



City Council

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

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

Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council Meeting held on Monday, March 11, 2013 (distributed previously);*

CNCL-11

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



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

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

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- 2013/2014 RCMP Annual Performance Plan – Community Priorities
- Animal Control Program – Enhanced Welfare and Regulation
- Vancouver Biennale Proposal – Public Art Project for Alexandra Neighbourhood Park
- Update on Sidewalk Vending Services Pilot Project and amendment to Business Regulation Bylaw No. 7538
- Appointment of Bylaw Enforcement Officers
- Proposed Long-Term Streetscape Visions for Bayview and Chatham Streets
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, April 15, 2013):
 - 8651/8671 No. 2 Road – Rezone from (RS1/E) to (RD1) (Gursher S. Randhawa – applicant)
 - 11351 No. 2 Road – Rezone from (RS1/E) to (RS2/C) (Frances S. Zukewich – applicant)
- Blundell School Field Baseball Upgrade Project
- ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2013
- 2013 Liquid Waste Management Plan Biennial Report

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



Council Agenda – Monday, March 25, 2013

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ITEM

Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-15 (1) *the Community Safety Committee meeting held on Tuesday, March 12, 2013;*
- CNCL-20 (2) *the General Purposes Committee meeting held on Monday, March 18, 2013;*
- CNCL-37 (3) *the Planning Committee meeting held on Tuesday, March 19, 2013;*
- CNCL-41 (4) *the Public Works & Transportation Committee meeting held on Wednesday, March 20, 2013,*
- be received for information.*



Consent
Agenda
Item

7. **2013/2014 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 3768183)

CNCL-45

See Page **CNCL-45** for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That (i) pedestrian safety, (ii) break and enters (residential and commercial), and (iii) personal theft/robbery in downtown core be included as community priorities for the Richmond Detachment 2013/2014 (April 1, 2013 to March 31, 2014) RCMP Annual Performance Plan.



Consent
Agenda
Item

8. **ANIMAL CONTROL PROGRAM – ENHANCED WELFARE AND REGULATION**

(File Ref. No.12-8060-20-8961/8966/8962) (REDMS No. 3790655 v.10)

CNCL-49

See Page **CNCL-49** for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the proposed amendments to the City's Animal Control Regulations related to dogs and other animals, as presented in the report titled Animal Control Program – Enhanced Welfare And Regulation from the General Manager, Law & Community Safety (dated January 25, 2013) be endorsed;*

Pg. # ITEM

- (2) *That Animal Control Regulation Bylaw No. 7932, Amendment Bylaw No. 8961 be introduced and given first, second and third reading;*
- (3) *That Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 8966 be introduced and given first, second, and third reading; and*
- (4) *That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8962 be introduced and given first, second, and third reading.*



Consent
Agenda
Item

9. **VANCOUVER BIENNALE PROPOSAL FOR CHARLES JENCKS LAND FORM PUBLIC ART PROJECT FOR ALEXANDRA NEIGHBOURHOOD PARK**

(File Ref. No. 11-7000-09-20-139) (REDMS No. 3808265 v.2)

CNCL-64

See Page **CNCL-64** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That staff be authorized to investigate the participation of American architectural theorist, landscape architect and designer Charles Jencks in the design of a permanent land based public art project for the Alexandra Neighbourhood Park for the 2013-2015 Vancouver Biennale, including financial implications and terms of conditions and report back, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated February 28, 2013.



Consent
Agenda
Item

10. **UPDATE ON SIDEWALK VENDING SERVICES PILOT PROJECT AND BUSINESS REGULATION BYLAW NO. 7538, AMENDMENT BYLAW NO. 8800**

(File Ref. No. 10-6360-03-04) (REDMS No. 3794980 v.4)

CNCL-72

See Page **CNCL-72** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That:

- (1) *Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8800, be introduced and given first, second, and third readings;*

Pg. # ITEM

- (2) *a pilot project to allow sidewalk vending services at the intersection of No. 3 Road and Westminster Highway be endorsed; and*
- (3) *a report be brought back to Council following a one year review of the sidewalk vending services pilot project.*



Consent
Agenda
Item

11. APPOINTMENT OF BYLAW ENFORCEMENT OFFICERS SUE DAVIS AND HANAE SAKURAI

(File Ref. No. 01-0172-03) (REDMS No. 3724476 v.2)

CNCL-79

See Page **CNCL-79** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Sue Davis be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond; and*
- (2) *That Hanae Sakurai be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.*



Consent
Agenda
Item

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

(File Ref. No. 10-6360-01) (REDMS No. 3810622 v.3)

CNCL-83

See Page **CNCL-83** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the staff report dated March 7, 2013 from the Director, Transportation, be received for the purpose of carrying out public consultation; and*

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ITEM

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



Consent
Agenda
Item

13. **APPLICATION BY GURSHER S. RANDHAWA FOR REZONING AT 8651/8671 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)**

(File Ref. No. 12-8060-20-8997, RZ 12-623032) (REDMS No. 3796271)

CNCL-103

See Page **CNCL-103** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8997, for the rezoning of 8651/8671 No. 2 Road from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”, be introduced and given first reading.



Consent
Agenda
Item

14. **APPLICATION BY FRANCES S. ZUKEWICH FOR REZONING AT 11351 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**

(File Ref. No. 12-8060-20-9006, RZ 12-605932) (REDMS No. 3785289 v.2)

CNCL-118

See Page **CNCL-118** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9006, for the rezoning of 11351 No. 2 Road from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.



Consent
Agenda
Item

15. **BLUNDELL SCHOOL FIELD BASEBALL UPGRADE PROJECT**

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

CNCL-39

See Page **CNCL-39** for details

(Planning Committee Minutes of March 19, 2013)

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the Blundell School Field baseball upgrade project be endorsed for submission to the federal Community Infrastructure Improvement Fund (CIIF); and*

- (2) *That the Chief Administrative Officer and General Manager Community Services be authorized to execute the funding agreements for approved projects and the 2013 – 2017 five year financial plan be amended accordingly to reflect the receipt of an external grant.*



Consent
Agenda
Item

16. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2013**

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3783964)

CNCL-139

See Page **CNCL-139** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the list of proposed road safety improvement projects, as described in the staff report dated February 19, 2013 from the Director, Transportation, be endorsed for submission to the ICBC 2013 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly; and*
- (3) *That the staff report titled ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2013 dated February 19, 2013 from the Director, Transportation be forwarded to the Council / School Board Liaison Committee for information.*



Consent
Agenda
Item

17. **2013 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT**

(File Ref. No. 10-6060-03-01) (REDMS No. 3806596 v.3)

CNCL-143

See Page **CNCL-143** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

That the City's 2013 Liquid Waste Management Plan Biennial Report, provided as Attachment 1 to the staff report of the same name from the Director, Engineering, dated February 26, 2013, be submitted to Metro Vancouver.



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

18. *Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.*

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PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

19. *Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.*

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(1) Dr. Jan Knapp to speak to Council about the City's Tree Preservation Bylaw.

CNCL-205

(2) Jack Lubzinski to speak to Council regarding the appraisal of a donation of equipment and machinery to the City of Richmond.

20. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

☐

21. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-218** Housing Agreement (8280 & 8300 Granville Avenue) **Bylaw No. 8991**
Opposed at 1st/2nd/3rd Readings – None.

☐

- CNCL-238** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8787**
(9691, 9711 & 9731 Blundell Road, RZ 07-394758)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

- CNCL-240** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8925**
(9691 Alberta Road, RZ 11-590114)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

22. RECOMMENDATION

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

CNCL-242

CNCL-248

CNCL-250

- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, March 13, 2013, and the Chair's report for the Development Permit Panel meetings held on March 13, 2013, February 27, 2013, November 14, 2012, and August 22, 2012 be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 12-624347) and Heritage Alteration Permit (HA 12-624348) for the property at 12191 First Avenue;*
 - (b) *a Development Permit (DP 12-626361) for the property at 8280 and 8300 Granville Avenue;*
 - (c) *a Development Permit (DP 12-608937) for the property at 9691 Alberta Road; and*
 - (d) *a Development Permit (DP 11-592270) for the property at 9691, 9711 and 9731 Blundell Road,*
- be endorsed, and the Permits so issued.*



ADJOURNMENT





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

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

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

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Linda Barnes

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

- 1. Temporary Commercial Use Permit (TU 12-614858)**
(Location: 8540 River Road; Applicant: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies))

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.



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

PH13/3-1

It was moved and seconded

That a Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for the property at 8540 River Road to allow the retail sale of outdoor power equipment as an accessory use.

CARRIED

2. Zoning Amendment Bylaw 8987 (Coach House Zone Amendment For Arterial Roads)

(Location: Arterial Roads in Richmond; Applicant: City of Richmond)

Applicant's Comments:

Staff was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/3-2

It was moved and seconded

That Zoning Amendment Bylaw 8987 be given second and third readings.

CARRIED

PH13/3-3

It was moved and seconded

That Zoning Amendment Bylaw 8987 be adopted.

CARRIED

3. Richmond Zoning Amendment Bylaw 8993 (Townhouse Tandem Parking) & Official Community Plan Amendment Bylaw 8994 (Residential Visitor Parking Signage)

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

Applicant's Comments:

Staff was available to answer questions.



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

Written Submissions:

None.

Submissions from the floor:

None.

PH13/3-4

It was moved and seconded

That Zoning Amendment Bylaw 8993 and Official Community Plan Amendment Bylaw 8994 be given second and third readings.

CARRIED

PH13/3-5

It was moved and seconded

That Zoning Amendment Bylaw 8993 and Official Community Plan Amendment Bylaw 8994 be adopted.

CARRIED

4. **Zoning Amendment Bylaw 8998 (RZ 10-523713)**
(Location: 16360 River Road; Applicant: Berane Construction Ltd.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/3-6

It was moved and seconded

That Zoning Amendment Bylaw 8998 be given second and third readings.

CARRIED



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

5. **Zoning Amendment Bylaw 9001 (RZ 12 - 615239)**
(Location: 3531 Bayview Street; Applicant: Cotter Architects Inc.)

Applicant's Comments:

Mr. Dana Westermarck, 13333 Princess Street, gave a brief overview of the mixed commercial/residential development emphasizing the high quality and standard of construction for the proposed building.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/3-7

It was moved and seconded

That Zoning Amendment Bylaw 9001 be given second and third readings.

CARRIED

ADJOURNMENT

PH13/3-8

It was moved and seconded

That the meeting adjourn (7:14 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Monday, March 18, 2013.

Mayor (Malcolm D. Brodie)

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



Community Safety Committee

Date: Tuesday, March 12, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Linda McPhail
Councillor Ken Johnston
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

Also Present: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Wednesday, February 13, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 9, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **RICHMOND FIRE-RESCUE – JANUARY 2013 ACTIVITY REPORT**
(File Ref. No. 09-5000-01) (REDMS No. 3801260)

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – January 2013 Activity Report (dated February 14, 2013, from the Fire Chief, Richmond Fire-Rescue) be received for information.

CARRIED

Community Safety Committee
Tuesday, March 12, 2013

**2. RICHMOND FIRE-RESCUE BUSINESS PLAN (2012-2015)
PROGRESS REPORT**

(File Ref. No.) (REDMS No. 3799183)

In reply to queries from Committee, Fire Chief John McGowan, Richmond Fire-Rescue (RFR) provided the following information:

- RFR wishes to improve its emergency response times in 2013 by refining its dispatch to on-scene workflows and by ameliorating traffic-light operations with the aid of the Transportation division;
- a staff report regarding the proposed community sponsorship package is anticipated to be brought forward for Council's consideration in Spring 2013; and
- while attending a community event, firefighters remain in service and if a call for service comes through they immediately leave the event to respond to the call.

Discussion ensued regarding the increase in the number of vehicles failing to yield and to pull over when being approached by an emergency vehicle. It was noted that a public education campaign in partnership with other stakeholders such as the Richmond RCMP and ICBC would be timely.

In response to additional queries from Committee, Fire Chief McGowan advised that RFR is currently examining its inspections program and analysing the risks associated with certain types of inspections. He remarked that RFR has engaged the Richmond Chamber of Commerce on other fire safety initiatives and that this relationship could be expanded to include business inspections.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue Business Plan (2012-2015) Progress Report (dated February 14, 2013, from the Fire Chief, Richmond Fire-Rescue) be received for information.

CARRIED

3. RCMP'S MONTHLY REPORT – JANUARY 2013 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3795582)

In reply to queries from Committee, Lainie Goddard, Manager, RCMP Administration, spoke of the Block Watch Program and advised that when a residential break and enter occurs, letters highlighting home safety tips and encouraging residents to join or form a Block Watch Program are circulated within the surrounding neighbourhood.

Community Safety Committee
Tuesday, March 12, 2013

It was moved and seconded

That the report titled RCMP's Monthly Report – January 2013 Activities (dated February 25, 2013, from the OIC, RCMP) be received for information.

CARRIED

4. **2013/2014 RCMP ANNUAL PERFORMANCE PLAN – COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 3768183)

OIC Nasset provided background information and requested Committee's input regarding the proposed community priorities as part of the 2013/2014 RCMP Annual Performance Plan.

In response to comments made by Committee, OIC Nasset advised that distracted driving due to the use of cell phones is a priority across the lower mainland. Also, OIC Nasset spoke of pedestrian safety and stated that although there was a decrease in the number of fatalities, the number of interactions between pedestrians and vehicles remains concerning.

OIC Nasset stated that the Richmond RCMP would be pleased to partner with RFR and other stakeholders to promote appropriate road safety behaviours such as pulling over when approached by an emergency vehicle.

Discussion ensued regarding the proposed community priorities as part of the 2013/2014 RCMP Annual Performance Plan and there was agreement that all three community objectives be included as part of the 2013/2014 RCMP Annual Performance Plan.

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

It was moved and seconded

That (i) pedestrian safety, (ii) break and enters (residential and commercial), and (iii) personal theft/robbery in downtown core be included as community priorities for the Richmond Detachment 2013/2014 (April 1, 2013 to March 31, 2014) RCMP Annual Performance Plan.

CARRIED

5. **COMMUNITY BYLAWS – JANUARY 2013 ACTIVITY REPORT**

(File Ref. No. 12-8060-01) (REDMS No. 3799171 v.10)

It was moved and seconded

That the staff report titled Community Bylaws – January 2013 Activity Report (dated February 22, 2013 from the General Manager, Law & Community Safety) be received for information.

CARRIED

Community Safety Committee
Tuesday, March 12, 2013

6. ANIMAL CONTROL PROGRAM – ENHANCED WELFARE AND REGULATION

(File Ref. No.12-8060-20-8961/8966/8962) (REDMS No. 3790655 v.10)

Edward Warzel, Manager, Community Bylaws, provided background information and advised that staff anticipate integrating the Animal Control Regulation Bylaw with the adjudication process.

Discussion ensued regarding existing off-leash dog areas and it was noted that these areas are littered with dog feces due to irresponsible owners who fail to pick up after their dogs. The addition of Woodward's Slough Park as an off-leash dog area is concerning as it may result in the park displaying similar conditions.

In response to this concern, Mike Redpath, Senior Manager, Parks, advised that additional signage could be installed at off-leash dog areas, and that commercial dog walkers would be reminded of off-leash dog area regulations.

It was moved and seconded

- (1) *That the proposed amendments to the City's Animal Control Regulations related to dogs and other animals, as presented in the report titled Animal Control Program – Enhanced Welfare And Regulation from the General Manager, Law & Community Safety (dated January 25, 2013) be endorsed;*
- (2) *That Animal Control Regulation Bylaw No. 7932, Amendment Bylaw No. 8961 be introduced and given first, second and third reading;*
- (3) *That Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 8966 be introduced and given first, second, and third reading; and*
- (4) *That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8962 be introduced and given first, second, and third reading.*

CARRIED

7. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

- (i) *Pedestrian Safety Campaign*

Please see Page 5 for discussion on this matter.

- (ii) *British Columbia Professional Firefighters' Burn Fund*

Fire Chief McGowan highlighted that through IAFF Local 1286, Richmond firefighters have contributed over \$100,000 to fund one of eight accommodation units at the Burn Fund Centre in Vancouver.

Community Safety Committee
Tuesday, March 12, 2013

(iii) RFR Recognition Ceremony

Fire Chief McGowan stated that the RFR recognition ceremony is scheduled to take place at one o'clock on Saturday, April 6, 2013 at Fire Hall No. 1.

(i) Pedestrian Safety Campaign

Fire Chief McGowan, accompanied by OIC Nessel, commented on the March 7, 2013 pedestrian safety campaign held at the Brighthouse Canada Line station.

8. RCMP/OIC BRIEFING

(Verbal Report)

Items for discussion:

(i) 911 Awards

OIC Nessel spoke of the 11th Annual 911 Awards scheduled to take place on Tuesday, May 7, 2013 at the River Rock Casino.

(ii) April YVR Exercise

OIC Nessel advised that the Vancouver Airport Authority will be hosting a full scale exercise event on Wednesday, April 17, 2013.

9. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:07 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 12, 2013.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



General Purposes Committee

Date: Monday, March 18, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes

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 4, 2013, be adopted as circulated.

CARRIED

DELEGATION

1. Kerry Starchuk and Ann Merdinyan shared their views about business signage in the City of Richmond and presented a slide show with various signs lacking English and French throughout the City of Richmond. Ms. Merdinyan noted that there has been an increase in the number of ethnic advertising being distributed on leaflets and displayed on buses, and at bus shelters. She also spoke about how people from all ethnic backgrounds that are unable to read Asian characters are experiencing exclusion. A copy of Ms. Merdinyan's presentation is attached as **Schedule 1** and forms part of these minutes.

General Purposes Committee
Monday, March 18, 2013

Upon concluding the presentation, the delegation submitted a petition (on file, City Clerk's Office) consisting of 1000 signatures, of which 800 were acquired from Richmond residents and the remaining 200 belong to residents of other municipalities. Mayor Brodie read the petition aloud, and noted that the petition is to draw the attention of Mayor and Councillors to consider introducing a bylaw or policy that would make it necessary for commercial signs that are publicly displayed to include one of the official languages of Canada preceding the use of other world languages.

It was moved and seconded

That the presentation regarding signage in the City of Richmond and the related Resident's Petition be received for information.

The question on the motion was not called, as a discussion then ensued about the feasibility of referring the matter to staff for further investigation and consultation with various community groups including the delegation, local merchants, and the Chinese community. Discussion also took place about breaking the issue down further and reaching a consensus on how to deal with the various kinds of signage and promotional materials. As a result of the discussion, the following amendment motion was introduced:

It was moved and seconded

That the matter of signage in the City of Richmond be referred to staff for a consultation process with various community groups, with the focus being on the following three types of promotional material:

- (1) basic signage, which would include business name and building information;*
- (2) promotional material found in locations such as windows and bus stops; and*
- (3) inserts that are delivered to residences.*

The question on the **amendment** motion was not called, as further discussion ensued about how legislation of signage may be encroaching upon a business' right to attract the kind of customers it is seeking.

The question on the **amendment** motion was then called and it was **DEFEATED** with Mayor Brodie and Councillors Dang, Halsey-Brandt, Johnston, McNulty, McPhail, and Steves opposed.

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

General Purposes Committee
Monday, March 18, 2013

COMMUNITY SERVICES DEPARTMENT

**2. VANCOUVER BIENNALE PROPOSAL FOR CHARLES JENCKS
LAND FORM PUBLIC ART PROJECT FOR ALEXANDRA
NEIGHBOURHOOD PARK**

(File Ref. No. 11-7000-09-20-139) (REDMS No. 3808265 v.2)

In response to a questions, Eric Fiss, Public Art Planner, advised that: (i) budget information for the proposal is anticipated to be available in three or four months time for Council's review; and (ii) that Vancouver Biennale has been requested to ensure that Canadian artists are involved in the process.

It was moved and seconded

That staff be authorized to investigate the participation of American architectural theorist, landscape architect and designer Charles Jencks in the design of a permanent land based public art project for the Alexandra Neighbourhood Park for the 2013-2015 Vancouver Biennale, including financial implications and terms of conditions and report back, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated February 28, 2013.

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

**3. UPDATE ON SIDEWALK VENDING SERVICES PILOT PROJECT
AND BUSINESS REGULATION BYLAW NO. 7538, AMENDMENT
BYLAW NO. 8800**

(File Ref. No. 10-6360-03-04) (REDMS No. 3794980 v.4)

Cecilia Achiam, Director, Administration and Compliance, and Aida Sayson, Manager, Corporate Compliance, were available to answer questions.

It was moved and seconded

That:

- (1) Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8800, be introduced and given first, second, and third readings;*

General Purposes Committee
Monday, March 18, 2013

- (2) *a pilot project to allow sidewalk vending services at the intersection of No. 3 Road and Westminster Highway be endorsed; and*
- (3) *a report be brought back to Council following a one year review of the sidewalk vending services pilot project.*

The question on the motion was not called as a brief discussion ensued about: (i) how vendor truck size requirements would determine the appropriate vendor locations; and (ii) various ways for the City to monitor vendor activities to ensure compliance with business license regulations.

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

LAW & COMMUNITY SAFETY DEPARTMENT

- 4. **SISTER CITY ADVISORY COMMITTEE 2012 YEAR IN REVIEW**
(File Ref. No. 01-0100-20-SCIT1) (REDMS No. 3808514)

Amarjeet Rattan, Director, Intergovernmental Relations & Protocol Unit was available to answer questions.

It was moved and seconded

That the Sister City Advisory Committee 2012 Year in Review, attached to the staff report dated March 5, 2013, from the Director, Intergovernmental Relations and Protocol Unit, be received for information.

CARRIED

- 5. **NON-FARM USE FILL APPLICATION BY SUNSHINE CRANBERRY FARM LTD NO. BC735293 FOR PROPERTY LOCATED AT 12871 STEVESTON HIGHWAY**
(File Ref. No.12-8080-12-01) (REDMS No. 3802363 v.5)

Terry Crowe, Manager, Policy Planning, and Magda Laljee, Supervisor, Community Bylaws, were available to answer questions.

It was moved and seconded

That the non-farm use application submitted by Sunshine Cranberry Farm Ltd to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purposes of blueberry farming be referred back to the Agricultural Advisory Committee to review.

The question on the motion was not called, as a discussion ensued about requesting the Agricultural Advisory Committee (AAC) to further review the application, in particular the issues related to the drainage and irrigation on the site, and to provide information regarding the type of fill required for blueberry farming, and whether the land will then be limited to blueberry farming only.

General Purposes Committee
Monday, March 18, 2013

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

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:55 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
18, 2013.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office

Presentation to Richmond City Mayor and Council March 18th, 2013
by Kerry Starchuk and Ann Merdinyan

Good afternoon, Your Worship, Mayor Brodie, Councillors:- Thank you for giving us this opportunity to submit this petition and make our presentation.

Our objective is to address the undercurrent of concerns circling our community with reference to the abundance of commercial signs, publicly displayed, throughout Richmond that are lacking English or French. Lately there has been a noticeable increase of ethnic advertising on leaflets, on buses and bus shelters, in real estate pamphlets etc. We, the new 'visible minorities' are experiencing exclusion, an exclusion that is relevant to ALL ethnic backgrounds unable to read Asian characters.

For the past two years we have spent our precious time endeavouring to contribute to what MUST be an inclusive society for Richmond to be "the most appealing, livable and well-managed community in Canada".

This five minute presentation is not directed at newcomers to Canada or the multitude of immigrants who have discovered the secret of adjusting to a new and different life whilst maintaining their culture and heritage language and who contribute to Canada in every way.

Canada has one of the largest intakes of immigrants in the world, and so far, has had a manageable system of assisted integration in the form of multiculturalism. There has never been such an immense influx of one culture concentrated in a single area. Percentage-wise Richmond has the highest per capita immigrant intake of any city in Canada. Richmond is the only city in Canada to turn 'visible minority' on it's head.

Initially we questioned 'Is there a sign by-law regarding language on commercial signs, publicly displayed?' In our research we found that for the past 17 years this complex challenge of language has gone unresolved.

