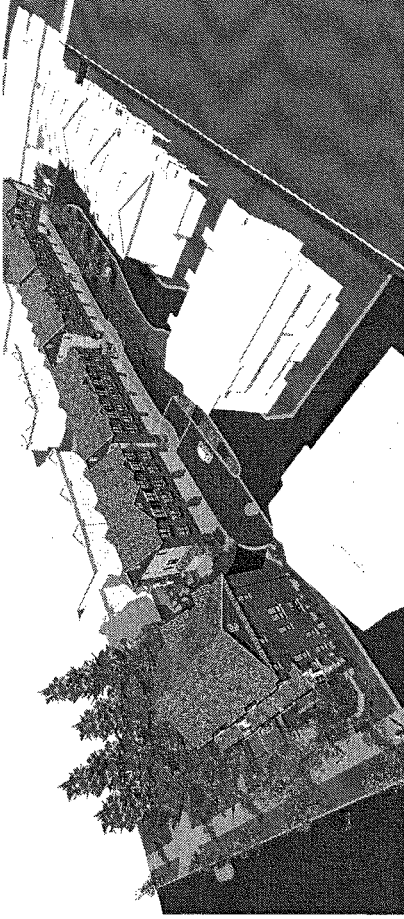


# 9671 ALBERTA ROAD for Western and Citimark

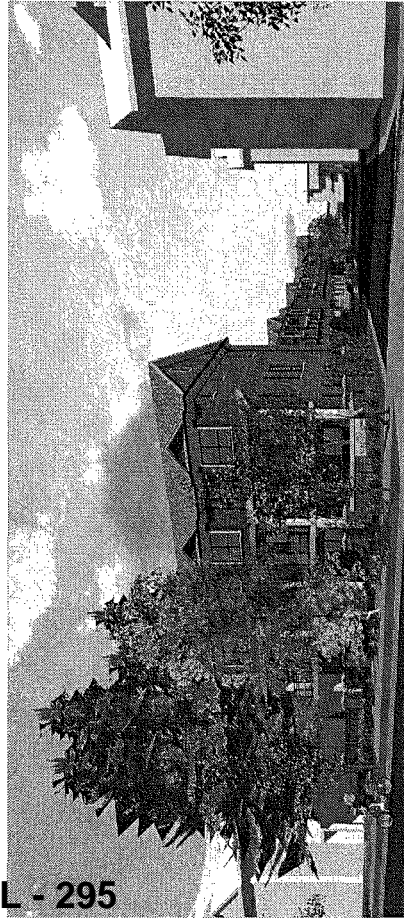




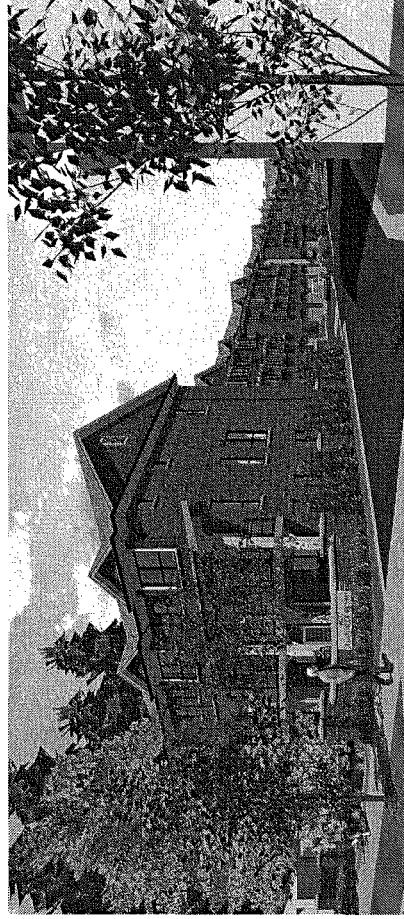
AERIAL VIEW FROM NORTH WEST



AERIAL VIEW FROM SOUTH EAST



VIEW FROM SOUTH (ALBERTA ROAD)



VIEW FROM SOUTH EAST (ALBERTA ROAD)

CNCL - 295

# 9671 ALBERTA ROAD for Western and Citimark



INTERIOR VIEW FROM SOUTH EAST

CNCL - 296



INTERIOR VIEW FROM SOUTH WEST (GREENWAY)



VIEW FROM NORTH WEST



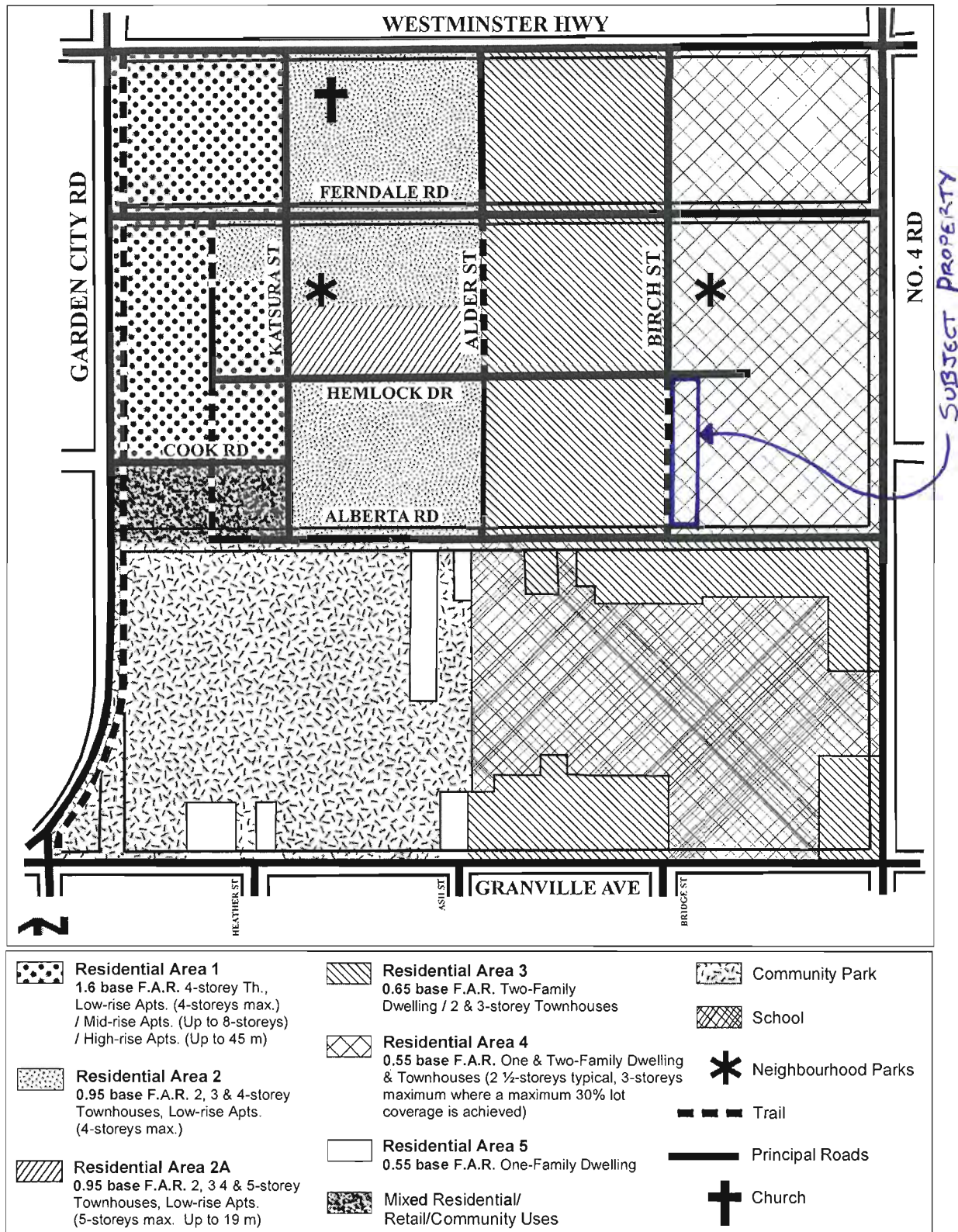
VIEW FROM NORTH WEST



City of Richmond

# Land Use Map

Bylaw 8630  
2010/07/19





# TREE REMOVAL & RETENTION PLAN

Plan #3b

PROJECT NO. DP 2012-37

Van der Zande Associates Inc.  
Landscape Architects  
1000 West 10th Avenue  
Edmonton, Alberta T6P 0K6  
Tel: 780.443.1111  
www.vdzassociates.com

FOUGERE  
architecture inc.  
ARCHITECTS  
1000 West 10th Avenue  
Edmonton, Alberta T6P 0K6  
Tel: 780.443.1111  
www.fougerearchitecture.com

Western and  
CitiMark

1. This drawing is the property of the City of Edmonton and is not to be reproduced or used for any other purpose without the written consent of the City of Edmonton.

NO.	REVISIONS/ISSUE	DATE
1	Issue	Aug 12, 2013
2	For Review	Aug 12, 2013
3	For Review	Aug 12, 2013
4	For Review	Aug 12, 2013
5	For Review	Aug 12, 2013
6	For Review	Aug 12, 2013
7	For Review	Aug 12, 2013
8	For Review	Aug 12, 2013
9	For Review	Aug 12, 2013
10	For Review	Aug 12, 2013

CONSTRUCTION SHALL VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCY TO THE DESIGNER IMMEDIATELY. ALL DIMENSIONS AND SPECIFICATIONS SHALL BE BASED ON THE INFORMATION PROVIDED AT THE TIME OF THE DESIGN.

PROJECT: 9671 ALBERTA ROAD TOWNHOUSE DEVELOPMENT  
LOCATION: 9671 ALBERTA ROAD RICHMOND - BC

DESIGNER	TO, TM	DATE
OFFICER	RS	1/250
APPROVED	MOZ	
APPROVED	MOZ	

## TREE LEGEND

N	N	N	N
Eddies White Wonder Dogwood	Oregon Ash	Vine maple	Bowhall Red Maple

Pyramidal Beech	Snow Goose Cherry	Japanese Snowbell	Pink Japanese Dogwood	Retained Tree
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## TREES SCHEDULE (On Site)

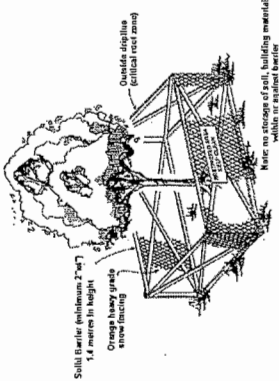
SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING
N	ACER glaberrimum	Vine maple	3	B+B, 6cm Cal, 1.2m std	Plant as shown
N	ACER rubrum 'Bowhall'	Bowhall Red Maple	1	B+B, 6cm Cal, 1.8m std	Plant as shown
N	CKR	Pink Japanese Dogwood	2	B+B, 2.5m Ht.	Plant as shown
N	CN	Eddies White Wonder Dogwood	4	#20	Plant as shown
N	FS	Pyramidal Beech	20	B+B, 6cm Cal, 1.2m std	Plant as shown
N	FL	Oregon Ash	2	B+B, 6cm Cal, 1.8m std	Plant as shown
N	P	Snow Goose Cherry	6	B+B, 6cm Cal, 1.2m std	Plant as shown
N	SJ	Japanese Snowbell	4	#10 Pat	Plant as shown

\*N - Denotes a native tree species

## CONIFEROUS TREES

TO	Thuja occidentalis 'Shiragaki'	Emerald Cedar	233	B+B, 1.5 mHt.	Plant as shown
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## Tree Protection Fencing Detail



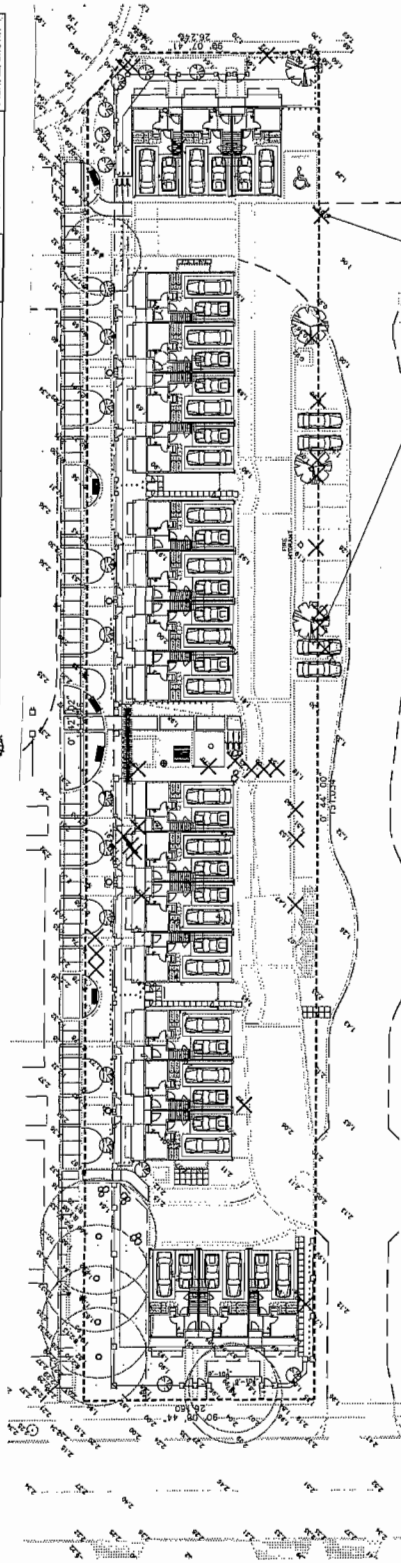
## TREE TO BE RETAINED



## TREE TO BE REMOVED



TREE PROTECTION DETAIL  
SCALE: 1/250  
NTS



TREE REMOVAL PLAN  
SCALE: 1/250

Adjacent off-site trees to be removed as per neighbours development plans and arborist report.





## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 9671 Alberta Road

**File No.:** RZ 13-638852

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, the developer is required to complete the following:**

1. Road dedication of 12.1 m<sup>2</sup> at the northern part of the property for the continued development of Hemlock Drive and Birch Street.
2. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9651 Alberta Road to allow future access to this site from the subject property, and to have visitor parking stalls for the property at 9651 Alberta Road and the subject property cross the shared parking property line. Legal plans are to locate access points and visitor parking stalls in accordance with the conceptual development plan provided within the submitted drawings attached to the Staff Report as Attachment 3.
3. Registration of a Flood Indemnity Restrictive Covenant on title.
4. Registration of a 3.0 metre wide Public Right-of-Passage (PROP) statutory right-of-way along the entire western edge of the site for access to a pedestrian walkway. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscape surfaces. In addition, the right-of-way is to be wider at the intersection of Alberta Road and Hemlock Drive by 2 metres to allow for greater flexibility in design and identification. The 5 metre entry will narrow as it enters the site at a 45 degree angle eastward until it connects with the 3.0 metre width.
5. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for access and utilities.
6. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on title.
7. Payment of \$23,000 cash-in-lieu of on-site indoor amenity space.
8. Voluntary contribution of \$55,134.90 towards the City's Affordable Housing Reserve Fund.
9. Voluntary contribution of \$21,226.94 towards the Public Art Reserve Fund.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
  - a) The outdoor amenity area needs to achieve in a single location, an area of at least 126 m<sup>2</sup>, with a children's play area of at least 63 m<sup>2</sup>.
  - b) Information to the treatment of the edges of the site that will remain exposed to the adjacent sites due to the grade increase to meet the requirements of the Flood Protection Bylaw.
  - c) Provide a plan for the temporary design of the path along the western edge of the site.
  - d) Provide locations and design for entry signage at each end of the path that will notify the public that the path is open for public use.
  - e) Submit a site plan to show the manoeuvrability of larger vehicles (SU-9) within the site to the satisfaction of the Director of Transportation.
  - f) A landscaping plan from a registered professional Landscape Architect to provide an appropriate plan that will need to take into account the design of the central amenity area, including a child's play area.
  - g) Edge treatment of the eastern and western sides of the site.
  - h) A context plan to show the Form and Character of the townhouse units and how they address adjacent properties.
  - i) To provide a sense of territory for pedestrian use within the site.
  - j) To identify and design for units that can be easily converted to universal access.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Enter into a Servicing Agreement\* for the design and construction of works. Works include, but may not be limited to:
  - a) Alberta Road: connect/extend from recent SA works done via SA10-537130 to the west and SA12-614743 to the east, with new sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and service connections.
  - b) Hemlock/Birch corner: connect/extend from recent SA works done via SA10-537130 to the west and SA03-239160 to the north, with sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and any utilities required to complete the full infrastructure on this street. This will require removal of the interim works agreements and constructing to the ultimate standard of this Servicing Agreement.
  - c) Walkway: complete the existing walkway between Alberta Road and Hemlock Drive.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. 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.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

\* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.



- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 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.

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9117 (RZ 13-638852)  
9671 Alberta 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 "**MEDIUM DENSITY TOWNHOUSES (RTM2)**".

P.I.D. 003-862-976

EAST HALF LOT 18 BLOCK "B" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 1305

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9117**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** March 6, 2014

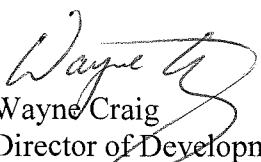
**From:** Wayne Craig  
Director of Development

**File:** RZ 12-619835

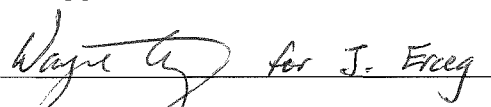
**Re:** Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and  
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses  
(RTL4)

### Staff Recommendations

1. That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.

  
Wayne Craig  
Director of Development

WC:el

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

## Staff Report

### Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” in order to permit the development of 14 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North: Three (3) “Single Detached (RS1/E)” lots with a mix of newer and older homes fronting Railway Avenue; and then single-family lots zoned “Single Detached (RS1/E)” and “Single Detached (RS1/B)” fronting Linfield Gate.

To the South: Two (2) deeper “Single Detached (RS1/E)” lots with older homes; and then two (2) “Single Detached (RS1/B)” lots with newer homes and a temporary shared access from Railway Avenue to the unopened back lane; further south are six (6) more “Single Detached (RS1/E)” lots fronting Railway Avenue.

To the East: Three (3) “Single Detached (RS1/B)” lots with newer homes and one (1) “Single Detached (RS1/H)” lot, all fronting Lindsey Road.

To the West: Across Railway Avenue, Railway Corridor Greenway, then McCallan Road with a mix of newer and older, larger single-family dwellings on “Single Detached (RS1/E)” lots.

### Background

- A rezoning application to rezone the subject site to permit the development of 15 townhouse units was submitted to the City on September 5, 2012.
- A petition with 35 signatures from 33 households and 13 letters from residents within the immediate neighbourhood in opposition to the proposed 15 unit townhouse development were received in early 2013.
- An Open House for the 15 unit townhouse proposal was held on March 12, 2013. Three (3) residents from two (2) households attended the event.
- A Report to Committee was taken to Planning Committee on April 16, 2013 and then to Public Hearing on May 21, 2013.
- An additional eight (8) pieces of written submissions, including seven (7) letters and one (1) petition with 12 signatures from six (6) households in opposition to the 15 unit townhouse proposal, were received prior to the Public Hearing meeting on May 21, 2013. In addition, there were five (5) residents spoke in opposition and one (1) person spoke in favour of the 15 unit townhouse proposal at the Public Hearing.



- A mapping of households within the immediate neighbourhood in opposition to the proposed townhouse development can be found in **Attachment 4**.
- The following referral motion was carried at the Public Hearing:  
*“That Zoning Amendment Bylaw 9015 be referred to staff to have the applicant consult with the community as to an appropriate development for the site.”*
- The developer worked with staff to develop development options for the site.
- A second Open House was held on February 25, 2014; two (2) development options were presented. 20 residents from 10 households attended the event. Details on this Open House are provided in the next section.

### **Open House – February 25, 2014**

In response to Council’s referral, the applicant consulted with the neighbouring residents regarding the development of the subject site through an Open House held on February 25, 2014 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 105 households including properties on McCallan Road, as directed by Council (see **Attachment 5** for a map of the Notification Area).

Two (2) options were presented at the Open House: a 14 unit townhouse development (**Attachment 2**); and a 10 unit fee-simple rowhouse development (**Attachment 6**). Further discussions on these two (2) development options are provided in the Analysis section.

20 residents from 10 households attended the event. Staff attended the Open House to observe the meeting and answer questions related to current city policies. Comment sheets were provided to all the attendees. 16 completed comment sheets from nine (9) households were received; in which,

- seven (7) attendees from three (3) households within the notification area and an additional three (3) attendees from two (2) households from the neighbourhood were in favour of the townhouse development option;
- no support for the row-housing development option is recorded; and
- six (6) attendees from four (4) households within the notification area oppose to either of the presented options and some of them recommend single-family development instead (i.e. 3 to 5 single detached lots).

Mapping of the comment sheet responses as well as the completed comments sheets and follow up letters from the residents can be found in **Attachment 7**. A copy of the Open House Summary prepared by the applicant can be found in **Attachment 8**.

Staff has also received two (2) petitions regarding this project after the February 25, 2014 Open House:

- a petition in opposition with 11 signatures from six (6) households within the immediate neighbourhood (**Attachment 9**); and
- a petition in favour with 34 signatures from 25 households within the Notification Area and an extra 14 signatures from other City of Richmond residents (**Attachment 10**).

## Public Input

Major concerns from the neighbourhood on the proposed townhouse development raised in all correspondences, petitions, and open house comment sheets received are summarized below with responses to each of the concerns identified in ***bold italics***.

1. The proposed townhouse development would generate more traffic. Traffic on Railway Avenue would be blocked by southbound vehicles turning left into the site. More vehicles would cut through this block of Railway Avenue via McCallan Road.

***(Transportation staff have reviewed the proposed townhouse development and confirmed that the proposed fourteen (14) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single-family houses. This marginal increase is expected to have minimal impact to the surrounding road system and can be accommodated within the capacity and geometry of Railway Avenue including southbound movements into the site.***

***It is noted that the Railway Avenue corridor is designed for all road users including transit and pedestrians, as well as bicycle lanes in both directions. Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement. The townhouse proposal reduces the number of access points on Railway Avenue from three (3) to just a single access for the site. )***

2. The proposed townhouse development would delay left turns at the Railway Avenue/ Linfield Gate intersection.

***(The proposed site access is over 130 m from Linfield Gate. It is not anticipated that site generated traffic will impact the operation of the Railway Avenue / Linfield Gate intersection as adequate separation between the two (2) locations is provided.)***

3. The proposed development would create a parking problem for the neighbourhood.

***(The original 15 townhouse unit proposal included two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to reduce the number of townhouse unit to 14 and provide an extra small car visiting parking stall for a total of four (4) onsite visitor parking provided. Staff and the applicant have also looked at opportunities to provide a fifth visitor parking stall onsite but are not recommending this currently as it would compromise the access, function, and openness to the outdoor amenity area. The provision of an additional visitor parking stall could be further reviewed at Development Permit stage.)***

4. Parking generated by the townhouse development would spill over to the residential neighbourhood on Linfield Gate, Lindsay Road and McCallan Road.

***(The proposed development meets the off-street parking requirement in the Zoning bylaw with two (2) parking spaces for each unit and exceeds the bylaw parking rate for Visitor spaces by providing one additional visitor stall on site. In addition, there is no direct internal connection from the single-family neighbourhood to this site. Linfield Gate is over 130 m from the propose site access with less likelihood for parking to spill over to the residential neighbourhood.***

*As well, the City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three (3) hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.)*

5. The proposed townhouse development would change the neighbourhood character.  
*(Two-storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single-family houses. High building quality details, materials and landscaping will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit.)*
6. The proposed development would add burden on the infrastructure in the area.  
*(Upgrades to the existing storm sewer along the Railway Avenue frontage is required as part of this townhouse development. There is no concern on sanitary and water main capacity. There are no other impacts to infrastructure expected from this proposal.)*
7. The proposed townhouse development would create privacy and overlook concerns.  
*(The developer has increased the setbacks where possible. Buildings will be set back a minimum 5.0 m from the rear property line and the second floor will be further set back to 6.0 m. Proposed side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single-family dwellings. A solid 1.8 m high wood fence is proposed along the property lines. Buildings will be limited to two-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit.)*
8. The proposed townhouse development would block the sunlight on the neighbouring back yards.  
*(The applicant has provided a shadow analysis (Attachment 11) and confirmed that shading on the neighbouring yards is nominal. Staff have reviewed the analysis and agreed with the developer's findings.)*
9. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.  
*(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)*
10. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.  
*(The applicant advised that the project will feature high quality construction in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit. In addition, as part of the development, the frontage of the development site will be improved with a new 1.5 m wide sidewalk and a 2.0 m wide grassed and treed boulevard. Seven (7) bylaw-sized trees in the front yard of the site will also be retained and protected. The proposed development will improve the appearance of the streetscape.)*

## **Related Policies & Studies**

### Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads as identified on the Arterial Road Development Map (Section 3.6 of Schedule 1 of Bylaw 9000). Although the subject site is not specifically identified for townhouse development, it meets the location criteria set out in the OCP for new townhouse areas:

- within 800 m (or 10 minute walk) of a City Community Centre (i.e., Thompson Community Centre at Granville and Lynas Lane);
- within 400 m (or 5 minute walk) of a Commercial Service use (i.e., retail stores at Blundell and McCallan); and
- within 400 m (or 5 minute walk) of a Park on City lands (i.e., Railway Corridor Greenway on the west side Railway Avenue).

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will provide a cash contribution of \$2.00 per buildable square foot as per the strategy; making the payable contribution amount \$39,082.44.

## **Staff Comments**

### Site Servicing and Frontage Improvements

The existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer.

A new 1.5 m sidewalk along the front property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades described above and frontage beautification.



### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 36 trees were identified and assessed (see Tree Preservation Plan in **Attachment 12**):

- 2 trees located on City property;
- 1 tree located on neighbouring property; and
- 33 trees located on site.

### *Tree Protection*

The developer is proposing to retain and protect seven (7) trees located along the Railway Avenue frontage and one (1) tree on the adjacent property to the east at 7373 Lindsay Road. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the eight (8) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

### *Tree Removal*

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 23 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems.

The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its conflict with the proposed driveway and buildings. To compensate for the loss of three (3) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that three (3) new larger caliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

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 to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$33,000 in total) to ensure the replacement planting will be provided.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 52 replacement trees are required for the removal of 26 trees. Considering the effort made by the applicant to retain the seven (7) trees on site, staff recommend seven (7) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$16,500 to the City's Tree Compensation Fund in lieu of planting the remaining 33 replacement trees should they not be accommodated on the site.

### *City Tree*

It is noted that two (2) city trees are located within the city boulevard in front of the site and may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected city trees at the Servicing Agreement stage, and will provide future recommendations to the City as part of the Development Permit process.

### Vehicle Access

One (1) driveway from Railway Avenue is proposed. The long-term objective is for the driveway access established on Railway Avenue to be utilized by adjacent properties to the north and south if they ultimately apply to redevelop. A Public Right of Passage (PROP) Rights of Way (ROW) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$14,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

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) requirements. 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.

### **Analysis**

#### Development Options

In determining the potential forms of redevelopment for the subject site, staff recommend looking at the development potential of the entire block (i.e., east side of Railway Avenue between Linfield Gate and Lancing Road), rather than individual development sites or properties. Two (2) types of housing forms on this block are supported by current City's Policies: Small Lot Single-Family; and Townhouses. As part of the neighbourhood consultation, the applicant proposed a third option: Fee-Simple Rowhouse Developments.

*Single-Family Development*

Currently, there is a mix of older and newer homes on single-family lots with frontage/lot width ranging from 14.85 m to 27.11 m on the east side of Railway Avenue between Linfield Gate and Lacing Road. Single-Family Lot Size Policy 5463 (adopted by Council on February 19, 1996, **Attachment 13**) permits properties fronting on Railway Avenue on this block to be rezoned and subdivided as per “Single Detached (RS1/E)” zone, which is the current zoning of most the properties on this block.

Policy 5463 also permits these properties to be rezoned and subdivided into “Single Detached (RS2/B)” lots (minimum 12 m wide) where a lane or internal road access is available. A sketch showing the potential single-family development pattern can be found in **Attachment 14**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road will create some impediments regarding the ability to establish a lane along the rear of these properties.
- A recent subdivision and new house constructions on Linfield Gate render it impossible to create a new lane connecting to the side street (i.e., Linfield Gate).
- To allow developments of “RS2/B” lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, there is potential for 2-lot consolidations to facilitate 3-lot-subdivisions; however, a lane connecting Railway Avenue and the back lane would be required.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; this eliminates the opportunity to extend the back lane to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into “RS1/B” lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) “RS2/B” lots with a back lane connecting to Lancing Road.
- Dead-end lanes are not preferred by Transportation and Environmental Programs due to issues related to garbage and recycling pick up services on major arterial road and limited turn-around capability in the dead-end lane.
- The applicant advised that single-family developments would not be economically feasible on this site.

*Fee-Simple Rowhouse Development*

At the Open House on February 25, 2014, the applicant presented a Fee-Simple Rowhouse Development option (**Attachment 6**). Each lot would have a lot width of 6.0 m and a lot area of approximately 239 m<sup>2</sup> (2572.6 ft<sup>2</sup>). The proposed density would be 0.65 FAR and each dwelling would be approximately 155.35 m<sup>2</sup> (1,672.2 ft<sup>2</sup>). Units will be grouped into duplexes to maintain a single-family scale and character; the streetscape of the proposed development would appear to be five (5) single-family homes. Vehicle access to these lots would be from a new back lane that would daylight to Railway Avenue. Each unit would have a total of two (2) parking spaces – one (1) enclosed and one (1) surface parking.

This development option was not well received by the area residents as there is no support to this form of housing according to the result of the completed comment sheets received at the Open House.

*Multiple-Family Development*

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m of Thompson Community Centre located at Granville Avenue and Lynas Lane, 400 m of retail stores at Blundell Road and McCallan Road, 400 m of Railway Corridor Greenway on the west side Railway Avenue, and is on a bus route; therefore, townhouse developments may be considered in accordance with the Arterial Road Policy. A sketch showing the potential townhouse development pattern for this area can be found in **Attachment 15**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject townhouse proposal; a conceptual development plan has been prepared by the applicant and is on file.
- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment occurs. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff does not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.



Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road as this form of development would provide the City an opportunity to review and guide the development pattern including the location and number of vehicle access points, provision of on-site, as well as the character and massing of the future dwellings.

In addition, staff believe that small scale duplex units along Railway Avenue would be compatible with the existing single-family developments on the block. Two-storey massing, the potential for detached rear units, as well as rear yard setbacks similar to the setback required for single-family lots, would provide an appropriate interface with the neighbouring single-family homes and would alleviate concerns related to privacy and shading.

Staff are of the opinion that a low density townhouse development is an appropriate supportable form of development for this block due to close proximity to a community centre, public school, access to transit services, and Railway Avenue is a designated bicycle route.

#### Proposed 14 Unit Townhouse Development

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings generally respect the massing of the existing one or two-storey single-family homes to the north, south and east. The 2-storey interface with single-family homes around the subject site also complies with the Arterial Road Guidelines for Townhouses in the OCP.

The proposed small scale duplex units along Railway Avenue fit well with the character of the existing single-family neighbourhood. The detached units along the rear property line provide a good transition between the duplex units along Railway Avenue and the single-family homes to the east. The increased rear yard setback (minimum 5.0 m on the ground floor and 6.0 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development on existing single-family houses to the east.

All units have two (2) vehicle parking spaces in a side-by-side double car garage. A total of four (4) visitor parking spaces, including one (1) accessible visitor parking space, are provided throughout the site. The number of visitor parking spaces proposed exceeds the bylaw requirement (i.e., 3 spaces including 1 accessible space).

The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.

#### Design Review and Future Development Permit Considerations

A Development Permit will be required for the proposed townhouse development to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development

Permit application is processed to a satisfactory level. As part of the Development Permit, the following issues are to be further examined:

- Compliance with the relevant Development Permit Guidelines for multiple-family projects contained in OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of at least one (1) convertible unit and design of other units to include accessibility/aging-in-place features;
- Site grading to be designed to ensure the survival of protected on-site trees.
- Enhancement of the proposed landscaping design and provision of three (3) new larger caliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of three (3) large conifers along the street frontage.
- Design refinement of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

Additional issues may be identified as part of the Development Permit application review process.

#### Public Hearing Notification Area

Staff were directed by Council at the May 21, 2013 Public Hearing to expand the notification area for future public consultation regarding the redevelopment proposal to include residents on McCallan Road. In addition, a number of residents on the east side of Lindsay Road expressed concerns regarding the original 15 unit townhouse development. Therefore, the notification area for the Open House held on February 25, 2014 was expanded to include residents on a portion of Lindsay Road.

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 5** is proposed.

It is recommended that the Public Hearing notices be sent to the same notification area as the Open House held in February 25, 2014 to ensure that residents who were involved in the recent public consultation process are advised of the Public Hearing date.

#### **Financial Impact or Economic Impact**

None.

## Conclusion

The proposed 14-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. 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 list of rezoning considerations is included as **Attachment 16**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9015 be introduced and given first reading.

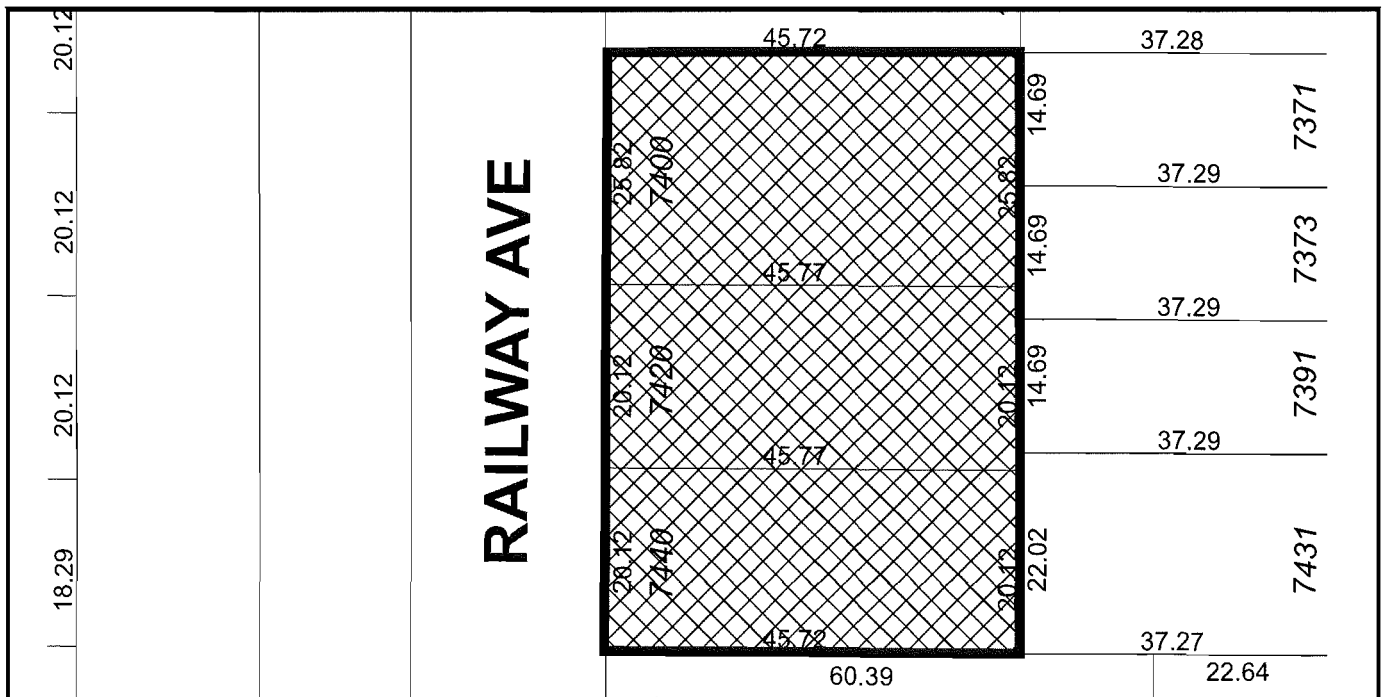
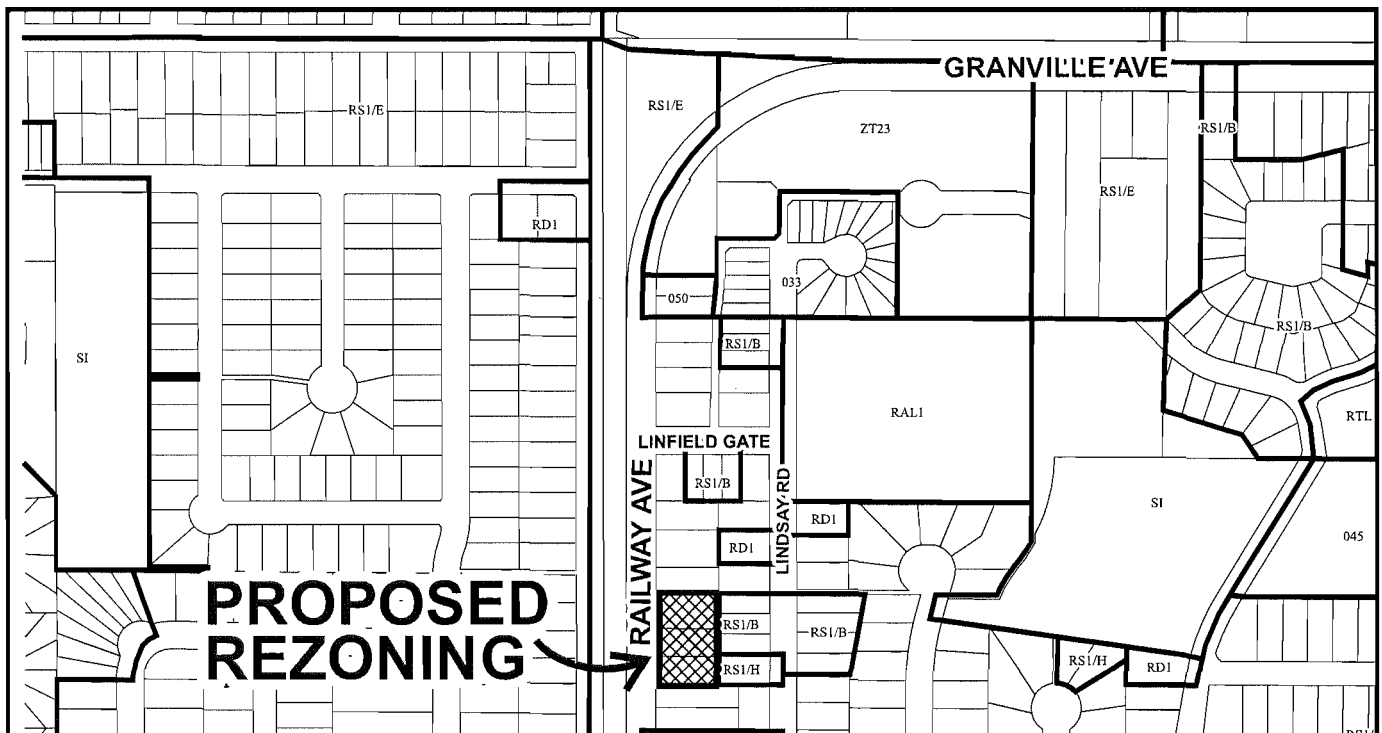


Edwin Lee  
Planning Technician - Design

EL:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Townhouse Design
- Attachment 3: Development Application Data Sheet
- Attachment 4: Mapping of Opposition Letters and Petition Received Prior to Public Hearing Held on May 21, 2013
- Attachment 5: Open House Notification Area
- Attachment 6: Potential Fee-Simple Rowhouse Development Plan
- Attachment 7: Consultation Result – February 2014
- Attachment 8: Summary of the Open House Held on February 25, 2014
- Attachment 9: Petition in Opposition Received March 2014
- Attachment 10: Petition in Favour Received March 2014
- Attachment 11: Shadow Analysis
- Attachment 12: Tree Preservation Plan
- Attachment 13: Lot Size Policy 5463
- Attachment 14: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 15: Potential Development Pattern – Low Density Townhouses
- Attachment 16: Rezoning Considerations

City of  
Richmond



RZ 12-619835

Revision Date:

Note: Dimensions are in METRES





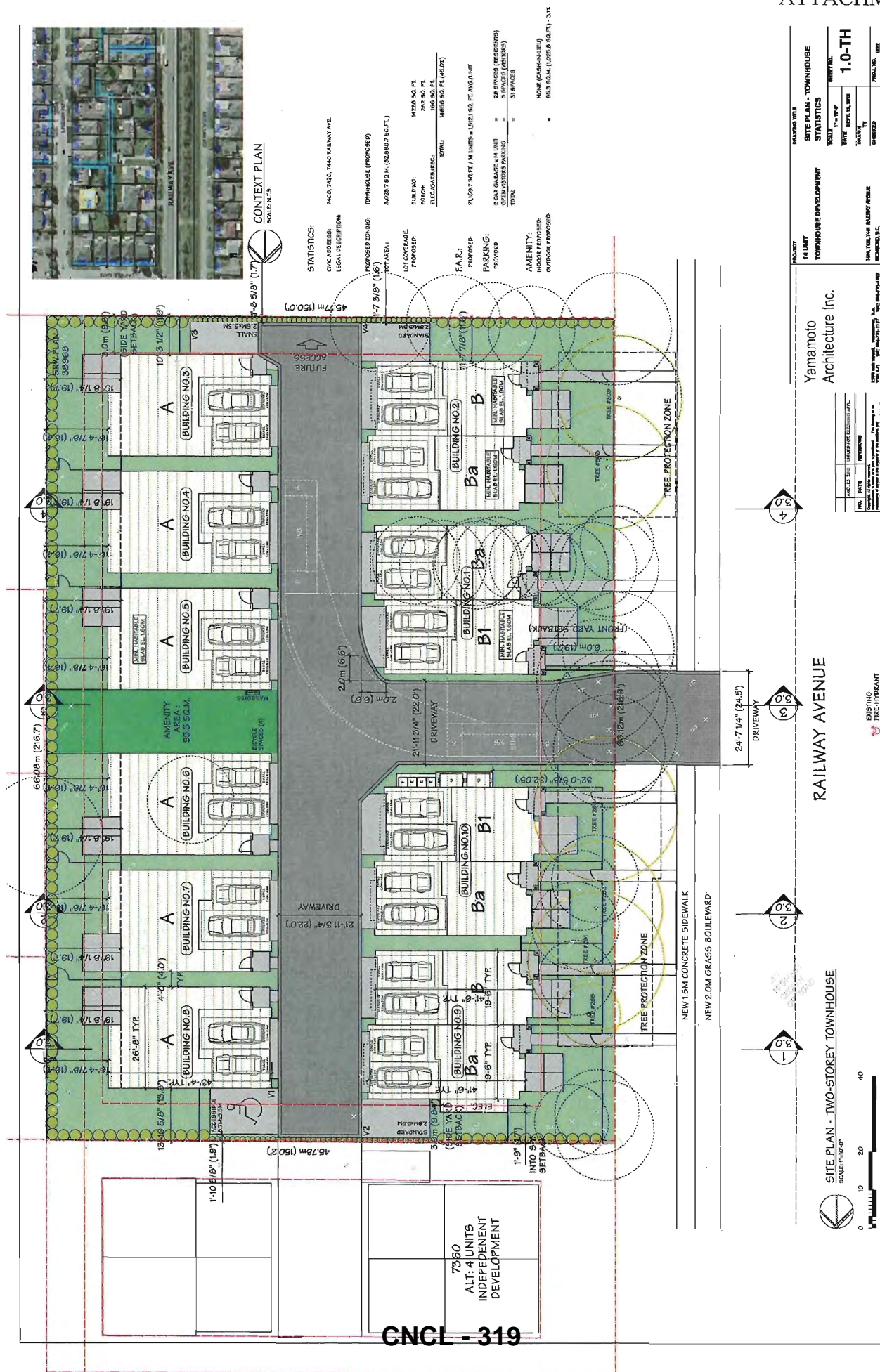
RZ 12-619835

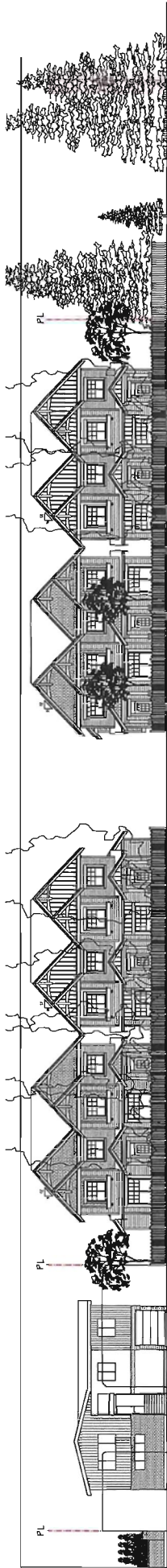
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Amended Date:

Note: Dimensions are in METRES







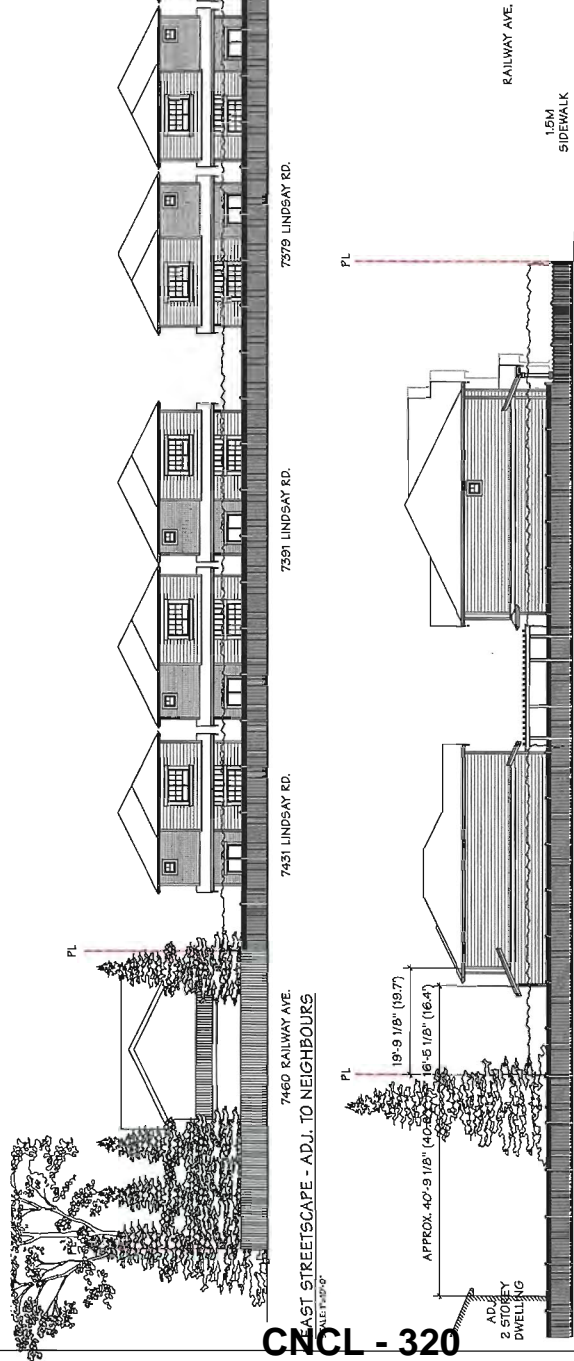
7360 RAILWAY AVE.

WEST STREETSCAPE - RAILWAY AVE.

SCALE 1/8"=1'-0"

7400, 7420, 7440 RAILWAY AVE. - SUBJECT SITE

7460 RAILWAY AVE.



7460 RAILWAY AVE.

EAST STREETSCAPE - ADJ. TO NEIGHBOURS

SCALE 1/8"=1'-0"

7431 LINDSAY RD.

7379 LINDSAY RD.

7371 LINDSAY RD.

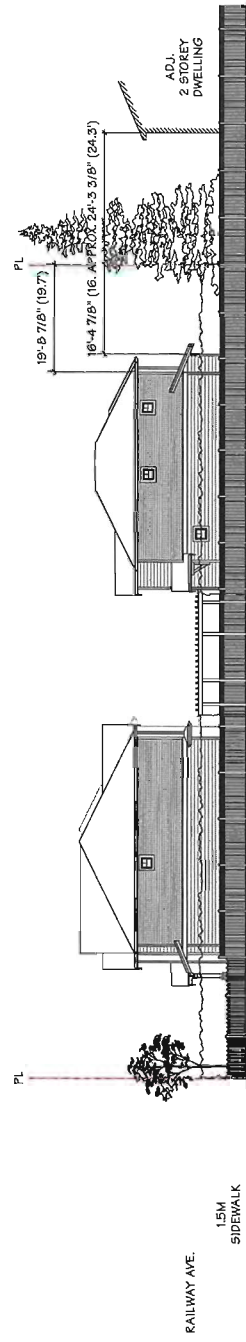
7360 RAILWAY AVE.

CNCL - 320

7371 LINDSAY RD.

NORTH STREETSCAPE - ADJ. TO NEIGHBOURS

SCALE 1/8"=1'-0"



RAILWAY AVE.

1.5M  
SIDEWALK

7431 LINDSAY RD.

SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS

SCALE 1/8"=1'-0"

Yamamoto  
Architecture Inc.

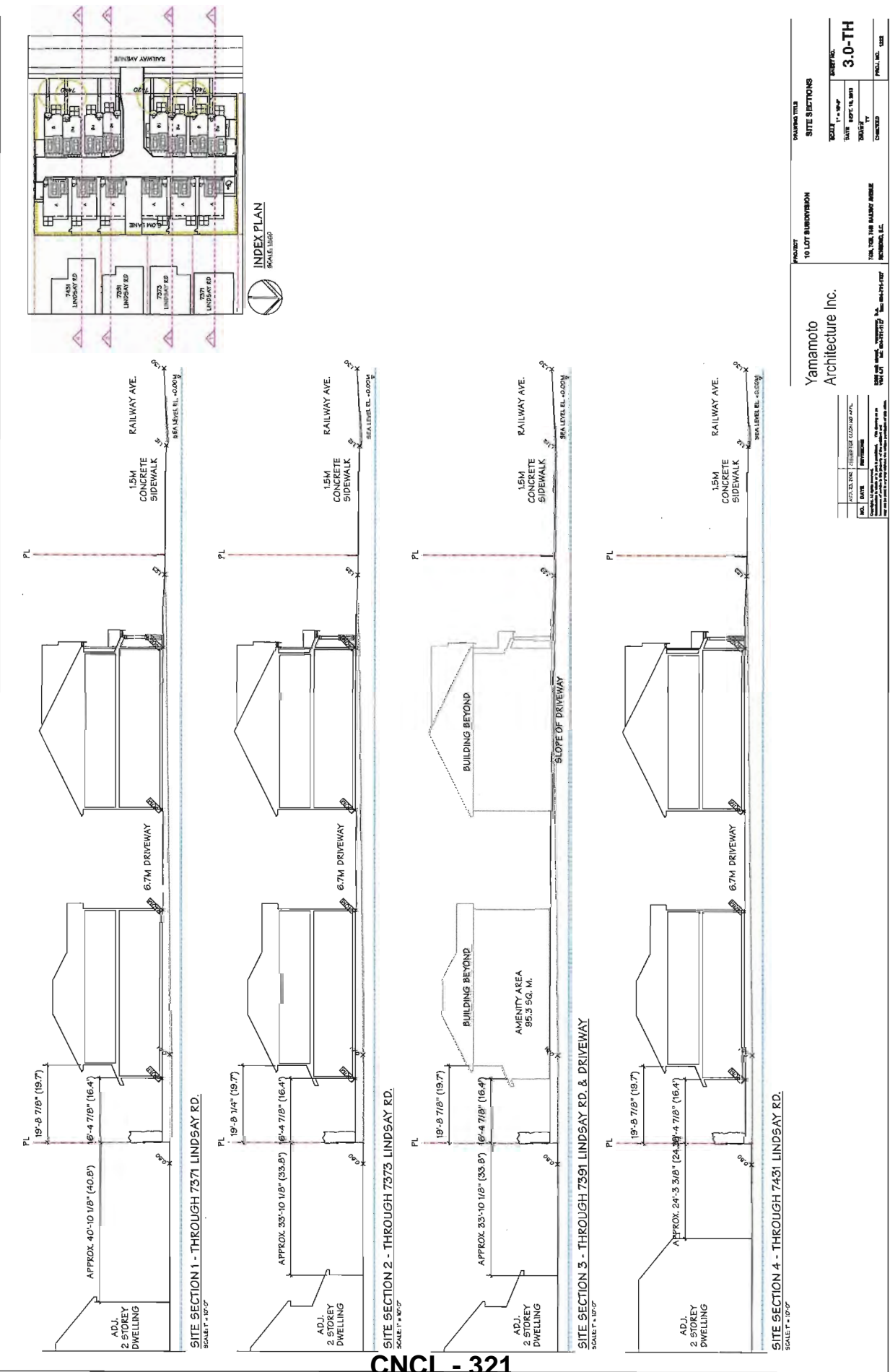
PROJECT  
14 UNIT  
TOWNHOUSE DEVELOPMENT

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STREETSCAPES

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CHECKED BY: [blank]  
PROJECT NO.: 18-001  
SHEET NO.: 02

2.0-TH  
PROJECT NO.: 18-001  
SHEET NO.: 02





DRAWING TITLE		SITE SECTIONS	
PROJECT		10 LOT SUBDIVISION	
Yamamoto Architecture Inc.		3.0-TH	
DATE		1997-10-09	
BY		CHECKED	
PROJECT NO.		10 LOT SUBDIVISION	
PROJECT NO.		10 LOT SUBDIVISION	

REV.	DATE	DESCRIPTION
1	1997-10-09	ISSUED FOR PERMIT



Ref	Project	Start Date	End Date	Duration	Team	Status
1	Project A	2023-01-01	2023-03-31	90	Team A	Completed
2	Project B	2023-04-01	2023-06-30	90	Team B	In Progress
3	Project C	2023-07-01	2023-09-30	90	Team C	On Hold
4	Project D	2023-10-01	2023-12-31	90	Team D	Planned
5	Project E	2024-01-01	2024-03-31	90	Team E	On Hold
6	Project F	2024-04-01	2024-06-30	90	Team F	Planned
7	Project G	2024-07-01	2024-09-30	90	Team G	On Hold
8	Project H	2024-10-01	2024-12-31	90	Team H	Planned
9	Project I	2025-01-01	2025-03-31	90	Team I	On Hold
10	Project J	2025-04-01	2025-06-30	90	Team J	Planned

215

PROJECT:

**15 UNIT TOWNHOUSE  
DEVELOPMENT**  
7400, 7420, 7440 RAILWAY AVENUE  
RICHMOND, B.C.

READING TITLE:

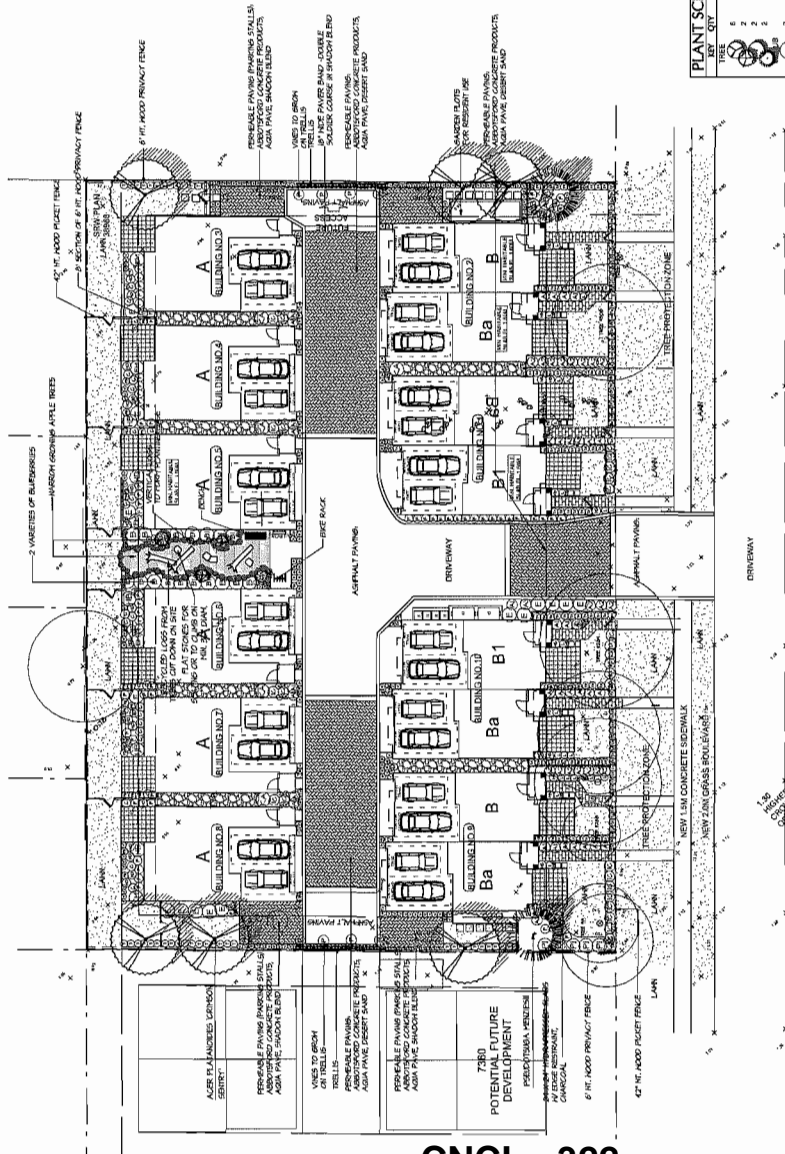
LANDSCAPE  
PLAN

DATE: 13 JAN 25 DRAWING NUMBER:

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DESCRIPTION: N0001  
CHKD: OF 3

PMG PROJECT NUMBER: 13-011

[illegible]

13011-529

**PROJECT DATA - TWO-STORY TOWNHOUSE****STATISTICS:****CIVIC ADDRESS:**

7400, 7420, 7440 RAILWAY AVE.

**PROPOSED ZONING:**

TOWNHOUSE (PROPOSED)

**LOT DIMENSIONS :**

45.78M (150.2') x 66.12M (216.9')

**LOT AREA :**

3,025.7 SQ.M. (32,568.7 SQ.FT. )

**SETBACKS:**

FRONT YARD:

6.0M (19.7')

REAR YARD:

5.0M (16.4') - GROUND FLOOR

SIDE YARD:

3.14M (10.30')

**LOT COVERAGE:**

32,568.7 SQ.FT. x 45% = 14,656.0 SQ.FT.

PROPOSED:

BUILDING:

14228 SQ. FT.

PORCH:

262 SQ. FT.

ELEC./GARB/REC.:

166 SQ. FT.

TOTAL:

14656 SQ. FT. (45.0%)

**F.A.R.:**

32,568.7 SQ.FT. x 60% = 19,541.2 SQ.FT.