We approach you asking you to pass a by-law requiring English or French on commercial signs, publicly displayed, along with the heritage language. We request a policy that is similar to the one utilized by the Aberdeen Centre. A policy that all may follow, that is consistent, fair and workable. New businesses would adopt it right away, established businesses would be given time to conform, say three years.

The vision of the Richmond Intercultural Advisory Committee for the past 10 years has been "for the city to be the most welcoming, inclusive and harmonious community in Canada. Wonderful words, the most beautiful sentiments.

Harmony is built on understanding - communication is the key.

For the sake of our grandchildren and those who are waiting in the wings to come to Richmond - we MUST become a community inclusive of all peoples, a legacy to be proud of.

A 3 minute Power Point Presentation will follow.

ALL THESE PHOTO'S HAVE
BEEN TAKEN IN RICHMOND,
B.C.,
CANADA.

ENGLISH AND FRENCH
ARE OUR OFFICIAL
LANGUAGES?

A PRESENTATION WITHOUT PREJUDICE

现代时尚 品味生活



Outside the Great Canadian Super Store

[illegible]


方大
 建築有限公司
 James 區 778-961-8899
 Ava 區 778-998-9987

WILLIAMS ROAD

NO. 4 ROAD

CNCL - 26



Preserving Single Family Neighbourhoods?

CNCL - 27



Junk mail in the mailbox

[illegible]

Targeting the real estate market

[illegible]

Response from Real Estate Weekly:

Our goal at Real Estate Weekly is to provide real estate information to all Canadians who are looking to purchase their next home. We publish 12 English editions that we distribute throughout the Lower Mainland, including a Richmond version, and we're pleased now to be able to provide a special Chinese edition that reaches out to new Chinese speaking Canadians and help them with their home purchases choices. Your neighbourhood shows a high percentage of Chinese speaking households and was therefore selected to receive this special edition. We regret that you feel this is discriminatory against Canadians, while this publication is targeted towards Canadians who also happen to speak Chinese.

Sincerely, Jani York
Publisher
Real Estate Weekly

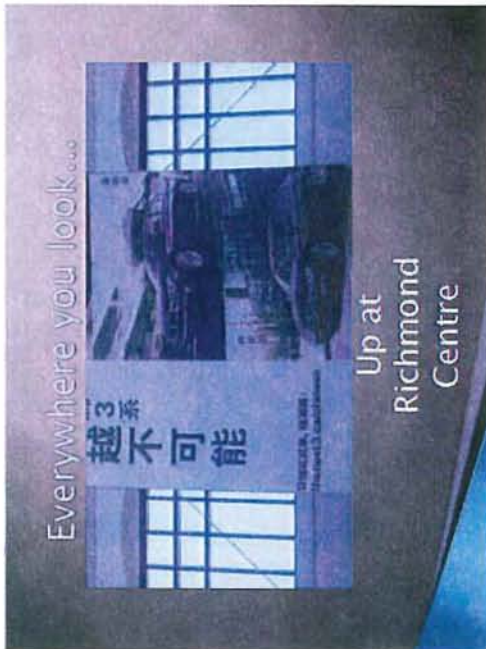
Headlined in the newspaper:
Sign Silliness
2004



Lansdowne Shopping Centre



LET'S TALK ABOUT THE VISION
FOR FUTURE GENERATIONS



CNCL - 29



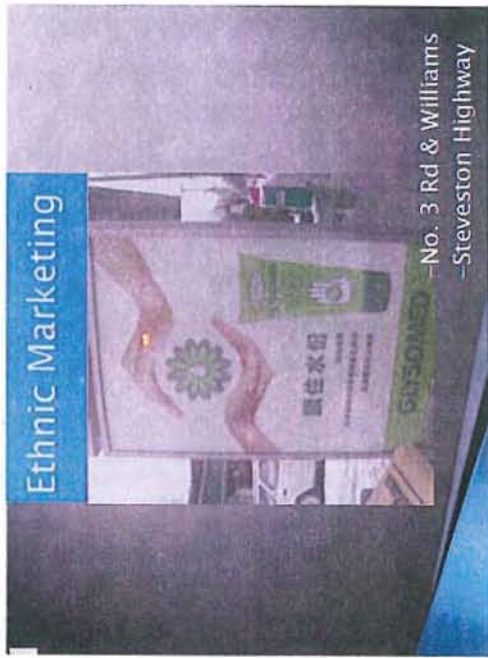
ST. ALBAN'S AND GRANVILLE ROAD
PLAZA

EVERYBODY IS
WELCOME?



PARKING LOT?

THE ONLY
CLUE
IS THE PHONE
NUMBER.
RICHMOND'S
AREA CODE.
THE REST?



Ethnic Marketing

No. 3 Rd & Williams
Steveston Highway

AN EMAIL WAS SENT
TO GLYSOMED.
THE MARKETING
DIRECTOR REPLIED
"THAT THEY WERE
REACHING OUT TO
THE CHINESE
COMMUNITY".



2013

"HARMONY"

ADVERTISED AT MANY
BUS STOPS
IN RICHMOND



Inclusive?



CNCL - 31



Sandwich Boards



NOT IN THE "GOLDEN VILLAGE"

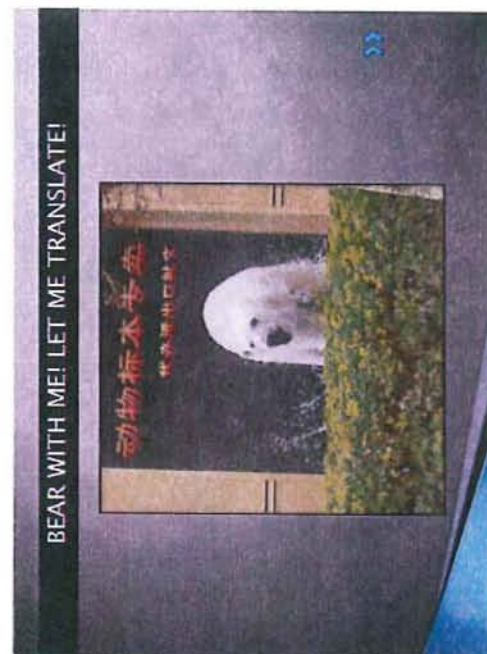


BROADMOOR SHOPPING CENTRE



CNCL - 32

What is being communicated?





There are more than 12
only Chinese signs in
the City of Richmond.

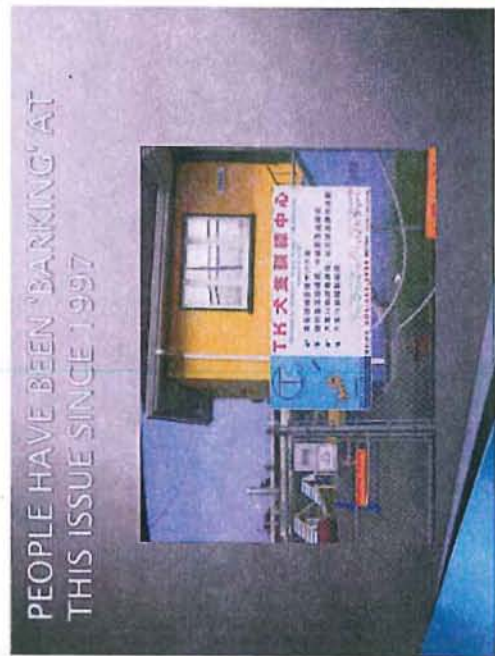


MOVING BILLBOARDS



Moving right along

ADVERTISING ON
WHEELS....



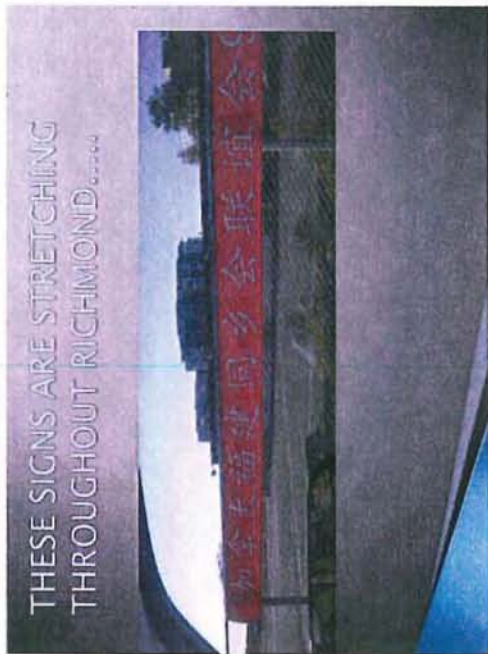
PEOPLE HAVE BEEN 'BANKING' AT
THIS ISSUE SINCE 1997



From Skytrain looking down on
Scotia bank parking lot.

WHY?





ABERDEEN CENTRE POLICY

ESTABLISHED
IN 2002

OUR TENANT'S SIGNAGE DESIGN CRITERIA
SAYS:

"ALL SIGNAGE SHALL BE
IN ENGLISH (AT LEAST
TWO-THIRD); other
languages and
characters shall not
exceed one-third of
each sign."



INTEGRATION
versus ISOLATION

IT HAS THE
ADDRESS IN
ENGLISH BUT
WHAT DOES IT
SAY?



WHAT'S CANADA'S OFFICIAL
LANGUAGE AGAIN?







Planning Committee

Date: Tuesday, March 19, 2013
Place: Anderson Room
Richmond City Hall
Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Chak Au
Councillor Harold Steves
Absent: Councillor Linda Barnes
Also Present: Councillor Linda McPhail
Call to Order: The Chair called the meeting to order at 4:00 p.m.

AGENDA ADDITION

It was moved and seconded
That the Blundell School Field Baseball Upgrade Project be added to the agenda as Item 4A.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on Tuesday, March 5, 2013, be adopted as circulated.

CARRIED

1. **APPOINTMENT OF BYLAW ENFORCEMENT OFFICERS SUE DAVIS AND HANAE SAKURAI**
(File Ref. No. 01-0172-03) (REDMS No. 3724476 v.2)

Planning Committee
Tuesday, March 19, 2013

In reply to queries from Committee, Gavin Woo, Senior Manager, Building Approvals, advised that the proposed appointments are to give the Tree Preservation Officers the ability to write MTI tickets under the Tree Protection Bylaw.

Discussion ensued regarding several outstanding bylaw enforcement referrals from the Agricultural Advisory Committee. Staff clarified that bylaw enforcement falls to Community Bylaws staff and that staff would follow-up on the matter.

It was moved and seconded

- (1) *That Sue Davis be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond; and*
- (2) *That Hanae Sakurai be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.*

CARRIED

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

(File Ref. No. 10-6360-01) (REDMS No. 3810622 v.3)

Victor Wei, Director, Transportation, provided background information advising that Section 1 of the staff report addressed each of the four areas of referral from the February 19, 2013 meeting of the Planning Committee.

Discussion ensued and it was suggested that the staff report be received for the purpose of carrying out public consultation and staff advised that all of the options outlined in the report will be presented to the public for their input. It was suggested that staff consider an option to purchase the former Credit Union site for an off-street 3-storey parking structure.

Planning Committee
Tuesday, March 19, 2013

It was moved and seconded

- (1) *That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the staff report dated March 7, 2013 from the Director, Transportation, be received for the purpose of carrying out public consultation; and*
- (2) *That staff report back on the outcome of the above public consultation regarding the proposed streetscape visions.*

CARRIED

3. APPLICATION BY GURSHER S. RANDHAWA FOR REZONING AT 8651/8671 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO TWO-UNIT DWELLINGS (RD1)

(File Ref. No. 12-8060-20-8997, RZ 12-623032) (REDMS No. 3796271)

Wayne Craig, Director of Development, noted that the rezoning application is to legitimize an existing duplex use and to preserve the future opportunity for the City to extend the rear lane.

Mr. Craig provided some history on single-family and duplex zoning.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8997, for the rezoning of 8651/8671 No. 2 Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.

CARRIED

4. APPLICATION BY FRANCES S. ZUKEWICH FOR REZONING AT 11351 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)

(File Ref. No. 12-8060-20-9006, RZ 12-605932) (REDMS No. 3785289 v.2)

Mr. Craig noted the property is a unique site being the largest and widest lot in the immediate area. This is not a section of No. 2 Road where redevelopment to a more intensive form is encouraged; however, staff are supporting the rezoning application given the existing size of the lot and the potential redevelopment of an existing lot, with a duplex, to the south.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9006, for the rezoning of 11351 No. 2 Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

CARRIED

4A. BLUNDELL SCHOOL FIELD BASEBALL UPGRADE PROJECT

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

It was moved and seconded

Planning Committee
Tuesday, March 19, 2013

- (1) *That the Blundell School Field baseball upgrade project be endorsed for submission to the federal Community Infrastructure Improvement Fund (CIIF); and*
- (2) *That the Chief Administrative Officer and General Manager Community Services be authorized to execute the funding agreements for approved projects and the 2013 – 2017 five year financial plan be amended accordingly to reflect the receipt of an external grant.*

CARRIED

5. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:20 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, March 19, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk



Public Works & Transportation Committee

Date: Wednesday, March 20, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Vice-Chair
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves

Absent: Councillor Linda Barnes

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 20, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, April 17, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Bob Cheng, Senior Engineer, and Alicia Williams, Community Relations and Consultation Coordinator, Engineering and Construction Department, Metro Vancouver, provided an update on the Gilbert Trunk Sewer No. 2 and the following information was highlighted:

Public Works & Transportation Committee

Wednesday, March 20, 2013

- the Gilbert Trunk Sewer No. 2 will be constructed in five phases over the next five years;
- the new sewer ranges in size from 900 mm up to 1950 mm in diameter;
- phase one of the project includes two new pipes along Garden City Road, Sea Island Way, Capstan Way, and the old railway corridor;
- installation of the two sewers is scheduled to begin in April 2013, and it is anticipated that this work be completed by April 2014;
- the new sewer is anticipated to be commissioned in June 2014;
- construction will take place within the hours permitted by the City's Noise Regulation Bylaw; and
- a traffic management plan was developed in conjunction with and approved by the City.

Ms. Williams commented on the public involvement process, noting that there are four key objectives: (i) engaging and informing affected stakeholders, (ii) providing opportunities for input, (iii) providing clear and adequate information, and (iv) evaluating the public involvement processes. Also, she stated that Metro Vancouver would provide regular updates on the project by distributing a fact sheet, sending regular project newsletters, launching a project web page, and advertising major road and lane closures.

In reply to queries from Committee, Mr. Cheng advised that the total cost for the Gilbert Trunk Sewer No. 2 is approximately \$97 million. Also, Ms. Williams stated that early public engagement is key as it significantly reduces the number of public complaints.

In reply to queries from Committee, Lloyd Bie, Manager, Engineering Planning, advised that information regarding major road work would also be provided on the City's website.

Peter Mitchell, 6271 Nanika Crescent, queried why work along Gilbert Road was not done in conjunction with past road work. Also, Mr. Mitchell queried what measures would be in place to ensure that Fire Hall No. 1 remains fully operational throughout the project.

Mr. Bie advised that work along Gilbert Road was to clean the existing sewer pipe. Mr. Cheng stated that the project would not impact operations at Fire Hall No. 1.

Public Works & Transportation Committee
Wednesday, March 20, 2013

PLANNING & DEVELOPMENT DEPARTMENT

2. ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2013

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3783964)

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that projects that were not implemented last year get resubmitted the following year.

Discussion ensued regarding the proposed 2013 road improvement projects and a suggestion was made that a copy of the staff report be forwarded to the Council / School Board Liaison Committee for information.

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in the staff report dated February 19, 2013 from the Director, Transportation, be endorsed for submission to the ICBC 2013 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 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly; and*
- (3) *That the staff report titled ICBC/City of Richmond Road Improvement Program – Proposed Projects for 2013 dated February 19, 2013 from the Director, Transportation be forwarded to the Council / School Board Liaison Committee for information.*

CARRIED

ENGINEERING & PUBLIC WORKS DEPARTMENT

3. 2013 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT

(File Ref. No. 10-6060-03-01) (REDMS No. 3806596 v.3)

In reply to queries from Committee, John Irving, Director, Engineering, advised that fat, oil and grease management is included under the City's Drainage, Dyke, and Sanitary Sewer System Bylaw. Also, he stated that a monthly update on the City's grease management program is provided to the Community Safety Committee.

Public Works & Transportation Committee
Wednesday, March 20, 2013

It was moved and seconded

That the City's 2013 Liquid Waste Management Plan Biennial Report, provided as Attachment 1 to the staff report of the same name from the Director, Engineering, dated February 26, 2013, be submitted to Metro Vancouver.

CARRIED

4. MANAGER'S REPORT

(i) Steveston Boardwalk

Mr. Irving advised that repairs to the Steveston Boardwalk are anticipated to be complete by May 2013.

(ii) George Massey Tunnel

Mr. Wei advised that staff will attend consultations with the Ministry of Transportation and Infrastructure to reiterate Council's position on the George Massey Tunnel replacement project.

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 20, 2013.

Councillor Chak Au
Vice-Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee To CS - March 12, 2013

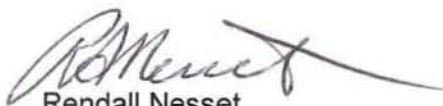
To: Community Safety Committee
From: Superintendent Rendall Nessel
Officer In Charge
Richmond RCMP Detachment

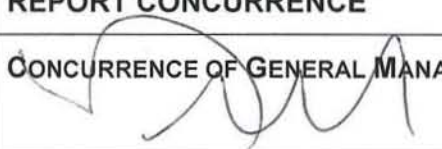
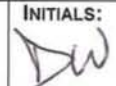

Date: February 25, 2013
File: 09-5000-01/2012-Vol
01
(13.02)

Re: 2013/2014 RCMP Annual Performance Plan – Community Priorities

Staff Recommendation

That Council select two priorities as listed in the staff report titled "2013/2014 RCMP Annual Performance Plan – Community Priorities" (dated February 25, 2013 from the OIC, RCMP), for inclusion in the Richmond Detachment 2013/2014 (April 1, 2013 to March 31, 2014) RCMP Annual Performance Plan.


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

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The Officer in Charge of the Richmond Detachment is committed to aligning the RCMP strategic goals with Council Term Goals, and as a result the Detachment Annual Performance Plan (APP), requests the City's input into the development of the 2013/2014 RCMP fiscal year (April 1st, 2013 to March 31st, 2014) crime reduction objectives.

Council Term goals for 2011-2014 identify the desire to ensure that public safety services, measures, service delivery models, and resources are effectively targeted to the City's specific needs and priorities.

1.4 A strategic review of the City's community policing needs, including community policing needs of the City Centre.

1.5 Improved perception of Community Safety by the community.

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 the Detachment Commander to systematically plan, evaluate and manage police resources of detachment operations. One of the main goals is for Commanders to be able to consult with, and provide tangible feedback to communities, Commanding Officers of "E" Division RCMP and the Richmond Detachment Leadership Team.

Planning

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

Quarterly Performance Review

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

Analysis

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 (CCAPS) Community Plans
- Risk Management
- Unit Level Quality Assurance (ULQA)
- Performance Management
- Public Security
- Unit Performance Improvement Program

The five national strategic priorities of the RCMP include:

- Serious and Organized Crime
- National Security
- Youth
- Economic Integrity
- Aboriginal Communities

City of Richmond Community Objectives

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

From the planning process, the Richmond Detachment Strategic Plan of 2011-2013 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 2012/13 – April 1, 2012 to March 31, 2013) Council selected the following two:

1. Pedestrian Safety
2. Establish and Develop a Community Presence in the Downtown Core

Consultation with the Council and the public through the strategic planning external survey and internal assessment of crime reports have identified a number of personal and community concerns for the upcoming fiscal year. The top three Community Objectives identified for the 2013/14 Annual Performance Plan are:

1. **Pedestrian Safety** (Traffic Safety)– a continued and renewed focus on reducing fatalities and severe bodily injuries. Richmond RCMP notes that while pedestrian deaths as a result of vehicle collisions are lower from previous years, personal injury related collisions continues to be significant;
2. **Commercial Break and Enters** (Property Crime)– abate property-related crime with respect to thefts from businesses through consultative and focused enforcement. Richmond RCMP has identified a statistical increase over the last year with respect to Commercial Break and Enters; and,
3. **Personal Theft/Robbery in the Downtown Centre** (Property Crime) – continues to statistically identify a need for a comprehensive plan stemming personal property crime in the Downtown core.

The Richmond RCMP Detachment requests that Council select two of the above noted Community Objectives for inclusion in the 2013/2014 Annual Performance Plan (April 1, 2013 to March 31, 2014).

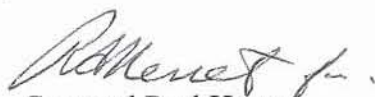
Financial Analysis

There is no financial impact associated with this report.

Conclusion

To prepare for the new Annual Performance Plan, the Richmond RCMP Detachment requests that Council select two of the following as priorities for inclusion in the 2013/2014 Annual Performance Plan (April 1, 2013 to March 31, 2014):

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



Corporal Paul Hayes
Planning N.C.O, Richmond R.C.M.P
604-278-1212




City of Richmond

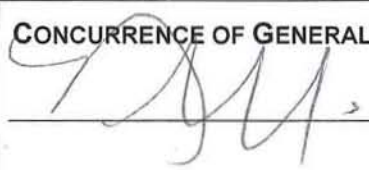
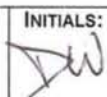
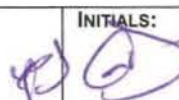
Report to Committee To CS - MAR. 12, 2013

To: Community Safety Committee **Date:** January 25, 2013
From: Phyllis L. Carlyle **File:**
General Manager, Law & Community Safety
Re: Animal Control Program - Enhanced Welfare and Regulation

Staff Recommendation

1. That the proposed amendments to the City's Animal Control Regulations related to dogs and other animals, as presented in the report titled Animal Control Program – Enhanced Welfare And Regulation from the General Manager, Law & Community Safety (dated January 25, 2013) be endorsed;
2. That Animal Control Regulation Bylaw No. 7932, Amendment Bylaw No. 8961 be introduced and given first, second and third reading;
3. That Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 8966 be introduced and given first, second, and third reading; and
4. That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8962 be introduced and given first, second, and third reading.


Phyllis L. Carlyle
General Manager
(604.276.4104)

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

Staff Report

Origin

On September 24, 2012, Council approved the following motion: *That Council direct staff to include an unattended, anti-tethering clause in the Animal Control Regulation Bylaw No. 7932 and ask that an amendment bylaw be drafted accordingly.*

In addition, this report contains a number of proposed amendments to the Animal Control Regulation Bylaw No. 7932, to ensure animal owners are responsible for their pets.

Analysis

Welfare of Animals

Animal Control Regulation Bylaw No. 7932 currently prohibits the use of choke collars and chains to be used to secure animals, but does not address the length of tether or the period of time permitted. To better protect animals, an amendment is proposed to address the type of collar or tether used, the length of tether, and a limitation of 1 hour for any unattended tethering. The intent is to prevent the suffering of animals within the municipality. Clearly specifying the type of collar and tether as well as length to be used will assist to eliminate choking caused by an animal straining while tethered. A limitation on the length of time that an animal can be tethered will ensure that animals are not physically harmed from prolonged tethering to a fixed object.

A review of five municipalities near the City of Richmond found that three of the five municipalities have some form of an animal “tethering bylaw”. These bylaws place varying restrictions on the type of collar and tether and the length of time an animal’s movements can be restricted. The municipalities used in this comparison are listed below.

Municipality	Restrictions
City of Abbotsford	No tethering provision.
The Corporation of Delta	<p>Yes – in addition to requiring that an animal not be left unattended while tethered, Delta’s Animal Control Bylaw 6893 has provisions as follows:</p> <p>Section 35: Every person who keeps a <i>domestic animal</i> must provide it with: (d) the opportunity for exercise sufficient to maintain good health, including the opportunity to be untethered and exercised regularly under appropriate control.</p> <p>Section 37: No person may cause, permit or allow an animal: (a) to be hitched, tied, or fastened to a fixed object where a <i>choke collar</i> forms part of the securing apparatus, or where a rope or cord is tied directly around the animal’s neck;</p>

	<p>(b) to be hitched, tied or fastened to a fixed or heavy object where the securing device fails to allow the animal the ability to turn around freely and to easily stand, sit and lie in a normal position.</p> <p>(c) cause, an animal to be tethered, tied or fastened to a fixed or heavy object for more than 4 hours within a 24 hour period while it is on the property of the person responsible for the animal;</p>
The Township of Langley	No tethering provisions stipulated.
The City of Surrey	Surrey does not have anti-tethering legislation however the Surrey Dog Licencing and Control Bylaw 6037 Section 25 stipulates that no person shall cause a dog to be hitched, tied or fastened by any rope, chain or cord that is directly tied around the dog's neck on to a choke collar.
City of Vancouver	Yes - Vancouver's Animal Control Bylaw 9150 Section 5.2 stipulates that a person who keeps a dog, or a person who has care, custody or control of a dog, must not tie or fasten a dog to a fixed object by using a choke collar or choke chain or by tying a rope, chain, or cord directly around the dog's neck.

Staff believe that the proposed bylaw amendment not only equates to or exceeds the above provisions found in other municipalities, but also appropriately addresses this issue for the City of Richmond.

An additional amendment for the securing and transportation of animals in vehicles is recommended to enhance animal safety. The existing bylaw does not provide an effective and measureable standard for confining an animal while in transport. The proposal would help to ensure animal safety while in transport by stipulating that the animal be in a fully enclosed travel cage that is securely fastened to the vehicle if the animal is transported in the uncovered, exterior part of a vehicle.

Additional Regulations Regarding Dogs and Dangerous Dogs

An amendment limiting the length of leashes for dangerous dogs, by ensuring that the leash for controlling a dangerous dog is no longer than 1.2 metres, would provide dog owners with more control of their dogs while in public and hence improve community safety. The proposed amendment would also require the owner as defined in the bylaw to be a responsible adult of 19 years of age or older.

A further recommendation is to permit dogs on contract with the City to be off-leash while conducting wildlife control duties. This exemption would also apply to police or other law enforcement dog handlers in the course of their duties using police dogs for law enforcement and/or training.

To assist Animal Control Officers in their investigative duties, Council is requested to consider an addition to the bylaw which would require an owner in possession of any dog in violation of the bylaw to stop, fully identify themselves, and provide documentation confirming their identity. Currently there are no provisions in the bylaw that require this cooperation, and as a result Animal Control Officers' investigations are frequently hampered.

Definitions Amendments

Several additions and minor amendments to the definitions portion of the bylaw are provided for consideration. These changes primarily align definitions with the earlier bylaw amendments and the recommendations contained in this report.

The following is an explanation of the definition changes that have been included in the proposed amendment to Animal Control Regulation Bylaw No. 7932:

ANIMAL CONTROL OFFICER will include a **police officer**, as well as Bylaw Enforcement Officers employed by the City and animal control officers employed by the City's animal control contractor.

CHOKE COLLAR is defined to mean a slip collar or chain that may constrict around the neck of an animal as a result of pulling on one end of the collar or chain.

CONTRACTOR is changed to add the duties of licensing of all dogs, including dangerous dogs, and the issuing of tickets, violations and fines under the Municipal Ticket Information Authorization Bylaw No. 7321 and Notice of Bylaw violation Dispute Adjudication Bylaw No. 8122, per the contract with the City's animal control contractor.

MAINTENANCE FEES definition is changed from "Schedule A" to "as set from time to time in the Consolidated Fees Bylaw No. 8636", as the fees are now identified in the Consolidated Fees Bylaw.

RUNNING AT LARGE (CAT) and **RUNNING AT LARGE (DOG)** are combined into one definition, which reads as follows:

RUNNING AT LARGE means any one of the following:

- (a) for a **cat** or **dog**, being elsewhere than confined on the premises of the **owner**, while not on a **leash** and not in the immediate and effective control of an **owner**;
- (b) for a **cat** or **dog**, being on any property without the consent of the owner or occupier of that property;
- (c) for a **dog**, being in a **designated dog off-leash area**, where permitted, but not under the immediate and effective control of an owner; or

- (d) for a **dangerous dog**, means any **dangerous dog** which is not confined or controlled in compliance with requirements of subsection 2.3.4.2.

Off-Leash Areas for Dogs

In an effort to address demand and over-crowding in off-leash areas, particularly during the summer months, a bylaw amendment has been included to add the Woodward's Slough Park area, located at the south end of Garden City Road, as a permitted area for the use of licensed professional dog walkers. This area would be an addition to the existing area at McDonald Park.

In January 2011, a temporary fenced off-leash area was installed at the west end of Steveston Park. The area has been popular with local dog owners and has helped reduce the number of off-leash dogs in other, less appropriate areas in the park. Public response to this amenity has been favourable, and the Steveston Community Society supports moving forward with this feature as a designated off-leash area. In early 2013, signage will be erected to identify this fenced area as a designated off-leash area and minor improvements to the site will be funded through the parks general development fund.

Requests from residents in the Dover Park area for a similar trial of a fenced off-leash area have been received by Parks staff. Staff plan to engage in a public consultation process, and to implement a six month trial of a fenced off-leash area in Dover Park in the spring of 2013.

Violations and Related Fines

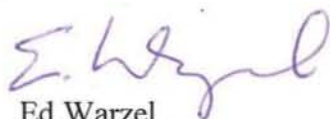
Also included in the bylaw amendments are provisions to move the violations and fines related to animal control regulation from the Municipal Ticket Information Authorization Bylaw No.7321 and Provincial Court jurisdiction to the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 under the jurisdiction of the City's program. The adjudication program has proven to be extremely efficient, successful, and convenient; and this amendment would further expand the program and its benefits.

Financial Impact

There is no financial impact associated with this report.

Conclusion

The amendments in the proposed bylaw would assist in further promoting animal welfare and responsible animal ownership within the City.



Ed Warzel
Manager, Community Bylaws
(604.247.4601)



Serena Lusk
Manager, Parks Programs
(604.233.3344)



**Animal Control Regulation Bylaw No. 7932,
Amendment Bylaw No. 8961**

The Council of the City of Richmond enacts as follows:

1. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART ONE by deleting section 1.1.1 and substituting the following:
 - 1.1.1 A person must not cause any **animal** or bird:
 - (a) to be hitched, tied or fastened to a fixed object:
 - (i) where a **choke collar** forms part of the securing apparatus;
 - (ii) where the securing apparatus is less than 3 metres in length; or
 - (iii) for a period longer than 1 hour in any 6 hour period;
 - (b) to be confined in an enclosed space, including a vehicle, without adequate ventilation;
 - (c) to be transported in the uncovered, exterior part of any vehicle except when confined to a fully-enclosed cage designed for travel and where the cage is securely fastened to the vehicle.
2. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TWO by deleting subsection 2.3.2.1 and substituting the following:
 - 2.3.2.1 Except as provided for in section 2.3.5 and in section 2.3.6, every **owner** of a **dog**:
 - (a) must keep such **dog** on a **leash** at all times while on any street or in any public place; and
 - (b) may not permit their **dog** to **run at large**.
3. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TWO by deleting section 2.3.4, in its entirety, and substituting the following:
 - 2.3.4 Owner Obligations – Confinement

2.3.4.1 Subject to the limitations of section 1.1.1, every **owner** of a **dog** must ensure that such **dog**, while on the premises **owned** or controlled by the **owner**, is securely confined to the premises.

2.3.4.2 Every **owner** of a **dangerous dog** must:

- (a) ensure that such **dangerous dog** is not allowed on any street or in any public place, or any other place that is not **owned** or controlled by that person, unless such **dangerous dog** is:
 - (i) on a **leash** not longer than 1.2 metres; and
 - (ii) **muzzled**; and
 - (iii) under the care and control of an **owner** who is 19 years of age or older; and
- (b) subject to the limitations of section 1.1.1, keep such **dangerous dog** securely confined at all times, either indoors or in an **enclosure**, while the **dangerous dog** is on the premises owned or controlled by such person.

4. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TWO by deleting subsection 2.3.5.2(a) and substituting the following:

2.3.5.2 (a) No owner may have more than three (3) **dogs** off-leash at any one time, except an **owner** who is a professional dog walker with a valid **off-leash permit** may have up to six (6) **dogs** off-leash in the **designated dog off-leash areas** within McDonald Park and Woodward's Slough Park.

5. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TWO by deleting subsection 2.3.5.3 and substituting the following:

2.3.5.3 Every **owner** of a **dog** must immediately **leash a dog** when the **dog** exhibits **aggressive behaviour**.

6. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TWO by adding the following after section 2.3.5:

2.3.6 Exemption

2.3.6.1 The provisions under section 2.3.2.1 and subsection 2.3.5.3 do not apply to an **owner** of a **dog** that is conducting wildlife control duties in accordance with a valid contract with the **City** or a **dog** being utilized by law enforcement officers for duties or training related to law enforcement.

7. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART EIGHT by adding the following after section 8.3.13:

8.3.14 Upon request by an **Animal Control Officer**, the **owner** of a **dog** or **dangerous dog** which is in contravention of any provision of this bylaw

must stop and provide to the **Animal Control Officer** photo identification showing his or her full name and current address.

8. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART NINE by deleting the definitions of ANIMAL CONTROL OFFICER, CONTRACTOR, MAINTENANCE FEES, RUNNING AT LARGE (CAT) and RUNNING AT LARGE (DOG) and adding the following definitions, in alphabetical order:

ANIMAL CONTROL OFFICER means:

- (a) a person employed by the City as a Bylaw Enforcement Officer; or
- (b) a person employed by the **Contractor** to undertake animal control services; or
- (c) a **police officer**.

CHOKE COLLAR

means a slip collar or chain that may constrict around the neck of an **animal** as a result of pulling on one end of the collar or chain.

CONTRACTOR

means the person, firm or society with whom the **City** has entered into an agreement for:

- (a) the management and operation of an **animal shelter**;
- (b) the provision of animal control services;
- (c) the employment and provision of **Animal Control Officers**;
- (d) the licensing of **dogs** and **dangerous dogs**; and
- (e) the issuing of tickets, violations and fines under the provisions of the City's:
 - (i) Municipal Ticket Information Authorization Bylaw No. 7321; and
 - (ii) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122.

MAINTENANCE FEES

means the fees as set from time to time in the Consolidated Fees Bylaw No. 8636, which are charged for each day that an **animal** or bird is **impounded**, commencing the day after impoundment.

RUNNING AT LARGE

means any one of the following:

- (a) for a **cat** or **dog**, being elsewhere than confined on the premises of the **owner**, while not on a **leash** and not in the immediate and effective control of an **owner**;

- (b) for a **cat** or **dog**, being on any property without the consent of the owner or occupier of that property;
 - (c) for a **dog**, being in a **designated dog off-leash area**, where permitted, but not under the immediate and effective control of an **owner**; or
 - (d) for a **dangerous dog**, means any **dangerous dog** which is not confined or controlled in compliance with the requirements of subsection 2.3.4.2.
9. Animal Control Regulation Bylaw No. 7932, as amended, is further amended, at PART TEN by deleting section 10.1, in its entirety, and substituting the following:
- 10.1 A violation of any of the provisions identified in this Bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122; and
- 10.2 A violation of any of the provisions identified in this Bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c.60*.
- 10.3 Every person who contravenes any provision of this Bylaw is considered to have committed an offence against this bylaw and is liable on summary conviction pursuant to *Offence Act, RSBC 1996, c.338* to a maximum fine of up to \$10,000 and each day that such violation is caused, or allowed to continue, constitutes a separate offence.
10. This Bylaw is cited as "**Animal Control Regulation Bylaw No. 7932, Amendment Bylaw No. 8961**".

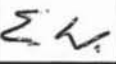

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR_____
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor




**Municipal Ticket Information Authorization Bylaw No. 7321,
Amendment Bylaw No. 8966**

The Council of the City of Richmond enacts as follows:

1. Municipal Ticket Information Authorization Bylaw No. 7321, as amended, is further amended at section 2.1 by deleting the definition of CONTRACTOR and substituting the following:

CONTRACTOR.

means the person, firm or society with whom the **City** has entered into an agreement for:

- (a) the management and operation of an **animal shelter**;
- (b) the provision of animal control services;
- (c) the employment and provision of **Animal Control Officers**;
- (d) the licensing of **dogs** and **dangerous dogs**; and
- (e) the issuing of tickets, violations and fines under the provisions of the City's:
 - (i) Municipal Ticket Information Authorization Bylaw No. 7321; and
 - (ii) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122.

2. Municipal Ticket Information Authorization Bylaw No. 7321, as amended, is further amended by deleting the following from Schedule A and substituting "INTENTIONALLY DELETED":

Column 1

Column 2

1. Animal Control Bylaw No. 7932
 - **Bylaw Enforcement Officer**
 - **Animal Control Officer**
 - **Police Officer**
3. Municipal Ticket Information Authorization Bylaw No. 7321, as amended, is further amended by deleting from Schedule B1 that part relating to Animal Control Bylaw No. 7932 and substituting "INTENTIONALLY DELETED":

Bylaw 8966

4. This Bylaw is cited as **"Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 8966"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 8962**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One – Application by adding the following after section 1.1(k):

“(l) Animal Control Regulation Bylaw No. 7932, as amended,”
2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
3. This Bylaw is cited as **“Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8962.”**

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division E.K.
APPROVED for legality by Solicitor M

SCHEDULE A to BYLAW NO. 8962

SCHEDULE A to BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Animal Control Regulation Bylaw No. 7932 (2005)	Causing an animal to be tied or fastened to a fixed object in a prohibited manner	1.1.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Causing an animal to be confined in an enclosed space or vehicle in a prohibited manner	1.1.1(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Causing an animal to be transported in an uncovered part of a vehicle in a prohibited manner	1.1.1(c)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal has killed or injured a person or animal	1.1.2(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal has aggressively pursued or harassed a person or animal	1.1.2(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Animal has been deprived of food or water	1.2.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal receptacles unclean or contaminated	1.2.1(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Animal Control Regulation Bylaw No. 7932 (2005)	Animal deprived of periodic and beneficial exercise	1.2.1(c)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal deprived of veterinary care for pain or suffering	1.2.1(d)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal deprived of clean and appropriate outdoor shelter	1.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Permitting a cat which is not spayed or neutered to run at large	2.2.1.1(c)	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Possessing more than 3 dogs in a one-family or two-family dwelling	2.3.1.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Possessing more than 2 dogs in one unit of a multi-family dwelling	2.3.1.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure by owner to leash a dog	2.3.2.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Permitting a dog to run at large	2.3.2.1(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure by owner to clean up excrement from a dog	2.3.3.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure by owner to confine dog	2.3.4.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Animal Control Regulation Bylaw No. 7932 (2005)	Failure of owner to control a dangerous dog	2.3.4.2(a)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
	Failure of owner to confine a dangerous dog	2.3.4.2(b)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
	Failure to control a dog in a designated off-leash area	2.3.5.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Permitting more than 3 dogs off leash in a designated off-leash area without valid off-leash permit	2.3.5.2(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Permitting a dangerous dog off leash in a designated off-leash area	2.3.5.2(b)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
	Failure of owner to leash a dog displaying aggressive behaviour	2.3.5.3	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Failure by owner to deliver a dangerous dog to an Animal Control Officer	8.3.4(b)	No	\$500.00	\$450.00	\$525.00	n/a
	Failure to provide valid and current identification to an Animal Control Officer	8.3.14	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a



City of Richmond

Report to Committee

TO GP- MCMV-18 2013

To: General Purposes Committee

Date: February 28, 2013

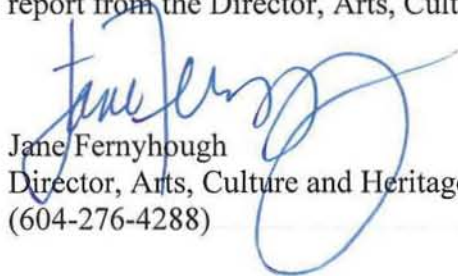
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-20-139/Vol
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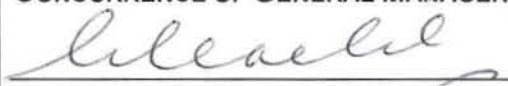


Re: Vancouver Biennale Proposal for Charles Jencks Land Form Public Art
Project for Alexandra Neighbourhood Park

Staff Recommendation

That staff be authorized to investigate the participation of American architectural theorist, landscape architect and designer Charles Jencks in the design of a permanent land based public art project for the Alexandra Neighbourhood Park for the 2013-2015 Vancouver Biennale, including financial implications and terms of conditions and report back, as presented in the report from the Director, Arts, Culture & Heritage Services dated February 28, 2013.


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

Att. 3

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

Staff Report

Origin

On January 15, 2013, Barrie Mowatt, President and Founder of the Vancouver Biennale presented to the Richmond Public Art Advisory Committee (RPAAC) the upcoming directions for the 2013-2015 Vancouver Biennale, including a proposal for a land based public art project by Charles Jencks. Following discussion by the Committee, the following motion was endorsed:

That the RPAAC enthusiastically support the complete integration of the land form project by the architect Charles Jencks within the park design in the Alexandra area neighbourhood park for the 2013-2015 Vancouver Biennale, and that staff present the proposal to Council as soon as possible.

This report presents for Council's consideration a proposal to investigate the participation of Charles Jencks in the design of a permanent land-based public art project for the Alexandra Neighbourhood Park as part of the 2013-2015 Vancouver Biennale.

This initiative is in line with Council Term Goal 9.1:

Build culturally rich public spaces across Richmond through a commitment to strong urban design, investment in public art and place making.

Analysis

Background

On July 24, 2012, Council endorsed a proposal to participate in the 2013-2015 Vancouver Biennale, consisting of three large scale sculptural installations, conditional on securing sponsorship funding. The deadline for securing these funds has been extended to summer 2013, as the Biennale is now scheduling the launch of major programming for May 2014.

In addition to the proposed large scale temporary installations, the Biennale presented a proposal (**Attachment 1**) for a permanent earth work form of public art, to be designed by the American architectural theorist, landscape architect and designer Charles Jencks. Local artists, landscape architects and the community would be invited to participate in the design process.

Examples of previous land form projects by Mr. Jencks (**Attachment 2**) and a brief biography (**Attachment 3**) are provided in the attachments to this report.

Land-based art

Land-based artworks are site-specific environmentally low-impact artworks using earth mounds, water and plants. By involving local artists and landscape architects on the design team, this is an opportunity to develop a unique "made in Richmond" project. In particular, the team would need to consider local plant species, soils and drainage conditions, programming for the park, maintenance costs and concerns, and a design that would be of interest to the local community.

Public art and park concept plans

Before proceeding with this project staff will first need to prepare a public art plan for the Alexandra Neighbourhood. This public art plan will include an overview of the neighbourhood area plan and its historical, environmental and planning context, a thematic framework for the public art, guiding principles, site opportunities and constraints, selection processes, and budgets. An interdepartmental staff team will develop the public art plan in consultation with the development community and local residents. Staff will initiate this process prior to a workshop with Jencks. The public art plan will be presented to Council for approval by late Spring 2013.

Following the development of the public art plan, Parks staff will retain a landscape architect team to develop the park design concept. Included in the landscape architect's scope of work will be participation in a workshop with Jencks to determine the feasibility of including a land form artwork with the park. The workshop would be led by Parks and Public Art staff and include the development community, artists and local residents.

The Vancouver Biennale will pay the costs to bring Mr. Jencks and his daughter, landscape architect Lily Jencks, based in Scotland, to Richmond to participate in the park design workshop. The concept park design will be presented to Council for approval by Fall 2013.

Financial considerations

Funding for the public art project would come from public art contributions collected from developers in Alexandra, that have been held in the Public Art Reserve or as letters of credit.

The Biennale has estimated a \$200,000 budget for the project. To date, approximately \$530,000 has been deposited to the Public Art Reserve from public art contributions in Alexandra, and an additional approximately \$252,000 is held as letters of credit. Staff have met with Polygon Homes, who has contributed these funds, and they have expressed enthusiastic support for this opportunity.

Next Steps

If authorized to proceed, the sequence of steps would be as follows:

- Staff complete the Alexandra Neighbourhood Public Art Plan;
- A request for proposal for design services for the Alexandra Neighbourhood Park is issued, with participation in a design workshop included in the scope of work;
- Park design workshop is held, with participation from Charles and Lily Jencks;
- Public art plan and park concept design presented to Council for endorsement; and
- Implementation of park construction, either with or without the land art component as determined through the workshop, and as endorsed by Council.

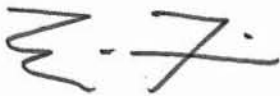
Financial Impact

There is no financial impact for this initial scope of work. Development of the public art plan will be undertaken through the Public Art Program's 2013 Work Plan. All associated costs for the initial consultations with Charles and Lily Jencks are to be covered by the Biennale.

Conclusion

The upcoming 2013-2015 Vancouver Biennale, a high-profile outdoor public art exhibition, will offer many opportunities to enrich the City's cultural fabric, promote tourism, and provide a legacy of community engagement. The exhibition of these artworks supports the goals of the Richmond Public Art Program, to spark community engagement, increase public awareness, promote cultural tourism, and to provide leadership in public art programming.

Staff seeks Council approval to proceed with discussions with the Biennale and Charles and Lily Jencks on the creation of a permanent land-based artwork within the Alexandra Neighbourhood Park, and to report back to Council on the park design, financial implications and terms of conditions, as outlined in this report.



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

EF:ef

VANCOUVER
SCULPTURE
PERFORMANCE
NEW MEDIA
BIENNALE

February 5, 2013

Jane Fernyhough, Director, Arts, Culture and Heritage
Kim Somerville, Manager, Arts Services
Eric Fiss, Public Art Planner
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1 Canada

Dear Jane, Kim and Eric,

SUBJECT: CHARLES JENCKS ARTLAND PROPOSAL

The Vancouver Biennale transforms Metro Vancouver into an open air museum with outdoor exhibitions of contemporary art, new media and performance works by some of the world's most renowned and breakthrough artists of our time.

Charles Jencks, a distinguished American architect, historian and artist based in England, and friend of the Vancouver Biennale, has proposed to create a land art project in Richmond. Jencks' projects, known as Artlands, have won many awards and are known for creating and gently enhancing natural landscapes and for engaging communities. He currently is planning a major project in Korea and completing work in Scotland (Jupiter Park). He has a recent publication on the idea of earth art as sculpture park.

In discussion with City staff, we have identified a possible site in the future Alexandra Neighbourhood Park. A greenway runs through the site, and a geothermal station serves existing and future developments planned for the surrounding area.

Unlike previous Biennale projects in Richmond, this would be a permanent site specific land based art project. Jencks and his daughter, landscape architect Lily Jencks, would be the lead artists. Funding for the project, including artists' fees, would be from private developer contributions for the Alexandra Neighbourhood and would meet their obligations for creating public art associated with their developments. The Biennale will pay for the Jencks' travel expenses, including the cost to bring the Jencks to Richmond for an initial planning session with staff to determine the interest, feasibility and parameters for the project. The Biennale will oversee the publicity, hotel accommodation and public speaking arrangements.

Working with the landscape rather than installing a free-standing sculpture, the project will help to create a new park rather than interrupting an existing one. Land art evolves over time instead of just 'appearing'. This is truly a green project, promoting Richmond's image as the Garden City.

280 WEST 3RD AVE VANCOUVER BC CANADA V5Y 1C1
TEL: 604 682 1289 FAX: 604 682 1109
VANCOUVERBIENNALE.COM

VANCOUVER
SCULPTURE
PERFORMANCE
NEW MEDIA
BIENNALE

An integral part of the project is the involvement of local artists and the local community. The project would include mentorship opportunities for local artists and leave a legacy for the community.

Thank you again for your consideration and I look forward to working with you and your team to realize this exceptional opportunity.