19,541.2 SQ.FT. / 14 UNITS = 1,395.8 SQ. FT. AVG./UNIT

**BLDG. HT.:**

9.5M (2 STOREYS)

**PARKING:**

2 CAR GARAGE x 14 UNITS

= 28 SPACES (RESIDENTS)

OPEN VISITORS PARKING

= 4 SPACES (VISITORS)

TOTAL

= 32 SPACES

**AMENITY:**

INDOOR PROPOSED: NONE (CASH-IN-LIEU)

OUTDOOR PROPOSED: 95.3 SQ.M. (1,025.8 SQ.FT.) - 3.1%

**DESIGN RATIONALE: TWO-STORY TOWNHOUSE**

- 14 TOWNHOUSE UNITS PROPOSED
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FOUR SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- ALL TWO STOREY, SINGLE UNITS AT REAR TO MAXIMIZE PRIVACY
- MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- PLANT AND FENCE BUFEER TO ENHANCE PRIVACY TO NEIGHBOURING HOMES
- CENTRAL DRIVEWAY LOCATED TO MINIMIZE NOISE FOR NEIGHBOURS
- DRIVEWAY ENDS TREATED WITH HIGH FENCE AND TRELLIS
- 4 VISITOR PARKING SPACES PROVIDED (IN EXCESS OF CITY REQUIREMENTS)
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

PROJECT 14 UNIT TOWNHOUSE DEVELOPMENT		SUBMITTER TITLE Yamamoto Architecture Inc.	
KEY STATISTICS DESIGN RATIONALE		SUBMITTER YAMAMOTO ARCHITECTURE INC. 1000 10th Ave NW Calgary, AB T2M 4P8 Tel: 403-271-1122 Fax: 403-271-1127	
DATE 2017-01-04		DATE 2017-01-04	
CHECKED TY		CHECKED TY	
PROJECT NO. 0.0-TH		PROJECT NO. 0.0-TH	



**RZ 12-619835**

**Attachment 3**

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	SSB Homes Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	3,025.6 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	3	14
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.286 (V) per unit	none

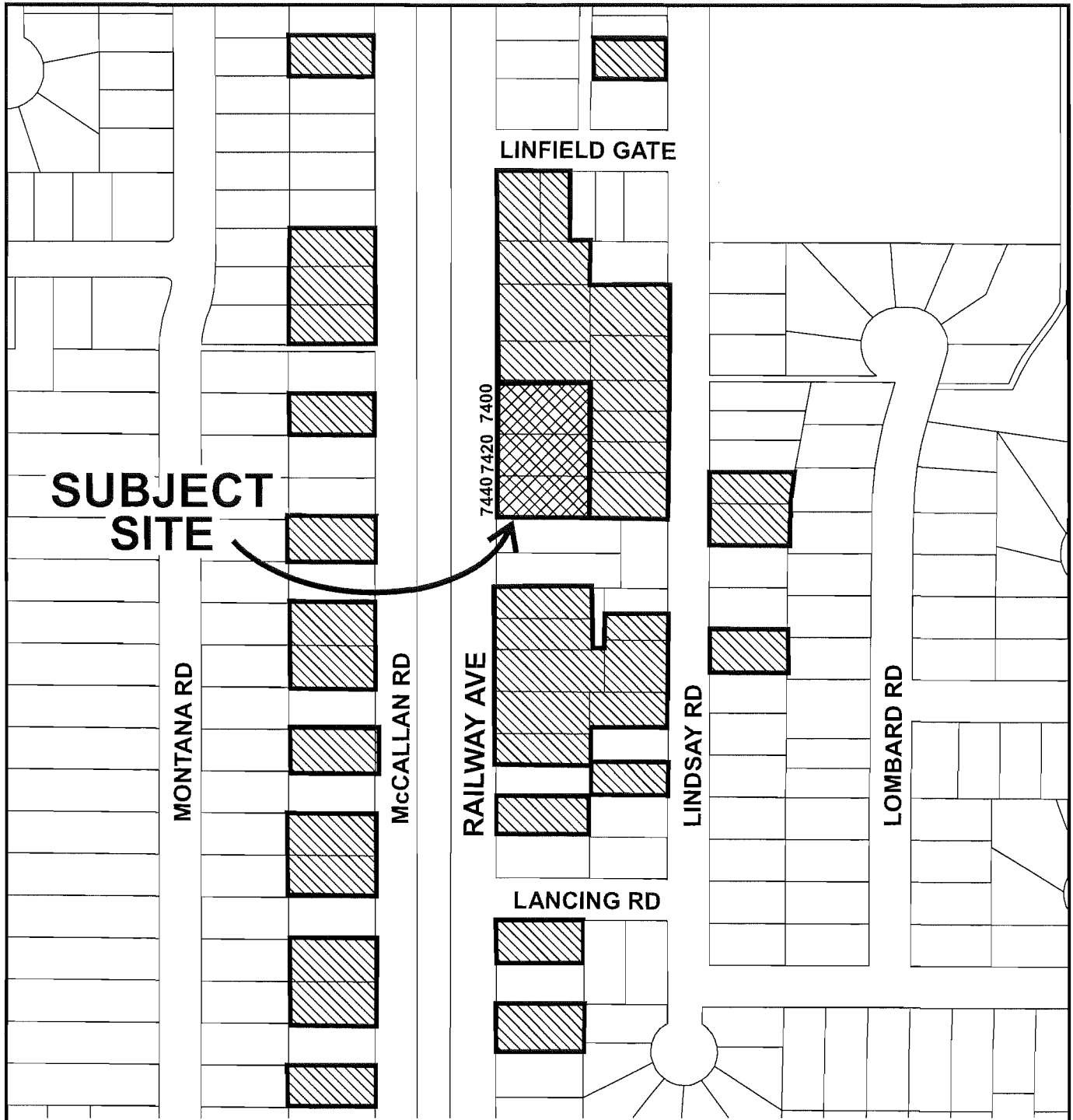
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	31	32	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (28 x Max. 50% = 14)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (32 x Max. 50% = 16)	14	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 15 units = 90 m <sup>2</sup>	95 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.





# City of Richmond



Mapping of Opposition Letters  
and Petition Received prior to  
Public Hearing on May 21, 2013  
RZ 12-619835

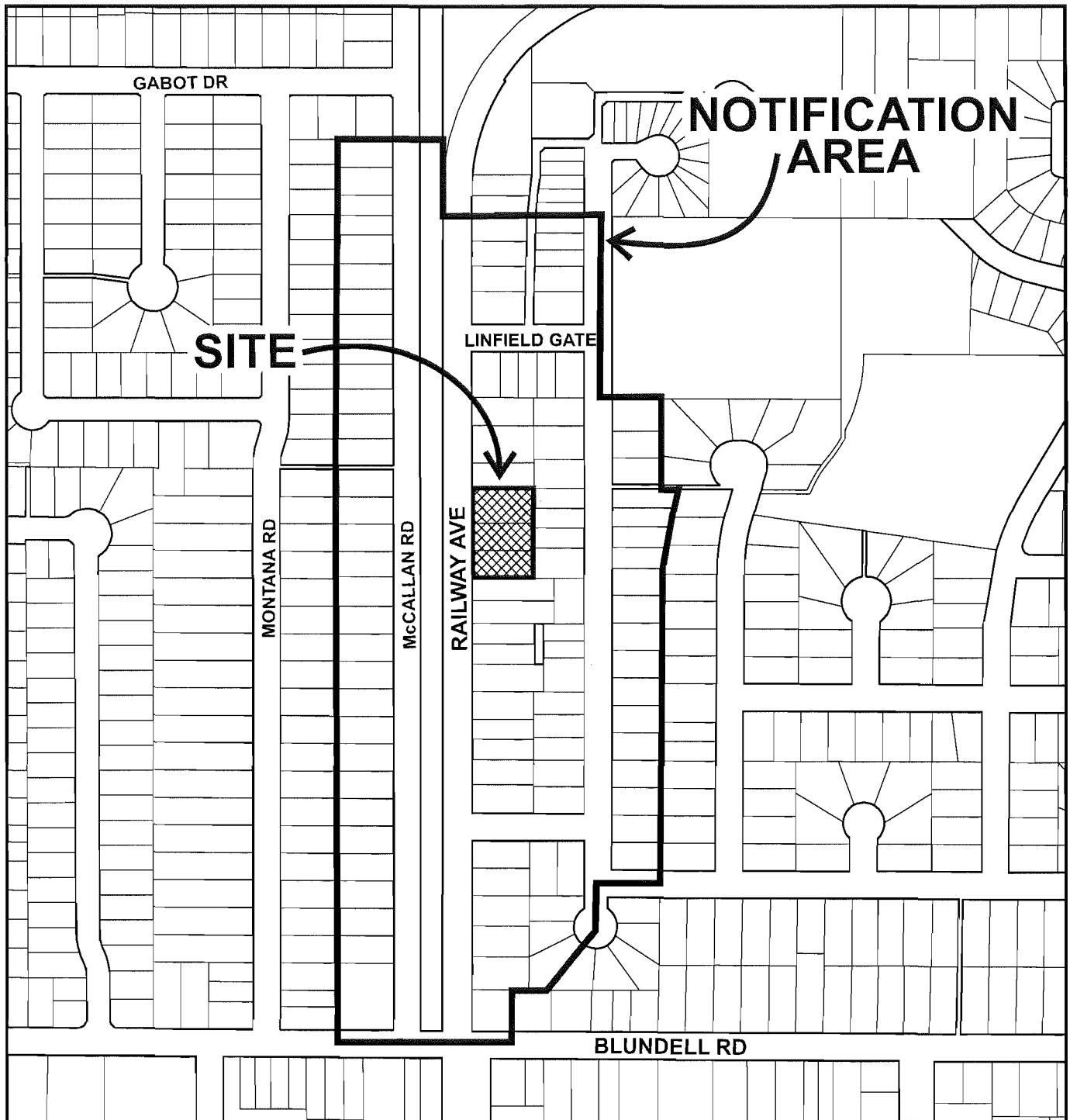
Original Date: 03/03/14

Revision Date: 03/05/14

Note: Dimensions are in METRES



City of  
Richmond



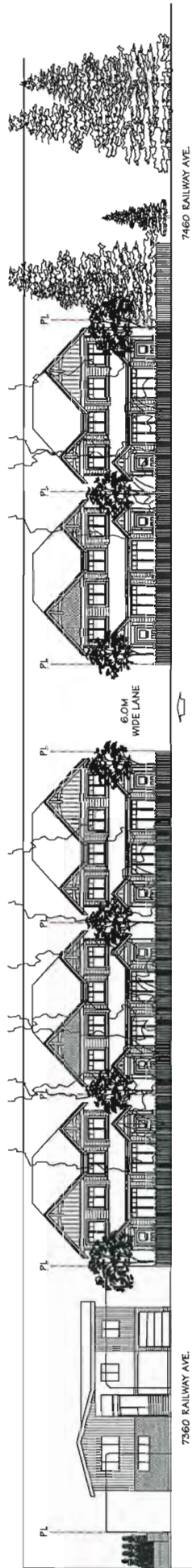
February 25, 2014,  
Open House  
Notification Area  
RZ 12-619835  
**CNCL - 327**

Original Date: 03/04/14

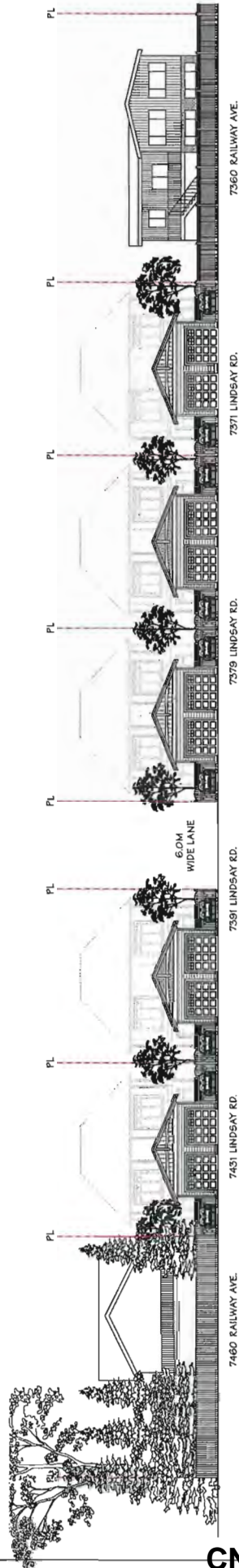
Revision Date: 03/05/14

Note: Dimensions are in METRES

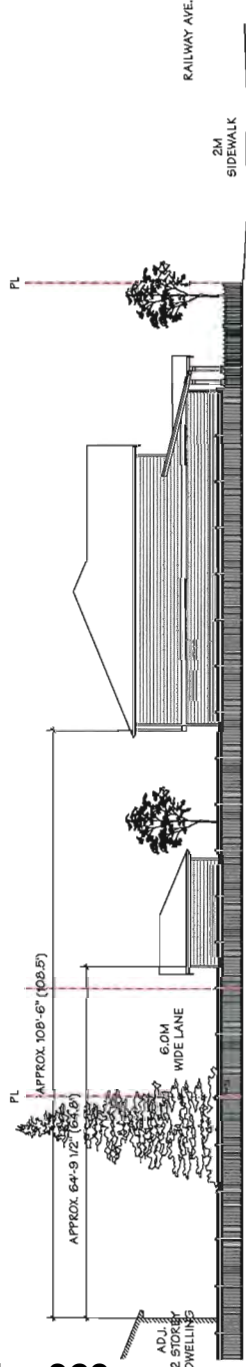




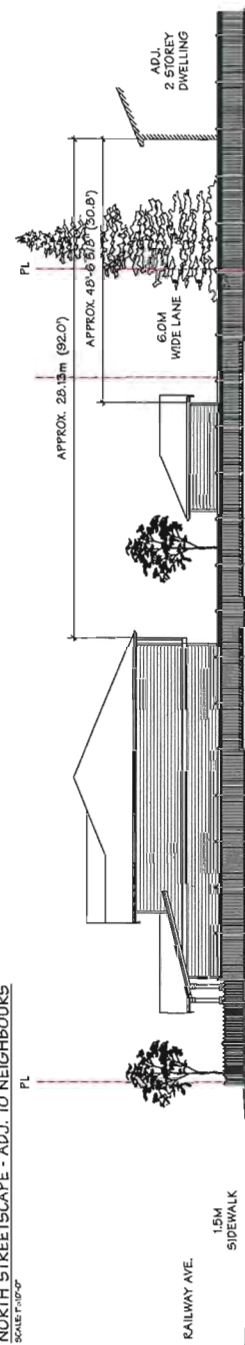
WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1:100'



EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'



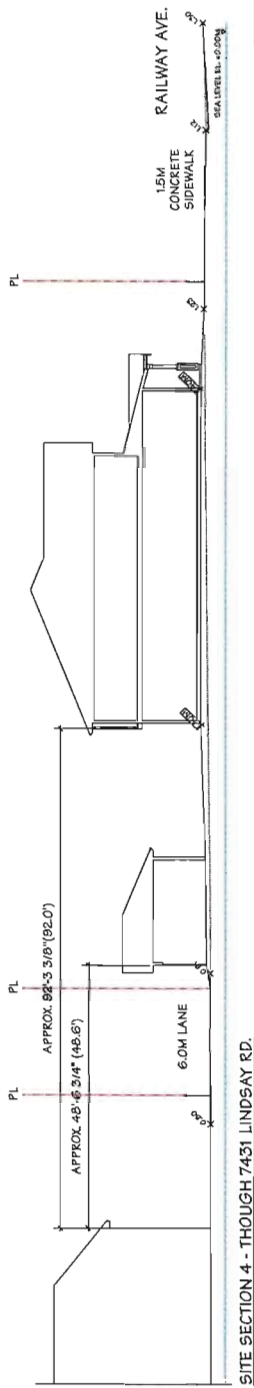
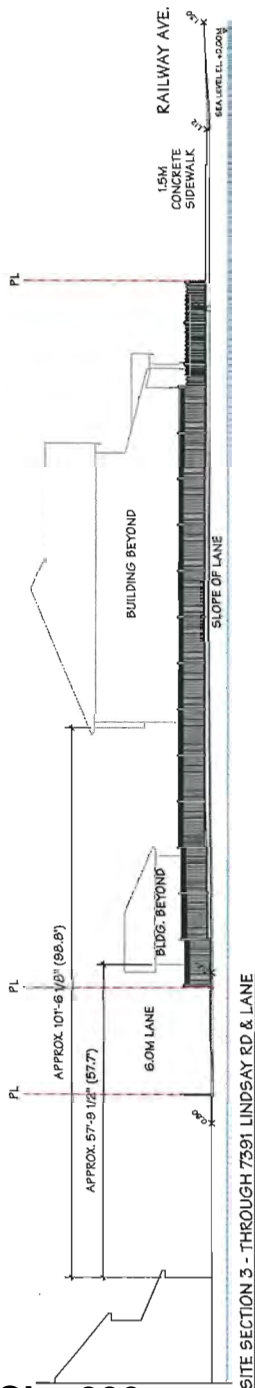
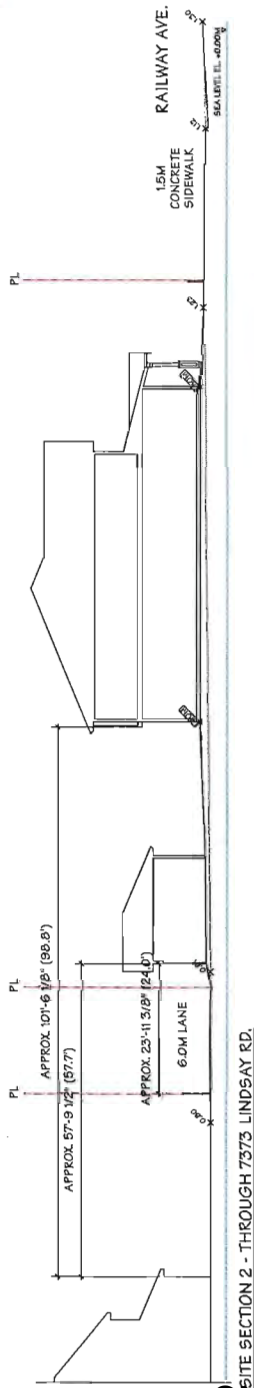
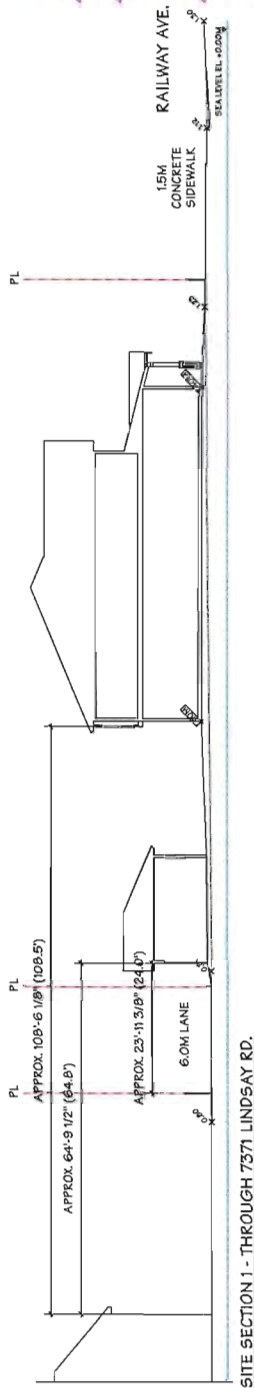
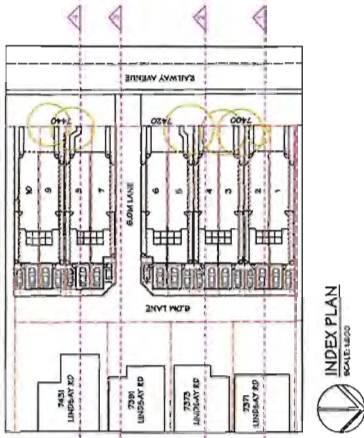
NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'



SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1:100'

PROJECT		DRAWING TITLE	
10 LOT SUBDIVISION		STREETSCAPES	
Yamamoto Architecture Inc.		SHEET NO.	
1000 1000 1000 1000		2.0-R	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	
1000 1000 1000 1000		1000 1000 1000 1000	





PROJECT

10 LOT SUBDIVISION

DESIGNED TITLE

10 LOT SUBDIVISION

Yamamoto  
Architecture Inc.

DATE

2023-07-10

SCALE

1/8" = 1'-0"

SITE SECTIONS

3.0-R

PREPARED BY

YAMAMOTO ARCHITECTURE INC.

CHECKED BY

YAMAMOTO ARCHITECTURE INC.

DATE

2023-07-10

SCALE

1/8" = 1'-0"

PROJECT DATA - FEE SIMPLE ROWHOUSE

STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
PROPOSED ZONING:	FEE SIMPLE ROWHOUSE (PROPOSED)
LOT DIMENSIONS :	6.0M (19.7') x 39.68M (130.2') PER LOT
LOT AREA :	239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
SETBACKS:	FRONT YARD: 6.0M (19.7') REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0') SIDE YARD: 1.2M (4.0')
LOT COVERAGE:	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 214 SQ. FT. TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT
F.A.R.:	PROPOSED: 2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT
F.A.R. OF ALL LOTS:	PROPOSED: 25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.
BLDG. HT.:	PROPOSED: 9.62M (2 STOREYS)
PARKING:	1 STANDARD CAR INDOOR PARKING STALL 1 SMALL CAR OUTDOOR PARKING STALL

DESIGN RATIONALE: FEE SIMPLE ROWHOUSES

- TO ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

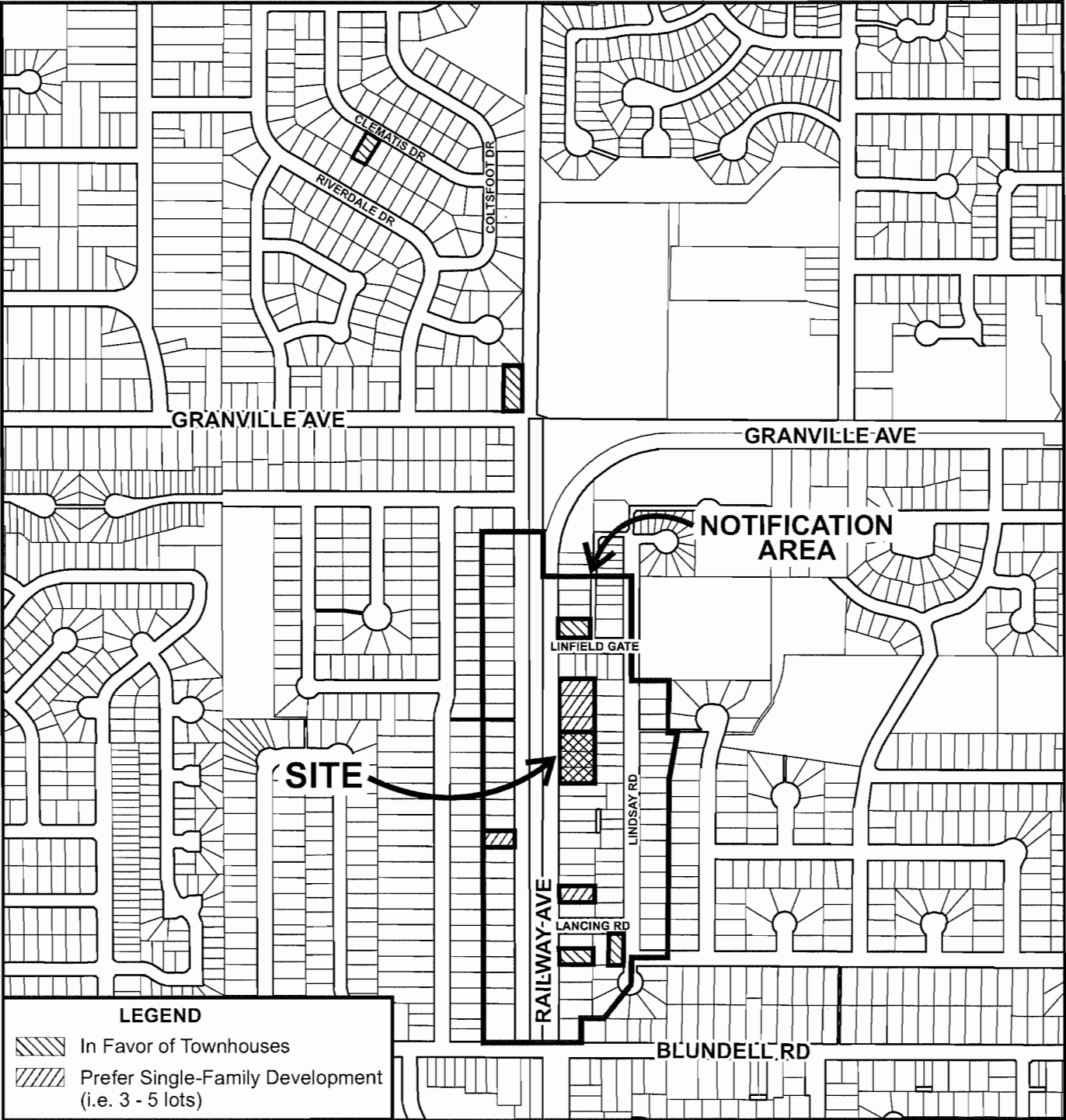
NO.	DATE	REVISIONS
1	14-01-2021	DESIGN FOR COUNCIL APPROVAL
2	14-01-2021	REVISIONS

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PROJECT	10 LOT SUBDIVISION	DESIGNING TITLE	KEY STATISTICS
Yamamoto Architecture Inc.		DESIGN RATIONALE	
1000 WEST 10TH AVENUE SUITE 100 VANCOUVER, B.C. V6H 2Y7 TEL: 604-271-1177 FAX: 604-271-1177		SCALE	1" = 16'-0"
DATE: 14-01-2021		DATE: 14-01-2021	DATE: 14-01-2021
DRAWN BY: [NAME]		DATE: 14-01-2021	DATE: 14-01-2021
CHECKED BY: [NAME]		DATE: 14-01-2021	DATE: 14-01-2021
APPROVED BY: [NAME]		DATE: 14-01-2021	DATE: 14-01-2021
PROJECT NO.		0.0-R	0.0-R



# City of Richmond



228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

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Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Burder Gill

Address: 7240 Railway



# SANDHILL HOMES LTD.

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Comments:

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Contact Information:

Name: Sharen Gill

Address: 7240 Railway Ave

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Comments:

*It is okay I am in favour it*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJINDE KHANGURA

Address: 7660 Railway Ave

CNCL - 335

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☒

Comments:

*I am in favour. It is ok*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

Your comments will be collected by the City and will become public record.

Contact Information:

Name: LAKHBIR S. KHANGURA

Address: 7660 Railway Ave.

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Comments:

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Contact Information:

Name: Sadaghi Dhandu

Address: 7631 Lindsay Road

**CNCL - 337**



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Comments:

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Comments:

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Contact Information:

Name: Narinder Patara

Address: 7631 Lindsay Road

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Comments:

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Contact Information:

Name: Darren Skulsky

Address: 7631 Lindsay Rd

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Comments:

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Contact Information:

Name: Harsit Sandhu 604-771-0299

Address: 6991 Clematis Drive

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Comments:

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Contact Information:

Name: TJ Chung

Address: 6491 Clematis Dr



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☒

Comments:

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Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tirath Sandhu

Address: 4757 Granville Row

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

*Not in support for following reasons.*  
*1) More congestion in area if number of residences*  
*2) Out of character for current zoning in area. All new*  
*houses in area are large houses on large lots.*  
*3. Increased burden on infrastructure ie sanitary, storm*  
*roads.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

*Do not support for same reasons above.*  
*\* IN support of establishing the maximum number of*  
*single family residences (lots) for the area covered*  
*by 7400, 7420, 7440 Railway Ave.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Tom Knowles

Address: 7320 RAILWAY AVE. Richmond.

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

I am not in favour of (14) 2-storey townhouses. They are going to wreck the character of the tree lined street. Making left turn exiting out to Railway + left hand turn entering into our property is a challenge, especially Railway is a single lane both ways. It is even worse at rush hours. There are no townhouses all the way to Steveston + if this proposal is allowed it will destroy the appeal of Railway.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

I am not in favour of (10) units rowhouses (duplex). There is no visitor parking + no parking on Railway. Visitors are going to park on McAllum + other side streets. These duplexes are going to wreck the street appeal. I am in favour of detached single residential houses. Either have 3 houses or have 3 properties subdivided to provide 5 detached single family houses, which I feel is a fair compromise + still keep the appeal of Railway.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: BALJIT TAMANA

Address: 7340 RAILWAY AVENUE

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO

Comments:

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO

Comments:

Want single family detached homes only. Either 3 as is or 5 40ft lots but no townhouse or duplex. want neighbourhood w/ appeal

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

Baljit Tamara

Address:

7340 Railway Ave.



**Lee, Edwin**

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**From:** Baljit Tamana [btamana@hotmail.com]  
**Sent:** Tuesday, 25 February 2014 20:02  
**To:** Lee, Edwin  
**Subject:** 7400, 7420, 7440 Railway Ave Public Information meeting by Sandhill Homes

**Categories:** To Do

Hi Edwin,

I live at 7340 Railway Avenue and am the homeowner. I went to the public information meeting held by Sandhill Homes for the redevelopment of the site they own. I want to make sure you get my view on this project because the opinion form I was asked to fill out were taking by employees of Sandhill Homes and I want to make sure you and the City know my view.

First, the information meeting was very misleading showing the neighbours two options and the Sandhill staff making it sound like these are the only two options available when this is not true. Uninformed neighbours could easily think that they have to choose between these two options only and that no other options are available and the comment form reflected this by not providing a space to discuss another option and instead just saying which of these two options we want.

Secondly, I wrote I am against both options and am only in favour of DETACHED single residential homes. Either having 3 homes built on the 3 properties or the 3 properties being subdivided to provide for 5 DETACHED single family homes which I feel is a fair compromise.

Thank You,

Baljit Tamana

# SANDHILL HOMES LTD.

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*I am not in favor of fourteen (14) 2 storey townhouse units. This plunked in the middle of our surrounding block does not fit in. This is blockbusting which has been recorded at the May 21st 2013 meeting. This proposal affects residents in many different ways. For us at 7360 Railway left turns exiting our driveway onto Railway and left turns entering into our driveway is the problem especially at rush hour. Traffic backs up. For our busy 410 bus service drivers turning left hold up the buses. Because Railway is a two lane Rd. If this proposal is allowed a domino effect along Railway could happen. Single detached homes is a better option and will be more appealing.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*With no visitor parking, this is unrealistic for anyone buying into this 10 units' rowhouse (duplex) proposal. With bicycle lanes on both sides along Railway Ave and no street parking, visitors will go to the surrounding streets. This is already happening. This proposal will have no street appeal.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Helen Sheardown

Address: 7360 Railway Ave.  
Richmond BC.  
V7C-3J9

CNCL - 347

604  
Phone 274-3181

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ NO - Not in Favor.

Comments:

*This proposed presentation of 14 - 2 storey townhouses is not any better than the first presentation submitted at the first public hearing at city hall on May 21st, 2013. My rejections to these townhouses are already recorded at the public hearing and should be available at the city clerk's office for viewing.*  
*These townhouses do not fit in with the overall character of the 7000 Block Railway Ave and surrounding streets.*  
*All my recorded concerns remain the same*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ NO - Not in Favor.