Barrie Mowatt
Founder and President

Jupiter ArtLand, Edinburgh



CHARLES JENCKS BIOGRAPHY

MY STATEMENT

To see the world in a Grain of Sand, the poetic insight of William Blake, is to find relationships between the big and small, science and spirituality, the universe and the landscape. This cosmic setting provides the narrative for my content-driven work, the writing and design. I explore metaphors that underlie both growing nature and the laws of nature, parallels that root us personally in the cosmos as firmly as a plant, even while our mind escapes this home.

Charles Jencks designs landscapes and sculpture and writes on cosmogenic art. He is known for his books questioning Modern architecture and defining its successors - Late, New and Post-Modern architecture, and is the co-founder of Maggie Cancer Caring Centres. He is married to Louisa Lane Fox who published an Anthology of Letters and Diaries from Parents to Children: *Love to the Little Ones* in 2009.

EDUCATION

Harvard University, BA English Lit., 1961.

Harvard Graduate School of Design, BA and MA Architecture, 1965.

London University, PhD, Architectural History, 1970.

ACTIVITIES

1968-88 Architectural Association, London; 1974-1992 UCLA, Los Angeles visiting professor; Memberships: AA, London; Royal Society of Arts, London; Distinctions: Fulbright scholarship (London University), 1965-67; Melbourne Oration, Australia, 1974; Bosom Lectures, Royal Society of Arts, London, 1980; Opening Lecture in RIBA series Modern Architecture vs the Rest, 1983; Selection Committee, Venice Biennale, 1980; Juror for Phoenix City Hall 1985 and Paternoster Square, London 1987; Curator of Exhibition, The Architecture of Democracy, Wight Art Centre, Los Angeles and Berlin 1987. Tamblyn Lectures, University of Western Ontario, 1992; Cochran Lecture, Baltimore Foundation for Architecture, 1992; Aga Khan Awards for Architecture, Master Jury 1992-5, Steering Committee, 1995-8; Olympic Keynote Address, Lausanne, 1996; Soane Museum Annual Lecture, 1999; Chairman, Jerusalem Seminar, June 2000; AICA Inaugural Lecture, National Gallery, September 2000; RIBA Annual Discourse, October 2000; Juror for CCTV HQ, Beijing 2002; Fellow, Royal Society of Edinburgh 2002; Juror, V&A Museum, Garden Competition, 2003/2004; Juror, The Royal Fine Art Commission Trust, June 2005.

Has lectured at over forty universities throughout the world including Peking, Shanghai, Paris (École des Beaux-Arts), Tokyo, Milan, Venice, Frankfurt, Quebec, Montreal, Oslo, Warsaw, Barcelona, Lisbon, Zurich, Vienna and Edinburgh; and in US at Harvard, Columbia, Princeton, Yale and various public museums.





City of Richmond

Report to Committee

To GP-MCW-18 2013.

To: General Purposes Committee **Date:** February 28, 2013
From: Cecilia Achiam, MCIP, BCSLA **File:** 10-6360-03-04
Director, Administration and Compliance
Re: **Update on Sidewalk Vending Services Pilot Project and
Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8800**

Staff Recommendation

That:

1. Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8800, be introduced and given first, second, and third readings;
2. A pilot project to allow sidewalk vending services at the intersection of No. 3 Road and Westminster Highway be endorsed; and
3. A report be brought back to Council following a one year review of the sidewalk vending services pilot project.

Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Business Licences	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Public Works	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

City Council, at its June 27th, 2011 meeting, adopted the following resolution:

In relation to the potential for retail opportunities at or near Canada Line stations, that staff:

- a. Bring forward for Council's consideration, a report recommending amendment to the Business Licence Bylaw to permit vendors on City-owned or controlled property;*
- b. Work with Translink to encourage Translink to permit such retail opportunities near Canada Line stations, particularly at Brighthouse Station; and*
- c. Move forward with a pilot request for proposal for retail activity for locations at the intersection of No. 3 Road and Westminster Highway.*

In addition, the Public Works & Transportation Committee on June 22nd, 2011 adopted the following referral motion:

- d. That staff investigate and report back on the possibility that vendors be required to provide healthy, local food, and that such foods be offered in environmentally friendly packaging; and*
- e. That staff investigate and report back on the possibility of non-food vendors supporting local non-profit organizations.*

This report recommends amendments to the Business Regulation Bylaw to allow vendors on City-owned or controlled property (item *a* above), and provides an update on the pilot project (items *b*, *c*, *d*, and *e*).

Analysis

Proposed amendment to the Business Licence Bylaw (item a)

Mobile Vendors are regulated under Business Regulation Bylaw No. 7538 and defined as a person who offers for sale or takes orders at a place other than his permanent place of business or from a vehicle. Bylaw No. 7538 prohibits mobile vendors from carrying on business on or adjacent to any school grounds, or directly outside or in the normal flow of traffic to any premises which offer the same or similar items for sale as the Mobile Vendor.

In addition Bylaw No. 7538 requires a Mobile Vendor to be continually moving unless stopped for a sale. However, a Mobile Vendor may carry on business on private property in a permitted Zone with the consent of the property owner.

To permit a Mobile Vendor to conduct business on City-owned or controlled property, an amendment to the Business Regulation Bylaw is required to permit Mobile Vendors to remain stationary in these public places with City permission under agreement.

The proposed Amendment Bylaw No. 8800 is included in this report as Attachment 1.

This Bylaw Amendment will apply throughout the City, and may include parks, streets and sidewalks. City permission under agreement would be required for each instance a vendor remains stationary in the public realm with such permission exercised cautiously to ensure Mobile Vendors do not pose a competition threat on established businesses nor detract from the quiet enjoyment of park amenities.

The public will be notified of the proposed amendment bylaw as per requirements under City Policy 9311 – Business Regulation Bylaw Notification.

Discussions with Translink (item b)

The Canada Line access agreement between Translink and the City restricts the City from using or undertaking any activities: 1) within a one-metre buffer zone around the perimeter of the Canada Line infrastructure, such as stations, guideways, and columns, without Translink's consent; and, 2) which would impact on Translink's ability to access the Canada Line infrastructure for maintenance, inspection, repair, or other purposes.

In regard to specifically the Brighthouse Station and guideway area, this is entirely located on private property. As such, there may be some although limited opportunities for retail activities within the City's restricted sidewalk areas. City staff will continue to explore the feasibility of introducing a retail operation in this location and near other Canada Line stations.

Pilot Project for Retail Activity (items c, d, & e)

The intersection of No. 3 Road and Westminster Highway has been identified as a pilot site for retail activity near a Canada Line station. There is adequate City-owned land to accommodate street vending services, and the area experiences significant pedestrian traffic (see Attachment 2 for map). In addition, all four corners are in the Downtown Commercial (CDT/1) zoning district, which permits retail sale of general merchandise and food products.

Following Council's direction to move forward with a pilot project, a Request for Expression of Interest (RFEOI) entitled "*Sidewalk Vending Services*" was prepared and publicized with a closing date of November 9th, 2012. The RFEOI outlined the project requirements and general criteria for sidewalk vending services, including the City's preference for food vendors that offer foods that are healthy, grown locally, and sold in environmentally friendly packaging. As a result of the RFEOI, the City received proposals from three (3) respondents namely:

- Japan Consulting Company – to set up a Japadog stand
- So What Food Services – to set up a trailer for Philly Cheese Steak sandwiches
- Richmond Hospice Association (a non-profit group) – to set up a flower cart to sell fresh flowers

Staff are currently working with all three respondents to ascertain the viability of their proposed operations in the given pilot location, and met with each of the respondents to obtain further information regarding their proposals. In addition, City staff conducted a site visit of Japadog and Falso Philly Steak, both of which are food vendors in Vancouver.

When it is determined that all City requirements (including compliance with the Business Regulation Bylaw) and requirements from all other agencies (e.g. Vancouver Coastal Health, WorkSafe BC, etc.) can be achieved, an agreement will be executed between the City and each respondent. It is anticipated that the sidewalk vending services will be operational in May or June 2013.


As this is a pilot project, staff will monitor the results closely and report back to Council after a one year implementation period.

Financial Impact

None.

Conclusion

The pilot project for sidewalk vending services advances the opportunity for retail operations on City property in the vicinity of Canada Line stations. An amendment to the Business Regulation Bylaw is required in order to allow mobile vendors to conduct business on City-owned or controlled property.


Aida Sayson
Manager, Corporate Compliance
(604-204-8505)

ACS/GM:acs



**Business Regulation Bylaw No 7538,
Amendment Bylaw No. 8800**

The Council of the City of Richmond enacts as follows:

1. Business Regulation Bylaw No. 7538, as amended, is further amended:
 - (a) by deleting subsection 16.1.2 and substituting the following:

“16.1.2 Except as permitted in sections 16.2 and 16.3, a **mobile vendor** must be continually moving and may stop only for so long as actively engaged in making a sale.”
 - (b) by deleting subsection 16.1.3 and substituting the following:

“16.1.3 Except as permitted in section 16.3, a **mobile vendor** must not block or partially block any sidewalk or **highway** and must not in any way impede or interfere with the ordinary flow of pedestrian or vehicle traffic.”
 - (c) by adding the following after section 16.2:

“16.3 Mobile Vendor on City Property

16.3.1 A **mobile vendor** may carry on business on **City**-owned or **City**-controlled property if:

 - (a) the **mobile vendor** has entered into an agreement with the **City** identifying the permitted location of the business and the types of goods and/or services permitted to be sold at the location;
 - (b) upon request by a **Licence Inspector**, the **mobile vendor** provides to the **Licence Inspector** a copy of the agreement referred to in paragraph 16.3.1(a) above; and
 - (c) the **mobile vendor** complies with the terms and conditions of the agreement referred to in paragraph 16.3.1(a) above and all laws, regulations and orders relating to the **mobile vendor** and the business.”

2. This Bylaw is cited as "**Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8800**".

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



Possible Vendor Locations

Original Date: 02/28/13

Amended Date: 03/11/13

Note: Dimensions are in METRES




City of Richmond

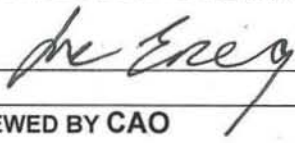


Report to Committee TO PLN - MAR. 19, 2013

To: Planning Committee **Date:** February 18, 2013
From: Gavin Woo, P. Eng.
Senior Manager, Building Approvals **File:** 01-0172-03
Re: Appointment of Bylaw Enforcement Officers Sue Davis and Hanae Sakurai

Staff Recommendation

1. That Sue Davis be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.
2. That Hanae Sakurai be appointed by Council as a Bylaw Enforcement Officer to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted all the powers, privileges and responsibilities in order to do so, all in accordance with Section 36 of the Police Act, and confirm that such appointment is for the term of her employment as Tree Preservation Official with the City of Richmond.


Gavin Woo, P. Eng.
Senior Manager, Building Approvals
(604-276-4113)

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

Staff Report

Origin

Sue Davis started her employment with the City of Richmond as a Tree Preservation Official in the Tree Bylaw Section on April 10, 2012 on a regular full-time basis.

Hanae Sakurai started her employment with the City of Richmond as a Tree Preservation Official on Sept 4, 2012 on a regular full-time basis.

Analysis

In order to permit these two employees to undertake the full scope of the job duties, they need to be given the ability to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted appropriate authority in order to do so, including, without limitation the following:

- the ability to request personal information such as names and addresses;
- the ability to maintain continuity of the investigation and integrity of any evidence gathered;
- the ability to serve Court documents; and
- the ability to issue, as permitted, Municipal Ticket Information forms for infractions.

Under provisions of the Offence Act, for the purposes of the issuance of a violation ticket and / or service of summons in respect of an alleged offence under a bylaw of a Municipality, a Peace Officer includes Bylaw Enforcement Officers as appointed under the Police Act.

Financial Impact

None.

Conclusion

It is recommended that Sue Davis and Hanae Sakurai be appointed as Bylaw Enforcement Officers, in accordance with Section 36 of the Police Act, to perform the functions and duties required in order to enforce City of Richmond Tree Protection Bylaw No. 8057 and be granted appropriate authority in order to do so.



Gordon Jaggs
Tree Preservation Coordinator
(604-247-4910)

GJ:cas

The City Of Richmond
Oath / Solemn Affirmation
Police Act Section 36

(Bylaw Enforcement Officer)

I, Sue Davis, do swear/solemnly affirm that:

1. I will be faithful and bear true allegiance to Her Majesty Queen Elizabeth the Second, Queen of Canada, Her Heirs and Successors.
2. I will, faithfully, honestly and impartially perform my duties as Bylaw Enforcement Officer.

Sworn by the above-named
Sue Davis

before me, at Richmond, this ____
day of June, A.D. 2008.

A Commissioner for taking
Affidavits for British Columbia

(Bylaw Enforcement Officer)

The City Of Richmond
Oath / Solemn Affirmation
Police Act Section 36

(Bylaw Enforcement Officer)

I, Hanae Sakurai, do swear/solemnly affirm that:

1. I will be faithful and bear true allegiance to Her Majesty Queen Elizabeth the Second, Queen of Canada, Her Heirs and Successors.
2. I will, faithfully, honestly and impartially perform my duties as Bylaw Enforcement Officer.

Sworn by the above-named
Hanae Sakurai

before me, at Richmond, this _____
day of June, A.D. 2008.

A Commissioner for taking
Affidavits for British Columbia

(Bylaw Enforcement Officer)



City of Richmond

Report to Committee
To PLN - MAR. 19, 2013


To: Planning Committee
From: Victor Wei, P. Eng.
Director, Transportation

Date: March 7, 2013
File: 10-6360-01/2012-Vol
01

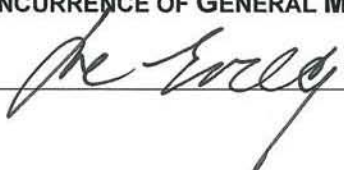
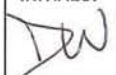

Re: **PROPOSED LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET AND
CHATHAM STREET**

Staff Recommendation

1. That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the attached report, be endorsed for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed streetscape visions.

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

Att. 9

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At its regular meeting held on May 28, 2012, Council directed staff to:

- 4(a) develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*

A report that responded to this resolution was presented at the February 19, 2013 meeting of the Planning Committee. At that meeting, the report was referred back to staff to explore:

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

This updated report responds to the above referral with new information presented in Section 1 below. The following sections (Sections 2 through 10) present the proposed short- and long-term streetscape visions for Bayview Street and Chatham Street previously presented at the February 19, 2013 Planning Committee.

Analysis

1. Referral from February 19, 2013 Meeting of Planning Committee

1.1 Financing Options for Any On-Street Parking Treatment

Upon further assessment of the various funding options for the proposed streetscape improvements, particularly the potential change in provincial legislation to allow for the use of existing monies collected in the Steveston Off-Street Parking Reserve Fund, staff concluded that a thorough review of such process may require considerable time to complete. Staff therefore propose to continue to examine the viability of all of the potential funding concepts, including the use of the existing Steveston Off-Street Parking Reserve Fund, over the next several months. The findings of this review of funding options will be reported back in July 2013 as part of the outcome of public consultation on this streetscape initiative prior to any decisions on implementation.

1.2 Impacts and Options regarding Existing Off-Street Pay Parking on Bayview Street

As shown in **Attachment 1**, there are several off-street pay parking lots adjacent to Bayview Street (Lots 1 through 6), all of which are wholly or jointly owned and managed by the Steveston Harbour Authority (SHA). The SHA implemented pay parking on these lots in Summer 2011 (Lots 1-4 and 6) and Summer 2012 (Lot 5).

Staff have initiated preliminary discussion with the SHA regarding its pay parking strategy and propose to have a formal discussion through the public consultation process outlined in Section 10. Staff will explore potential options to mitigate the impacts of pay parking on SHA lots to free on- and off-street parking spaces, particularly on Bayview Street (e.g., provide first three hours of parking free to be consistent with the City owned lots and on-street parking).

Attachment 1 shows the SHA Lots 2, 3 and 4 are operated by The Waterfront Properties and Lot 6 is operated by Riversong Inn Limited. SHA advises that the parking management of these lots is the responsibility of these respective lease holders. Staff will also consult with these management companies and the affected merchants to determine whether a validated parking process or similar system could be considered and implemented. The outcome of these discussions will be reported back in July 2013 upon conclusion of the public consultation process.

1.3 Traffic Calming on Chatham Street and Bayview Street

As part of the No. 1 Road and Moncton Street intersection and associated pedestrian crossing improvements completed in December 2011, the maximum speed limit was reduced to 30 km/h on both Chatham Street (No. 1 Road to 3rd Avenue) and Moncton Street (Easthope Avenue to 3rd Avenue). This same speed limit also applies to all streets in the Village core bounded by and including No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.

In light of the proposed upcoming public consultation on the streetscape initiative, staff will investigate and consult with the public regarding extending the boundary of the 30 km/h speed limit on Chatham Street from 3rd Avenue west to 7th Avenue along with additional traffic calming measures. As discussed in Section 4.2, the proposed streetscape vision for Bayview Street and Chatham Street include curb bulges at each intersection, which are a proven traffic calming measure. Staff will ensure that the design of the bulges can adequately accommodate the turning movements of trucks and buses.

The proposed addition of on-street angle parking on Bayview Street and Chatham Street has the added effect of slowing traffic, which is also one of the benefits noted in a published document on designing for walkable urban streets by the Institute of Transportation Engineers.

1.4 Options and Impacts of Disabled Parking Spaces on Bayview Street

Staff will consult with the Richmond Centre for Disability (RCD) and other relevant community stakeholder groups to determine their needs and priorities in the provision and potential location of designated disabled parking spaces on Bayview Street with a view to implementing the designated spaces prior to the next peak summer period. The outcome of this work will be reported back to Council in July 2013 at the conclusion of the proposed public consultation process. The addition of angle parking as proposed in this report could also be used to accommodate increased accessible parking stalls.

In summary, staff recommend that the detailed findings from staff's examination of the above referred items be reported back as part of the proposed upcoming public consultation process in conjunction with the Steveston Village Conservation Strategy. This process would allow Council to consider any changes to these two initiatives holistically and in a timely manner.

2. Streetscape Vision Objectives

Long-term and interim phasing conceptual streetscape plans for Bayview and Chatham Streets were developed with the objectives of:

- enhancing the public realm consistent with the Steveston Village Conservation Strategy;

- promoting walking in Steveston Village through improved sidewalks on both sides of the streets and enhanced links to the waterfront; and
- increasing the supply of on-street parking.

For both streets, any streetscape design must be supportive and respectful of the heritage of Steveston Village. The proposed overarching theme of “simplicity” would entail the use of simple materials (e.g., plain not stamped concrete) with a minimum of street furniture. Simplifying the roadway geometry supports the conservation of the heritage character of the Village by virtue of allowing the simple buildings to stand out in front of a less complex and engineered realm.

3. Supply and Demand of Parking

As summarized in Table 1 and shown in **Attachment 1**, the Steveston Village area currently has around 1,000 parking spaces available for use by the general public (excluding the lanes). A further 440 spaces are available on private property that are restricted to employees and/or customers of the particular business. As part of the remaining development of the waterfront site east of No. 1 Road, an additional 35 surface public parking spaces will be provided within the site.

This capacity is sufficient to meet existing demand, even in the peak summer months, but distribution of the spaces is not optimal and roughly one-half of the spaces are pay parking. Parking demand is concentrated near the waterfront area of the Village core, where demand is at or near capacity during peak periods, while areas further away (north of Moncton Street) are comparatively less utilized.

With respect to future parking supply, the *Steveston Village Conservation Strategy and Implementation Program*, adopted by Council on June 15, 2009, provides parking rates for the Steveston Village core. Generally, a 33 per cent reduction from the City’s off-street parking requirements is permitted. As directed at the June 21, 2011 Planning Committee meeting, staff reviewed this parking relaxation and presented the results in a separate report to Planning Committee on February 19, 2013. The recommended parking rates in that report for the Village core are to increase the residential rate from 1.0 to 1.3 parking spaces per dwelling unit and to maintain the existing 33 per cent parking reduction from the City bylaw for non-residential uses.

An analysis of future on and off-street parking demand, based on the recommended parking rates, for the Steveston Village core (bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street) indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. However, this demand could be met when public parking areas immediately adjacent to the core (e.g., Chatham Street west of 3rd Avenue, Steveston Harbour Authority lot on Chatham Street) are included. The analysis therefore concludes that there is and will be sufficient public parking available in the Village as represented in Table 1 and hence there is no need for additional on-street parking or a parkade.

Table 1: Current Public Parking Capacity

Area	Location	# Spaces		Total
		Pay	Free	
Inside Village Core ⁽¹⁾	On-Street	0	331	331
	Off-Street	141	48	189
	Subtotal	141	379	520
Outside Village Core ⁽²⁾	On-Street	0	65	65
	Off-Street	399	77	476
	Subtotal	399	142	541
Total		540	521	1,061

(1) Bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.

(2) Includes Chatham Street west of 3rd Avenue and Bayview Street-Moncton Street 175 m east of No. 1 Road.

Staff further note that the creation of significant additional parking in the Village would also run counter to the goals and objectives of the updated Official Community Plan, as more parking would encourage more trips by private vehicle rather than by sustainable travel modes such as transit, cycling and walking. Notwithstanding, staff recognize that there is a desire for more convenient parking and, accordingly, explored ways to optimize the curb space available on Bayview Street as well as Chatham Street as part of the streetscape visioning process.

4. Bayview Street Streetscape Options

4.1 Existing Cross Section

Bayview Street between No. 1 Road and 3rd Avenue currently has sidewalks on both sides of the street with the exception of the north side between 2nd Avenue and 3rd Avenue. The property located at the northeast corner of Bayview Street and 3rd Avenue (i.e., within the section that has no sidewalk) is the subject of a development application and the associated required frontage improvements would include the provision of a boulevard and sidewalk as well as the potential for on-street angle parking (see Section 3.2 for discussion of on-street angle parking options).

There are a total of 17 parallel parking spaces on Bayview Street comprised of 14 spaces on the south side and three spaces on the north side in a parking lay-by. As the existing pavement width of nine metres does not allow for the creation of on-street angle parking (i.e., it would require relocating the existing curbs), no feasible interim streetscape options are available.

4.2 Proposed Long-Term Design

Bayview Street currently acts as the dike alignment for the Steveston Village area. Alternative dike alignments are being explored in the Dike Master Plan Study as sea level is predicted to rise 1.2 m by the year 2100. If Bayview Street continues to be a primary dike alignment, it may need to be raised by approximately 1.5 m within the next 50 years. Therefore, while long-term streetscape visions with increased on-street parking are compatible with the City's current flood protection needs, the parking arrangements may need to be reconfigured in the long-term. As part of the Dike Master Plan Study, public feedback and dike alignment recommendations will be presented to Council in Spring 2013.

The long-term streetscape design for Bayview Street incorporates improved pedestrian amenities (i.e., sidewalk on both sides) and could include an increased supply of on-street parking. The four alternative on-street parking options all use the current south curb alignment and include a continuous sidewalk on the north side, but in each case the north curb alignment and adjacent north boulevard width varies.

- Option 1 (Existing Street Cross-Section): maintain the location of the north curb and thus the existing on-street parking arrangement and capacity but provide the missing sidewalk on the north side between 2nd Avenue and the lane to the west. The missing sidewalk between 3rd Avenue and the lane to the east is expected to be provided through development in the near future.
- Option 2 (Angle & Parallel Parking) **Recommended**: realign north curb by 6.0 m to allow angle parking and maintain parallel parking on the south side. This option would provide a 1.5 m sidewalk but no boulevard and result in the greatest increase in on-street parking with a

net gain of 23 spaces. The provision of angle parking between 1st Avenue and the lane to the west is not included due to the impacts to the adjacent private property.