Comments:

*Other Builders at this time are constructing single family homes on our street and surrounding streets with respect to the character of our neighborhood.*  
*These (10) unit rowhouse (Duplex) with no visitor parking and no parking on Railway Ave is not acceptable.*  
*This type of rowhouse (Duplex) won't have any appeal to this neighborhood and will decrease the value of our property.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Mr. Glen Sheardown

Address: 7360 Railway Ave. Richmond, BC V7C-3J9 Phone 604-274-3181

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units. ☐

Comments:

I am totally against the idea to rezone this area, to allow townhouses. Apart from the traffic, parking problems, Railway Ave, as it is (two lanes only) cannot support, safely, any more traffic. My main concern is from all the people (myself included) who have invested millions of dollars to build single dwelling houses with the

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex). ☐

Comments:

sense of living on Railway Ave and not worrying about what type of structure was going up next door, to devalue our life long savings. There are many other places where this type of development is acceptable, certainly not on Railway. Put me down to 100% against this proposal.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: JASWANT MANN,

Address: 7580 RAILWAY AVE., RICHMOND



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Rather than either of the two options proposed, I believe you should consider the option presented in the following paragraphs, as it makes more sense within a "SINGLE FAMILY DWELLING" neighbourhood.

I would prefer the option of having 3 single family homes rather than either of the two proposed options.

First reason is that little or no visitor parking is provided with either of the two proposed options, which means that any persons visiting the new residences would probably park on McCallan Road since there is no parking allowed on Railway. This would result in more vehicle traffic on McCallan and further disrupt our "single family neighbourhood".

Second reason is that there are already a large number of vehicles on Railway as well as city buses. Many vehicles when heading west on Granville will turn onto McCallan rather than following the natural turn when Granville Avenue feeds into Railway. They do this because there is already a lot of traffic on Railway and there are no pullouts on Railway for the city buses and, therefore, traffic backs up on Railway. Many of these vehicles travel at a high rate of speed down McCallan (70-80km/hr) causing a safety hazard for the homeowners such as myself when we are pulling out of our driveways.

If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

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Your comments will be collected by the City and will become public record.

Contact Information:

Name: KEVIN MASON

Address: 7531 McCALLAN RD., RICHMOND

**SANDHILL HOMES LTD.**

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

**Public Information Meeting  
Rezoning Application Number: RZ 12-619835**

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If there were only 3 single family homes built on the lots even if we assume 3 vehicles per house that would result in only 9 new vehicles being added to the existing traffic nightmare on Railway, whereas if either of the two proposed options were chosen it would result in upwards of 20 new vehicles being added. On top of this there would potentially be an exponential number of visitor vehicles looking for parking space on McCallan. Most single family homes have driveways large enough to accommodate a couple of visitor vehicles, which would eliminate a lot of the potential visitor parking issue caused by either of the two proposed options.

Your comments will be collected by the City and will become public record.

**Contact Information:**Name: PAT MASONAddress: 7531 McCallan Rd., Richmond

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

## Public Information Meeting

7400, 7420, 7440 Railway Avenue

**Purpose:** A proposed to rezone 7400, 7420, 7440 Railway Avenue to allow fourteen (14) 2-storey townhouses units or ten(10) units rowhouses (duplex) to be developed on the property.

When: February 25, 2014  
Time: 5:30 p.m. to 8:30 p.m.  
Where: Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6

## Meeting Notice

Notice of the meeting was distributed to all properties located within 100 meters (300 ft.) of the proposed project or subject site as specified distance from the city. The notice was sent on February 8, 2014, two weeks before the meeting date.

Please see enclosure (A) for the copy of Notice sent to the residents.

## Time of the Meeting

The meeting was held on February 25, 2014 at 5:30 p.m. to 8:30 p.m. The time provided for this meeting is long enough for the residents to take a look into details of the proposed project, ask questions, and give their comments. The hours are also very suitable for those who are working.

## Location of the Meeting

The meeting was held at Thompson Community Center's Boardroom which is very accessible and suitable location in close proximity of the project site. The parking and room is large enough to accommodate anticipated number of attendees.

## Presentation and Information Supplied at the Meeting

The meeting is open to the public or residents within 100 meters (300 ft.) of the proposed project. As attendees arrived, they were asked to log into the sign in sheet. Comment sheet were given to them to put their selected option, make comments, give suggestions, and write their concerns in the development of the proposed project.

# SANDHILL HOMES LTD.

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The presentation was done as a group or families, after they signed on the sign in sheet, the attendees were advised about the two proposed options. They were allowed to look into the details. Sandhill Development Staff's guided families and informed them about the options and Arch. Taizo Yamamoto did the presentation, explanation, clarification, and answered inquiries for the two options presented.

Illustration board/display was used for the presentation of the proposed plan. The two Options presented were: *Option 1 – Fourteen (14) 2-storey townhouses units and Option 2 – Ten (10) units Rowhouses (duplex)*. A letter size copy of drawings was also given to attendees as they requested for it.

In our illustrations for both options we included:

- Project Data and Design Rationale
  - Proposed Zoning, Lot Dimensions, Lot Area, Setbacks, Lot Coverage, F.A.R., F.A.R. of all Lots, Building Height, Parking
- Site Plan and Context Plan
- Streetscapes
  - West Streetscape – Railway Avenue
  - East Streetscape – Adjacent to Neighbors
  - North Streetscape – Adjacent to Neighbors
  - South Streetscape – Adjacent to Neighbors
- Site Sections and Index Plan
- Context Plan showing the subject site, townhouse developments, and apartments.

Please see enclosure (B)

## *Other Materials:*

- Sign in Sheet for the attendees was prepared for the record of who attended the Public Information Meeting.
- Comment Sheet was provided to all the attendees where they can put their selected option, make comments, give suggestions, and write their concerns in



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Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

the development of the proposed project. After the meeting all collected data was given to Mr. Edwin Lee.

Please see enclosure (C)

## City of Richmond Representative

Edwin Lee from the City Planning and Development Department was present in the meeting.

## Meetings Comments, Response, and Summary

In speaking with the attendees at the Public Information Meeting, it was found that the majority were in favour of the 14-unit townhouse proposal. Those who were non-supportive of either scheme had similar objections, as outlined below.

1. Neighbours who objected did not want anything other than single family homes, they did not want townhouses nor duplexes. The concern was with increasing the number of people in the neighbourhood, and preserving the area as a single family enclave.

### Response:

*In speaking with the neighbours, it was explained that the two options presented were schemes that were economically viable for the developer. The desire for 3-5 single family lots was not realistic given the cost of the individual lots purchased by the developer. It was also explained that the City is looking to increase density along major arterial roads, as this is the most logical place for new homes. By creating density along these roads, lower density and single family neighbourhoods can be preserved off of the arterials. Finally, the housing types offered by a townhouse development are a unit type that is affordable to many more families, as opposed to "monster" homes affordable only by the wealthy. As a result, the arterials provide housing for a more diverse population in close proximity to public transportation.*

2. Some neighbours had concerns about the increase in traffic that they felt would result from the townhouse development. They also noted that there was significant short-cutting of cars onto McCallan Road, many of which sped through the neighbourhood.

### Response:

*It was pointed out to the neighbours that single family lots within Richmond have the potential for secondary suites. With a potential subdivision of the subject site into 5 single family lots, each with secondary suites, the number of families within the site would be 10. The proposed townhouse development is for 14 families. The amount of additional traffic generated by this development would be negligible, especially when compared to the number of people that could be housed on five single family lots with*

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*secondary suites.*

*The City policy for both townhouse and single family subdivision is to reduce the number of driveways onto the arterial road. It was explained that even a single family subdivision would require a single access onto Railway, which would mean the introduction of a lane at the back of the property. In this way, the limited access onto Railway will minimize conflict of cars leaving and entering driveways and should improve the flow of traffic.*

*Finally, it was suggested that the neighbours bring their concerns about cars short-cutting through McCallan Road to the attention of the City so that potential traffic calming and traffic diverting measures can be considered.*

3. Some neighbours had concerns about visitor parking, and suggested incorrectly that neither scheme had any visitor parking.

*Response:*

*It is true that the rowhouse scheme did not include visitor parking, as this is consistent with the requirement for single family lots. The townhouse proposal does in fact propose 4 visitor parking stalls, which exceeds the requirements of the City Bylaw by 33%. A ratio of 0.2 visitor parking spaces is required for each unit which for 14 units results in a requirement of 2.8 stalls. With 4 stalls being proposed, the ratio is increased to 0.29. It was pointed out that there are no requirements for visitor parking on single family lots.*

4. Though few of the immediate neighbours attended the Public Information meeting, attendees had concerns about reduced privacy for the single family homes surrounding the development.

*Response:*

*It was pointed out that the minimum setback for single family homes is 6.0m. The proposed townhouse development has setbacks ranging from 5-6m on the ground floor and 6.0m on the upper floor. It was also explained that six, single units were proposed along the rear of the property so that out of the four homes backing onto the property from the east, only two would back onto the rear yards of two townhouse units. The other two homes would back onto the rear yards of one townhouse units. It was also explained that windows on upper floors would be minimized to reduce the potential for overlook, and that a landscape buffer would be planted to maximize planting.*

*As previously discussed, a single family alternative form of development would require a rear lane that would run along the length of the property. It was explained to the attendees that this could have a more negative impact to privacy as a public space would be introduced at the rear of the single family lots. To address issues of security*

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*within the lane, it is likely that lighting would have to be installed, and this could have a negative impact to the privacy and livability of the rear yards of the adjacent homes.*

*Finally, it was explained that a townhouse development would be subject to a Development Permit, and that the neighbourhood would have more opportunity to provide input into how the townhouses were designed. With a single family subdivision, there would be no design review by the City or Design Panel, and there would be no opportunity for the neighbours to bring up any concerns with privacy and overlook resulting from the construction of large homes.*

5. Some attendees had concerns about the change in character resulting from the proposed townhouse development.

*Response:*

*It was difficult to get a clear definition from the attendees about what they meant by "character" beyond issues highlighted above (density, number of homes, traffic, etc.). It was explained that the design of four duplexes along Railway would appear to be four single family homes, and that high quality materials and finishes would be used. In addition, each of the duplexes would have entries facing the street to reinforce the "front door" appearance and enhance the streetscape. It would be possible to differentiate the design of each duplex to further emphasize the individual units, and to enhance the appearance of four single homes fronting the street.*

*With the City policy to reduce the number of private driveways on Railway, it was pointed out that the streetscape massing for a townhouse development and 4 - 5 single family homes would be virtually identical.*

*Again, it was outlined that the public would have more input into the design and aesthetic character of a townhouse development subject to Design Panel and Development Permit. Since this is not required for single family lots, the resulting streetscape is inconsistent with multiple styles, rooflines, and landscape treatments. The townhouse form could be varied if this is desired, but it could also be made more uniform and consistent to create a strong character and identity for the street.*

6. Some attendees suggested that their property values would go down as a result of a townhouse development.

*Response:*

*We feel that the opposite is true. For property owners along Railway, the*

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*potential for development in line with what is being proposed would increase their property value. For single family property owners backing onto the site, the City would have more control over what was built in the rear yards, and would ensure that privacy and livability concerns are addressed. The amount of wall that is proposed along all property lines is actually less than what might be possible for single family homes.*

7. Some attendees perceived an increased burden on infrastructure resulting from a townhouse development.

*Response:*

*We feel that densification along arterial roads, in line with City policy, establishes an efficient use of City infrastructure, including utilities, roads, and public transit. A wide, single family subdivision requires significantly more infrastructure per family and as a result would require higher taxes per family to maintain.*



## Sandhill Homes Ltd.

Land Development Residential & Commercial Construction

**Sandhill Homes** is hosting a Public Information meeting to discuss the properties located at 7400, 7420, 7440 Railway Avenue.

We would like to give you the opportunity to express your comments and voice your concerns, and participate in the public consultation process.

At the meeting you will be able to view two possible development options, and to provide your feedback on these two schemes. We hope you are able to attend and look forward to seeing you there.

**When:** Tuesday, February 25, 2014

**Time:** 5:30 p.m. – 8:30 p.m.

**Where:** Thompson Community Center  
(Boardroom)  
5151 Granville Avenue  
Richmond, BC V7C 1E6



**CONTEXT PLAN**

SCALE: N.T.S.

SUBJECT SITE:  
7400, 7420, 7440  
RAILWAY AVE

**PROJECT DATA - TWO-STOREY TOWNHOUSE**

**STATISTICS:**

**CIVIC ADDRESS:** 7400, 7420, 7440 RAILWAY AVE.

**PROPOSED ZONING:**

TOWNHOUSE (PROPOSED)

**LOT DIMENSIONS :**

45.78M (150.2') x 66.12M (216.9')

**LOT AREA :**

3,025.7 SQ.M. (32,568.7 SQ.FT.)

**SETBACKS:**

FRONT YARD:

6.0M (19.7')

REAR YARD:

5.0M (16.4') - GROUND FLOOR

SIDE YARD:

6.0M (19.7') - SECOND FLOOR

3.14M (10.30')

**LOT COVERAGE:**

PROPOSED: 32,568.7 SQ.FT. x 45% = 14,656.0 SQ.FT.

PROPOSED:

BUILDING: 14228 SQ. FT.

PORCH:

262 SQ. FT.

ELEC./GARB./REC.:

166 SQ. FT.

TOTAL: 14656 SQ. FT. (45.0%)

**F.A.R.:**

PROPOSED: 32,568.7 SQ.FT. x 60% = 19,541.2 SQ.FT.

19,541.2 SQ.FT. / 14 UNITS = 1,395.8 SQ. FT. AVG./UNIT

**BLDG. HT.:**

PROPOSED: 9.5M (2 STOREYS)

**PARKING:**

PROPOSED: 2 CAR GARAGE x 14 UNITS = 28 SPACES (RESIDENTS)

OPEN VISITORS PARKING = 4 SPACES (VISITORS)

TOTAL = 32 SPACES

**AMENITY:**

INDOOR PROPOSED: NONE (CASH-IN-LIEU)

OUTDOOR PROPOSED: 95.3 SQ.M. (1,025.8 SQ.FT.) - 3.1%

**DESIGN RATIONALE: TWO-STOREY TOWNHOUSE**

- 14 TOWNHOUSE UNITS PROPOSED
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FOUR SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- ALL TWO STOREY, SINGLE UNITS AT REAR TO MAXIMIZE PRIVACY
- MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- PLANT AND FENCE BUFEER TO ENHANCE PRIVACY TO NEIGHBOURING HOMES
- CENTRAL DRIVEWAY LOCATED TO MINIMIZE NOISE FOR NEIGHBOURS
- DRIVEWAY ENDS TREATED WITH HIGH FENCE AND TRELLIS
- 4 VISITOR PARKING SPACES PROVIDED (IN EXCESS OF CITY REQUIREMENTS)
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

Yamamoto  
Architecture Inc.

PROJECT  
14 UNIT  
TOWNHOUSE DEVELOPMENT

DESIGN RATIONALE

KEY STATISTICS	DESIGN RATIONALE
UNITS	14
TYPE	2-1/2
DATE	11.11.15
BY	Y
REVISION	0.0-TH



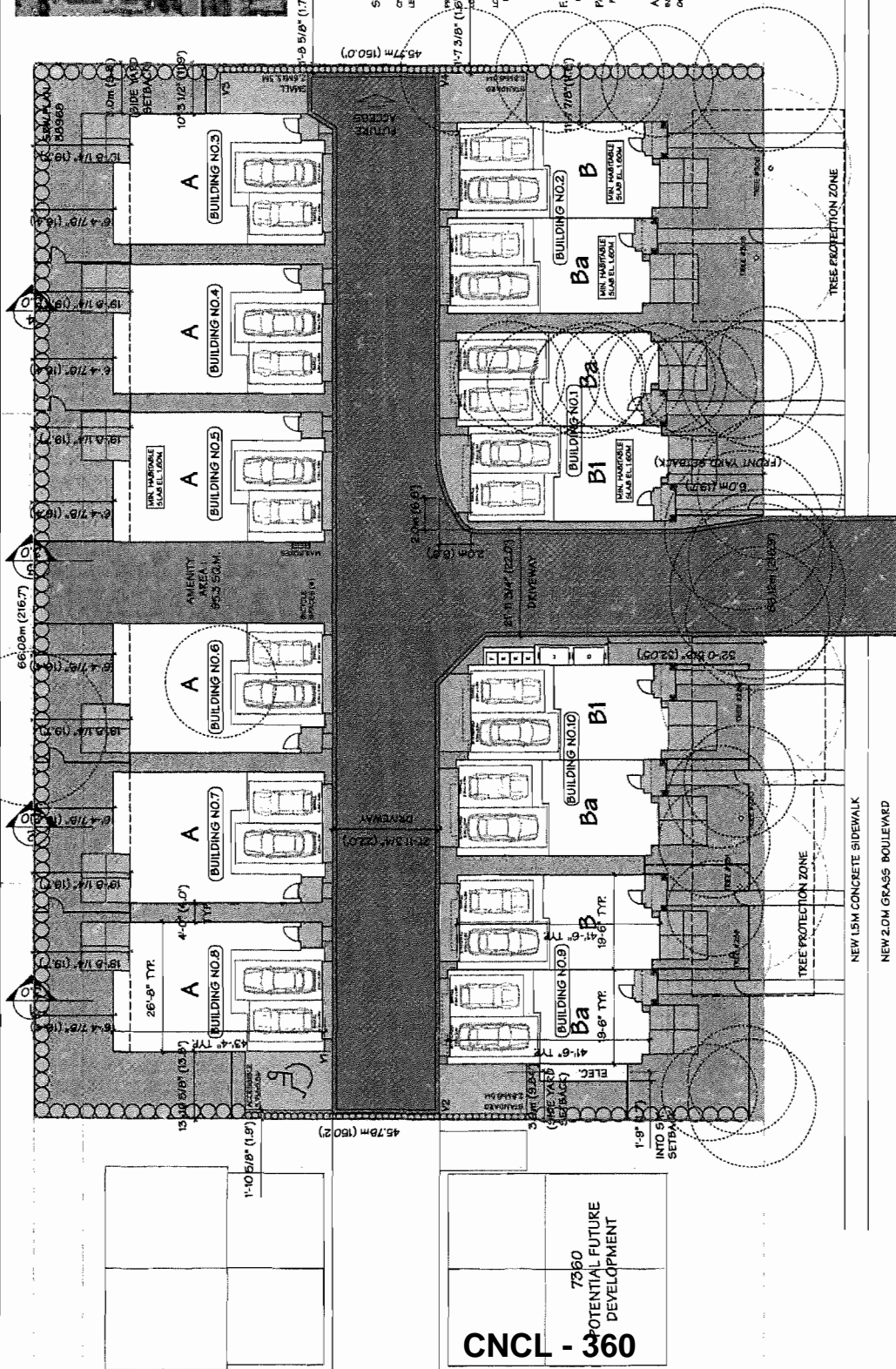
STATISTICS:  
CITY ADDRESS:  
LEGAL DESCRIPTION:

PROPOSED ZONING: DOWNHOUSE (PROPOSED);  
 LOT AREA: 3,025.7 SQ. M. (3,256.7 SQ. FT.)

BUILDING:	1422.0	50. FT
PORCH:	262	50. FT
ELEC./GAS/REC:	106	50. FT
TOTAL:	14656	50. FT (4)

21,667.7 SQ. FT. / 14 UNITS = 1,547.7 SQ. FT. AVG./UNIT	
22 CAR GARAGE x 14 UNIT	= 28 SPACES (RESIDENTS)
OPEN VISIONS PARKING	= 3 SPACES (VISITORS)
<b>TOTAL</b>	<b>= 31 SPACES</b>

5. NONE (CASH+PAID)  
95.5 SQ.M. (1,025.8 SQ.FT.) - 3.1%



**CNCL - 360**

7360  
POTENTIAL FUTURE  
DEVELOPMENT

EXAMINER TITLE	SHEET NO.	<b>1.0-TH</b>	PROJECT NO. 1386
SITE PLAN - TOWNHOUSE STATISTICS			
DATE	P. M. A.P.		
DATE REPT. IN			
COUNTY	TY		
CHECKED			

**Yamamoto  
Architecture Inc.**

14 UNIT  
TOWNHOUSE DEVELOPMENT

1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2

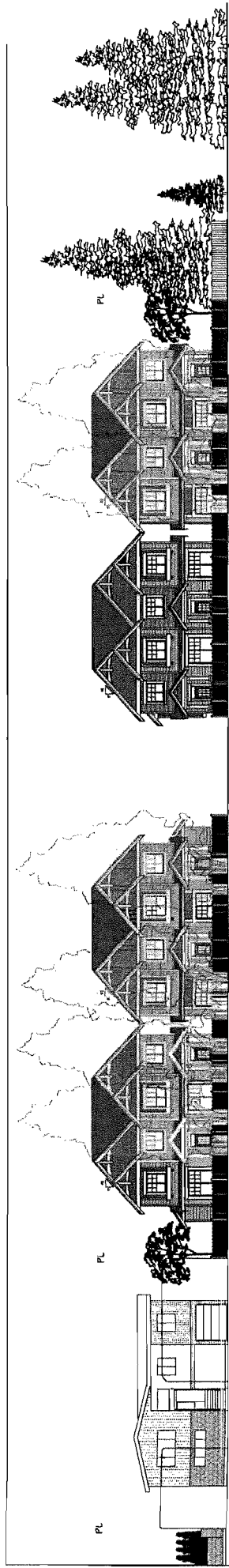
NO.	DATE	REMARKS
4-10	20-10-2016	RECEIVED FOR REGISTRATION

RAILWAY AVENUE

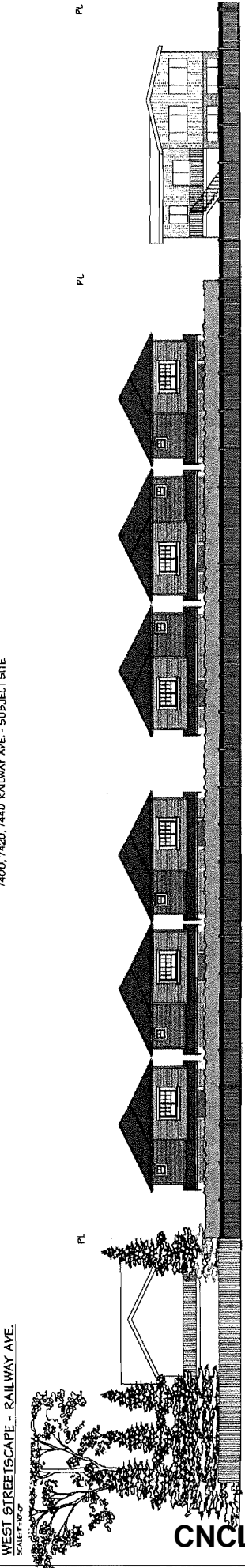
**SITE PLAN - TWO-STOREY TOWNHOUSE**

SCALE: 1/8"=1'-0"

0 10 20 40

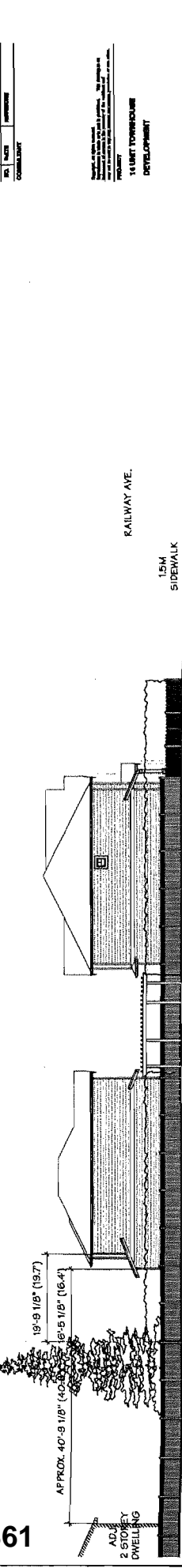


7360 RAILWAY AVE. 7400, 7420, 7440 RAILWAY AVE. - SUBJECT SITE 7460 RAILWAY AVE.



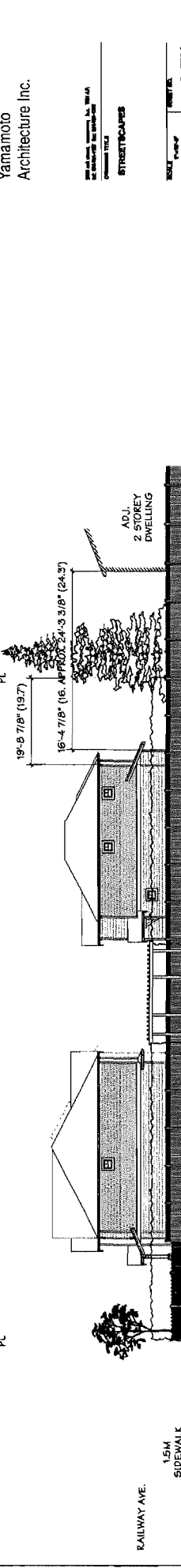
7360 RAILWAY AVE. 7431 LINDSAY RD. 7579 LINDSAY RD. 7571 LINDSAY RD. 7560 RAILWAY AVE.

CNCL 361



7371 LINDSAY RD. 7571 LINDSAY RD.

ADJ. 2 STOREY DWELLING



7431 LINDSAY RD. 7571 LINDSAY RD.

ADJ. 2 STOREY DWELLING

NO.	DATE	DESCRIPTION
1	10/1/20	CONCEPT

THIS PLAN SET IS THE PROPERTY OF YAMAMOTO ARCHITECTURE INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.  
11111 111 ST. S.W.  
VANCOUVER, B.C. V6V 2C9

Yamamoto  
Architecture Inc.

PROJECT TITLE  
STREETSCAPES

PROJECT NO.	2.0-TH
DATE	10/1/20
DESIGNED BY	YAMAMOTO
DRAWN BY	YAMAMOTO





**PROJECT DATA - FEE SIMPLE ROWHOUSE**

**STATISTICS (NO TYP. LOTS):**

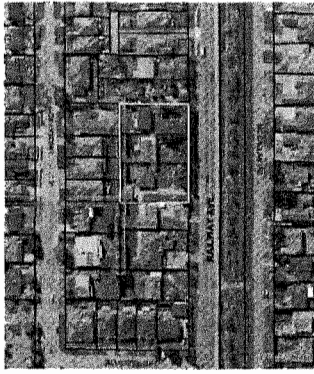
<b>CIVIC ADDRESS:</b>	7400, 7420, 7440 RAILWAY AVE.
<b>PROPOSED ZONING:</b>	FEE SIMPLE ROWHOUSE (PROPOSED)
<b>LOT DIMENSIONS:</b>	6.0M (19.7') x 39.68M (130.2') PER LOT
<b>LOT AREA:</b>	239.0 SQ.M. (2,572.6 SQ.FT.) PER LOT
<b>SETBACKS:</b>	FRONT YARD: 6.0M (19.7') REAR YARD: 1.3M (4.26') + 6.0M LANE (20.0') SIDE YARD: 1.2M (4.0')
<b>LOT COVERAGE:</b>	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 214 SQ. FT. TOTAL: 1154.4 SQ. FT. (45.0%) - PER LOT
<b>F.A.R.:</b>	2,572.6 SQ.FT. x 65% = 1,672.2 SQ.FT. - PER LOT
<b>F.A.R. OF ALL LOTS:</b>	25,668 SQ.FT. x 65% = 16,684.2 SQ.FT.
<b>BLDG. HT:</b>	9.62M (2 STOREYS)
<b>PARKING:</b>	1 STANDARD CAR INDOOR PARKING STALL 1 SMALL CAR OUTDOOR PARKING STALL

CNCL 363

**DESIGN RATIONALE: FEE SIMPLE ROWHOUSES**

- 10 ROWHOUSE UNITS PROPOSED ON 10 LOTS
- MAXIMUM TWO STOREY UNITS SIMILAR SCALE AS ADJACENT HOMES
- UNITS GROUPED INTO DUPLEXES TO MAINTAIN SINGLE FAMILY SCALE AND CHARACTER
- STREETSCAPE APPEARS TO BE FIVE SINGLE FAMILY HOMES
- HIGH QUALITY MATERIALS TO ENSURE QUALITY STREETSCAPE AND HIGH PROPERTY VALUES
- LANEWAY AT REAR OF PROPERTY TO MINIMIZE OVERLOOK FROM UNITS INTO SINGLE FAMILY YARDS
- ONE STORY GARAGES ALONG LANE TO HAVE MINIMAL IMPACT ON VIEW FROM NEIGHBOURING HOMES
- NO IMPACT ON SUNLIGHT TO NEIGHBOURING LOTS TO EAST AND SOUTH, MINIMAL IMPACT ON SUNLIGHT TO NEIGHBOUR TO THE NORTH
- WINDOWS ON UPPER STOREYS MINIMIZED TO REDUCE OVERLOOK
- LANEWAY TREATED WITH HIGH FENCE AROUND PERIMETER
- RETENTION OF LARGE TREES ALONG RAILWAY AVENUE TO MAINTAIN GREEN APPEARANCE
- ADDITIONAL RESIDENTS WILL NOT CREATE NOTICEABLE INCREASE IN TRAFFIC

Yamamoto Architecture Inc.		14 LOT SUBDIVISION		KEY STATISTICS DESIGN RATIONALE	
PROJECT NO. 14-00000000-0000-0000		DATE OF PLAN 2023-01-01		SHEET NO. 0.0-R	
DRAWN BY: [Signature]		CHECKED BY: [Signature]		DATE OF CHECK 2023-01-01	
SCALE: 1/8" = 1'-0"		SCALE: 1/8" = 1'-0"		SCALE: 1/8" = 1'-0"	
PROJECT NO. 14-00000000-0000-0000		PROJECT NO. 14-00000000-0000-0000		PROJECT NO. 14-00000000-0000-0000	

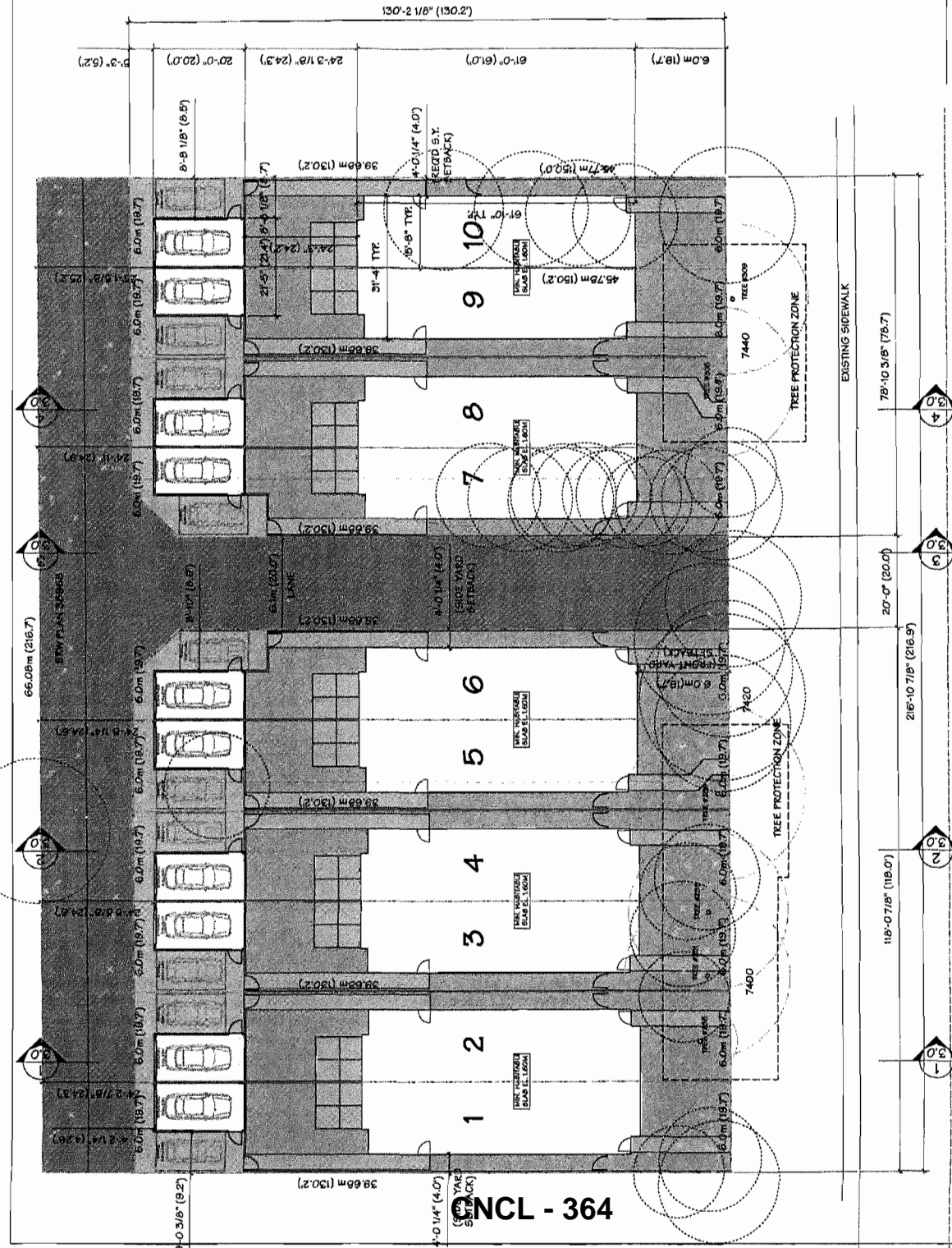


# CONTEXT PLAN

SCALE: N.T.S.