- **Option 3 (Angle Parking):** realign the north curb by 3.5 m and reallocate the existing parking spaces all to angle parking on the north side with no parking on the south side. This option includes a 1.5 m sidewalk and 2.5 m boulevard. It results in a net gain of only nine parking spaces due to the elimination of the parallel parking on the south side, which would be required as the north curb is not shifted as far north as for Option 2. As with Option 2, the provision of angle parking between 1st Avenue and the lane to the west is not included.
- **Option 4 (Parallel Parking):** realign the north curb by 2.5 m to provide parallel parking on the north side and maintain parallel parking on the south side. This option allows for a 1.5 m sidewalk and 3.5 m boulevard (the greatest width of green space) and results in a net gain of 11 parking spaces.

The four options are summarized in **Attachment 2**. As Options 2 to 4 all shift the curb to the north by varying amounts, there is a trade-off of reduced green space/landscaping between the roadway and the setback to adjacent buildings. Options 3 and 4 allow for a boulevard width between 2.5 m and 3.5 m, and the flexibility to reduce the boulevard width to provide a wider sidewalk (e.g., from 1.5 m to 2.0 m wide). Option 2 would result in the greatest road widening and thus does not allow for a boulevard. Parks staff advise that a boulevard is not necessarily required, as neither boulevard street trees nor a greenway on the north side are envisioned for the following reasons: (1) Bayview Street serves as the dike and could be raised in the future, thus impacting any planted trees; and (2) the intent is to keep view corridors from the south open to the waterfront. Planting would be secured on private property via the redevelopment process.

Overall, Option 1 remains viable as there is adequate parking supply in the Village area as a whole as noted in Section 2. With respect to increasing the parking supply, Option 3 is deemed impracticable as there is little net gain in parking spaces plus the removal of parking on the south side would inconvenience some customers. Option 2 would be preferable to Option 4 as it provides the greatest increase in on-street parking at a relatively lower cost per additional parking space of approximately \$17,000 versus nearly \$27,000 for Option 4.

Proposal: that the long-term streetscape design reflect Option 2 as it represents the best balance between the benefits provided to both pedestrians and motorists. **Attachments 3 and 4** provide an illustration and three-dimensional rendering of Option 2 respectively. As noted in Section 3.1, the development application associated with property located at the northeast corner of Bayview Street and 3rd Avenue would include the provision of eight angle parking spaces along its frontage of Bayview Street and thus would align with Option 2 if that is the chosen option.

5. Chatham Street Streetscape Options

5.1 Existing Cross Section

Chatham Street currently has sidewalks on both sides and a total of 23 parallel parking spaces on both sides between No. 1 Road and 3rd Avenue. As Chatham Street is relatively wider than Bayview Street (14 m versus 9 m), angle parking could be created within the existing paved roadway width without disturbing the north or south curbs by simply re-striping the pavement to create angle parking along the north curb at an estimated cost of \$5,500.

However, introducing angle parking on the north side of the street would require removal of the existing parallel parking on the south side. Moreover, driveways and bus zones further restrict on-street parking on the north side. As a result, the net gain in parking is minimal at just two spaces. This arrangement may also inconvenience some customers as all the on-street parking would be on the north side. Therefore, staff conclude that the existing geometry be maintained until adjacent developments occur and/or sufficient funding is available to construct the proposed long-term improvements described below.

5.2 Proposed Long-Term Design

The long-term streetscape design incorporates more street trees and a revised curb configuration at each intersection that includes a sloped paving treatment (similar to the raised intersection at No. 1 Road and Moncton Street) to improve accessibility. This intersection design is preferred to the standard curb extensions originally proposed for Chatham Street as its simplified nature is better supportive of Steveston's heritage character while still enhancing pedestrian safety. A further key element is the extension of the rear lane on the north side as development occurs, which would allow the removal of individual driveways over time.

Similar to Bayview Street, the long-term streetscape design could include an increased supply of on-street parking. There are three potential options with respect to on-street parking capacity.

- Option 1 (Status Quo – Existing Street Cross-Section): maintain the existing curbs and on-street parallel parking arrangement along with a sidewalk and boulevard. As development occurs, the established landscaped boulevard and sidewalk at the east end (i.e., northwest corner of Chatham Street at No. 1 Road) would be extended west and opportunities to close direct driveways to the street with access from the rear lane would be pursued.
- Option 2 (Centre Angle Parking): shift the north and south curbs and provide angle parking in the centre of the street (see **Attachment 5**), which would result in the greatest increase in on-street parking (plus 55 spaces) as space is not lost due to driveways and fire hydrants. Conversely, this design would eliminate the opportunity for left-turns at mid-block and may create potential safety concerns as it places a driver and passengers in the centre of an active roadway for loading/unloading and requires crossing of the active roadway. Moreover, the design would be unfamiliar to motorists and more inconvenient for drivers with mobility challenges.
- Option 3 (Standard Angle Parking) **Recommended**: shift the north and south curbs and provide traditional angle parking on both sides of the street to approximately 45 m west of 3rd Avenue, which could achieve a net increase of approximately 55 parking spaces. **Attachments 6 and 7** provide an illustration and three-dimensional rendering of Option 3 respectively. Upon development of adjacent properties and the reconfiguration and consolidation of their on-site parking denoted as 4a on Attachment 6 (north side between 2nd Avenue and 3rd Avenue), a further 15 angle parking spaces could be achieved.

The three options are summarized in Attachment 2. Option 1 remains viable as there is adequate parking supply in the Village area as a whole as discussed in Section 2. With respect to increasing parking supply, Option 2 is not recommended as the combined potential safety implications are considered to outweigh the gain of maximizing on-street angle parking. Option

3 would yield an equivalent number of new on-street parking spaces as in Option 2 while keeping parking adjacent to the curb thereby providing a buffer between pedestrians and traffic.

Proposal: that the long-term streetscape design reflect Option 3 as it represents the best balance between the benefits provided to both pedestrians and motorists. With respect to potential phasing, Option 3 could be more easily implemented on the south side than the north side due to fewer existing driveways. As well, Option 3 would require re-configuring the parking lots of some adjacent commercial properties, as a portion of on-site parking currently encroaches onto City road right-of-way and thus would be impacted by the proposed widening.

6. On-Street Parking on North-South Avenues North of Chatham Street

Between Chatham Street and the east-west lane north of Chatham Street, angle parking is currently available on 1st and 2nd Avenues while parallel parking is available on 3rd Avenue. The only opportunity to increase on-street parking on these roadway sections is thus on 3rd Avenue by realigning the curbs to allow angled parking on one side while keeping parallel parking on the other side. However, this realignment would only add about four spaces, which is considered too small a gain given the impact of the reconstruction work.

For the roadway sections north of the lane to Broadway Street, on-street parking is reduced to parallel on all three streets due to the transition from commercial adjacency to single family, which has wider grass boulevards that restrict the space available for parking. While angle parking could be accommodated within the existing road right-of-way (see **Attachment 8**), staff do not recommend this option due to the significant impacts to adjacent residences in terms of the proximity of the parking and its associated effects of noise and intrusion of headlights.

7. Estimated Costs of Proposed Long-Term Streetscape Designs

The estimated costs for the proposed long-term streetscape options that incorporate increased on-street parking for Bayview and Chatham Streets are shown in Table 2 below.

Table 2: Estimated Costs for Proposed Long-Term Streetscape Options

Street	Proposed Long-Term Streetscape Option	Estimated Cost	
Bayview Street	Option 2: realign north curb to provide angle parking on north side and maintain parallel parking on south side: 23 added stalls	Total:	\$392,000
Chatham Street	Option 3: realign north and south curbs to provide angle parking on both sides: 55 added stalls	No. 1 Road-1 st Ave:	\$799,000
		1 st Ave-2 nd Ave:	\$748,000
		2 nd Ave-3 rd Ave:	\$830,000
		45m west of 3 rd Ave:	<u>\$421,000</u>
		Total:	\$2,798,000
Project Total: \$3,190,000			

The major cost components for both streets include new curb and gutter, sidewalk, additional road construction and asphalt, utility relocations (e.g., power poles), and new street lighting. For Chatham Street, the revised curb configurations and raising of the pavement at each intersection comprise between 25 and 30 per cent of the total construction costs.

8. Potential Implementation and Funding Strategy

For both proposed streetscape options, the enhancements could be secured partly through redevelopment of adjacent fronting properties as they occur. If an entire block redevelops at the same time, the physical reconstruction would be secured at that time. However, as there are relatively few properties that may seek redevelopment in the near term, the realization of the proposed streetscape visions may take many years to achieve.

With respect to potential funding sources that could be used to expedite the implementation of the proposed streetscape designs, the Steveston Off-Street Parking Reserve Fund cannot be used as the collected monies are to be used only for the provision of new and existing off-street parking spaces. The Reserve Fund is anticipated to be used to provide additional public parking as part of a parkade within a future major development in Steveston Village.

Accordingly, staff have identified the following three potential funding concepts to support the implementation of the proposed streetscape improvements with consideration given to the amount, certainty and timing of the funding to be generated.

- **Roads DCC Program (Recommended):** include the cost of the streetscape improvements in the Roads DCC Program at the time of its next review with other projects that are currently part of the Roads DCC Program potentially to be removed to offset this amount. Using city-wide Roads DCC is considered appropriate as Steveston Village is a key city and regional destination with increasing popularity partly due to increasing population and development activities throughout the city and beyond. It is expected that there would be no change to the Roads DCC repayment schedules. The timing of the streetscape project may not be immediate using the Roads DCC Program, as there may be other competing City priorities.
- **New Streetscape Improvement Fund:** similar to the Capstan Station Capital Reserve Fund, a new capital reserve fund for the Steveston Village area would be established to hold voluntary developer contributions, which could be made as part of rezoning applications where the developer may be granted a reduced parking requirement/variance in return for making a voluntary contribution to the fund towards the implementation of the streetscape designs. Based on the proposed parking rates of 1.3 stalls per dwelling unit for residential uses and a 33 per cent reduction for non-residential uses as well as the potential pace of development, up to \$750,000 may be secured in the fund over the next 10 years due to a shortfall in on-site parking for commercial uses. This amount is forecast to increase to \$1.4 million over the next 20 years. The fund likely would not reach the \$3.2 million needed until most of the properties in the Village redevelop including the larger commercial lots, which are the main contributors to the parking shortfall. The time horizon for this scenario is likely over 20 years.

As discussed in the separate staff report on the Steveston Village Conservation Strategy presented at the February 19, 2013 Planning Committee, future developments may choose to provide a minimum of one parking stall per dwelling unit and contribute the difference from the proposed 1.3 stall rate towards the fund. However, this scenario is not very likely to occur as, at full build-out, the residential parking component can be accommodated on-site.

Staff also explored increasing the parking rates to maximize the potential contributions to the fund. Even under a scenario of no relationship to parking rates (i.e., at the city-wide rate of 1.5

stalls per dwelling unit), all required residential parking could be accommodated on-site. As the shortfall in on-site parking space would remain for commercial uses, the potential contributions to the fund could thus increase up to \$1.5 million if development occurs at the expected pace over the next 10 years. However, staff do not recommend removing the parking relaxation in Steveston as the potential contributions still would not meet the \$3.2 million required in the foreseeable future.

As contributions to this fund from on-site parking shortfalls occur in Steveston Village through development over the next 10 years to reach an anticipated \$750,000, the funds in the new Streetscape Improvement Fund could be used in the interim towards a portion of the streetscape project work. The Roads DCC Program could be used in conjunction with this option, to complete the entire long-term streetscape vision improvements.

- Steveston Business Improvement Area (BIA): the establishment of a BIA would create additional funding via a special charge levied on businesses within a designated area with those funds used to enhance the district, such as improvements to parking. Per Section 215 of the *Community Charter*, the legislation provides for a special charge to be levied on each commercial and/or industrial property within the designated area. The most commonly used methods to levy the contribution are assessment (mill rate percentage) or frontage (fixed sum per linear front footage). As part of the proposed public consultation process (see Section 9), staff would liaise with the Steveston Merchants Association to determine the level of interest in establishing a BIA in Steveston.

Of the three funding concepts, the Roads DCC Program provides the most certainty and greatest ease of implementation as the City wholly controls the funding. A new capital reserve fund or BIA funding lack certainty as both depend on circumstances beyond the City's control. The reserve fund is dependent upon the pace of development while a BIA requires the support of businesses located within the BIA boundary. These funding concepts would be presented for community feedback as part of the public consultation process discussed in Section 10.

9. Consultation with Stakeholders to Date

Staff presented the parking-related components of the draft long-term streetscape concepts for Bayview and Chatham Streets to representatives of the following stakeholder groups: Steveston Harbour Authority, Steveston Merchants Association, Steveston Community Society, Steveston 20/20 Group, and the Richmond Parking Advisory Committee. **Attachment 9** summarizes the feedback from these groups with respect to the introduction of angle parking on these streets. Generally, there is some support for the options to increase on-street parking but also opposition to the loss of green space on the north side of Bayview Street.

10. Proposed Public Consultation Process

Should the proposed long-term streetscape visions that incorporate increased on-street parking for Bayview and Chatham Streets be endorsed for further consultation, staff propose that the concepts and potential funding mechanisms be presented for public feedback given the scale of the potential changes to the streetscape and public realm of Steveston Village. Staff propose that one open house be jointly held to also present the findings and recommendations set out in the Steveston Village Conservation Strategy report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and the material

posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback, and report back by July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy. These recommendations will be coordinated and brought forward together with a separate report back presenting the final proposed amendments to the Steveston Village Conservation Strategy at the same Planning Committee meeting.

Financial Impact

None at this time. The proposed public consultation activities could be accommodated within the existing divisional operating budget. Any changes to the DCC Program would be reported back as part of the DCC review process. Any future costs associated with the proposed streetscape improvements would be presented through the annual capital budget process.

Conclusion

While there is sufficient public parking available in the Village as a whole (i.e., when streets and public parking lots immediately outside the Village core are included), particularly in underutilized areas to the west and north of Moncton Street, there is a desire for more conveniently located parking. The proposed long-term streetscape design concepts for Bayview and Chatham Streets are supportive of the heritage character of Steveston and improve the public realm with the provision of sidewalks, more street trees, streetlights, and increased accessibility. Both concepts also provide for increased on-street parking. Given the significant potential changes to the streetscape and public realm of Steveston Village, staff propose that these draft long-term designs be presented for public feedback. Staff would then report back on the outcome by July 2013 with the proposed final streetscape designs.



Sonali Hingorani, P.Eng.
Transportation Engineer
(604-276-4049)

Public Parking in the Steveston Village Area



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

On-Street Parking
On-Street Parking

Options to Increase On-Street Parking on Bayview Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	<ul style="list-style-type: none"> maintain existing parallel parking on north and south sides 	<ul style="list-style-type: none"> no net gain total of 17 (north side: 3 / south side: 14) 	\$12,000	<ul style="list-style-type: none"> provide 50 m of missing sidewalk on north side between 2nd Ave and lane to the west missing sidewalk between 3rd Ave and lane to the east to be provided through development
2	<ul style="list-style-type: none"> realign north curb by 6.0 m to allow angle parking maintain existing parallel parking on south side 	<ul style="list-style-type: none"> net gain of 23 total of 40 (north side: 26 / south side: 14) 	\$392,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk with no boulevard reduces green space between roadway and setback
3	<ul style="list-style-type: none"> realign north curb by 3.5 m to allow angle parking remove existing parallel parking on south side 	<ul style="list-style-type: none"> net gain of 9 total of 26 (north side: 26) 	\$370,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk and 2.5 m boulevard reduces green space between roadway and setback (but to a lesser degree than Option 2)
4	<ul style="list-style-type: none"> realign north curb by 2.5 m to allow parallel parking maintain parallel parking on south curb 	<ul style="list-style-type: none"> net gain of 11 total of 28 (north side: 14 / south side: 14) 	\$358,000	<ul style="list-style-type: none"> provision of 1.5 m sidewalk and 3.5 m boulevard reduces green space between roadway and setback (but to a lesser degree than both Options 2 and 3)

Options to Increase On-Street Parking on Chatham Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	<ul style="list-style-type: none"> status quo maintain existing parallel parking on north and south sides 	<ul style="list-style-type: none"> no net gain total of 23 (north side: 14 / south side: 9) 	n/a	<ul style="list-style-type: none"> no increase in parking no increase in pavement width and crossing distance
2	<ul style="list-style-type: none"> realign north and south curbs angle parking in the centre of the street 	<ul style="list-style-type: none"> net gain of 55 total of 78 (north side: 39 / south side: 39) 	\$2,377,000	<ul style="list-style-type: none"> significant gain in parking loss of mid-block left-turns potential safety concerns lack of motorist familiarity
3	<ul style="list-style-type: none"> realign north and south curbs angle parking on either side of the street 	<ul style="list-style-type: none"> net gain of 55 total of 78 (north side: 38 / south side: 40) 	\$2,798,000	<ul style="list-style-type: none"> significant gain in parking traditional on-street parking design

Potential Angle Parking on Bayview Street: Long-Term Option 2

STEWART HALLS
1000
OPTION C
ANGLE PARKING @ 45°



- 1 NORTH CURB REDUCED
- 1a REMOVE E (STREET) NORTH CURB
- 1b RELOCATE CURBS IN INTERSECTION OF BAYVIEW STREET AND 1ST AVENUE TO 1ST AVENUE CURB LINE WITH THE BAYVIEW CURB LINE
- 1c NEW CURBING INTERSECTION OF BAYVIEW STREET AND 1ST AVENUE TO 1ST AVENUE CURB LINE WITH THE BAYVIEW CURB LINE

11
RECOMMENDED PARKING PROPOSAL
45° ANGLE PARKING - OPTION C
BAYVIEW STREET

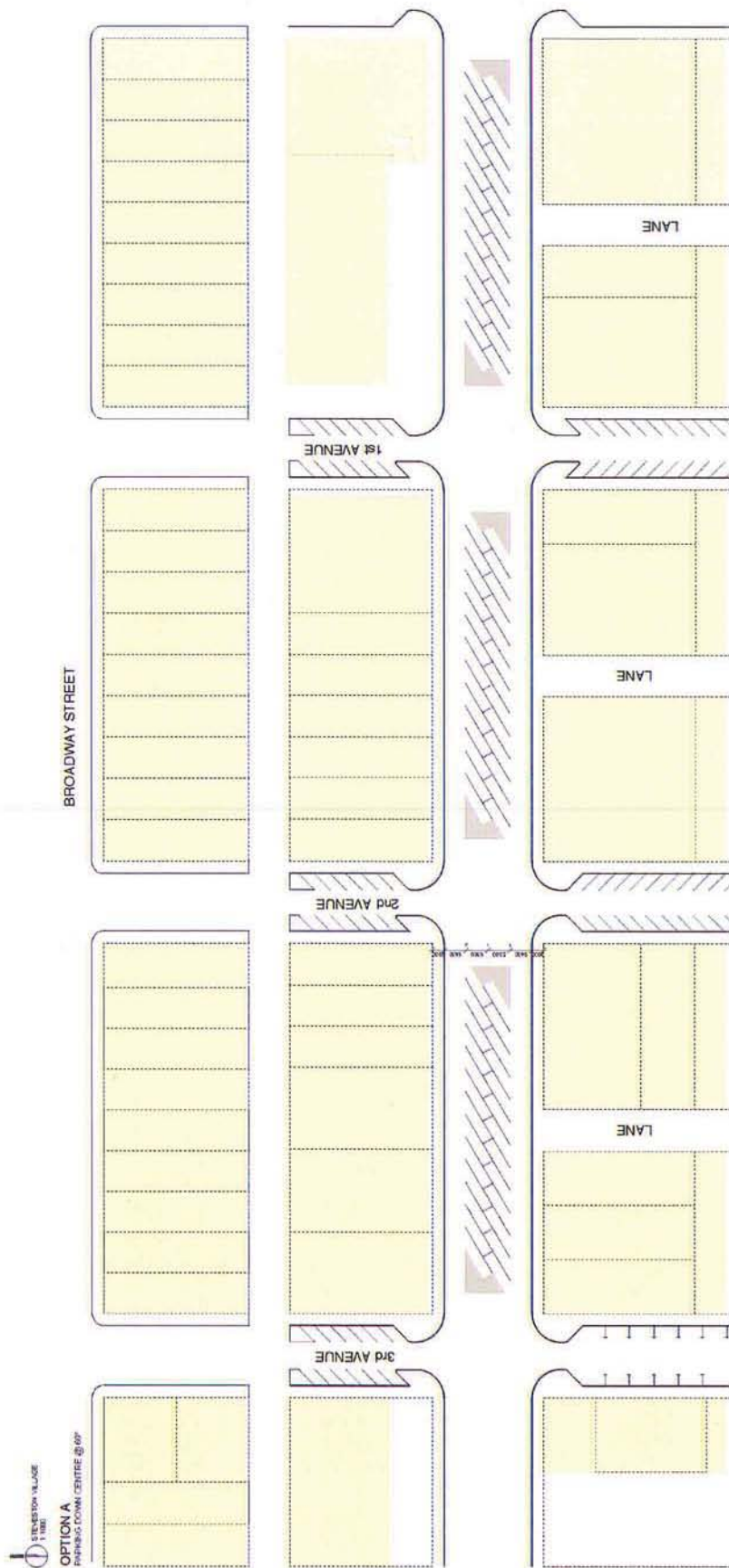
Potential Angle Parking on Bayview Street: 3-D Rendering of Long-Term Option 2



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Potential Centre Angle Parking on Chatham Street: Long-Term Option 2

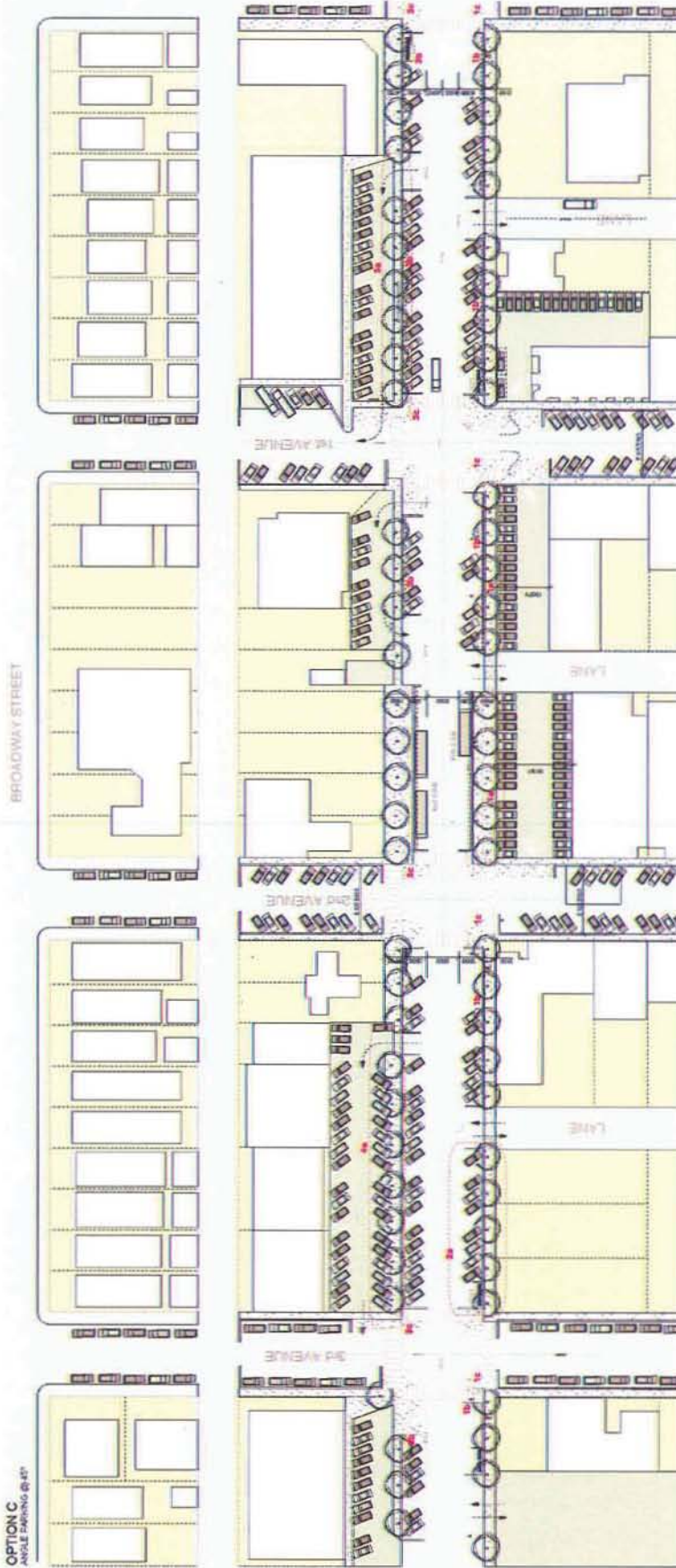


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Potential Standard Angle Parking on Chatham Street: Long-Term Option 3