## STATISTICS (10 TYP. LOTS):

CIVIC ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
LEGAL DESCRIPTION:	FREE SIMPLE ROWHOUSE (PROPOSED)
PROPOSED ZONING:	NET 233.0 SQ.M. (237.6 SQ.FT.) PER 5 LOTS
LOT AREA:	BUILDING: 940.4 SQ. FT. DETACHED GARAGE: 204 SQ. FT.
LOT COVERAGE:	PROPOSED: LAND 6.56/1 (10.0%)
F.A.R. (PER LOT):	PROVIDED: 1 STANCHION ONE INDOOR PARKING SHALL 1 SMALL ONE OUTDOOR PARKING SHALL
PARKING:	



Yamamoto  
Architecture Inc.

RAILWAY AVENUE

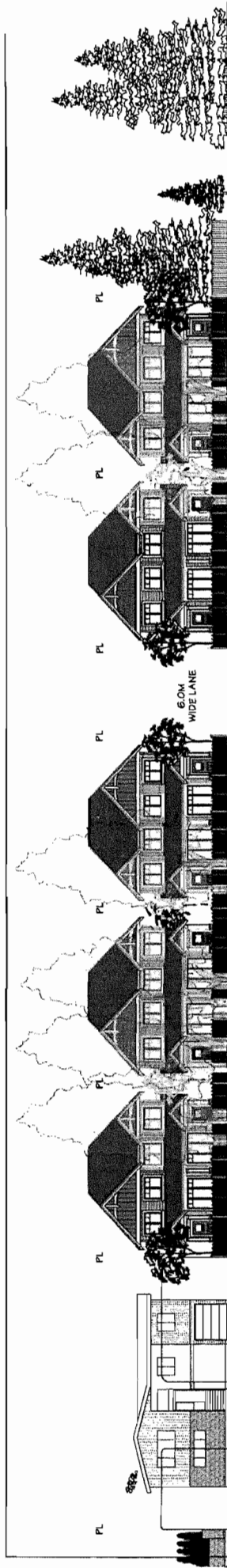
SITE PLAN - FREE SIMPLE ROWHOUSE

SCALE: 1/8" = 1'-0"

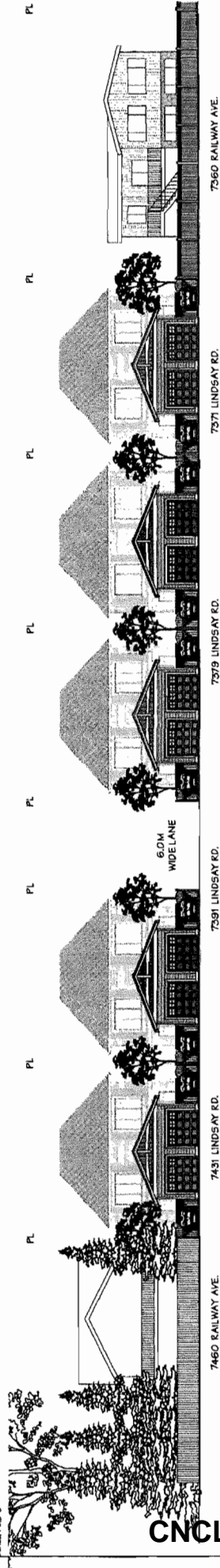


EXISTING  
FREE-PARKING

PROJECT:	10 LOT ROWHOUSE
PREPARED BY:	YAMAMOTO ARCHITECTURE INC.
DATE:	2024.01.15
SCALE:	1/8" = 1'-0"
PROJECT NO.:	2024-01-15
PROJECT NAME:	10 LOT ROWHOUSE
PROJECT ADDRESS:	7400, 7420, 7440 RAILWAY AVE.
PROJECT CITY:	MISSISSAUGA, ONT.
PROJECT PROVINCE:	ONTARIO
PROJECT COUNTRY:	CANADA
PROJECT YEAR:	2024
PROJECT TYPE:	ROWHOUSE
PROJECT STATUS:	PROPOSED
PROJECT PHASE:	PRELIMINARY
PROJECT DRAWING NO.:	1.0-R
PROJECT DRAWING TITLE:	1.0-R
PROJECT DRAWING SCALE:	1/8" = 1'-0"
PROJECT DRAWING DATE:	2024.01.15
PROJECT DRAWING BY:	YAMAMOTO ARCHITECTURE INC.
PROJECT DRAWING CHECKED BY:	YAMAMOTO ARCHITECTURE INC.
PROJECT DRAWING APPROVED BY:	YAMAMOTO ARCHITECTURE INC.
PROJECT DRAWING SCALE:	1/8" = 1'-0"
PROJECT DRAWING DATE:	2024.01.15
PROJECT DRAWING BY:	YAMAMOTO ARCHITECTURE INC.
PROJECT DRAWING CHECKED BY:	YAMAMOTO ARCHITECTURE INC.
PROJECT DRAWING APPROVED BY:	YAMAMOTO ARCHITECTURE INC.

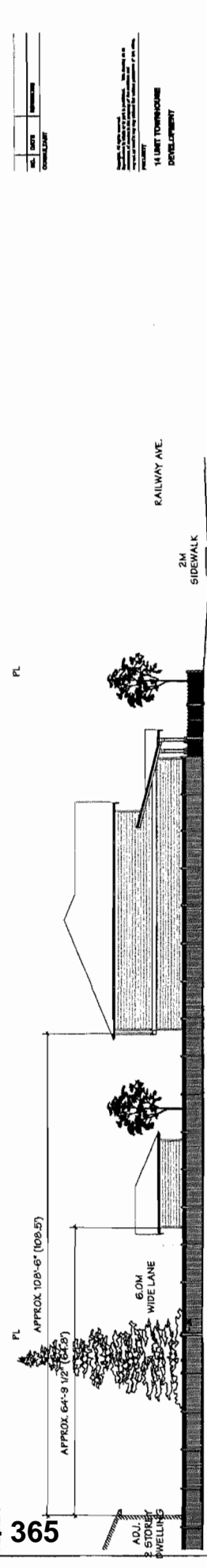


WEST STREETSCAPE - RAILWAY AVE.  
SCALE 1/8"=1'-0"

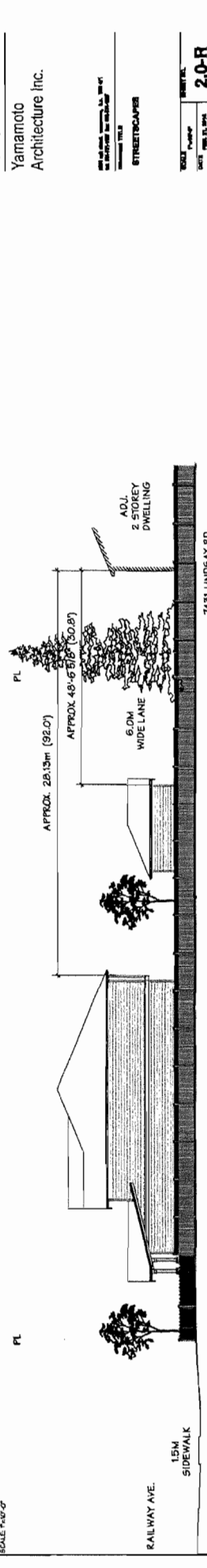


CNCL 365

EAST STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8"=1'-0"



NORTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8"=1'-0"



SOUTH STREETSCAPE - ADJ. TO NEIGHBOURS  
SCALE 1/8"=1'-0"

NO.	DATE	DESCRIPTION
1	01/11/2017	Initial Design

THIS IS A PRELIMINARY DESIGN AND NOT A FINAL DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.  
11 LINDSAY TERRACE  
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.  
11 LINDSAY TERRACE  
DEVELOPMENT

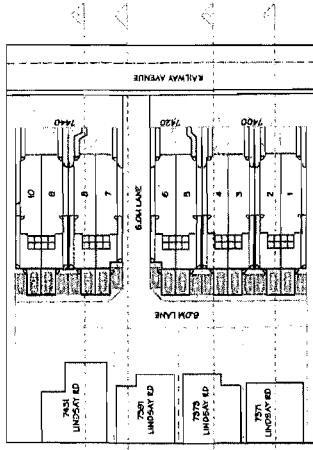
YAMAMOTO ARCHITECTURE INC.  
11 LINDSAY TERRACE  
DEVELOPMENT

NO.	DATE	DESCRIPTION
1	01/11/2017	Initial Design

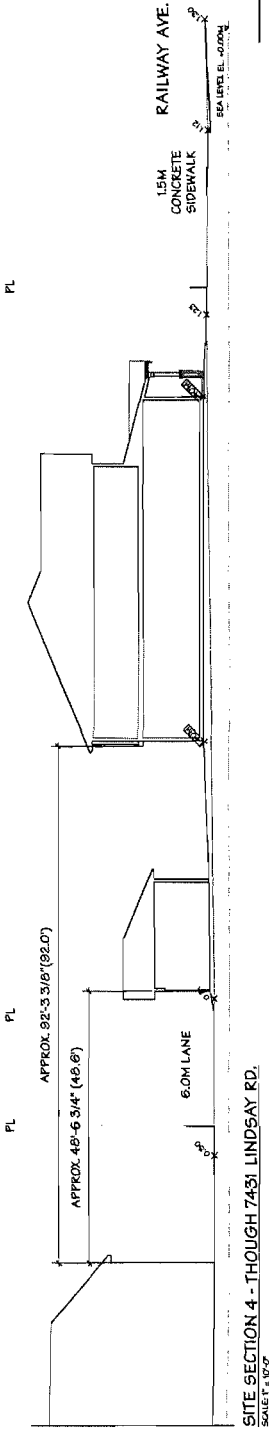
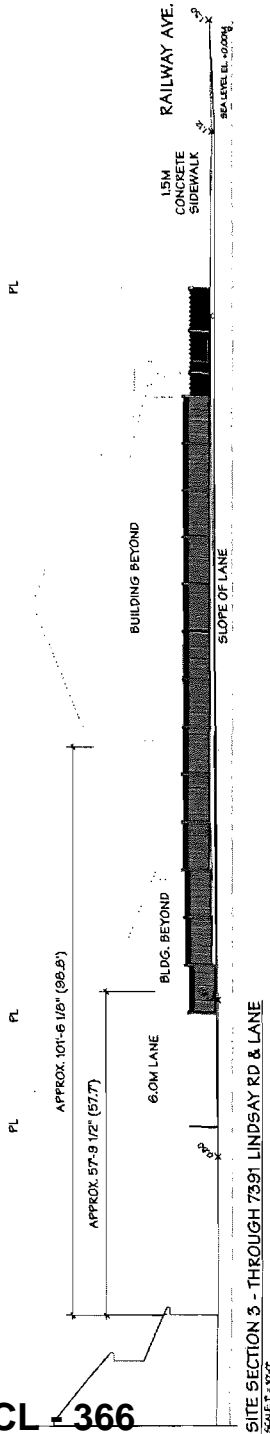
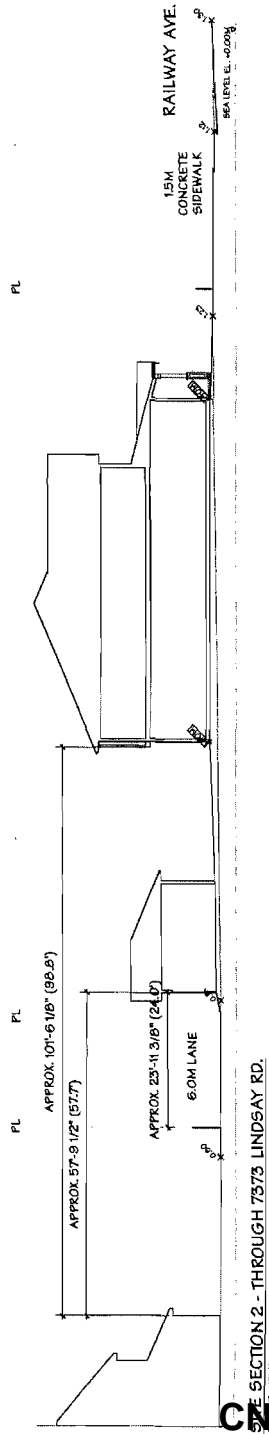
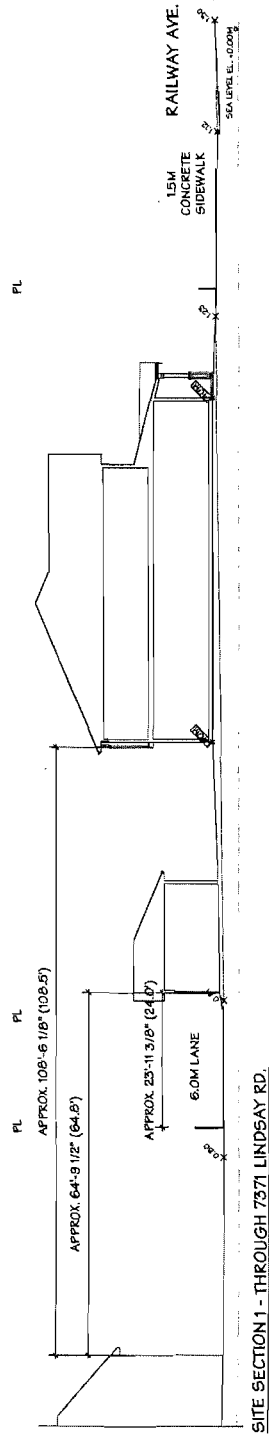
YAMAMOTO ARCHITECTURE INC.  
11 LINDSAY TERRACE  
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.  
11 LINDSAY TERRACE  
DEVELOPMENT





INDEX PLAN  
SCALE 1:500



PROJECT		18 LOT SUBDIVISION		SHEET NO.	
ARCHITECT		YAMAMOTO ARCHITECTURE INC.		DATE	
ENGINEER		YAMAMOTO ARCHITECTURE INC.		SCALE	
DATE		10/10/2018		SHEET NO.	
PROJECT NO.		18 LOT SUBDIVISION		SHEET NO.	
SHEET NO.		3.0-R		SHEET NO.	
SHEET NO.		3.0-R		SHEET NO.	

Yamamoto  
Architecture Inc.

366



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: [info@sandhilldevelopment.ca](mailto:info@sandhilldevelopment.ca)

February 25, 2014

## Public Information Meeting Sign In Sheet

### Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property.

Attachment C

No.	Name	Phone#	Address
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting

### Rezoning Application Number: RZ 12-619835

Attachment C

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐

Comments:

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**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐

Comments:

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Your comments will be collected by the City and will become public record.

Contact Information:

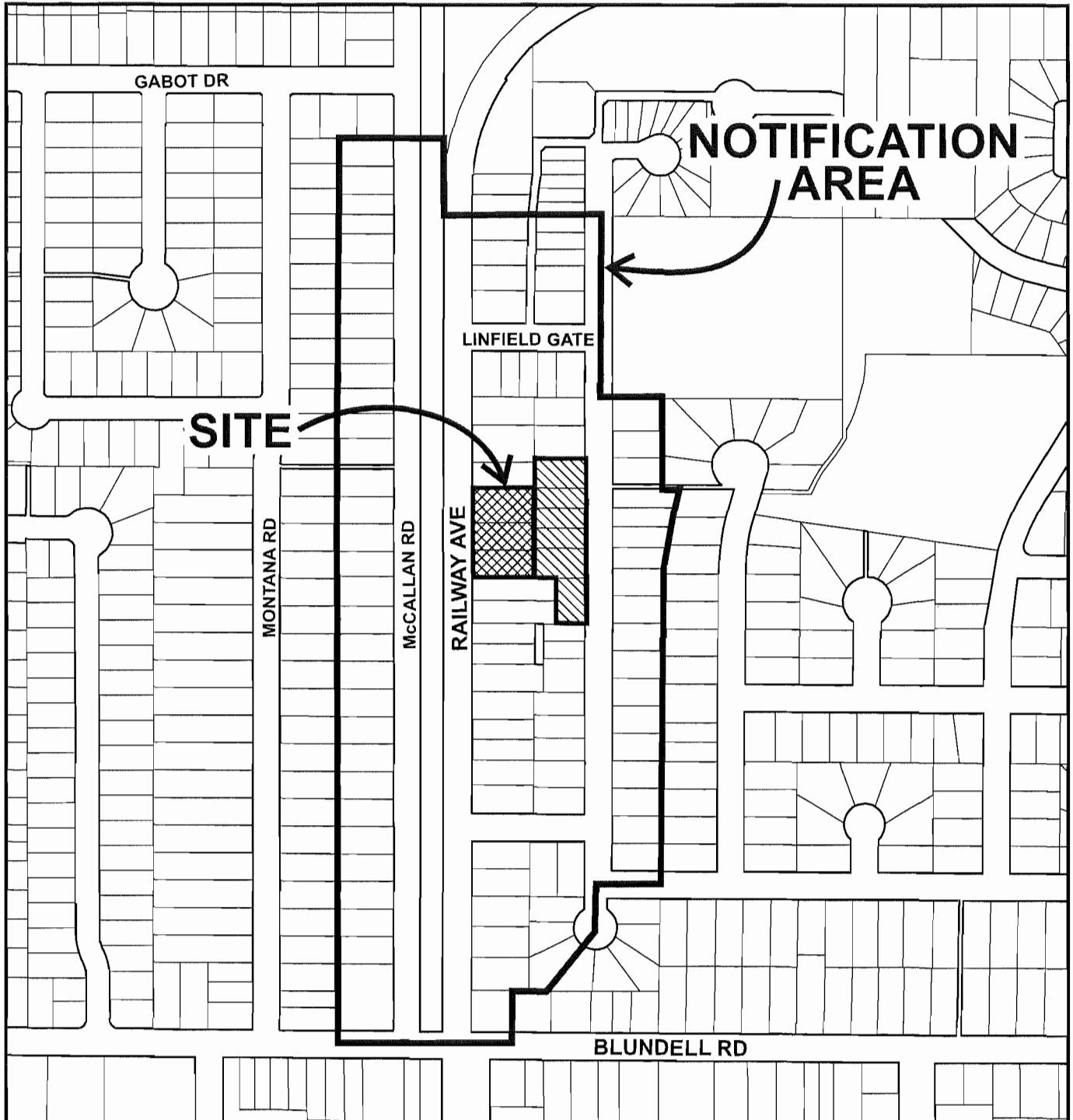
Name: \_\_\_\_\_

Address: \_\_\_\_\_





City of  
Richmond



Petition in Opposition  
received March 2014  
RZ 12-619835

CNCL - 370

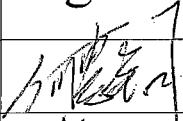
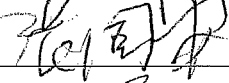
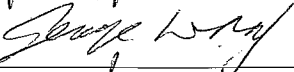
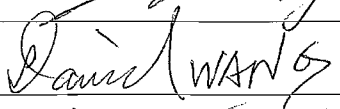

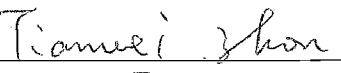
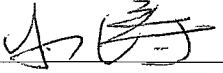
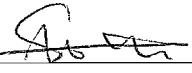

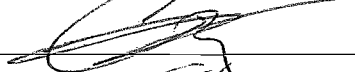

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## ATTACHMENT 9

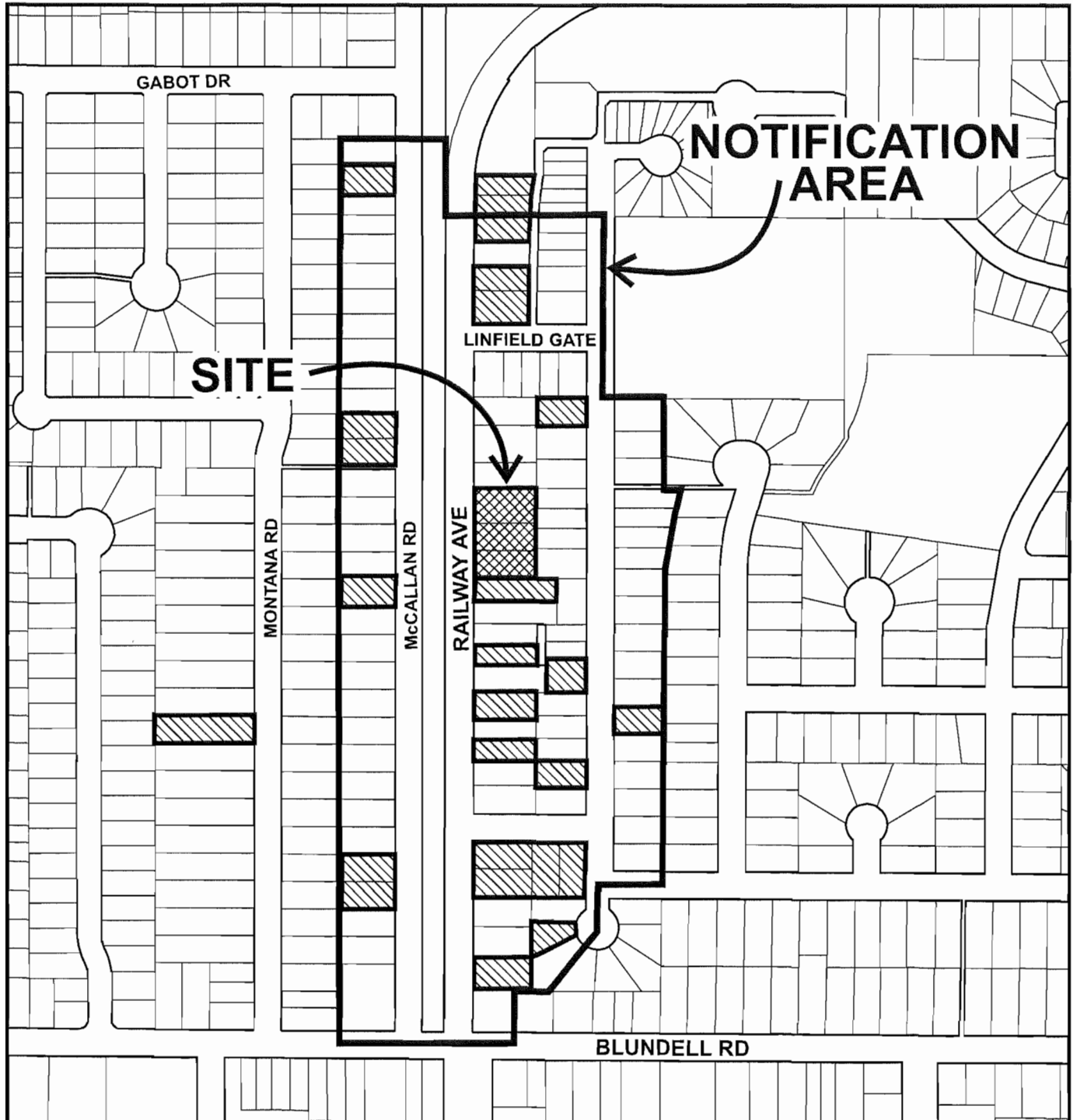
Only single family detached homes or the properties subdivided to provide for 5 single family detached homes on 40 ft lots would be acceptable to us. This would be a better option in the overall character of our neighborhood.

Name	Address	Phone #	Signature
Hui Jun He	7373 Lindsay Rd	604 477 0629	
Guo An Zhang	7373 Lindsay Rd. Richmond	13801945786	
GEORGE WANG	7351 LINDSAY RD	(604) 272-4286	
DAVID WANG	7351 LINDSAY RD RICHMOND	(604) 272-7395	
Ming Jing Huang	7431 Lindsay Rd Richmond	778-886-8886	
Tian wei Zhou	7431 Lindsay Rd Richmond	778-588-1185	
Sun Tao	7371 Lindsay Rd	778-712-0928	
Xiao Min Mai	7391 Lindsay Rd.	604-781-6810	
Joe Lau	7391 Lindsay Rd.	604-767-7729	
DIEGO CHUANG	7451 LINDSAY RD.	604-275-7272	
CHUANG, CHUN-I	7451 LINDSAY RD.	604-275-7272	

CNCL - 371



City of  
Richmond



Petition in Favor  
received March 2014  
RZ 12-619835

\*only showing residents/households within  
the immediate neighbourhood

**CNCL - 372**

Original Date: 03/04/14

Revision Date: 03/05/14

Note: Dimensions are in METRES

## PETITION IN FAVOR

We, the neighbors, are in favor in the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 14 townhouse units (6 detached units and 8 duplex) with this amended plan instead of 15 townhouses.

This proposal is in line with the character of the street and neighborhood.

We are in favor that the City of Richmond approves this rezoning application.

Name	Address	Phone #	Signature
Sharon Gill	7240 Railway Ave	604-557-1004	[Signature]
Gurdev Gill	7240 Railway Ave	604-278-1330	[Signature]
Hugo Pineda	7260 Railway Ave	604-561-7325	[Signature]
Marili Vosquez	7260 Railway Ave	604-561-7325	[Signature]
Penny Yin	7201 Lindsay Rd	604-340-2130	[Signature]
Eric Li	7251 Lindsay Rd	778-991-5567	
Guybert Mann	7491 Lindsay Rd.	604-720-0944	[Signature]
Abrahamani	7491 Lindsay Rd.	604-506-5546	[Signature]
Stanley Tsing	7540 Lindsay Rd.	604-396-4900	[Signature]
Emmale	5100 Landing Rd.	604-720-2649	[Signature]
Gertrud Beichel	5040 Landing	604-277-8878	[Signature]



## PETITION IN FAVOR

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Name	Address	Phone #	Signature
N. Li	7460 Railway Rd.	778-385-1018	[Signature]
Dawn Sh	7478 Railway Ave	604-729-7962	[Signature]
R. Wang	7400 Railway Ave	604-353-0825	[Signature]
LAKEH BIRKING	7660 Railway Ave	778-895-1453	[Signature]
Sukhi Gosel	7210 Railway Ave	604-807-1513	[Signature]
WADHAI JAIN	7220 Railway Ave	604-645-4209	[Signature]
Parvez Jinn	7220 Railway Ave	778-575-5371	[Signature]
Jindal J.	7571 Lonsdale Rd		[Signature]
G. Jindal	7571 Lonsdale Rd		604-447-1991
Karen Duersch	7611 Lindsay Cir	604-270-0412	[Signature]
Yanfang Hu	7162 Railway Ave		[Signature]
Yan Fang	7160 Railway Ave	604-447-4078	[Signature]
Abdul Farooq	7160 Railway Ave	604-447-4078	[Signature]
Travis Quinn	7171 McCallan Rd	604-271-4551	[Signature]
R. H.	7351 McCallan Rd	778-888-7777	[Signature]
FAZANIS A.	7371 McCallan Rd	604-272-9981	[Signature]
Theresa Singh	7671 McCallan Rd	604-448-9233	[Signature]
Sharon Noyes	7601 McCallan Rd	604-231-5017	[Signature]
Azim Bhimani	7491 Lindsay Rd	604-649-1099	[Signature]

CU

## PETITION IN FAVOR

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Name	Address	Phone #	Signature
Navinder Dadas	9591 Potlerson Road	604-721-2192	Navinder Dadas
Steve Dhandy	11880 Railway Avenue	739-7-8383	Steve Dhandy
Darren Skullys	7631 Lindsay Road	604-219-6562	Darren Skullys
Jas Sandhu	7788 Railway Ave	604-274-1000	Jas Sandhu
Pam Sandhu	7788 Railway Ave	604-274-1000	Pam Sandhu
ZAKI KHAN	6800 GIBBONS DR	604-782-4146	Zaki Khan
Aneesha Hayer	4651 TITON RD.	604-339-7474	Aneesha Hayer
NABEEL KHAN	6800 GIBBONS DR.	604-782-4146	Nabeel Khan
Ashauna Jagpal	4651 Titon Rd.	778-889-7777	Ashauna Jagpal
LUTFOR KHAN	6780 GIBBONS DR.	604-782-4146	Lutfor Khan
RAVI SANDHU	7611 McAllan Rd	604-778-2339	Ravi Sandhu
JASNEET ARORA	7551 Montana Road	604-215-9172	Jasneet Arora
Paul Arora	7551 Montana Road	604-215-9172	Paul Arora
Carl Zheng	8980 Demarest Dr.	778-855-8324	Carl Zheng
Allen Wang	7391 Petts Rd	604-561-9799	Allen Wang
Erick Wolf	#5-7760 Blundell Rd	604-808-3501	Erick Wolf
Wendi Robinson	H.S. 7760 Blundell Rd	(604) 808-3501	Wendi Robinson
Randy Nysym	#7566 Railway Ave	778-759-5317	Randy Nysym
Juliz Shala	7540 Railway Ave	778-323-7607	Juliz Shala
YANJIE HE	7488 RAILWAY AVE	778-994	Yanjie He
BALSINDE KAVR	7660 Railway Ave	778-383-6215	Balsinde Kavr
		604-272-1453	604-272-1453



10 AM - SEPTEMBER 23



12 PM - SEPTEMBER 23



2 PM - SEPTEMBER 23

SHADOW ANALYSIS  
SCALE 1/8"=1'-0"

PROJECT		DRAWING TITLE	
Yamamoto Architecture Inc.		SHADOW ANALYSIS	
10 LOT SUBDIVISION		SCALE 1/8"=1'-0"	
		DATE 09-11-23	
		DRAWN BY 4.0-TH	
		CHECKED	
		PROJECT NO. 1001	







## Tree Information for Tree Location & Protection Plan Amendment #2: 7400 – 7440 Railway Ave. Richmond, B.C.

Tree I.D.	Species Common Name ( <i>Botanical Name</i> )	DBH (cm)	Crown Radius (m)
277	Western Redcedar ( <i>Thuja plicata</i> )	32+30	4.0
278	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	35	3.4
A	Juniper ( <i>Shrub</i> )	NA	3.0
279	Western Redcedar ( <i>Thuja plicata</i> )	65	4.8
280	Falsecypress ( <i>Chamaecyparis</i> )	28 + 12 x2	3.0
281	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	55	5.5
282	Western Redcedar ( <i>Thuja plicata</i> )	43	3.5
283	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	44	5.3
284	Western Redcedar ( <i>Thuja plicata</i> )	33+15	3.2
285	Shore Pine ( <i>Pinus contorta</i> var <i>contorta</i> )	24	3.5
288	Western Redcedar ( <i>Thuja plicata</i> )	14+13	2.5
289	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	50	5.8
290	Douglas-fir ( <i>Pseudotsuga menziesii</i> )	28	4.5
291	European Birch ( <i>Betula pendula</i> )	37	5.5
92	Norway Spruce ( <i>Picea abies</i> )	40	4.2
293	Western Redcedar ( <i>Thuja plicata</i> )	44	5.0
294	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	50	4.5
295	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	30 x2	4.7
296	Western Hemlock ( <i>Tsuga heterophylla</i> )	34	4.0
297	Western Redcedar ( <i>Thuja plicata</i> )	15+18+20	3.5
298	Western Redcedar ( <i>Thuja plicata</i> )	28+18+10	3.5
299	Western Hemlock ( <i>Tsuga heterophylla</i> )	15 x2 + 13	3.0
300	Western Redcedar ( <i>Thuja plicata</i> )	20 x2 +24	3.5
301	Western Hemlock ( <i>Tsuga heterophylla</i> )	25	3.0
302	Western Redcedar ( <i>Thuja plicata</i> )	25+15	3.5
303	Douglas-Fir ( <i>Pseudotsuga menziesii</i> )	40	3.5
304	Western Redcedar ( <i>Thuja plicata</i> )	20 x4 + 15 x3 + 25	3.5
305	Western Redcedar ( <i>Thuja plicata</i> )	20 x3 + 15 x3	3.5
306	Western Redcedar ( <i>Thuja plicata</i> )	28+25 + 30 x2	3.5
307	Ponderosa Pine ( <i>Pinus ponderosa</i> )	40	3.0
308	Western Redcedar ( <i>Thuja plicata</i> )	40+45+ 20 x3	5.0
309	Ponderosa Pine ( <i>Pinus ponderosa</i> )	90	5.0
310	Ponderosa Pine ( <i>Pinus ponderosa</i> )	75	4.5
311	Japanese Flowering Cherry ( <i>Prunus serrulata</i> )	25+20	3.5
312	Western Redcedar ( <i>Thuja plicata</i> )	14 x2	3.5
313	Western Redcedar ( <i>Thuja plicata</i> )	26	3.8
314	Atlas Cedar ( <i>Cedrus atlantica</i> )	44	4.0





# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

**POLICY 5463**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

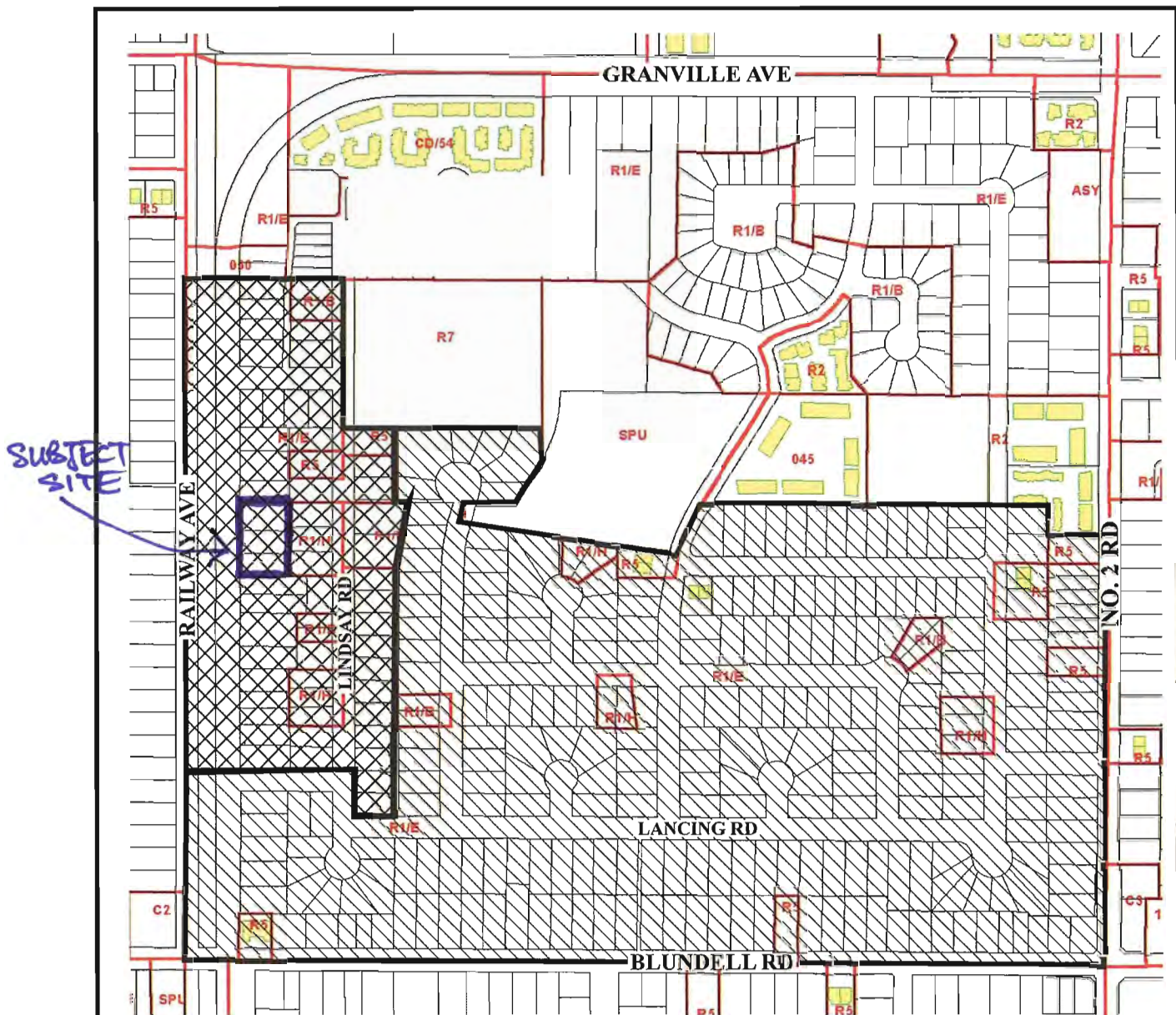
## **POLICY 5463:**


The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:


That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy 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 amended according to Bylaw No. 5300.



-  Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.

 Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



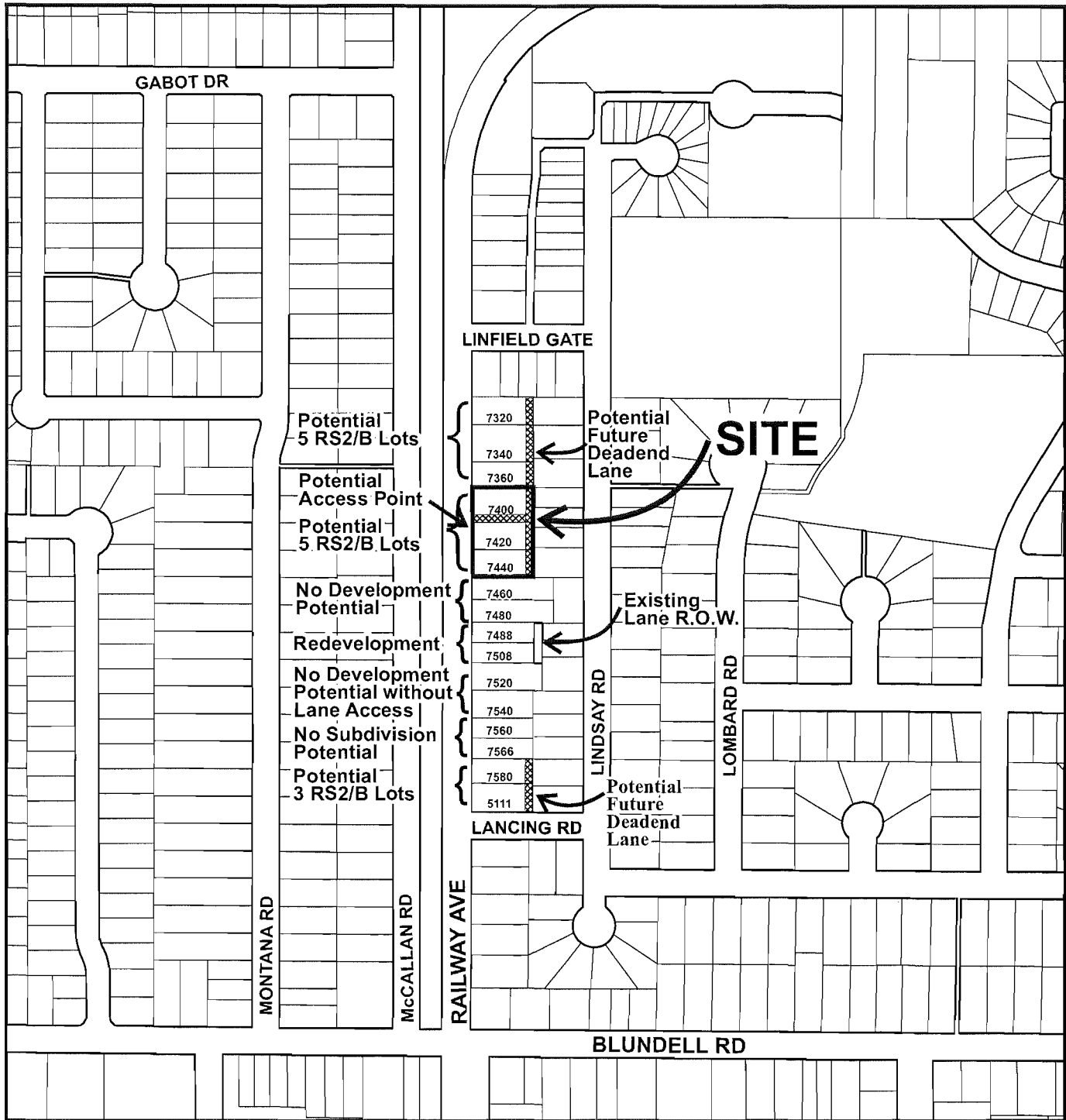
**POLICY 5463**  
**SECTION 13, 4-7**

Adopted Date: 02/19/96

Amended Date:



# City of Richmond



Potential Single-Family  
Redevelopment Pattern  
(Single Detached (RS2/B) with  
Lane Access)

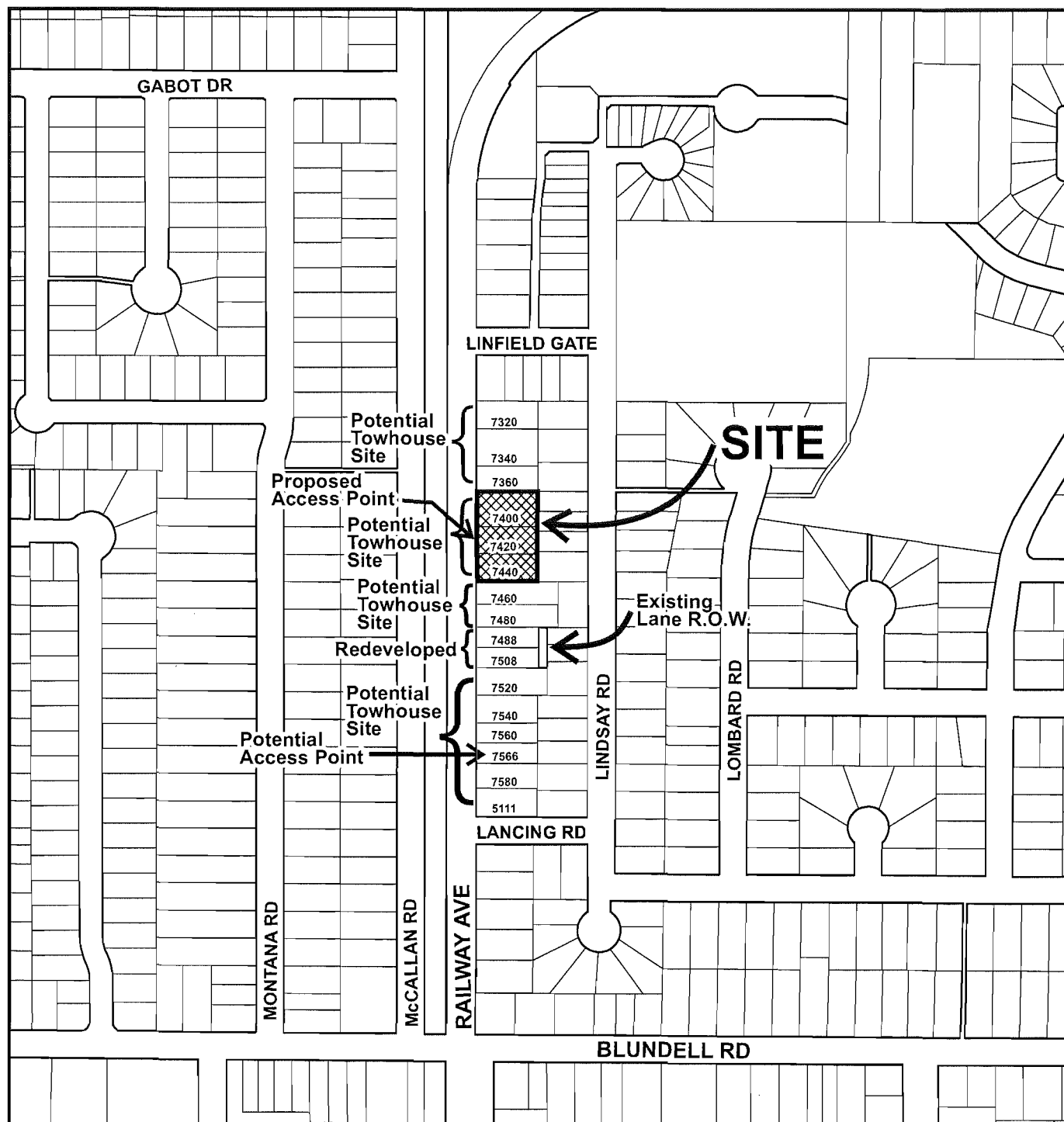
CNCL - 381

Original Date: 03/04/14  
Revision Date: 03/06/14  
Note: Dimensions are in METRES





# City of Richmond



## Potential Low Density Townhouse Development Pattern

Original Date: 03/04/14

Revision Date:

Note: Dimensions are in METRES



## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 7400, 7420 and 7440 Railway Avenue

**File No.:** RZ 12-619835

**Prior to final adoption of Zoning Amendment Bylaw 9015 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. City acceptance of the developer's offer to voluntarily contribute \$16,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
5. Contribution of \$1000.00 per dwelling unit (e.g. \$14,000.00) in-lieu of on-site indoor amenity space.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement\* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
  - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights).
  - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
  - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
    - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
    - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

Note: DCC's (City & GVS&DD), School site acquisition charges and Utility Charges etc., will be paid at Building Permit stage.

RE: Item #7-Bylaw 9015  
March 18, 2014  
Planning Committee  
Agenda

RE: Name Change  
Joe Erceg

# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

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

	DW	
	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

8060-20-9015  
X: 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

- TRAFFIC CONGESTION
- SAFETY OF FAMILIES LIVING AROUND THE NEIGHBORHOOD

- IT WOULD BE VERY ODD TO SEE MULTIFLEX HOMES ALONG SIDE BY SIDE WITH SINGLE HOMES. NEW HOMES ARE CURRENTLY IN CONSTRUCTION AND THE VIEW WOULD BE NOT APPEALING IF THIS PLAN WOULD PUSH THROUGH.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

- NO VISITOR PARKING IS UNACCEPTABLE  
~~ALMOST SAME RZ~~

- I HAVE THE SAME REASONS AS ABOVE AS WELL. THIS IS A NICE WEST SIDE OF RICHMOND & THE PROPERTIES ARE I BELIEVE VERY VALUABLE. IF THIS PLAN OF HAVING MULTIPLE HOMES ARE BUILT, THE "EXCLUSIVENESS" FEELING WON'T BE THERE ANYMORE AS THIS SIDE OF RAILWAY IS ONLY DESIGNED FOR SINGLE HOMES. WHERE WE ENJOY THE NEW GREEN WALK WAY. LETS

Your comments will be collected by the City and will become public record. KEEP THIS GREEN!

Contact Information:

Name: DIVINA C. HIPOUITO

Address: 7560 RAILWAY AVE RICHMOND BC V7C3J8



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☐ no

Comments:

We just think *only* single house with 40 foot lot or three single houses would be acceptable. But not 14 townhouses.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☐ no

Comments:

I think it is no good to build ~~the~~ either townhouse or rowhouse in between single houses. It will cause potential troubles, like the traffic. It may make the already busy Railway worse to drive on. Anyway, we just want to keep our community along railway a single house area like it is right now. Thank you for your consideration to our opinions.

**Option 3:** We prefer Single Houses in this area.

☒

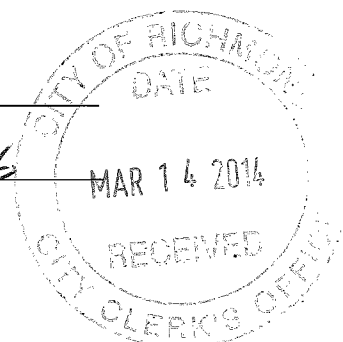
Your comments will be collected by the City and will become public record.

Contact Information:

Name: Jiun Zhang

Address: 7500 Lindsay Rd. Richmond, BC V6C3M6

CNCL - 385





# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No

Comments:

*Its a bad plan. and the parking is a problem  
and its will block the traffic.  
we want a single homes. Besides me will  
build a single homes*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

*no visit parking is unrealistic. and could its  
could be turn out. a rental. I reject this  
idea. and its will lost the privacy.*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*GEORGE WANG*

Address:

*7351 LINDSAY RD RICHMOND*

CNCL - 386



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units* or *ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

*We ask council to reject this option No 1  
Traffic and parking are already an issue.  
3 new homes are being built beside me.*

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

*We ask council to reject this option No 2  
Could this units end up being yestels.  
With our new Greenway why would our City Council  
plug Railway with townhouses?*

Your comments will be collected by the City and will become public record.

Contact Information:

Name:

*Gertrud Beichel*

Address:

*5040 Lancing Rd.*

CNCL - 387



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

		INT
	DW	
✓	MJ	
	DB	

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouses units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ oppose

Comments:

We are ~~firmly~~ firmly opposing the option. The density of the population for this area will be increased dramatically which will consequently increase the traffic on the railway road, an already very busy road. ~~It~~ It will also reduce the grass and forest cover area in this community. The value of single house will be dragged down by having townhouses nearby.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ oppose

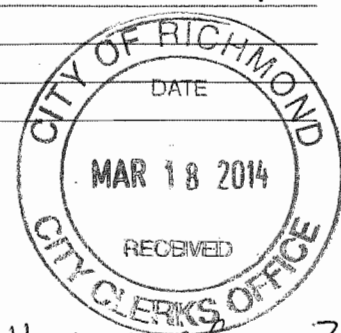
Comments:

We are firmly opposing the option. Pls see above stated reasons.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Mingxing Huang & Tianwei Zhou who are representing Huijun He & Guoan Zhang  
Address: 7431 Lindsay Road, Richmond on 7373 Lindsay Road & Sun Tao on 7371 Lindsay Road.



# SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

		INT
	DW	
	MJ	
	DB	

February 25, 2014

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**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ NO

Comments:

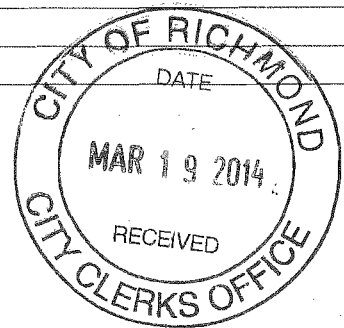
I do not want (14) 2-storey townhouses.  
There is not enough parking + traffic problem.  
McCallan Road is going to be parking lot  
for Railway visitors.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ NO

Comments:

I do not want (10) units' rowhouse (duplex).  
I was told that there was plenty of parking  
+ so that is why I signed for option 2.  
Now I have been made aware that is not true.  
Only 5 single family houses are acceptable.



Your comments will be collected by the City and will become public record.

Contact Information:

Name:

MARZALLA A/

Address:

7371 MC CALLAN RD RICHMOND  
BC V7A 4H6

CNCL- 389



# SANDHILL HOMES LTD.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

		INT
	DW	
	MJ	<input checked="" type="checkbox"/>
	DB	<input checked="" type="checkbox"/>

February 25, 2014

## Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow *fourteen (14) 2-storey townhouse units or ten (10) units rowhouse (duplex)* to be developed on the property. We would appreciate your comments on the proposal.

**Option 1:** I am in favor of fourteen (14) 2-storey townhouse units.

☒ No.

Comments:

I am not in favor of either of these two projects. Firstly, Railway does not allow parking, meaning more people will decide to park onto Lindsay, cluttering up the road for us residents who already live there. At the most, the construction of a new residential area should not be of any more than 5 subdivided lots to create 5 single family houses.

**Option 2:** I am in favor of ten (10) units' rowhouse (duplex).

☒ No

Comments:

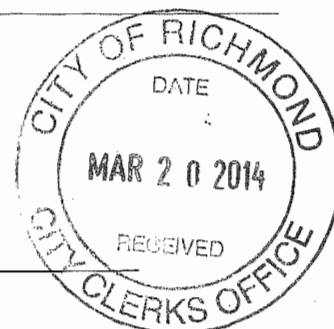
Same reasoning as above.

Your comments will be collected by the City and will become public record.

Contact Information:

Name: Steven Yeung

Address: 7388 Lindsay Road





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9015 (RZ 12-619835)  
7400, 7420 and 7440 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 **“LOW DENSITY TOWNHOUSES (RTL4)”**.

P.I.D. 002-372-088

Lot 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 008-823-511

Lot 7 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 001-923-927

Parcel Two (Reference Plan 16460) of Parcel One (Explanatory Plan 11037) of Lots “A” and “B” Section 13 Block 4 North Range 7 West New Westminster District Plan 8007

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9015”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** March 12, 2014

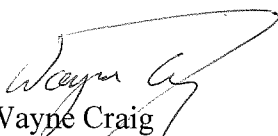
**From:** Wayne Craig  
Director of Development

**File:** ZT 14-656053

**Re:** **Application by Townline Gardens Inc. for a Zoning Text Amendment to the Commercial Mixed Use (ZMU18) – the Gardens (Shellmont) zone to permit waiving the Affordable Housing Requirements for Market Rental Units in Phase 2**

### Staff Recommendation

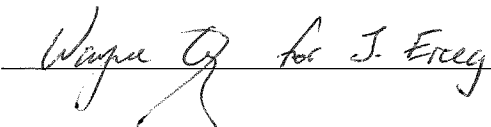
That Bylaw No. 9112, for a zoning text amendment to the “Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)” zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:bg

Attachment 1: Location Map and Air Photo

Attachment 2: Development Application Data Sheet

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

## Staff Report

### Origin

Townline Gardens Inc. has applied to the City of Richmond for a zoning text amendment to remove the 5% affordable housing requirement for the proposed 144 market rental housing units in Building D (The Camellia) on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 ("Lot C") located at 10820 No. 5 Road (DP 12-641796) as part of the Townline Gardens master planned development (RZ 08-450659).

Building D in Phase 2 of the Townline Gardens development consists of a 5-storey mixed-use building with a total floor area of 10,839.1 m<sup>2</sup> (i.e. 9,231.78 m<sup>2</sup> residential plus 1,607.32 m<sup>2</sup> commercial). The residential component of Building D consists of 163 residential rental units including 144 market rental housing units and 19 affordable housing units (which are being provided as a deferred requirement from the development of Phase 1 of the Townline Gardens development). The commercial component of Phase 2 consists of 10 commercial retail units (CRU's) with parking provided in an underground parking structure and at-grade on the parkade roof deck. See the table below for a statistical summary for the Townline Gardens development and Building D on Lot C in Phase 2 and **Attachment 1** for the Development Application Data Sheet.

### Background

1. The Townline Gardens rezoning (RZ 08-450659) was adopted July 25, 2011.
2. Phase 1 of the Townline Gardens (Buildings A and B) is currently under construction.
3. At the rezoning stage, the proposal envisioned mixed-use market residential with commercial, as such the rezoning secured the 5% affordable housing requirement on all residential uses.
4. The applicant previously submitted a Development Permit application (DP 12-599057) for market residential in Phase 2 endorsed by Development Permit Panel on August 22, 2012, which was subsequently withdrawn.
5. Community Services staff brought forward Housing Agreement Bylaw No. 8937 associated with the previous Development Permit application. As this Development Permit application has been withdrawn Housing Agreement Bylaw No. 8937 will need to be rescinded.
6. The applicant has now decided to pursue secured market rental housing for Phase 2 and is therefore requesting that the 5 % affordable housing requirement is waived for the proposed 144 market rental housing units (to be secured by a separate housing agreement with the City).
7. A Zoning Text Amendment application is required to remove the 5% affordable housing requirement from secured market rental housing units on Lot C (Phase 2).
8. The proposed Phase 2 building (Building D) on Lot C would therefore provide:
  - a) 144 market rental housing units secured via a separate housing agreement; and



- b) 19 affordable low-end market housing units as the 5% affordable housing requirement deferred from Phase 1 (Buildings A and B) residential housing secured via a separate housing agreement.

### Findings of Fact

Item	Existing	Proposed
Owner	Townline Gardens Inc.	same
Applicant	Townline Gardens Inc.	same
Overall Site Size	Total: 92,196 m <sup>2</sup> (22.7 ac) Park (ALR): 49,530 m <sup>2</sup> (12.2 ac) Road Dedication: 3,239 m <sup>2</sup> (0.8 ac) Net Site: 39,427 m <sup>2</sup> (9.7 ac)	same
Phase 2 (Lot C) Site Size	6,040 m <sup>2</sup> (112,667 ft <sup>2</sup> )	same
Overall Site Land Uses	ALR: "Agricultural Park" 12.2 ac. Non-ALR: as per "Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)": Residential: 53,511 m <sup>2</sup> (576,007 ft <sup>2</sup> ) max. Non-Residential: 3,000 m <sup>2</sup> (32,292 ft <sup>2</sup> ) min. Total: 56,511 m <sup>2</sup> (608,299 ft <sup>2</sup> ) max.	same
Generalized OCP Designation	Mixed Use	same
Specific Land Use OCP Designation	Limited Mixed Use	same
Area Plan	Shellmont Area	same
Sub-Area Plan	Ironwood Sub-Area Plan (Area C – The Gardens)	same
Zoning	"Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)"	current request to waive the affordable housing requirements for 144 proposed market housing units
Required Parking – Phase 2 (Lot C)	N/A	242
Proposed Parking – Phase 2 (Lot C)	N/A	196 – variance previously supported with the provision of one (12 month 2-zone) transit pass for each unit as part of DP 13-641796)

Townline's Development Permit application (DP 13-641796) for Building D in Phase 2 proposes 19 Affordable Housing units consisting of a total floor area of 744.43 m<sup>2</sup> (8,013 ft<sup>2</sup>) as follows:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
306	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
308	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
309	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
313	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent <sup>*</sup>	Total Maximum Household Income <sup>2</sup>
320	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
333	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
337	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
402	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit Drawings only.