OPTION C
ANGLE PARKING @ 45°



- | | | | | | | | |
|-----------|---|-----------|--|-----------|---|-----------|---|
| 1 | SOUTH CURB REVISION | 2 | REVISION TO BUS STOPS | 3 | FIRST PHASE NORTH CURB REVISION | 4 | SECOND PHASE NORTH CURB REVISION |
| 1a | REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET | 2a | REORGANIZE BUS PARKING IN ORDER TO USE ONLY THOSE CURB AREAS BETWEEN 2ND AVENUE AND LANE EAST OF 2ND | 3a | REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET EXCEPT FOR BLOCK BETWEEN 2ND AND 3RD AVENUES | 4a | REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET BETWEEN 2ND AND 3RD AVENUES |
| 1b | REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE | | | 3b | REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE | 4b | REVISE CURBING AT 3RD AVENUE END TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE |
| 1c | NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS | | | 3c | NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS | | NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE. NEW CROSSWALK MARKINGS |

Potential Standard Angle Parking on Chatham Street: 3-D Rendering of Long-Term Option 3



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STREET VIEW 2 - RECOMMENDED
CHATHAM STREET LOOKING WEST

Potential Angle Parking on Avenues North of Chatham Street: Example of 2nd Avenue



Stakeholder Feedback re New Angle Parking on Bayview and Chatham Streets

Stakeholder	Comments	Staff Response
Steveston Merchants Association	<u>Bayview Street</u> <ul style="list-style-type: none"> concerned with loss of green space, impact on pedestrians and cyclists, safety concerns of cars backing out, and vehicle exhaust and noise impacting patio diners, especially as most restaurants are on the north side prefer on-street parking remain as status quo but if increased, prefer parallel over angle parking 	<u>Bayview Street</u> <ul style="list-style-type: none"> proposed streetscape improves pedestrian facilities with continuous 1.5 m sidewalk on both sides existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns angle parking allows greatest increase in parking supply
Steveston Community Society	<u>Chatham Street</u> <ul style="list-style-type: none"> do not oppose provided it does not pose a safety hazard to drivers/pedestrians consider extending angle parking further west towards Garry Point Park <u>Bayview Street</u> <ul style="list-style-type: none"> prefer to eliminate parking but if that is not feasible, then do not oppose angle parking 	<u>Chatham Street</u> <ul style="list-style-type: none"> existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns feasible to extend angle parking westward <u>Bayview Street</u> <ul style="list-style-type: none"> angle parking allows greatest increase in parking supply
Steveston 20/20 Group	<u>Chatham Street</u> <ul style="list-style-type: none"> concern with the safety of angle parking – may be difficult to back out due to vehicle speeds and frequency of buses consider angle parking on 4th Avenue between Chatham Street and Steveston Hwy 	<u>Chatham Street</u> <ul style="list-style-type: none"> existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns angle parking on 4th Avenue is not recommended due to significant impacts to residents as discussed in Section 5
Richmond Parking Advisory Committee	<u>Bayview Street</u> <ul style="list-style-type: none"> angle parking will decrease green space if reconstruction of the north curb is undertaken, consider adding an electric vehicle charging station at one parking space suggest that end spaces that cannot accommodate a vehicle be designated for motorcycle/scooter parking 	<u>Bayview Street</u> <ul style="list-style-type: none"> proposed streetscape improves pedestrian facilities possible to add an electric vehicle charging station at one parking space in future as demand warrants end spaces that cannot accommodate a vehicle can be designated for motorcycle/scooter parking



City of Richmond

Report to Committee Planning and Development Department

TO PLN - MARCH 19, 2013

To: Planning Committee

Date: February 26, 2013

From: Wayne Craig
Director of Development

File: RZ 12-623032

Re: Application by Gursher S. Randhawa for Rezoning at 8651/8671 No. 2 Road from
Single Detached (RS1/E) to Two-Unit Dwellings (RD1)

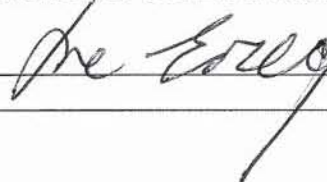
Staff Recommendation

That Bylaw 8997, for the rezoning of 8651/8671 No. 2 Road from "Single Detached (RS1/E)" to "Two-Unit Dwellings (RD1)", be introduced and given first reading.


Wayne Craig
Director of Development
CL:blg
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Gursher S. Randhawa has applied to the City of Richmond for permission to rezone 8651/8671 No. 2 Road from “Single Detached (RS1/E)” to “Two-Unit Dwellings (RD1)”, to legitimize an existing non-conforming duplex at the subject site and to permit the construction of a new duplex on the property (**Attachment 1**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located on the west side of No. 2 Road, between Colville Road and Francis Road, in an established residential neighbourhood consisting of a mix of old and new single detached dwellings on varying lot sizes. Development immediately surrounding the subject property is as follows:

- To the north, are two (2) dwellings on medium-sized lots zoned “Single Detached (RS1/E)”, which were created through subdivision in the late 1980’s. Further north, is a brand new dwelling on a large lot zoned “Single Detached (RS1/E)”, followed by a newer duplex on a lot zoned “Two-Unit Dwellings (RD2)”, along with a series of new dwellings on compact lots recently created through rezoning and subdivision.
- To the east, across No. 2 Road, are primarily older-character single detached dwellings on medium to large-sized lots zoned “Single Detached (RS1/E)”;
- To the south, are four (4) dwellings on medium-sized lots zoned “Single Detached (RS1/E)”, created through subdivision in the late 1980’s; and
- To the west, fronting Cantley Road, are older-character dwellings on large lots zoned “Single Detached (RS1/E)”.

Related Policies & Studies

2041 Official Community Plan (OCP) Designation

The OCP’s Land Use Map designation for this property is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Policy

This section of No. 2 Road is classified as a Major Arterial Road under the OCP’s Arterial Road Policy and Map. The subject site is not designated for either compact lots or townhouses on the OCP’s Arterial Road Development Map, therefore this redevelopment proposal is being considered based on its own merit and on the context of the surrounding area.

Consistent with the Arterial Road Policy, the applicant for the subject proposal is required to dedicate 6 m of property along the entire west property line prior to rezoning adoption, to enable future development of a rear lane to connect to the existing lane already established to the north.

Lot Size Policy

The subject site is not governed by a Lot Size Policy.

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

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 property.

Staff Comments

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report assesses 10 bylaw-sized trees on the subject site and one (1) bylaw-sized tree on the neighbouring property to the west at 8700 Cantley Road.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a visual tree assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Protect Tree A at 8700 Cantley Road with a minimum tree protection zone of 3.6 m from the base of the tree, into the subject site;
- Retain Trees # 787 and 788 (Portugal Laurel) located on the subject property in the rear yard, with a minimum tree protection zone of 3 m from the base of the trees and the existing lot grade maintained within the zone. Despite future construction of a lane along the entire west property line at the rear of the subject site (with potential redevelopment of the lots to the north), the interim benefits provided by trees warrant their retention at this time.
- Remove Trees # 789, 790, 791, 792, 793, 794, 795, 796, which are all in poor condition. These trees are either dead, dying (sparse canopy foliage), have been previously topped, exhibit structural defects such as cavities at the main branch union, co-dominant stems with inclusions, or have unbalanced canopies from excessive pruning. These trees are not good candidates for retention and should be removed and replaced.

The final Tree Retention Plan is reflected in **Attachment 3**.

Tree Protection Fencing for Tree A and Trees # 787, 788 must be installed to City standard prior to demolition of the existing duplex and must remain in place until construction and landscaping on the site is completed.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit:

- A Contract with a Certified Arborist to supervise tree protection at all stages of construction. The Contract must include the proposed number of monitoring inspections and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- A security in the amount of \$2000 to ensure survival of Trees # 787 and 788 (reflects the 2:1 replacement tree ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the site is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one year later, subject to inspection, to ensure the trees have survived.

Based on the 2:1 tree replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 16 replacement trees are required. Due to the effort to be taken by the applicant to protect the trees in the rear yard and the limited available space remaining to accommodate replacement trees, staff recommend that the required tree replacement be reduced to 10 trees. The applicant has agreed to planting and maintaining four (4) large replacement trees within the front yard of the site at development stage (i.e. 11 cm deciduous or 6 m high conifer), and contributing \$3000 to the City's Tree Compensation Fund prior to rezoning, in-lieu of planting the balance of replacement trees on-site (6 x \$500/tree).

Prior to final adoption of the rezoning bylaw, the applicant must submit a Site Plan for the proposed new duplex and a Landscape Plan prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be consistent with the design guidelines of the Arterial Road Policy, must include cross-section details for the rear yard landscape treatment, and must include the required four (4) replacement trees. The Landscape Security is required to ensure that the replacement trees will be planted and maintained, and the front yard of the site will be enhanced.

Conceptual Building Elevation Plan

A conceptual plan of the proposed east elevation of the new duplex (along No. 2 Road) was submitted by the applicant and is attached (**Attachment 4**). The proposed concept is consistent with other new-character dwellings being constructed across the city. At future development stage, a Building Permit must be obtained by the applicant and the final building design must comply with all City regulations.

Limitation to Two-unit Dwelling

To address concerns about the potential for the duplex to be converted to include illegal suites, the registration of a restrictive covenant on Title, limiting the property to a maximum of two (2) dwelling units will be required prior to rezoning.

Site Servicing & Vehicle Access

There are no servicing concerns or requirements with rezoning.

Prior to final adoption of the rezoning bylaw, the applicant is required to:

- Dedicate 6 m of property along the entire west property line of the subject site, for future extension of the rear lane established further north;
- Pay Engineering Improvement Charge of \$838 per linear metre of total lot width ($\$838 \times 24.97 \text{ m} = \$20,924.86$), in lieu of lane construction;
- Register a restrictive covenant on Title that would require a minimum 9 m front yard to enable on-site vehicle turnaround capability; and
- Register a restrictive covenant on Title that would require, upon redevelopment of the site with a new building, the existing two (2) driveway crossings to be removed and replaced with a single driveway crossing, to be located in the middle of the No. 2 Road frontage. The Landscape Plan required prior to rezoning will ensure that the front yard is enhanced and that the amount of paved surface is limited.

At Building Permit stage, the applicant is required to submit a Construction Traffic and Parking Management Plan to the satisfaction of the City's Transportation Division, and will also be responsible for completing the necessary service connection requirements identified by the City's Engineering Department. In addition, the removal of the existing two (2) driveway crossings and installation of the new single driveway crossing is to be done through a Work Order. The new single driveway crossing design must be approved by the City's Transportation Division and must be built as per City Engineering Specifications.

Analysis

This rezoning application has been reviewed on its own merit and in the context of the surrounding area. The following conditions make consideration of duplex zoning at this site supportable:

- There exists a mix of large, medium, and compact single detached dwellings in the immediate surrounding area, along with a newer duplex with a rear lane dedication further north.
- This rezoning application to duplex zoning eliminates the non-conforming status on the site and legitimizes the land use.
- The subject property is on a major arterial road, within walking distance of a Neighbourhood Service Centre at Blundell Centre (approximately 500 m away).

- Introduction of the rear lane in this area is a long term objective of the City. There is an operational lane that has been established to the north within this block of No. 2 Road. Prior to the lane extending south to the subject site, it would require the redevelopment of adjacent lots to the north. There are newer homes on these lots and the redevelopment potential of some of these lots is limited due to existing lot geometry. This will delay the completion of an operational lane within this block of No. 2 Road. However, by securing the rear lane dedication at the subject site prior to rezoning, it will assist with achieving the City's long term objective of an operational lane within this block in the future.
- Given the anticipated timeframe for the rear lane in this area to become fully operational, staff do not believe that requiring the proposed new duplex to be designed with rear-facing garages and a temporary driveway crossing to No. 2 Road is beneficial due to the amount of paved surface that would be required to accommodate the on-site vehicle circulation. Any new construction that would occur on-site after the rear lane is constructed would require vehicle access off the lane as per Bylaw 7222.

Financial Impact

None.

Conclusion

This rezoning application to legitimize an existing non-conforming land use and permit the development of a duplex on No. 2 Road complies with all applicable policies and land use designations contained within the OCP.

The list of rezoning considerations is included in **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

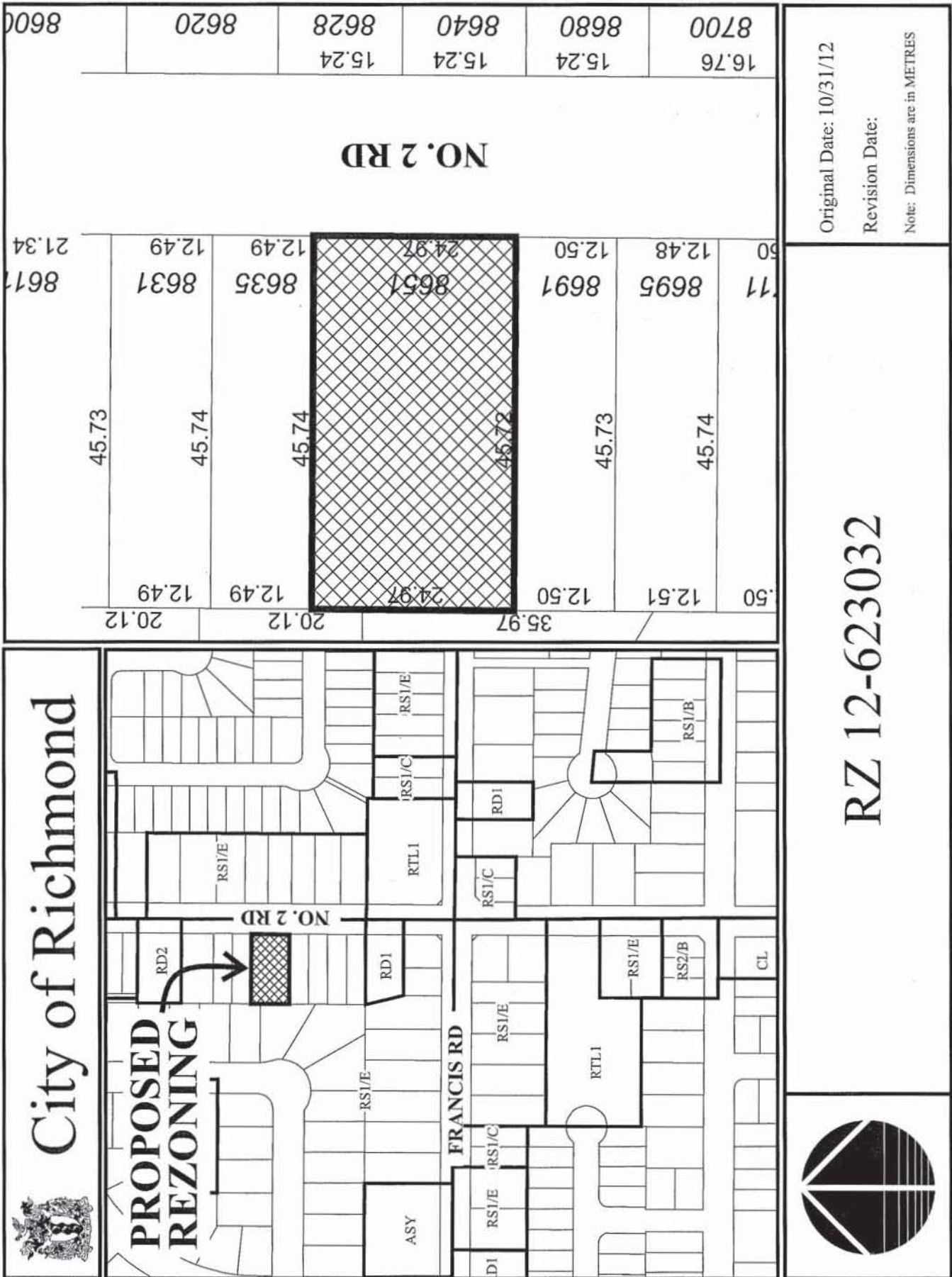
On this basis, staff recommends support for the application.

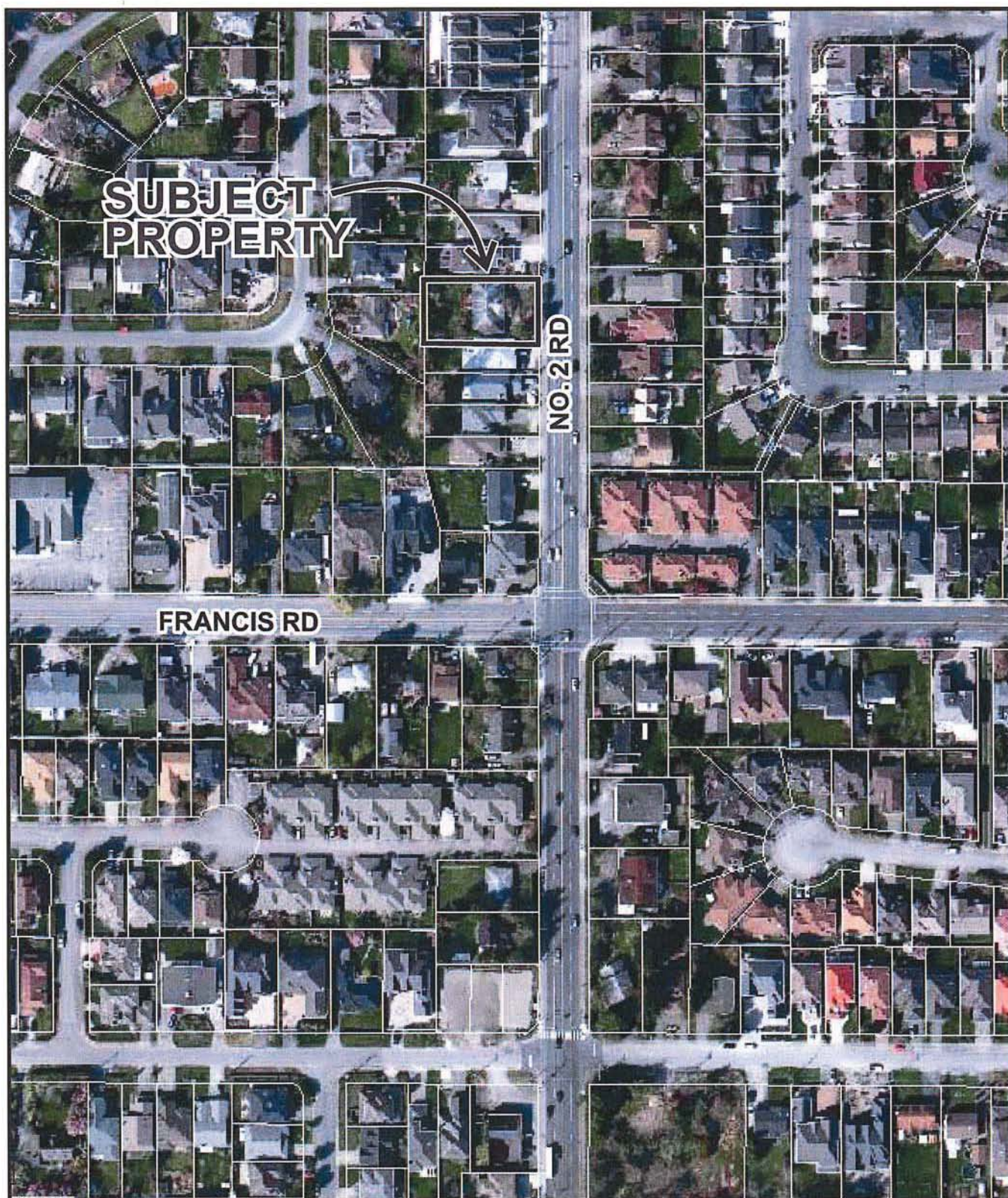


Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Tree Retention Plan
Attachment 4: Conceptual Building Elevation Plan
Attachment 5: Rezoning Considerations Concurrence





RZ 12-623032

Original Date: 10/31/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-623032

Attachment 2

Address: 8651/8671 No. 2 Road

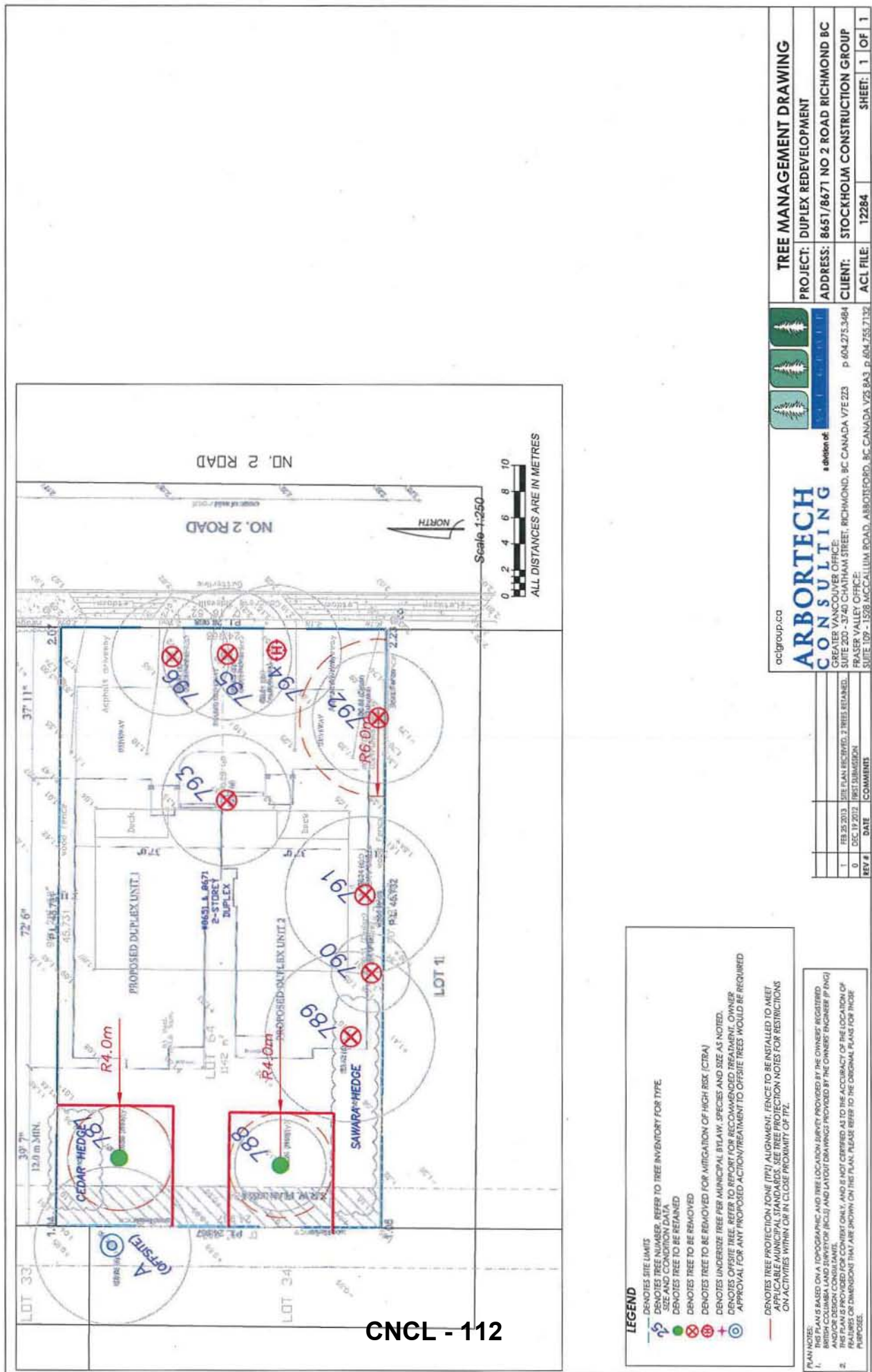
Applicant: Gursher S. Randhawa

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Kuldip Singh Sandhu Sohan Singh Kang Palwinder Kaur Randhawa	To be determined
Site Size (m²):	1142 m ² (12,292 ft ²)	After rear lane dedication (1142 m ² - 150 m ²) = approx. 992 m ² (10,678 ft ²)
Land Uses:	Existing non-conforming duplex	New duplex
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Two-Unit Dwellings (RD1)
Number of Units:	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 - up to 929 m ² ; plus 0.30 - balance of lot area.	Max. 0.55 x 929 m ² = 510.95 m ² Plus 0.30 x 213 m ² = 63.9 m ² Total: 575 m ²	none permitted
Lot Coverage:	Max. 45% - buildings Max. 70 % - buildings, structures and non-porous areas Min. 30% - live plant material	Max. 45% - buildings Max. 70 % - buildings, structures and non-porous areas Min. 30% - live plant material	None
Lot Area:	864 m ²	Approx 992 m ²	None
Setback – Front Yard (m):	Min. 9 m	Min. 9 m (with restrictive covenant)	None
Setback – Side Yard (m):	Min. 2 m	Min. 1.2 m	None
Setback – Rear Yard (m):	Min. 6 m	Min. 6 m	None
Height:	2 ½ storeys	2 ½ storeys	None