## Consultation

There has been no public correspondence received regarding this proposed Richmond Zoning Bylaw 8500, Amendment Bylaw 9112. If Council supports the proposed text amendment to the Zoning Bylaw a Public Hearing will be scheduled.

## Staff Comments

### Analysis

The maximum allowable density for the Townline Gardens development is 1.43 FAR over the entire development portion of the site (Lots 1, C, D and E) with the provision of affordable housing and a daycare facility.

Townline elected to defer the provision of 726.25 m<sup>2</sup> or 100% of the affordable housing requirement for Phase 1 (Lot 1) to subsequent development phases as part of DP 10-544504 for Phase 1 (i.e. Buildings A and B on Lot 1) of the proposed overall Townline Gardens master planned development.

Townline's current Development Permit application (DP 13-641796) for Building D in Phase 2 on Lot C is proposed entirely (all 163 units) as rental housing with 144 units of MRU units and 19 affordable housing units. The 19 affordable housing units provide a total floor area of 744.43m<sup>2</sup>, which is more than the Phase 1 affordable housing requirement (726.25 m<sup>2</sup>).

### Affordable Housing Commitments Proposed in the Current Development Permit

Townline's application presents several advantages over its previous affordable housing commitments on the subject site.

1. Townline's current DP 13-641796 for Phase 2 of 98.62 m<sup>2</sup> (726.25 m<sup>2</sup>– 627.63 m<sup>2</sup>) will provide more affordable housing floor area than previously proposed in DP 12-599057. This represents 100% of the Affordable Housing requirements deferred from Phase 1, rather than the 70% previously agreed to be included in Phase 2 (the remaining 30% was to be included in Phase 3). Thus the City will receive more affordable housing units (19 versus 9) in the short term than formerly agreed to by Townline.
2. Townline's current Phase 2 proposal includes 18.18 m<sup>2</sup> (744.43 m<sup>2</sup> - 726.25 m<sup>2</sup>) more affordable housing floor area than was required in Phase 1, which Townline has agreed will not be credited to subsequent development phases of the overall Gardens development but is provided by Townline as a supplemental affordable housing contribution to the City.
3. While the currently proposed 19 affordable housing units in Phase 2 are predominantly smaller units, Townline has agreed that the affordable housing units to be provided in subsequent phases will be larger units – appropriate for families – according to the following schedule:

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft <sup>2</sup> )
Phase 1 Buildings A & B	Townline deferred Phase 1 affordable housing to later phases	0	-	-	(7,817.29)
Phase 2 (Lot C) Building D (Note: Rental Buildings have no Affordable Housing requirements)	Studio	17	89%	406	4,055
	1 Bedroom	2	11%	554	1,661
	Sub-Total	19	100%	-	8,013
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173
The Gardens Affordable Housing Overall Summary	Studio	17	49%		
	1 Bedroom	2	6%		
	1 Bedroom + Storage/Den	0	0%		
	Accessible 1 Bedroom	1	3%		
	2 Bedroom	8	23%		
	3 Bedroom	7	20%		
	Total	35	100%		Provided 22,654
					Required 22,456

### **Affordable Housing Policy Considerations for Market Rental Housing**

Affordable Housing staff have reviewed Townline's application and offer the following comments.

The primary goal of the Affordable Housing Strategy is to focus on the housing needs of low to moderate income households. The Affordable Housing Strategy has three priorities:

<b>AHS Priority</b>	<b>Maximum Income Threshold</b>	<b>Rent Range (Maximum)</b>
Subsidized Rental Housing (Low income households)	\$34,000 or less	\$850 or less
Low End Market Rental (Low to Moderate income households)	Between \$34,000 or less and \$57,500 or less	Studio                \$850 or less 1-Bedroom            \$950 or less 2-Bedroom            \$1,162 or less 3-Bedroom            \$1,437 or less
Entry Level Homeownership	\$60,000 or less	n/a

The Strategy does not specifically address market rental housing nor does the City have a formal market rental policy. However, the Strategy does acknowledge the importance of preserving and maintaining existing and new rental housing stock in Richmond.

Staff are aware that there is increased interest among developers to provide market rental housing. Further analysis will be conducted as part of the Affordable Housing Strategy update to determine how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

The City has reviewed requests to waive the affordable housing requirements for market rental projects on a case-by-case basis. To date, only one such proposal has been approved. The Riverport project (14000 and 14088 Riverport Way) was released from its obligation to make a cash contribution of \$213,823 towards the City's Affordable Housing Reserve Fund in exchange for the delivery of 140 market rental units (with a constructed value of approximately \$21,357,000) secured in perpetuity through a City Housing Agreement .

The Riverport project is not a precedent for the consideration of Townline's application, because the origin and nature of their requests differ in several key respects. However, the Riverport project does serve as an example of how the City was successful in securing market rental housing in perpetuity.

The Townline application provides a unique opportunity to develop much needed rental housing in an area outside of the City Centre, which will:

- Meet growing rental demand;
  - Relieve pressure on vacancy rates and existing affordable housing stock;
  - Yield units that will be comparatively affordable due to their small size; and
  - Serve as dedicated rental housing stock in perpetuity.
1. Metro Vancouver estimates that the demand for market rental housing in Richmond amounts to 170 units each year. Townline's 144 purpose-built market rental units would achieve 85% of this annual target.



**Richmond's Housing Needs, Estimated by Metro Vancouver**

<b>Richmond</b>	<b>Baseline Renters (2006 Census)</b>	<b>New Rental Demand</b>	<b>Social Housing Demand (Low Income)</b>	<b>Demand Households (Low to Moderate)</b>	<b>Demand Households (Moderate to Above)</b>
10 years	19,675	5,700	1,800	2,200	1,700
Annual average (based on 10 year estimate)		570	180	220	170

The number of new purpose-built rental units constructed in MetroVancouver is at its highest level in ten years (i.e. 1,047 units in the first half of 2013 in Metro Vancouver). Yet the overall demand for rental housing has kept pace with the increase in supply, maintaining vacancy rates at a relatively stable level over the past decade.

Canada Mortgage and Housing Corporation (CMHC) reports that the vacancy rate in Richmond purpose-built apartment (i.e. rental) housing was 2.7% in 2013<sup>1</sup>. Moreover, CMHC indicates that a strong rental demand will remain due to a number of factors, including:

- The region's diverse economy and role as the gateway to Asia-Pacific immigrants;
- The anticipated location for 40,000 new residents annually; and
- Anticipated employment growth (e.g. Attracting and keeping knowledge based workers is integral to supporting a strong economy in coming years. Technical Industries employ knowledge workers who are highly mobile and often depend on rental housing located near employment).

Also, the increasing cost of homeownership is requiring more households to remain as renters and for longer periods.

The Urban Futures report entitled: "Community-level Projections of Population, Housing and Employment" prepared for the City's 2041 OCP Update, suggests that the Richmond share of new apartments in the Region will decline from 10 percent in 2009 to 7 percent in 2041. Some of the reasons cited are:

- Increased competition throughout the region for this housing form;
- Regional availability of land in other areas; and
- Region-wide densification patterns.

The report also reveals that 77 percent of Richmond's condo apartment development is anticipated to be located in the City Centre. Therefore, Townline's market rental development adds welcome diversity to housing options outside the city core.

2. Increasing the supply of market rental housing relieves pressure on rent rates by adding options for those who do not choose or are not able to enter into the homeownership market. CMHC observes in particular (in its Fall 2013 Housing Market Outlook for Vancouver and Abbotsford CMAs) that as tenants of older rental stock are attracted to the upgraded amenities, such as in-suite laundry and high-end fixtures, of condo-quality purpose-built rental units, the increased competition moderates rent increases in the "secondary" rental market. Additionally, over time this new stock, which initially may command premium rents, becomes more affordable as it ages into secondary status. If new supply is not regularly

generated, the secondary rental market eventually faces future constrictions that will squeeze out lower income tenants.

3. Townline's proposal includes 64 market rental studios, which are not readily available in typical new developments, and which will be comparatively affordable due to size.

Market rental housing is meant to meet the needs of households with incomes that are moderate or higher. The following table analyzes rents for private apartments in Richmond, as found in the Canada Mortgage and Housing Corporation (CMHC) Rental Market Report released in Fall 2013 and in a survey of current rental listings conducted by staff on March 10, 2014.

**Rents for Private Apartments in Richmond**

Unit Size	CMHC Reported Averages (Fall 2013)	Predominant Ranges from Staff Survey of Current Rental Listings
Studio	\$796	\$600 - \$875
1-Bedroom	\$953	\$800 - \$1,000
2-Bedroom	\$1,177	\$1,000 - \$1,200
3-Bedroom	\$1,408	\$1,200 – \$1,400 (Townhomes \$1,250 – \$1,700)

Staff noted several trends during their survey of current rental listings. First, few studio apartments were listed, and these were secondary suites in homes or in older buildings. Second, not surprisingly, apartments listed at higher price points were in newer, centrally located buildings. This suggests that market rental stock becomes more affordable – and thus more valuable within the overall Affordable Housing Strategy - as it ages. Third, furnished apartments and apartments with partial utilities included in the rent were available at mid-price points for each unit type. Fourth, except for studios, some luxury apartments were available for each unit type at considerably higher price points, which probably accounts for why the CMHC reported averages are at the higher end of the range staff discovered in their survey of current listings.

4. The 144 market rental housing units proposed in Phase 2 will be subject to a separate legal agreement registered on title in the Land Title Office that ensures these units cannot be stratified and must remain market rental housing units in perpetuity.

In summary, Affordable Housing staff believe Townline's request to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D on the subject Lot merits support. Subsequent reports from Community Social Services will be coming forward shortly to present the required Housing Agreement, Market Rental Housing Agreement, and associated bylaws.

Nevertheless, as with Riverport previously, approval of Townline's request should not be regarded as a precedent for future requests to waive affordable housing requirements. Such requests will continue to be evaluated on a case-by-case basis. More policy research needs to be conducted so that the Affordable Housing Strategy can be updated to reflect how market rental provision can best complement the delivery of affordable housing to meet Richmond's estimated housing needs.

## **Zoning Text Amendments**

With regard to Townline's request to exempt the proposed 144 market rental housing units in Phase 2 on Lot C of the overall Gardens development from affordable housing contributions, the following points are noted in addition to what has been said above under affordable housing policy:

1. The location of the Townline Gardens development and the provision of 144 market rental housing units outside the City Centre represent a significant addition to the variety of market rental housing units in Richmond.
2. The proposed 144 market rental housing units in Phase 2 of the Townline Gardens development would add diversity to the housing product mix in the following ways:
  - a) Market rental housing units in the Townline Gardens development represents a new housing option in the Shellmont neighbourhood that is close to services, schools, institutions, parks, employment centres, and transit;
  - b) The Gardens is the last parcel of land to deliver a mixed use, multifamily project of this scale with a variety of housing product in Southeast Richmond, under the current zoning and OCP;
  - c) A new rental building with access to the on-site amenities (i.e. 6,000 ft<sup>2</sup> gym, fitness, and meeting facility) that would normally only be located within market condo projects; and
  - d) A compass card equivalent to a 2-zone bus pass for one year for all first time residents (to be secured as a condition of DP approval).
3. In general, staff understand that developers have been reluctant to construct market rental housing units for a variety of reasons including the extended reimbursement time period for the capital investment, the long term maintenance costs and the additional administrative costs to manage rental units.
4. In addition to providing 5% of the total residential floor area as affordable housing (with the exception of the market rental housing units), Townline has agreed to provide other contributions as part of the overall Gardens master planned development via the Rezoning and Development Permit processes including:
  - a) Provision of a 12.2 acre 'Agricultural Park' dedication;
  - b) Preparation of an Agricultural Park Master Plan to the approval of Parks;
  - c) Landscape and drainage enhancements to the Agricultural Park to the approval of Parks;
  - d) Retention and conversion of the Fantasy Gardens 'Castle' to create a 37-space child care facility;
  - e) Additional road right-of-way dedications along Steveston Highway and No. 5 Road;
  - f) Utility upgrades, road and boulevard improvements along Steveston Highway and No. 5 Road;
  - g) Upgrades to the signalized Steveston Highway and No. 5 Road intersection;
  - h) Provision of on-site public art equivalent in value to \$364,000;
  - i) A new signalized 'T' intersection at the junction of No. 5 Road and proposed Road A (along the north side of Building D);
  - j) Provision of Transportation Demand Management measures including:
    - Two co-op parking stalls located on the parking podium near the east end of Building B;

- Two transit shelters (1 to be installed northbound on No. 5 Road as part of the Servicing Agreement and cash-in-lieu for 1 to be installed southbound at the intersection between Steveston Highway and Highway 99;
  - End-of-trip bike facilities provided in Building A (Phase 1) with access provided to all residents and CRU employees with electronic key fobs;
  - Provision of a fifteen percent (15%) subsidy for a 2-zone transit pass, with this offer presented to all owners at the time of occupancy but advertised as part of the sales and marketing for the project; and
  - Provision of one (1) transit pass (i.e. Compass Card) per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would be advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.
- k) Installation of bicycle facility upgrades including:
- An off-street shared pedestrian sidewalk and bike lane along Steveston Highway; and
  - An off-street separated bike lane along No. 5 Road.
- l) Upgrades to transit amenities including:
- Provision of 1 new City Centre standard bus shelter along No. 5 Road; and
  - Existing bus facilities upgraded to full accessible standard.

### Financial Impact

None

### Conclusion

Given the foregoing information and acknowledging that DP 13-641796 represents a unique opportunity to provide new rental housing in Richmond outside the City Centre Development Applications staff recommend the removal of the 5% affordable housing contribution for the proposed 144 market rental housing units with a gross total floor area of 8,487.35 m<sup>2</sup> in Building D (i.e. The Camellia) on Lot C in Phase 2 located at 10820 No. 5 Road as part of the Townline Gardens master planned development. Accordingly, it is recommended that Zoning Bylaw 8500, Amendment Bylaw No. 9112, be introduced and given first reading.



Brian Guzzi, MCIP, MCSLA  
Senior Planner/Urban Design

BG:cas

<sup>1</sup> Source: CMHA Canadian Housing Observer and CMHC regional housing data  
Attachment 1: Location Map and Air Photo  
Attachment 2: Development Application Data Sheet



The following are to be met prior to forwarding this Zoning Text Amendment application to Council for approval:

1. Confirmation of registration of the City's standard Housing Agreement to secure 19 affordable housing units. 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 shall indicate that they apply in perpetuity and provide for the following:

Unit Number <sup>3</sup>	Unit Type	No. of Units	Unit Area	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income <sup>2</sup>
202	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
203	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
302	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
306	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
308	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
309	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
313	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
320	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
333	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
337	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
402	Studio	1	410 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
406	Studio	1	400 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
409	Studio	1	401 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
413	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
420	Studio	1	406 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
433	Studio	1	409 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
437	Studio	1	411 ft <sup>2</sup>	400 ft <sup>2</sup>	\$850.00	\$34,000 or less
441	1 Bedroom	1	555 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
442	1 Bedroom	1	553 ft <sup>2</sup>	535 ft <sup>2</sup>	\$950.00	\$38,000 or less
		19	8,013 ft <sup>2</sup>	7,870 ft <sup>2</sup>		

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013.

<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

<sup>3</sup> Unit numbers are for reference to the Development Permit drawings only.

2. Confirmation of registration of a housing agreement on title ensuring that all residential units with the exception of the 19 affordable housing units proposed in Building D on Lot C (10820 No. 5 Road) as rental units will remain as market rental units in perpetuity.
3. Confirmation of registration discharge of the existing No Development Covenant (NDC) for affordable housing (Charge Number CA2088657) on Lot C as well as Parcels D and E in the Land Title Office subject to the simultaneous registration of a new NDC for affordable housing on Parcels D and E as indicated below.
  - a) No development of subsequent development phases (Parcels D and E) until the owner/developer makes appropriate provisions for a minimum of 5% of the residential total floor area (no exceptions) as projected in Table 1 below; at the sole cost of the developer, completed to a turnkey level of finish on Parcels D and E, and secured via the City's standard Housing Agreement registered on title on Parcels D and E.

The form of the Housing Agreement is to be agreed to by the developer and the City, and registered on title, prior to Development Permit approval on Parcels D and E. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- occupants of the affordable housing units shall, to the satisfaction of the City shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces;

- the required minimum floor area of the affordable housing units shall be a minimum of 5% of the residential gross floor area (no exceptions) as projected in Table 1 below;
- all affordable housing units shall be built to the City's Basic Universal Housing guidelines;
- the number of affordable housing units, together with their types, sizes (averages in Table 1; minimums in Table 2), and unit mix shall be provided to the satisfaction of the City according to the following schedule:

**Table 1**

Phase	Unit Type	No. of Units	%	Average Unit Size	Total Amount (ft²)
Phase 3 (Parcel D) Buildings E1 & E2	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	0	0%	-	-
	2 Bedroom	4	50%	867	3,468
	3 Bedroom	4	50%	1000	4,000
	Sub-Total	8	100%	-	7,468
Phase 4 (Parcel E) Building F	1 Bedroom	0	0%	-	-
	1 Bedroom + Storage/Den	0	0%	-	-
	Accessible 1 Bedroom	1	13%	650	650
	2 Bedroom	4	50%	880	3,520
	3 Bedroom	3	38%	1001	3,003
	Sub-Total	8	100%	-	7,173

- rental rates and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, according to the following schedule:

**Table 2**

Unit Type	Minimum Unit Sizes	Maximum Monthly Rent	Total Household Annual Income <sup>1,2</sup>
Bachelor	37 m2 (400 ft2)	\$850	\$34,000 or less
One bedroom	50 m2 (535 ft2)	\$950	\$38,000 or less
Two bedroom	80 m2 (860 ft2)	\$1,162	\$46,500 or less
Three bedroom	91 m2 (980 ft2)	\$1,437	\$57,500 or less

Notes:

<sup>1</sup> Denotes 2013 amounts adopted by Council on March 11, 2013 .<sup>2</sup> Household income may be increased annually by the Consumer Price Index.

- Provision of one (1) Compass Card per rental unit (163 in total) for Building D in Phase 2, which shall include the equivalent value of 1 year or 12 monthly 2-zone transit passes that would be advertised as part of the sales and marketing for the project and would be presented to the owners (1 Compass Card per unit) at the time of occupancy. Townline indicates there will be no fee, penalty or disincentive to residents of Building D in order to receive a Compass Card.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 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 Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

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Signed

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Date

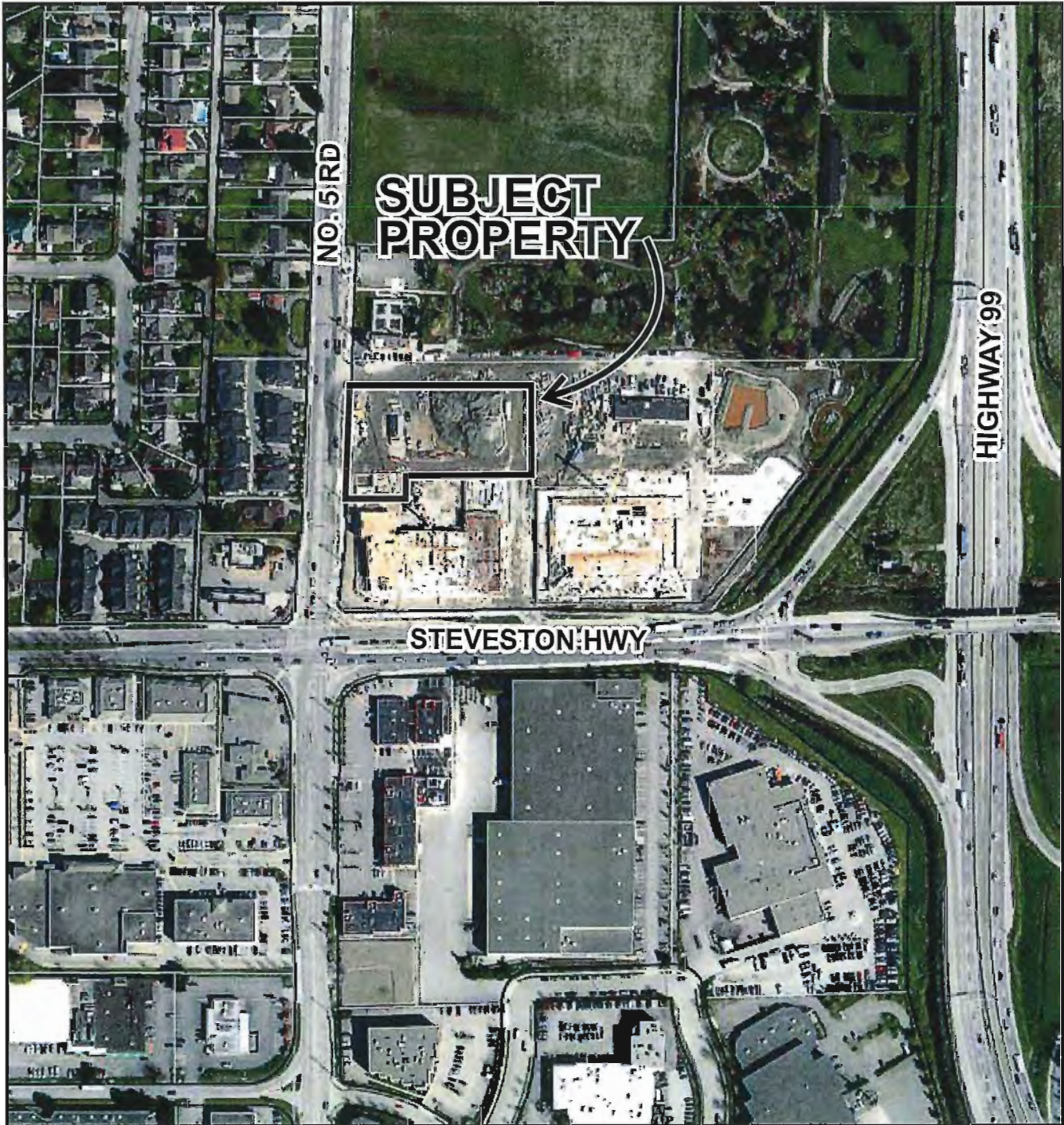






City of  
Richmond

Attachment 1b



ZT 14-656053

Original Date: 02/19/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 406



**DP 12-599057**

**Attachment 2**

Address: 10820 No. 5 Road

Applicant: Townline Gardens Inc. Owner: Townline Gardens Inc.

Planning Area(s): Shellmont Area – Ironwood Sub-Area (Area C – The Gardens)

Floor Area Gross: 10,839.1 m<sup>2</sup> (116,671 ft<sup>2</sup>) Floor Area Net: 10,467.1 m<sup>2</sup> (112,667 ft<sup>2</sup>)

Criteria	Existing	Proposed
Site Area (no dedications in Phase 2)	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	No Change
Land Uses	Vacant	Mixed Use - Commercial / Residential
OCP Designation - Generalized Land Use	Mixed Use	No Change
OCP Designation - Specific Land Use	Limited Mixed Use	No Change
Zoning	"Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)"	No Change
Number of Units	Nil	163 units including 19 affordable units

Criteria	Bylaw Requirement	Proposed	Variance
Gross Floor Area	-	10,839.1 m <sup>2</sup> (116,671 ft <sup>2</sup> )	-
Net Floor Area (minus FAR exclusions)	-	10,467.1 m <sup>2</sup> (112,667 ft <sup>2</sup> )	-
Lot Size	no minimum	6,040 m <sup>2</sup> (65,014 ft <sup>2</sup> )	-
Floor Area Ratio	1.43 FAR (on overall site)	1.73 FAR (Phase 2)	-
Gross Floor Area (commercial / residential)	-	17,301ft <sup>2</sup> com. + 99,370ft <sup>2</sup> res.	-
Lot Coverage	50%	43%	-
Setback - No. 5 Road	6.0 m	6.0 m	-
Setback - Road 'A' (north side)	3.0 m	4.44 m	-
Setback - Road 'A' (east side)	3.0 m	4.15 m	-
Setback - Internal Lane (south side)	3.0 m	4.33 m	-
Height	20.0 m	18.69 m	-
Off-street Parking Spaces – Resident/Commercial	Residential spaces 163 Commercial spaces 56 Total Phase 2 spaces 219	163 Residential (134 in Phase 2 plus 29 spaces in Phase 1) 56 commercial (all provided for in Phase 1) 196 space variance requested	variance supported with the provision of 1 (12 month 2-zone) transit pass for each unit)
Parking – Commercial (overall estimated)	305 stalls	266 stalls	-
Parking Stalls - small / accessible	maximum 50% small stalls	62 small / 5 accessible	-
Loading Stalls	3 loading stalls	3 loading stalls	-
Bicycle Parking (Class 1 & Class 2)	Commercial - 5 CI-1 + 7 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	Commercial - 7 CI-1 + 6 CI-2 Residential - 204 CI-1 + 33 CI-2 Total - 249	- -
Amenity Space (Indoor)	70 m <sup>2</sup> minimum indoor	provided in Phase 1	-



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9112 (ZT 14-656053)  
10820 No. 5 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing section 20.18.4.2. a) – Permitted Density in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone and replacing it with the following:

“20.18.4.2. a) provides on the **site** not less than four **affordable housing units** having the combined **habitable space** of at least 5% of the total **floor area ratio** used for residential **use** but specifically excludes PID 028-631-561, Lot C, Section 31, Block 4 North, Range 5 West, New Westminster District Plan EPP12978 (“Lot C”) from this requirement provided that the owner has entered into a **Market Rental Housing Agreement** for 144 secured market rental **dwelling units** with the City and registered the **Market Rental Housing Agreement** against the title to Lot C and filed a notice of the same in the Land Title Office; and”
2. Richmond Zoning Bylaw 8500 is amended by inserting the following text after Section 20.18.11.9. in the “Commercial Mixed Use (ZMU18) - The Gardens (Shellmont)” zone:

“20.18.11.10 For the purpose of this **zone** only, **Market Rental Housing Agreement** means an agreement in a form satisfactory to the City that restricts the occupancy of the **dwelling unit** to rental tenure.”

“20.18.11.11 For the purpose of this **zone** only, **Market Rent** means the amount of rent that a willing tenant would pay to a willing landlord for the rental of a comparable unit with comparable amenities in a comparable location for a comparable period of time.”
3. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 9112”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** March 3, 2014

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

**File:** 10-6650-01/2014-Vol  
01

**Re:** **Clothes Washer Rebate Program**

### Staff Recommendation

That:

1. the City partners with BC Hydro for a combined rebate program in May and October, 2014, which provides a minimum \$100 and maximum \$200 rebate (equally shared between BC Hydro and the City) for the replacement of an efficient clothes washer;
2. the scope of the existing toilet rebate program be expanded to include clothes washer rebates; and
3. the CAO and General Manager, Engineering and Public Works, be authorized to enter into an agreement with BC Hydro to execute this program.

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

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



## **Staff Report**

### **Origin**

BC Hydro is offering local governments an opportunity to participate in a combined rebate offer to promote the purchase of energy- and water-efficient clothes washers.

The program supports the 2041 Official Community Plan (OCP), the Corporate Sustainability Framework, as well as the 2014 Community Energy and Emissions Plan, which includes “promoting building efficiency through outreach and education and providing incentives for building retrofit action.”

This report provides information on the program for Council’s consideration.

### **Analysis**

BC Hydro and local governments across the province have an interest in encouraging the conservation of energy and water. Through PowerSmart, BC Hydro offers a variety of incentive programs that encourage uptake of energy-efficient technologies, including energy-efficient appliances.

The City has water demand management programs, including the Toilet Rebate Program and Rain Barrel Program, with the purpose of reducing water consumption and deferring, reducing, or eliminating the need for infrastructure capacity upgrading. In addition, the OCP includes objectives to pursue water demand management strategies, continue water conservation initiatives, and support broad-base community greenhouse gas emissions (GHG) emission reduction, as part of providing sustainable infrastructure and resources, and climate change mitigation.

There is an opportunity to combine BC Hydro’s and the City’s initiatives and offer residents a joint rebate program for fixtures that generate both electrical and water savings (i.e. clothes washers). A joint program would increase overall participation rates, reduce the amount of energy and water residents consume, save residents money, and reduce GHG emissions.

### **Program Details**

#### **Dates:**

The proposed program offered by BC Hydro will be applicable May 1 to 31 and October 1 to 31 of this year.

#### **Rebate Amount:**

For the May campaign, BC Hydro is offering a two-tiered incentive, where either a \$50 or \$100 rebate is provided depending on the energy and water consumption rating of the clothes washer. Staff recommend that the City partners with BC Hydro and contribute matching rebates of \$50 and \$100.

### Estimated Savings

Clothes washers rank second in indoor water use (after toilets), accounting for approximately 21% of indoor household water consumption. Table 1 outlines the estimated annual reduction in electrical consumption, water consumption, and GHG per clothes washer replacement. Electrical savings are mainly due to reduced hot water use. The \$100 rebate would be offered to clothes washers with a minimum modified energy factor (MEF) of 2.6 and maximum water factor (WF) of 4.0; the \$200 rebate would be offered to clothes washers with a minimum MEF of 2.8 and WF of 4.0. MEF and WF are the energy and water performance metrics for clothes washers.

Table 1. Estimated Energy, Water, and GHG Savings

<b>Total Rebate Amount</b>	<b>City Contribution</b>	<b>BC Hydro Contribution</b>	<b>Electricity Savings</b>	<b>Water Savings</b>	<b>GHG Savings</b>
\$100	\$50	\$50	139 kWh/year	62,000 litres/year	0.04 tCO <sub>2</sub> e/year
\$200	\$100	\$100	240 kWh/year	62,000 litres/year	0.07 tCO <sub>2</sub> e/year

### Program Funding

The scope of the existing toilet rebate account could be expanded to include clothes washer rebates. The budget of the existing toilet rebate account is \$100,000, which Staff anticipate will be sufficient to fund both rebate programs, given year-to-date participation levels. So far this year, 134 toilet rebates have been issued, and the projected toilet rebate expenditures for 2014 is approximately \$80,000. As a result, it is anticipated that there will be approximately \$20,000 available, which would allow for approximately 250 clothes washer rebates.