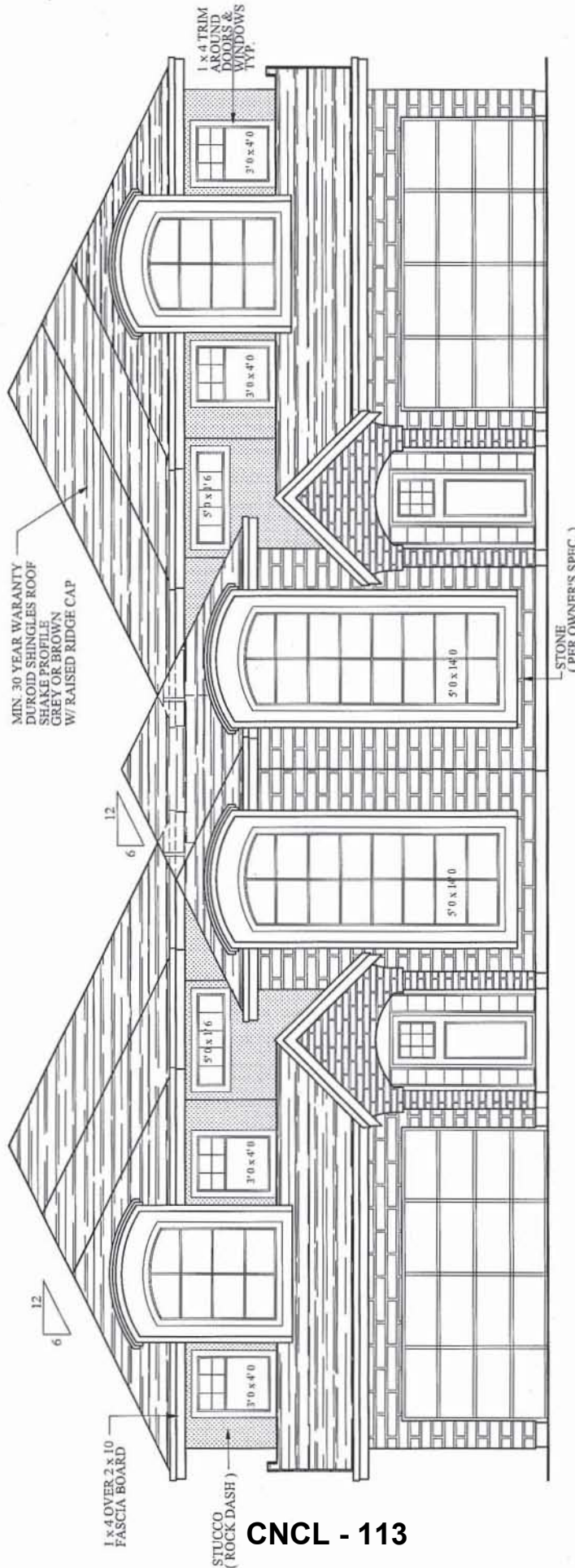
Other: Tree replacement compensation required for loss of bylaw-sized trees.



CNCL - 112

Conceptual Plan

At future Building
Permit stage,
all plans to comply
with City regulations.



FRONT ELEVATION

Feb 22



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8651/8671 No. 2 Road

File No.: RZ 12-623032

Prior to final adoption of Zoning Amendment Bylaw 8997, the following must be completed:

1. Dedication of 6 m of property along the entire west property line of the subject property.
2. 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 installation costs. The Landscape Plan 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 dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
 - include cross-section details for the rear yard landscape treatment; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	11 cm		6 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. City acceptance of the developer's offer to voluntarily contribute \$3,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$2,000 for the two (2) trees to be retained (Trees # 787 and 788). The City will release 90% of the security after construction and landscaping on the site is completed, inspections area approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.
6. Registration of a flood indemnity covenant on title.
7. Registration of a restrictive covenant on title that would require the existing two (2) driveway crossings to be removed and replaced with a single driveway crossing, to be located in the middle of the No. 2 Road frontage, should the site be redeveloped with a new building;
8. Registration of a restrictive covenant on title that would require a minimum 9 m front yard to enable on-site vehicle turnaround capability;
9. Payment of \$838 per linear metre of total lot width ($\$838 \times 24.97 \text{ m} = \$20,924.86$) for Engineering Improvement Charges, in lieu of lane construction.

Prior to Demolition Permit* issuance, the following is required to be completed:

- Installation of appropriate tree protection fencing to City standard around all trees to be retained as part of the development (Trees # 787, 788 on-site, and Tree A off-site). Tree protection fencing must remain in place until construction and landscaping on the site is completed.

Prior to Building Permit* Issuance, the following is required to be completed:

- Submission of a Construction Parking and Traffic Management Plan to the City's 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.
- Completion of the necessary service connection requirements identified by the City's Engineering Department.
- Removal of the existing two (2) driveway crossings and installation of the new single driveway crossing through a Work Order. The new single driveway crossing design must be approved by the City's Transportation Division and must be built as per City Engineering Specifications.
- Obtain a Building Permit 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.

[signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8997 (RZ 12-623032)
8651/8671 No. 2 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 **TWO-UNIT DWELLINGS (RD1)**.

P.I.D. 006-717-853

Lot 64 Section 24 Block 4 North Range 7 West New Westminster District Plan 32284

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8997"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

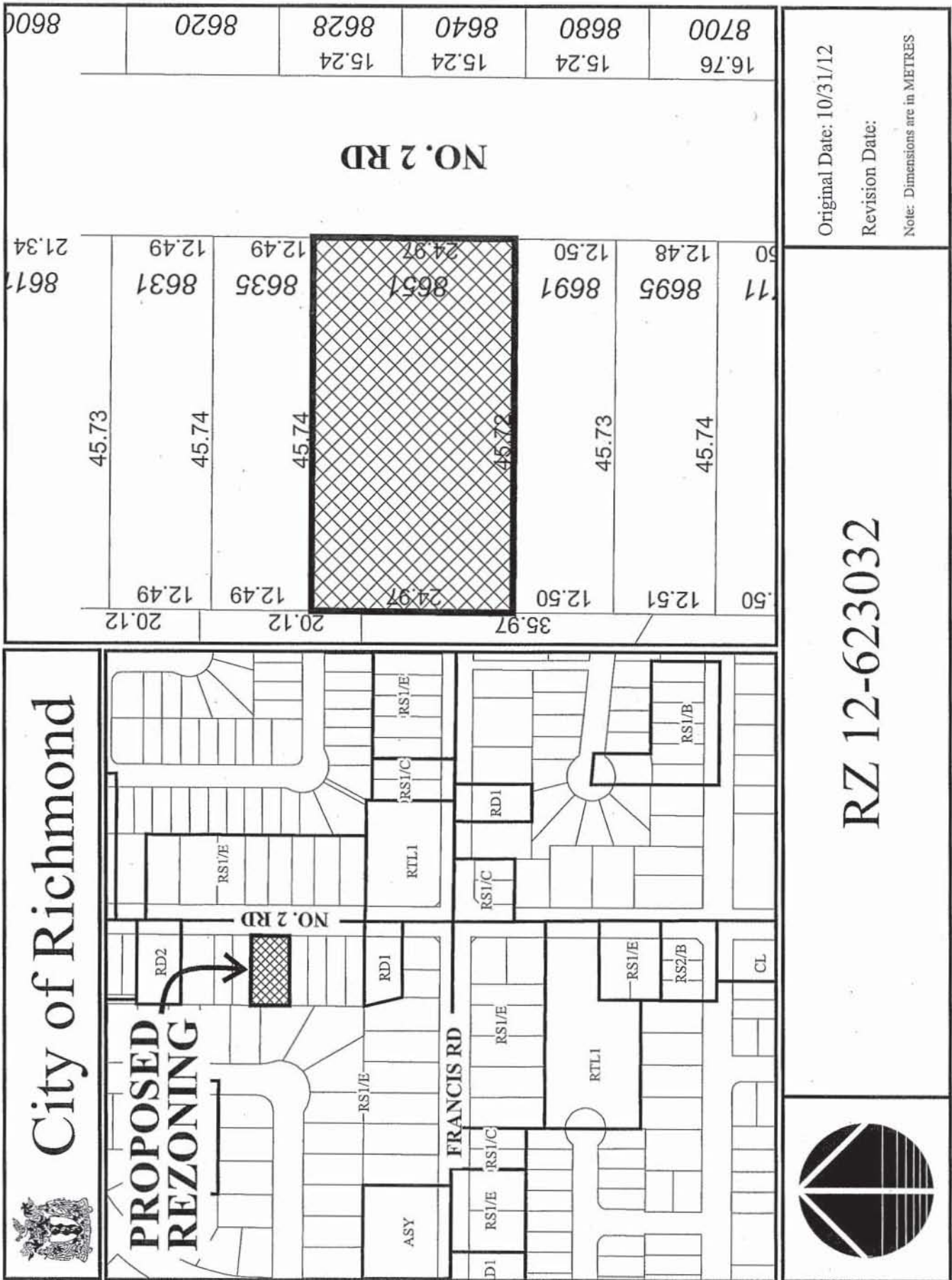
OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>HB</i>
APPROVED by Director or Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee Planning and Development Department

TO PLN - MAR. 19, 2013

To: Planning Committee
From: Wayne Craig
Director of Development

Date: February 28, 2013

File: RZ 12-605932


Re: Application by Frances S. Zukewich for Rezoning at 11351 No. 2 Road from
Single Detached (RS1/E) to Single Detached (RS2/C)

Staff Recommendation

That Bylaw 9006, for the rezoning of 11351 No. 2 Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Frances S. Zukewich has applied to the City of Richmond for permission to rezone 11351 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/C) in order to permit the property to be subdivided into two (2) single-family residential lots with a shared vehicle access off No. 2 Road.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

To the North: Single-family dwellings on lots zoned Single Detached (RS1/E);

To the East: Across No. 2 Road, large sites zoned Agriculture (AG) in Agriculture Land Reserve;

To the South: A duplex on a lot zoned Two-Unit Dwellings (RD1) and then single-family dwellings on lots zoned Single Detached (RS1/E); and

To the West: Single-family dwellings on lots zoned Single Detached (RS1/E) fronting Egret Court.

Related Policies & Studies

Steveston Area Plan

The subject property is located within the Steveston Area Plan, Schedule 2.4 of the Official Community Plan (OCP). The Land Use Map in the Steveston Area Plan designates the subject property for "Single-Family".

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 Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$5,735.00). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be 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. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lots without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site.

Staff received a letter from the adjacent property owners to the west at 5960 Egret Court, stating that they have no objection to the proposed subdivision at 11351 No. 2 Road. 5960 Egret Court is the only property on Egret Court that shares a common property line with the subject site.

Staff also received a letter from the property owners at 5951 Egret Court expressing their opposition to the proposed rezoning application. A list of concerns is provided below, along with City staff responses in *italics*:

1. The proposed rezoning and subdivision would allow two (2) new homes with secondary suites. Four (4) units on this site would increase traffic movements and congestion along No. 2 Road.

Transportation Division staff have reviewed the proposal. The proposed subdivision will result in a manageable increase in traffic generation compared to the existing single-family house. It is anticipated this increase will on average result in just two (2) additional vehicles per hour during the morning and afternoon peak period. This marginal increase is expected to have minimal impact to the surrounding road system as it translates to just one (1) additional car every 30 minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets.

In addition, the applicant has advised that no secondary suites are proposed (hence voluntary cash contribution for affordable housing); the proposed subdivision will create two (2) lots with two (2) units in total, not four (4) units. Furthermore, there is no net increase in driveways. A larger front yard setback is also required under the proposed RS2/C zone to facilitate on-site turnaround.

2. The proposed lot sizes would be smaller than the neighbourhood average and would look out of place compared to the remainder of the streetscape.

The width of the lots on the west side of No. 2 Road ranges from 15.24 m (50 ft.) to 21.34 m (70 ft.). The adjacent duplex lot to the south of the subject site may be rezoned and subdivided into two (2) 12 m (39 ft.) wide lots based on current City policy. The proposed 13.71 m (45 ft.) wide lot would add to the lot width variety on this block. Discussion on Neighbourhood Character is provided in the "Analysis" section.

3. The proposed development would be in contrary to the wish of the property owners in the Westwind Subdivision to maintain the existing larger lot sizes in the area.

It is noted that an application was submitted in 2002 (RZ 02-219330) to rezone and subdivide 11851 No. 2 Road (at the southwest corner of No. 2 Road and Kittiwake Drive) into two (2) small lots (approximately 10.0 m or 33 ft. wide) with access via a new back lane parallel to No. 2 Road. Considerable objection from the property owners on No. 2 Road and the Westwind Subdivision was received with regard to the proposed lane establishment. The application was then withdrawn by the applicant after the Public Hearing for that proposal.

With regards to the subject development application, no lane establishment is being proposed. If approved, access to the future single-family lots would be via a shared access from No. 2 Road. In addition, the proposed lot width (approximately 13.71 m or 45 ft.) is more comparable to the existing lot widths along this block of No. 2 Road than the 10 m (33 ft.) wide lots as previously proposed at 11851 No. 2 Road. Discussion on Neighbourhood Character is provided in the "Analysis" section.

4. The raise of site grade at the development site to meet the minimum flood construction level with respect to No. 2 Road would create a drainage problem along the abutting lower properties.

Regardless of the rezoning application, any new house on the subject property would be required to meet the flood construction levels in the Flood Management Bylaw. Perimeter drainage will be required at the Building Permit stage.

5. Any new homes built (which could be 2-½ storey high) on the proposed development site (with a higher minimum flood construction level) would tower over the adjacent properties and reduce privacy of the neighbouring homes.

The provisions related to rear yard setback and building height are exactly the same between the Single Detached (RS1/E) and the Single Detached (RS2/C) zones. Under the existing RS1/E zoning, a 2-½ storey house totalling approximately 418 m² (4,500 ft²), not including a 50 m² (538 ft²) garage, could be built at 11351 No. 2 Road. The property owners to the immediate west of the development site have no objection to the proposed 2-lot subdivision. Impact on other nearby properties in terms of privacy loss, due to the proposed subdivision, should be nominal.

6. The encroachment of density and decrease in ambience to the neighbourhood would decrease property value.

There is no indication that new subdivision would decrease property value in the neighbourhood.

Staff CommentsTree Preservation and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation staff have reviewed the Arborist Report and concurred with the recommendations made by the Arborist. Although there is no bylaw-sized tree on site, a minimum of six (6) new trees (3 per new lot) are recommended to meet the objective of developing a sustainable urban forest.

There are three (3) trees located on the adjacent property to the west (5960 Egret Court) and to the south (11371 No. 2 Road). These trees are to be retained and protected as per Arborist Report recommendations (see Tree Protection Plan in **Attachment 3**). Tree protection fencing is required to be installed to City standards prior to any demolition and/or 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 is required prior to final adoption of the rezoning bylaw.

Agricultural Advisory Committee

This rezoning application was reviewed by the Agricultural Advisory Committee (ACC) on February 13, 2013 and the Committee passed a motion to "support the proposed redevelopment as presented to the AAC".

Registration of a restrictive covenant to identify the buffer area along the front property line is required to prevent the removal of the buffer landscaping. In response to questions of the AAC, the legal agreement would also indicate that the property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.

In order to ensure that this landscape buffer work is undertaken and the replacement trees are planted, the applicant has submitted a landscape plan (**Attachment 4**) and agreed to provide a landscape security in the amount of \$9,770.00 prior to final adoption of the rezoning bylaw.

Site Servicing and Subdivision

No servicing concerns. A Restrictive Access Covenant is required to ensure vehicular access to the future lots is via a single shared driveway crossing, and driveways are designed to allow vehicles to turn around on-site, which will also require a Cross-Access Easement at subdivision.

At the subdivision stage, the developer will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. Also, a statutory utility right-of-way along the entire No. 2 Road frontage may be required to accommodate Storm Inspection Chambers and Water Meter boxes etc.

Analysis

The subject application is being brought forward for consideration based on site-specific factors.

Redevelopment Potential

In determining the appropriate form of redevelopment for the subject site, it is important to understand how the surrounding lots are likely to change in the future.

- The east side of No. 2 Road between Steveston Highway and Great West Cannery Park is within the boundary of Agricultural Land Reserve; therefore, no redevelopment potential.
- The west side of No. 2 Road between Steveston Highway and Moncton Street is not included in the Arterial Road Policy; therefore, no redevelopment potential for either compact lot or multiple-family developments.
- The adjacent property to the south at 11371/11391 No. 2 Road is zoned Two-Unit Dwellings (RD1) and has an existing duplex on the property. It is the City's policy to consider the rezoning and subdivision of duplex-zoned lots into no more than two (2) single-family residential lots. If this lot is subdivided, each future lot will be approximately 452 m² (4,865 ft.²) in size and 12.15 m (39.86 ft.) in width. The appropriate zoning for this future development would be Single Detached (RS2/B).

Neighbourhood Character

- The lots on the west side of No. 2 Road between Steveston Highway and Kittiwake Drive have lot areas ranging from 557 m² (6,000 ft²) to 780 m² (8,400 ft²) and lot frontage ranging from 15.24 m (50 ft.) to 21.34 m (70 ft.).
- Under the existing zoning, the subject site would remain as one (1) large 1,002 m² (10,784 ft²) lot with a frontage of 27.43 m (90 ft.). This is the largest and widest lot on the west side of No. 2 Road between Steveston Highway and Moncton Street.
- With a rezoning to Single Detached (RS2/C), the subject lot would be able to subdivide into two (2) lots each approximately 501 m² (5,400 ft²) in size and 13.71 m (45 ft.) in width (**Attachment 5**). The lot size would be slightly smaller than the minimum lot size required under the current Single Detached (RS1/E) zone, which is 550 m² (5,920 ft²). The lot width would be between the lot width of the potential lots at 11371/11391 No. 2 Road (at 12.15 m or 40 ft.) and the existing non-conforming Single Detached (RS1/E) lots on the same block (at 15.24 m or 50 ft.).
- No other lots (except for 11371/11391 No. 2 Road) between Steveston Highway and Moncton Street would be large and wide enough to be subdivided under Single Detached (RS2/C) or Single Detached (RS2/B) on their own (i.e., approving this rezoning application would not create a precedent).

Front Access Development

The development of front access single-family lots on arterial roads is not considered an appropriate development solution in the majority of cases due to concerns related to traffic operation and aesthetics. However, in this particular case, an exception is being considered for the following reasons:

1. The property is located on a local arterial road (versus major arterial);
2. Only one (1) shared vehicle access will be provided for the future lots to limit vehicle access. The shared vehicle access will be secured through the registration of a cross-access agreement;
3. Adequate space in the front yard is provided for the shared access and driveways with turn-around capability (a 9.0 m or 29 ft. front yard setback is required under the provision of Single Detached (RS2/C) where a lot is intended to be serviced by a driveway accessing a section line road); and
4. A landscape plan has been submitted to ensure adequate landscaping will be planted in the front yard (**Attachment 4**). The applicant has agreed to provide a landscaping security to ensure the landscaping works will be undertaken.

Proposed Development

Staff support the proposed development to rezone and subdivide 11351 No. 2 Road based on its own merits for the following reasons:

1. The only other redevelopment potential on this block is the adjacent duplex which could be rezoned and subdivided into two (2) narrower lots. The proposed development could be considered a transition development between the future narrow lots (RS2/B - 12 m or 39 ft. wide) to the south and the existing standard RS1/E lots to the north.
2. Since there are a number of non-conforming RS1/E lots with lot frontage as narrow as 15.24 m (50 ft.) on this block; the proposed 13.71 m (45 ft.) wide lots would not appear to be out of place.
3. An ALR Buffer will be provided along the No. 2 Road frontage. The required landscape plan will give the City more control on the landscaping along the road frontage. In addition, the required restrictive covenant will prevent the removal of the buffer landscaping and will help to alert future owners of the properties that agricultural land is located across the street.
4. With the proposed RS2/C zoning, a 9.0 m (29 ft.) front yard setback is required to provide turnaround capability on-site. This will reduce the occasion where vehicles have to back out to an arterial road.

5. There is no net increase in access driveways onto No. 2 Road since a single shared access to the future lots is required.

Financial Impact or Economic Impact

None.

Conclusion

The proposed rezoning and subsequent subdivision of the property is an in-fill project that will result in a corresponding smaller building form and denser lot pattern. The applicant has agreed to all of the rezoning consideration items (**Attachment 6**) to ensure an orderly development. On this basis, staff recommend that rezoning application be approved.



Edwin Lee
Planning Technician – Design
(604-276-4121)

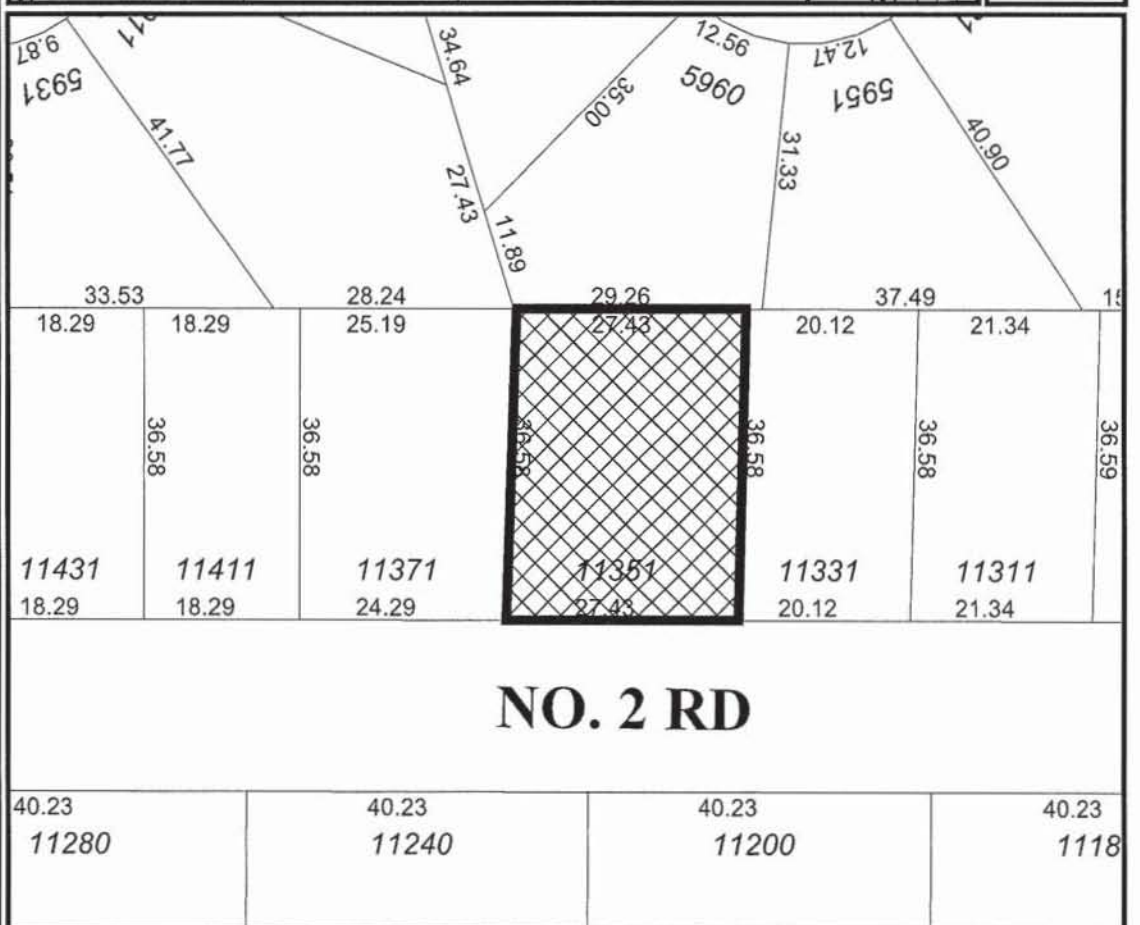
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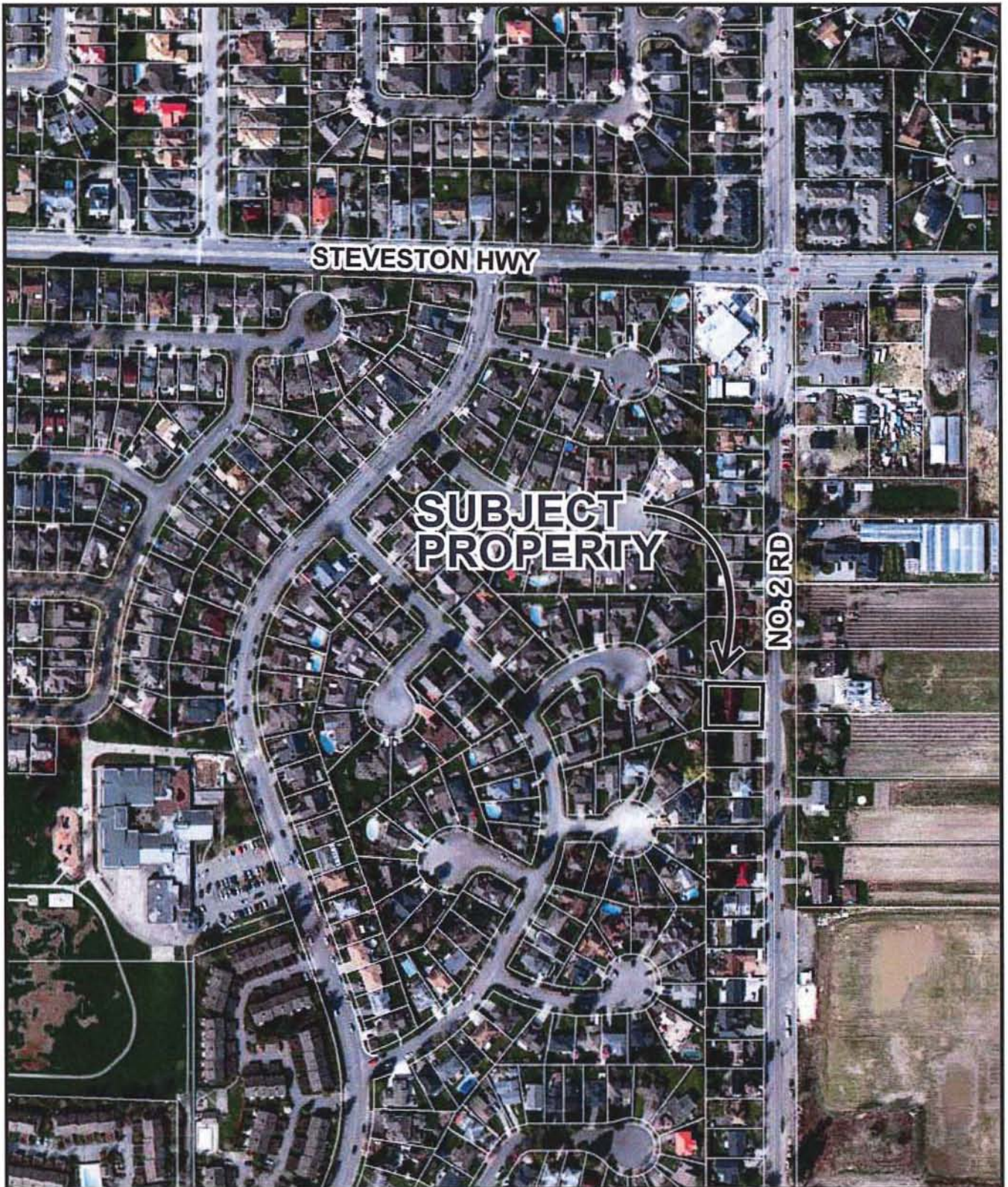
- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Protection Plan
- Attachment 4: Landscape Plan
- Attachment 5: Preliminary Site Plan and Street Elevations
- Attachment 6: Rezoning Considerations Concurrence



RZ 12-605932

Original Date: 05/03/12
Revision Date: 03/06/13
Note: Dimensions are in METRES





RZ 12-605932

Original Date: 05/03/12

Amended Date: 03/06/13

Note: Dimensions are in METRES



RZ 12-605932

Attachment 2

Address: 11351 No. 2 Road

Applicant: Frances S. Zukewich

Planning Area(s): Steveston (OCP Schedule 2.4)

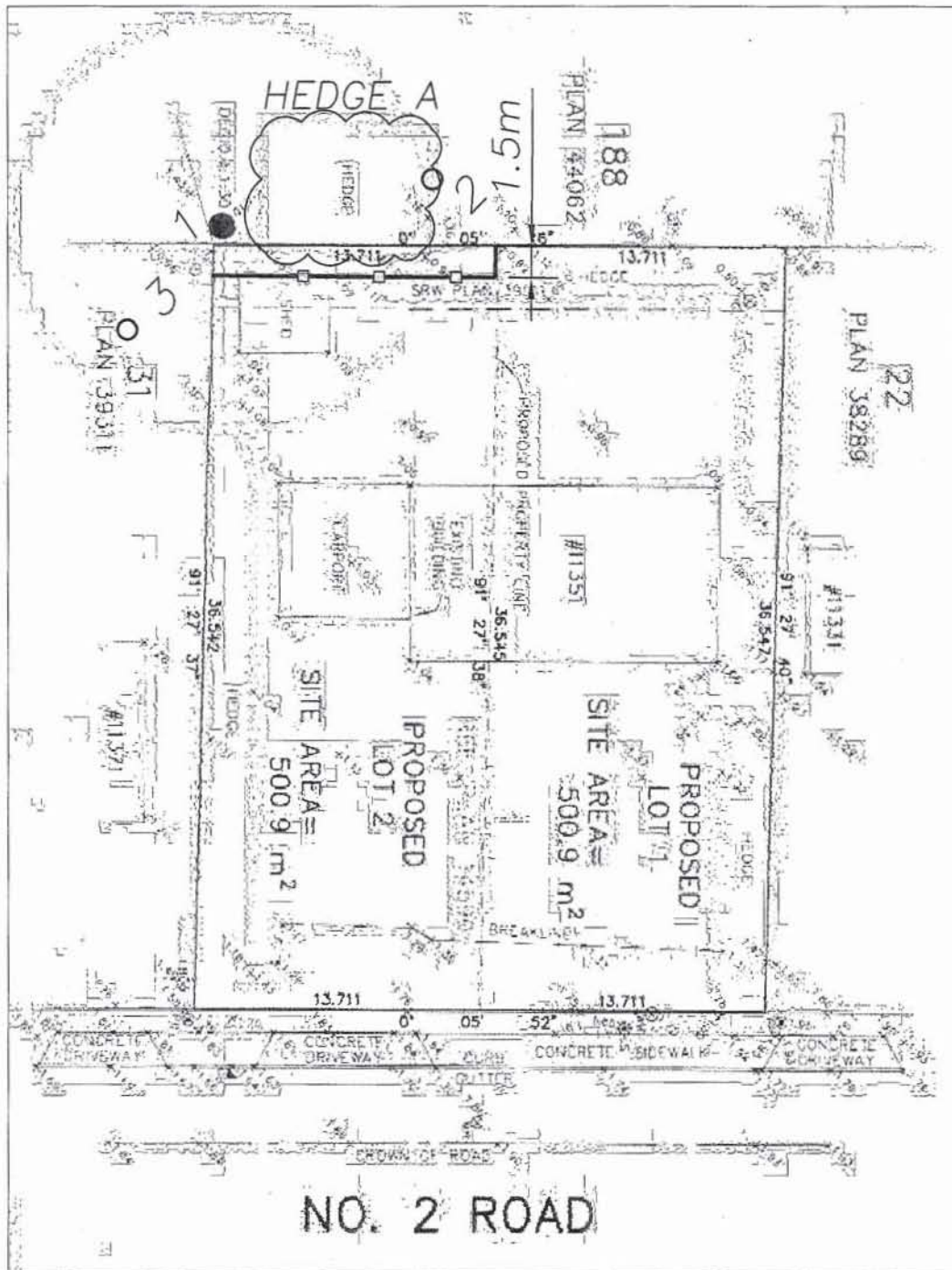
	Existing	Proposed
Owner:	Frances S. Zukewich	No Change
Site Size (m²):	1,002 m ² (10,784 ft ²)	501 m ² (5,392 ft ²)
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	2041 OCP Land Use Map: Neighbourhood Residential	No Change
Area Plan Designation:	Steveston Area Plan: Single-Family	No Change
702 Policy Designation:	n/a	No Change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/C)
Number of Units:	1	2
Other Designations:	n/a	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45 %	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front Yard (m):	Min. 9 m	Min. 9 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Rear Yard (m):	Min. 6.0 m	Min. 6.0 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Size:	Min. 360 m ²	501 m ²	none
Lot Width:	Min. 13.5 m	13.71 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

FIGURE 1

ATTACHMENT 3



Scale NTS

CNCL - 129

ACL
arbortech consulting ltd
Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3
P 604 275 3484 F 604 275 9554
email: trees@arbortech.bc.ca

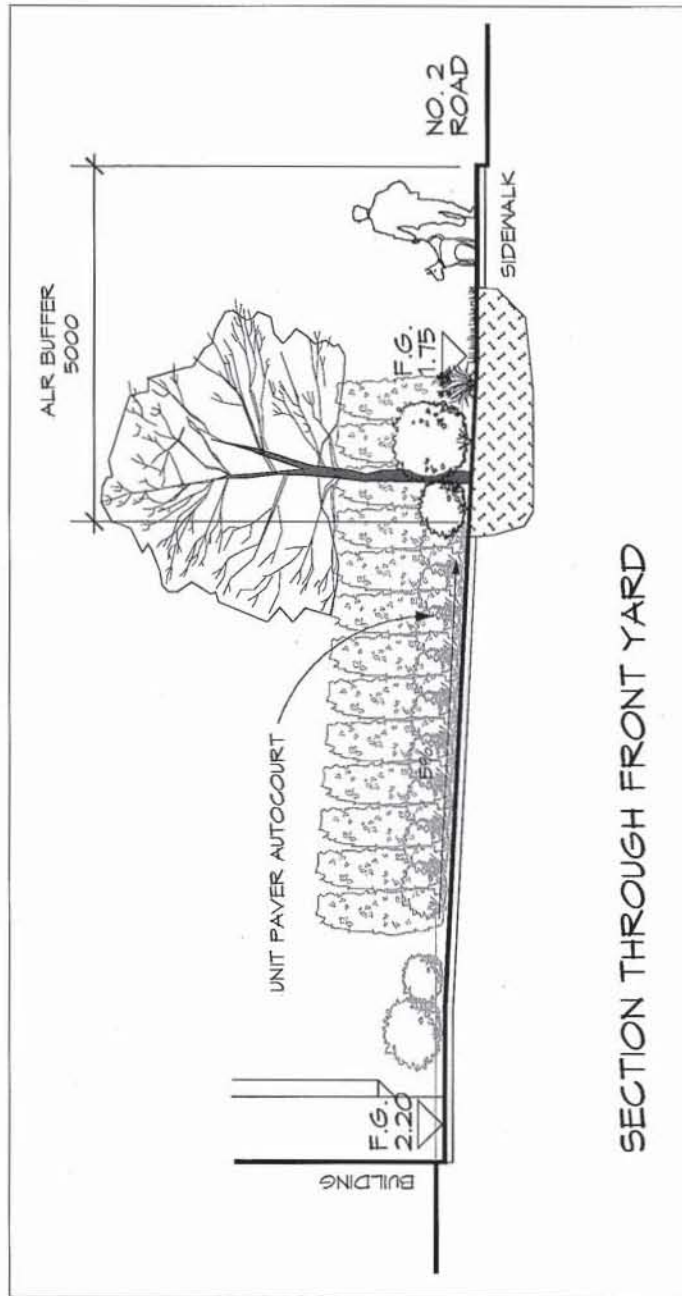
5244 Prince Edward St.
Vancouver, BC V5W 2X5

11351 NO. 2 ROAD
RICHMOND, BC

REZONING APPLICATION
SCALE: 1:200
DATE: 26 FEB 2013

5





SECTION THROUGH FRONT YARD

ALR BUFFER:

THE PLANTED LANDSCAPE BUFFER ALONG NO. 2 ROAD IS TO BE A MINIMUM OF 5M WIDE, MEASURED FROM THE BACK OF THE CURB. THIS BUFFER IS TO CONTAIN THE COMBINATION OF TREES AND SHRUBS INDICATED ON THE PLAN. OVER TIME, THIS BUFFER WILL CREATE A 4 FT. HIGH SCREEN BETWEEN THIS PROPERTY AND THE ALR LAND ACROSS THE STREET.

VIEWPOINT
LANDSCAPE ARCHITECTS

5244 Prince Edward St.
Vancouver, BC V5W 2X5
tel: 604-669-3201
fax: 604-669-3278

LANDSCAPE SECTION

11351 NO. 2 ROAD
RICHMOND, BC

REZONING APPLICATION
SCALE: 1:100
DATE: 26 FEB 2013

L2

PLANT LIST & NOTES

 REZONING APPLICATION
 SCALE: N.T.S.
 DATE: 26 FEB 2013

L3

NOTES:



















1. ALL PLANTS, PLANTING, SOIL DEPTHS ETC., TO MEET OR EXCEED THE B.C. LANDSCAPE STANDARD, LATEST EDITION
2. ALL IMPORTED SOIL SHALL BE PRE-TESTED FOR TEXTURAL ANALYSIS & NUTRIENTS. SUBMIT SUPPLIER'S CURRENT SOIL ANALYSIS REPORT TO LANDSCAPE CONSULTANT FOR PRE-APPROVAL PRIOR TO DELIVERY TO SITE.
3. SOIL DEPTHS SHALL BE AS FOLLOWS:
 LAWN: 4" - 6" IN. DEPTH OF 50/50 SAND SOIL TURF BLEND
 SHRUBS: 9" - 12" IN. DEPTH OF GARDEN OR PLANTING MIX
 TREES: 1 CU. YD / TREE. ALL TREES TO BE STAKED FOR ONE YEAR.
4. ALL SHRUBS TO BE LINED UP &/OR GROUPED AS SHOWN ON DRAWINGS.
5. ANY PROPOSED PLANT SUBSTITUTIONS TO BE PRE-APPROVED BY LANDSCAPE CONSULTANT PRIOR TO DELIVERY TO SITE.
6. GRAVEL PAVING & GRAVEL MAINTENANCE STRIPS, INSTALL 4" IN. DEPTH OF 3/4" IN. DRAIN ROCK OVER PERMEABLE LANDSCAPE FABRIC (NO PLASTIC) / CONTAIN WITH 2 X 4 IN. P.T. / FOOD EDGERS STAKED IN PLACE.
7. SEE TREE RETENTION PLAN BELOW FOR TREE PROTECTION REQUIREMENTS.

TREE RETENTION PLAN:

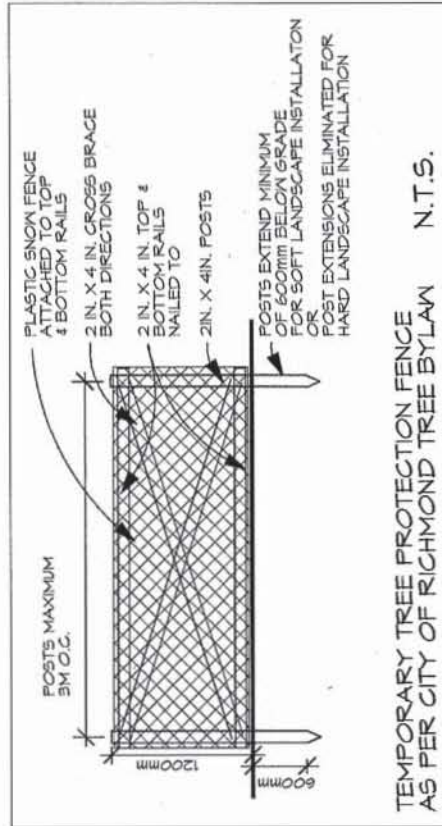
1. REFER TO ARBORIST'S REPORT PREPARED BY ARBORTECH CONSULTING LTD. FOR PROTECTION OF TREE NO. 1, NEIGHBOUR'S GIANT SEQUOIA TREE
2. ESTABLISH 1500MM SETBACK FROM THE NEAREST PROPERTY LINE OF THE SOUTHERN LOT (BLDG. NO. 2). ALL WORK NEAR THE 1500 SETBACK SHALL BE UNDERTAKEN WITH THE TREE PROTECTION FENCE INSTALLED AS SHOWN / DETAILED.
3. CONTACT THE PROJECT ARBORIST TO SUPERVISE DEMOLITION OF EXISTING SHED, ESCAVATION OF OVERBURDEN, & INSTALLATION OF NEW RETAINING WALL & PERIMETER DRAINAGE.
4. TO PROTECT RETAINED TREES & SHRUBS FROM POTENTIAL CONSTRUCTION DAMAGE, TREES MUST REMAIN FENCED. DIRECT MECHANICAL DAMAGE TO TRUNKS, LIMBS OR ROOTS MUST BE REPAIRED. TREES MAY DIE AS A RESULT OF FENCING, WORK ROOT LOSS OR DAMAGE.
5. MAINTAIN PROTECTIVE FENCES IN GOOD CONDITION UNTIL SUBSTANTIAL COMPLETION OF THE PROJECT. REMOVE FENCES IMMEDIATELY AFTER PROJECT COMPLETION.
6. UNDERGROUND SERVICES INCLUDING IRRIGATION LINES, DRAINAGE PIPES OR SWALES OR GRADING SHALL NOT CAUSE ANY GRADE CHANGES WITHIN THE TREE PROTECTION AREA.
7. VEHICLES MAY NOT PASS WITHIN THE RETENTION ZONES. NO SOIL, SPILL, AGGREGATE, CONSTRUCTION SUPPLIES, CONSTRUCTION MATERIALS, OR WASTE MATERIALS MAY BE DEPOSITED WITHIN RETENTION ZONES.
8. TREES DAMAGED BY THE CONTRACTOR MUST BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S COST.

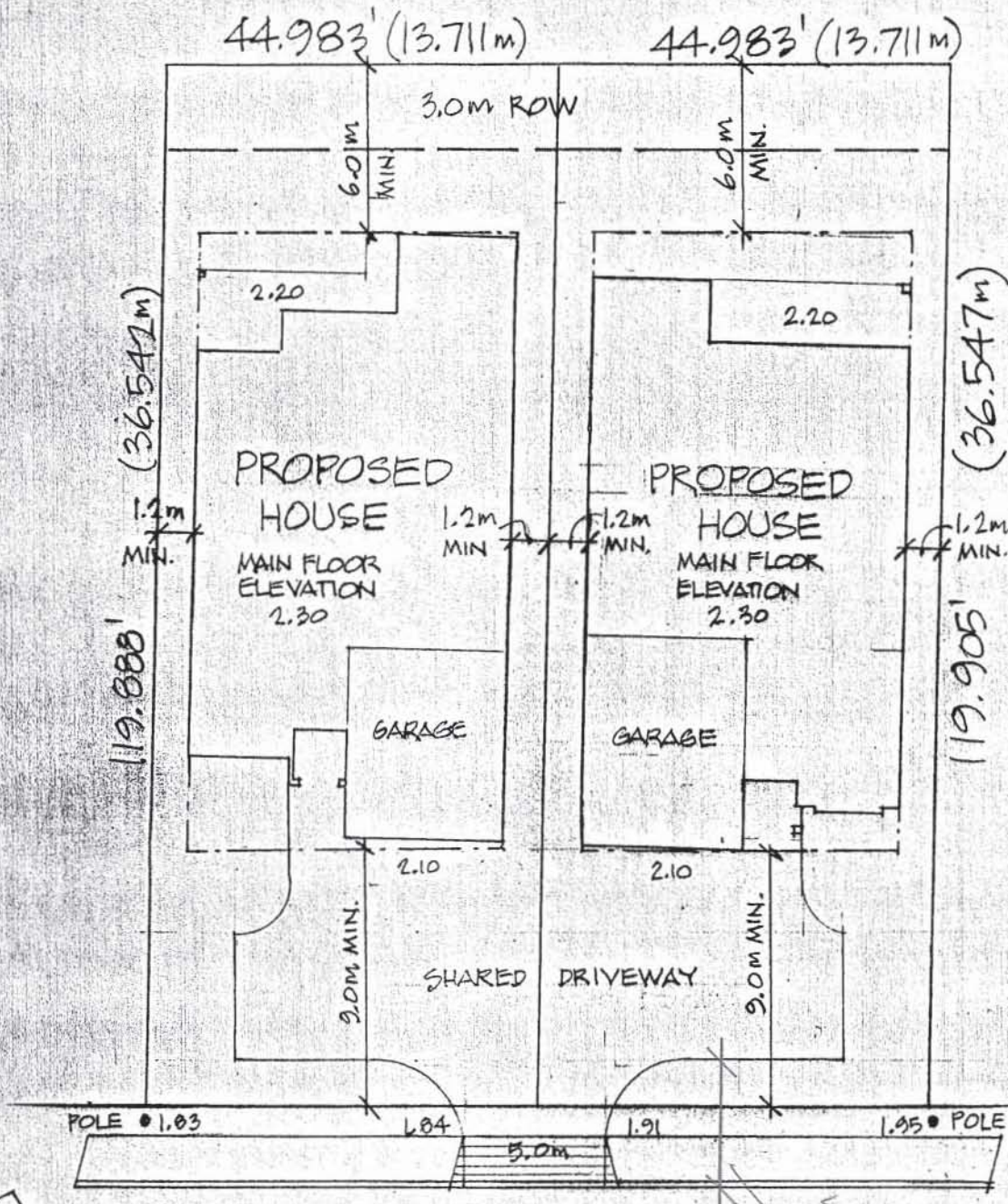
PERMEABILITY CALCULATION:

Item	Square Meters	Percentage
Lot Size / Site Area	1,000	100%
Impermeable: Building Area & Paving	680	68%
Permeable: Planting, Lawn & Gravel Area	300	30%

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE & SPACING
	1	Acer rubrum 'Armstrong'	Armstrong Maple	B4B, 5 cm cal.
	2	Acer palmatum 'Bloodgood'	Red Japanese Maple	B4B, 3.0m high, good form
	1	Liquidambar