The City of Abbotsford and District of Mission are the only other municipalities in the lower mainland that have participated in this partnership program with BC Hydro. Abbotsford and Mission started their program in 2011, and have received an average of 75 applications per month. As the proposed program for Richmond would only be offered for two months (May and October), it is anticipated that the funding available in the toilet rebate account would be sufficient to fund the rebates.

The City's agreement with BC Hydro would stipulate the maximum level of City contribution at \$20,000. As with the past administration of the Toilet Rebate Program, Staff will monitor participation levels and report back to Council with any revised funding level recommendations.

### Roles and Responsibilities

City and BC Hydro roles and responsibilities are outlined in Table 2. BC Hydro would be responsible for carrying out program administration and associated activities, and the City would

be responsible for providing funding to supplement the BC Hydro rebate and advertising the rebate program within Richmond.

Table 2. City and BC Hydro Roles and Responsibilities

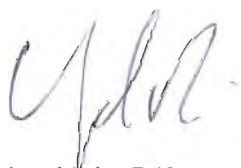
City of Richmond	BC Hydro
<ul style="list-style-type: none"> <li>• Provide funding to supplement the existing BC Hydro rebate</li> <li>• Advertise the rebate offer locally</li> </ul>	<ul style="list-style-type: none"> <li>• Answer email and phone inquiries about the program</li> <li>• Receive and process online applications</li> <li>• Verify applicants' eligibility, as determined by the City</li> <li>• Provide rebate directly to applicants, and invoice the City for its portion</li> </ul>

### Financial Impact

Staff recommend that the rebates be funded from the approved Toilet Rebate Program. BC Hydro will cover all costs associated with program administration.

### Conclusion

The City has an opportunity to partner with BC Hydro in providing rebate incentives to residents for purchasing efficient clothes washers. BC Hydro would be responsible for administering the rebates, which would be offered for May and October of this year. Staff recommend that the City participates in this combined rebate program that provides a minimum \$100 and maximum \$200 rebate (equally shared between BC Hydro and the City), and that the scope of the existing toilet rebate account be expanded to include clothes washer rebates.



Lloyd Bie, P.Eng.  
Manager, Engineering Planning  
(4075)

LB:jh



Jason Ho, P.Eng.  
Project Engineer  
(1281)



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** March 4, 2014

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

**File:** 06-2050-01/2013-Vol  
01

**Re:** Ageing Facility Infrastructure - Update

### Staff Recommendation

That staff utilize the attached "Ageing Facility Infrastructure – Update" report dated March 4, 2014 from the Director, Engineering as input in the annual capital and operating budget preparation process.

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

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



## **Staff Report**

### **Origin**

On September 21, 2011 staff submitted an ageing facility infrastructure report to Council for information. The report provided a facility condition summary and options to better maintain the City's inventory of 150 buildings comprising approximately 1,606,000 square feet of total building area.

This report responds to a Council referral dated September 19, 2012 and provides a current update to the overall condition of City facilities and building maintenance/replacement programs currently in place.

### **Background**

City facilities are critical to the delivery of a broad range of services to the public for the betterment of the community. Several of the facilities are unique to Richmond and establish an important and positive cultural or iconic identity, examples of which include those with heritage status (i.e., Branscombe House, Seine Net Loft, etc.) and the Richmond Olympic Oval.

Construction of City owned facilities is generally accomplished through Council approved capital programs and/or agreements with developers. For capital projects, staff define a scope of work in consultation with the user groups and the public leading to construction through the public procurement process. A similar process is followed with developer driven facilities whereby the developer assumes the role of design/construction lead and City staff complete a review/approval role.

It is necessary to fund and perform day-to-day operations and maintenance activities at all facilities to enable their intended use, examples of which are janitorial services, minor repairs/replacements such as light bulb replacement, etc. It is also necessary to fund and complete preventative maintenance programs which may include items such as roof replacement, boiler replacement, new paint for the building interior/exterior, etc to ensure continuity of service.

The functional life of a facility is generally 45 years or more provided regular preventive maintenance is completed. The City currently has funded operations/maintenance, preventative maintenance and capital replacement programs in place as approved by Council. The current reserve, the Capital Building and Infrastructure Reserve which funds facility capital repair and replacement has been mainly utilized to fund new facilities. Staff are reviewing the capital process to identify if a comprehensive plan for capital improvements should be developed which assesses the condition of all current infrastructure assets such as buildings and equipment and uses the assessment to plan infrastructure replacement and repair needs in the future within available capital and operating funding levels.

### **Analysis**

The City's current general buildings and leased facilities inventory consists of 150 buildings.

The City currently has Council approved funding of \$4.6M for preventative maintenance programs. In 2014, the City also has one time facility related funding of \$2.6M through the capital program to complete major repair/restorations of Minoru Chapel, Watermania and Richmond Ice Centre.

The City completes annual physical audits of 20% of City facilities through detailed site visits. The findings are used to update past information in the City's facility condition assessment computer model (Vanderwell Facility Advisors (VFA) to develop a Facility Construction Index (FCI) which has become an evaluation tool used by Cities internationally. In 2013, the City of Richmond was awarded the Vanguard Award for Leadership in Capital Planning from VFA in recognition of effective building asset management.

FCI is an industry standard designation of facility condition where 0.00 to 0.05 is good, 0.06 – 0.10 is fair, and higher than 0.10 is considered poor. While this index is an excellent facility management tool, it is not a direct measure of user experience in the building. For example, a boiler that is old, inefficient and at risk of failure will generate a poor condition score, but it may still be providing adequate heat in a building, so a building user today would not be impacted by that poor condition.

The current FCI average for all City facilities is 0.08, indicating an overall fair condition. However, over half of all buildings were constructed in the last 35 years and this later building stock is entering a phase of accelerated ageing. As a result, maintaining the current fair condition score in the future will require greater annual funding than has been allocated in the past.

#### *Consequence of facility deterioration*

A generally accepted industry observation related to facilities is that it costs 5 times as much to repair a facility as compared to having a preventative maintenance program, and that it costs 5 times as much to replace a facility than what it would cost to complete repairs, notwithstanding the impacts related to service disruption.

Significant deficiencies are anticipated should City facilities be allowed to deteriorate over the next 20 years. An example that may be typical of facility infrastructure that may no longer be functional after 20 years includes failure of roofs, boilers, HVAC systems etc. The consequence of these items no longer functioning are significant and could lead to facility closure, service level interruption, loss of City revenue and incurrence of significant costs to react to emergency conditions.

In 2013 Richmond Ice Centre experienced a failure of the cooling tower condensing unit – without this unit there is no ability to create ice surfaces. The cooling tower failure resulted in program cancellations and compromises to ice-preparation and replacement was completed on an emergency basis through sourcing replacement equipment from Delaware at relatively high cost.

The current facility condition level can be maintained through increased preventative maintenance funding and capital funding for building rehabilitation and replacement as follows.

### *Capital Replacement*

The Council approved Major Facilities Phase 1 projects including Firehall 3 represent over \$127 Million in capital investment for the replacement of Minoru Aquatics, Older Adults Centre, City Centre Community Centre, and Firehall No. 1. The new facilities will provide short to medium term relief from the increasing cost of maintaining the old facilities. While providing opportunity for service level improvements, investing in the capital replacement of buildings greatly assists with maintaining overall facility condition.

### *Capital Repair/Rehabilitation*

In 2014 Council approved \$7.4M through the 5-Year capital program to complete major facility rehabilitation. The 2014 program includes approximately \$2.6M funding to complete major mechanical renovations at Minoru Chapel, Watermania and Richmond Ice Centre. Staff will continue to prepare 5-Year Capital programs with required levels of funding for Council approval.

### *Operating Maintenance and Minor Capital*

Current Facility infrastructure replacement, improvement and maintenance funding is approximately \$4.6M. Going forward it is estimated that this level of funding would need to increase by approximately \$1M annually to maintain the current facility condition index score.

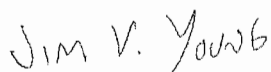
It is recommended that staff utilize the preceding analysis and information outlined in preparation of future operating and capital budgets with the objective of maintaining the current level of overall facility condition.

### **Financial Impact**

None at this time.

### **Conclusion**

Currently the City's building infrastructure is in fair condition. However, our facilities are anticipated to deteriorate at an accelerated rate. To maintain the current average facility condition, additional funding will be required through the City's operating and capital budgets.



Jim V. Young, P. Eng.  
Acting Sr. Manager, Project Development  
(604-247-4610)



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** February 20, 2014

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

**File:** 01-0150-20-ICBC1-  
01/2014-Vol 01

**Re:** ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED  
PROJECTS FOR 2014

### Staff Recommendation

1. That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2014 *Road Improvement Program* for consideration of cost sharing funding.
2. That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements, and the 2014 Capital Plan and 5-Year (2014-2018) Financial Plan be amended accordingly.

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

Att. 1

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



## Staff Report

### Origin

At the March 25, 2013 and September 23, 2013 Council meetings, Council endorsed a number of proposed joint ICBC-City of Richmond road safety improvement projects for 2013. This report summarizes the projects implemented in 2013 with funding from ICBC and presents a list of projects proposed to be implemented with funding contributions from ICBC as part of the 2014 ICBC-City of Richmond *Road Improvement Program* partnership.

### Analysis

#### 1. Partnership with ICBC on Road Improvement Program

The City has been in partnership with ICBC in the *Road Improvement Program* since 1994. This partnership is a vital component of the City's traffic safety program as it enables the City not only to undertake more traffic safety enhancements than it could alone, but also to expedite some of these road safety improvement projects. Each year, a list of potential capital projects is developed for inclusion in the *Road Improvement Program* based on community requests and input from the Traffic Safety Advisory Committee and other stakeholders.

#### 2. 2013 ICBC/City of Richmond Road Improvement Projects

As shown in Table 1 below, a number of City projects substantially completed in 2013 will receive a total of \$252,000 in funding from ICBC's *Road Improvement Program*. Projects initiated in 2013 but not substantially completed will be re-submitted in 2014.

**Table 1: 2013 Road Improvement Projects Receiving ICBC Funding**

Location	Project Description	ICBC Contribution
• No. 2 Road-Woodwards Road	Upgrade of existing pedestrian signal to full traffic signal	\$26,000
• No. 4 Road-Odlin Road		\$29,000
• EB No. 4 Road-Alderbridge Way	Installation of left-turn arrows	\$13,000
• NB No. 4 Road-Cambie Road		\$14,000
• NB Railway Avenue-Steveston Hw		\$10,000
• NB Railway Avenue-Williams Road		\$12,000
• NB Railway Avenue-Francis Road		\$8,000
• NB Railway Avenue-Blundell Road		\$12,000
Russ Baker Way: Inglis Drive-Hudson Ave	Installation of intersection cameras	\$93,000
• Ryan Rd • Georgia St	Installation of traffic calming measures (speed humps) in school zones	\$9,000
• Maddocks Rd • 2 <sup>nd</sup> Ave		
Westminster Hwy: Gilley Road-Smith Cr	Minor shoulder widening to create walkway separated by extruded curb	\$18,000
Ash Street: Williams Road-Bakerview Dr	Construction of neighbourhood pathway	\$5,000
Westminster Hwy: No. 6 Road-No. 8 Road	Removal of bollards from off-street pathway	\$3,000
<b>Total</b>		<b>\$252,000</b>

#### 3. Proposed 2014 ICBC-City of Richmond Road Improvement Projects

Attachment 1 identifies a range of projects proposed for submission to the 2014 *Road Improvement Program* for funding contribution from ICBC that would provide benefits for all road users (i.e., motorists, cyclists, pedestrians, transit users). In support of one of

Richmond RCMP's key community objectives to increase pedestrian safety and reduce fatalities and injuries, a majority of the proposed projects focus on pedestrian-related improvements, particularly at intersections, including eight special crosswalks, four pedestrian signals on high volume arterial roadways, two raised crosswalks, and a neighbourhood walkway. The total estimated cost of the pedestrian-related projects is nearly \$1.5 million.

ICBC's potential funding contribution to these projects will be determined by historical traffic crash rates at these locations and the estimated reduction in ICBC claim costs resulting from the proposed traffic safety improvements as well as eligibility of the project vis-à-vis the funding guidelines. The outcome of ICBC's review of the projects will be reported back as part of 2015 ICBC *Road Improvement Program*.

Upon approval of a project by ICBC, the City would be required to enter into a funding agreement with ICBC. The agreement is provided by ICBC and generally includes an indemnity in favour of ICBC. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements for approved projects and the 2014 Capital Plan and 5-Year (2014-2018) Financial Plan be amended accordingly to reflect the receipt of external grants.

### Financial Impact

None.

The funding sources for the City's portion of the costs of the projects have been previously approved or endorsed by Council as indicated in Attachment 1 to this report. Several of the identified projects have additional external grants either approved or pending approval from other agencies such as TransLink.

### Conclusion

ICBC is a significant long-time partner working with the City to promote traffic safety in Richmond. The traffic safety initiatives jointly implemented by ICBC and the City, including various road and traffic management enhancements, educational efforts and enforcement measures, have resulted in safer streets for all road users in Richmond. Therefore, staff recommend that Council endorse the various local road safety improvement projects for submission to the 2014 joint ICBC-City of Richmond *Road Improvement Program*. Upon approval by ICBC of any projects, cost-share agreements will be executed by staff with ICBC.



Joan Caravan  
Transportation Planner  
(604-276-4035)



Fred Lin, P.Eng., PTOE  
Senior Transportation Engineer  
(604-247-4627)

Att. 1: Proposed 2014 City-ICBC Road Improvement Projects

## Proposed 2014 City-ICBC Road Improvement Projects

Proposed 2014 ICBC-City of Richmond Road Improvement Program Projects	Estimated Total Cost	Source of City Funds <sup>(1)</sup>	External Agency Funding <sup>(2)</sup>
Video Detection Cameras & Controllers: 6 intersections along Steveston Hwy corridor between No. 2 Road and Coppersmith Pl	\$335,000	\$335,000 2014 Traffic Signal Program	\$111,000 TransLink (pending)
Installation of traffic calming measures in various locations pending results of traffic studies <sup>(3)</sup>	\$100,000	\$100,000 2014 Neighbourhood Traffic Safety Program	-
Installation of special crosswalks: <ul style="list-style-type: none"> <li>Francis Road-Ash Street<sup>(4)</sup></li> <li>Garden City Road-General Currie Rd<sup>(4)</sup></li> <li>7400-block River Road</li> <li>8200-block No. 5 Road</li> <li>8000-block St. Albans Road</li> <li>Williams Road-Freshwater Drive</li> <li>Steveston Hwy-Bonavista Gate</li> <li>Granville Ave-McCallan Road</li> <li>Other locations to be determined<sup>(5)</sup></li> </ul>	<ul style="list-style-type: none"> <li>\$55,000</li> <li>\$60,000</li> <li>\$50,000</li> <li>\$76,000</li> <li>\$69,000</li> <li>\$69,000</li> <li>\$69,000</li> <li>\$55,000</li> <li>\$503,000</li> </ul>	<ul style="list-style-type: none"> <li>\$475,500</li> <li>2012 Misc Intersection Improvements (\$60,000)</li> <li>2012 Traffic Signal Program (\$138,000)</li> <li>2013 Crosswalk Improvement Program (\$55,000)</li> <li>2014 Crosswalk Improvement Program (\$222,500)</li> </ul>	<ul style="list-style-type: none"> <li>\$27,500</li> <li>TransLink (confirmed)</li> <li>\$27,500</li> <li>TransLink (pending)</li> </ul>
Installation of pedestrian signals: <ul style="list-style-type: none"> <li>Francis Road-St Albans Road</li> <li>Kwantlen Street-Kwantlen University</li> <li>Westminster Hwy-McCallan Road</li> <li>Blundell Road-Ash Street</li> <li>Other locations to be determined<sup>(5)</sup></li> </ul>	<ul style="list-style-type: none"> <li>\$82,000</li> <li>\$137,000</li> <li>\$120,000</li> <li>\$120,000</li> <li>\$459,000</li> </ul>	<ul style="list-style-type: none"> <li>\$394,000</li> <li>2013 Traffic Signal Program (\$82,000)</li> <li>2014 Traffic Signal Program (\$72,000)</li> <li>2014 Active Transportation Program (\$240,000)</li> </ul>	<ul style="list-style-type: none"> <li>\$120,000</li> <li>TransLink (pending)</li> <li>\$65,000</li> <li>Kwantlen Polytechnic University (confirmed)</li> </ul>
Installation of full traffic signal: <ul style="list-style-type: none"> <li>Cambie Road-Stolberg Road</li> <li>Other locations to be determined<sup>(5)</sup></li> </ul>	\$175,000	\$175,000 2014 New Traffic Signal Installation at Cambie Road-Stolberg Road	-
Extension of Lansdowne Road: Minoru Blvd-Alderbridge Way	\$3,000,000	\$3,000,000 2012-2013 Capital Project	-
Parkside Neighbourhood Bike Route: paved pathway connection on Granville Ave between Ash St and Garden City Park <sup>(4)</sup>	\$90,000	<ul style="list-style-type: none"> <li>\$45,000</li> <li>2012 Cycling Network Expansion Program (\$8,500)</li> <li>2012 Misc Cycling Safety Enhancement Program (\$25,000)</li> <li>2013 Active Transportation Program (\$11,500)</li> </ul>	<ul style="list-style-type: none"> <li>\$45,000</li> <li>TransLink (confirmed)</li> </ul>
Delineation of on-street bike lanes with green anti-skid surface at conflict zones: <ul style="list-style-type: none"> <li>Garden City Road-Alderbridge Way</li> <li>Granville Ave-Railway Ave</li> <li>Other locations to be determined<sup>(5)</sup></li> </ul>	\$34,000	\$34,000 2014 Active Transportation Program	\$17,000 TransLink (pending)
Delineation of Railway Greenway crossings with green anti-skid surface <sup>(4)</sup> : <ul style="list-style-type: none"> <li>West of Britannia Dr</li> <li>Garry Street</li> <li>Steveston Hwy</li> <li>Williams Road</li> <li>Princeton St</li> <li>Francis Rd</li> <li>Blundell Rd</li> <li>Granville Ave</li> </ul>	\$75,000	\$37,500 2013 Active Transportation Program	\$37,500 TransLink (confirmed)
Construction of raised crosswalks <sup>(4)</sup> : <ul style="list-style-type: none"> <li>Granville Ave-McCallan Road</li> <li>Railway Ave west of Britannia Dr</li> </ul>	\$67,000	\$33,500 2013 Neighbourhood Traffic Safety Program	\$33,500 TransLink (confirmed)
Construction of neighbourhood path/sidewalk: <ul style="list-style-type: none"> <li>Belair Dr (Gilbert Road-Broadmoor Blvd)</li> <li>Other locations to be determined<sup>(5)</sup></li> </ul>	\$450,000	\$450,000 2014 Neighbourhood Traffic Safety Program	-
Bus stop upgrade and/or construction of connecting sidewalk/pathway: <ul style="list-style-type: none"> <li>Multiple locations city-wide</li> </ul>	\$186,000	\$186,000 2014 Pedestrian & Roadway Improvement Program	\$93,000 TransLink (pending)

(1) Should the submitted project receive funding from ICBC, the City's portion of the total cost would be reduced accordingly.

(2) Should the project receive funding from an external agency, the City's portion of the total cost would be reduced accordingly.

(3) Implementation is subject to consultation with and support from affected residents.

(4) Project was originally submitted to the 2013 Program and is being re-submitted to the 2014 Program as it was not substantially completed in 2013.

(5) Additional locations may be identified for submission to ICBC prior to the 2014 program deadline.



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9057 (RZ 13-636814)  
8131 No. 3 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. 010-407-553

Lot 31 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9057"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 23 2013

OCT 21 2013

OCT 21 2013

OCT 21 2013

MAR 19 2014



\_\_\_\_\_  
MAYOR

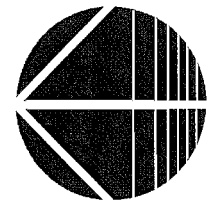
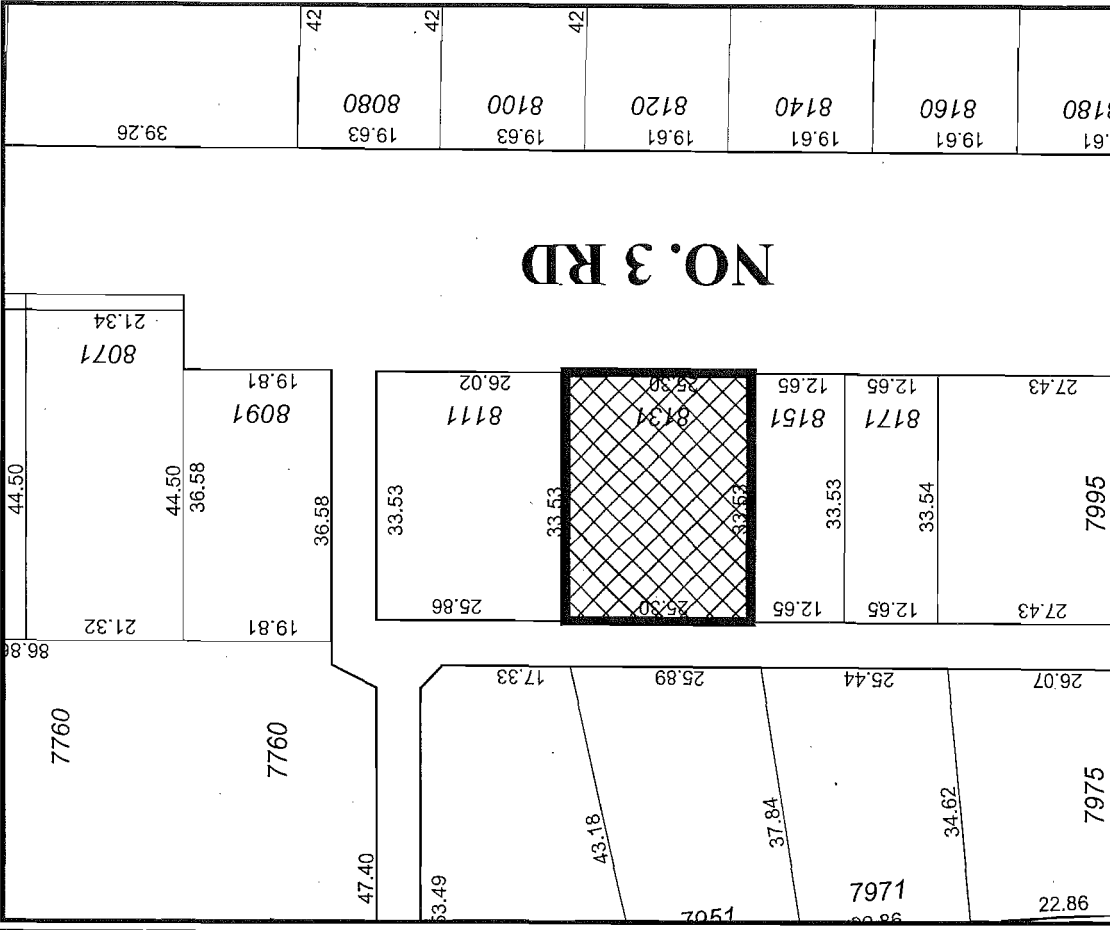
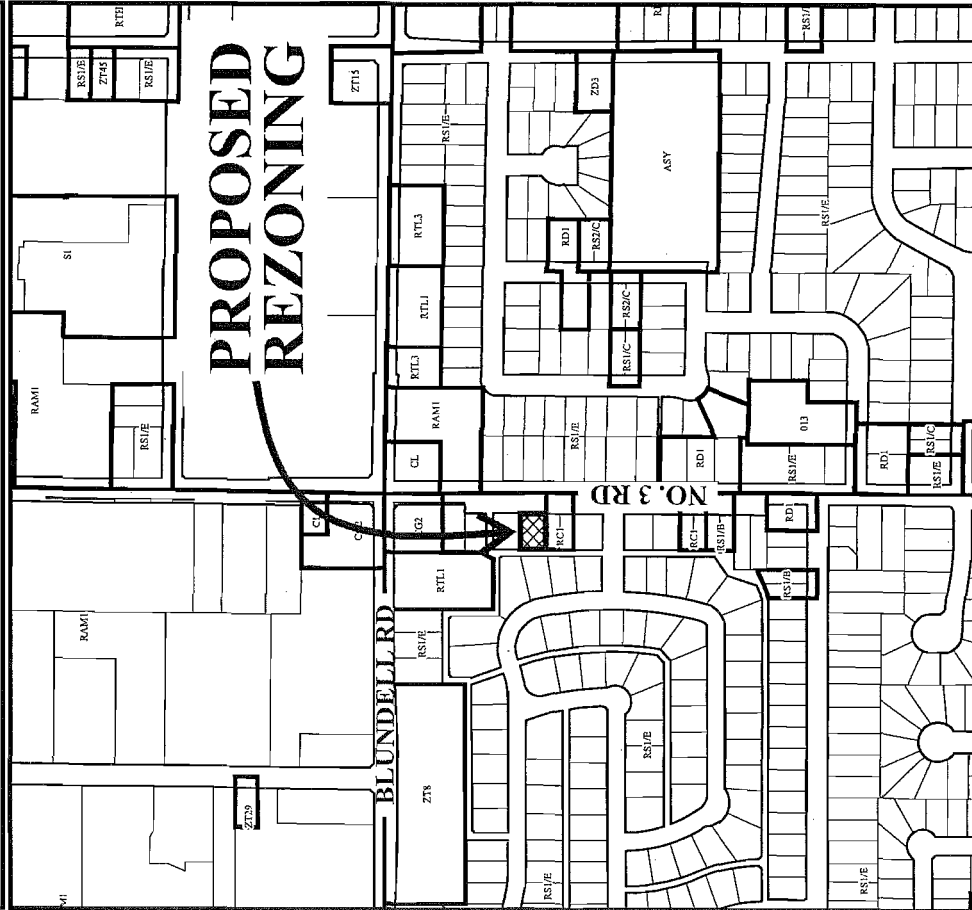
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CORPORATE OFFICER





# City of Richmond

## PROPOSED REZONING



## RZ 13-636814

Original Date: 05/17/13  
Revision Date:  
Note: Dimensions are in METRES



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**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 9110  
(Health Canada Licensed Medical Marihuana Production Facilities and  
Medical Marihuana Research and Development Facilities)**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by adding the following text to Section 3.0 Connected Neighbourhoods with Special Places:

**“3.6.5 Health Canada Licensed Medical Marihuana Production, and  
Research and Development Facilities**

**OVERVIEW**

In June 2013, Health Canada enacted the *Marihuana for Medical Purposes Regulations (MMPR)* to better manage the research, production and distribution of medical marihuana.

In December 2013, Council amended the Zoning Bylaw to not permit medical marihuana production facilities and medical marihuana research and development facilities in any zoning district City-wide, as they were a new land use, their potential impacts were unknown and it is desirable to prevent the unnecessary proliferation of facilities. Over time, if Council receives requests to approve medical marihuana production facilities and medical marihuana research and development facilities, to protect the City's interests, Council may consider such proposed facilities, on a case-by-case review basis, subject to meeting rigorous social, community safety, land use, transportation, infrastructure, environmental and financial planning, zoning and other City policies and requirements. This section establishes the policies and requirements, by which such proposed facilities may be considered and, if deemed appropriate, approved.

**TERMS**

In this section, the following terms apply:

- “Medical Marihuana Production Facility” - means a facility for the growing and production of medical marihuana in a fully enclosed building as licensed and lawfully sanctioned under Health Canada’s Marihuana for Medical Purposes Regulations (as amended from time to time), including the necessary supporting accessory uses related to processing, testing, research and development, packaging, storage, distribution and office functions that are directly related to and in support of growing and cultivation activities.

- “Medical Marihuana Research and Development Facility” – means a facility for the research and development of medical marihuana only in a fully enclosed building as lawfully sanctioned by Health Canada under the Controlled Drugs and Substances Act (as amended from time to time).

### **OBJECTIVE 1**

Protect the City's social, economic, land use and environmental interests when considering proposed medical marihuana production facilities and medical marihuana research and development facilities by preventing their unnecessary proliferation, avoiding long term negative effects, and ensuring minimal City costs.

### **POLICIES**

- a) Limit medical marihuana production facilities and medical marihuana research and development facilities, through the rezoning process, to one facility in an OCP designated Mixed Employment or Industrial area. Any future proposals for a medical marihuana production facility or a medical marihuana research and development facility may be considered on a case-by-case basis and may require additional OCP amendments.
- b) A medical marihuana production facility must:
  - i. Be located in a standalone building, which does not contain any other businesses;
  - ii. Have frontage on an existing, opened and constructed City road, to address infrastructure servicing and emergency response requirements;
  - iii. Avoid negatively affecting sensitive land uses (e.g., residential, school, park, community institutional); and
  - iv. Not emit any offensive odors, emissions and lighting to minimize negative health and nuisance impacts on surrounding areas.
- c) Medical marihuana production facility applicants shall engage qualified professional consultants to prepare required studies and plans through the City's regulatory processes (e.g., rezoning, development permit, building permit, other).
- d) Medical marihuana production facility applicants shall ensure that proposals address the following matters, through the City's regulatory processes (e.g., rezoning, development permit, building permit, other):
  - i. Compliance with City social, community safety, land use, building, security (e.g., police, fire, emergency response), transportation, infrastructure (e.g., water, sanitary, drainage), solid waste management, environmental (e.g., Environmentally Sensitive Areas, Riparian Management Areas, Ecological Network), nuisance (e.g., noise, odour and emissions) financial and other policies and requirements;
  - ii. Compliance with all federal, provincial and regional (e.g., Metro Vancouver) policies and requirements;
  - iii. Compliance with the City Building Regulation Bylaw, Fire Protection and Life Safety Bylaw, Noise Regulation Bylaw, Business License Bylaw, Business Regulation Bylaw and other related, applicable City Bylaws; and
  - iv. Compliance with the current BC Building Code, BC Fire Code, BC Fire Services Act, BC Electrical Code, and other related codes and standards.

- e) The applicant/owner of a Health Canada licensed and City approved medical marihuana production facility shall be responsible for full remediation of the facility should it cease operations or upon closure of the facility.
  - f) Consultation with stakeholders on a proposed medical marihuana production facility shall be undertaken as deemed necessary based on the context specific to each proposal.”
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9110**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 24 2014

MAR 17 2014

MAR 17 2014

MAR 17 2014



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER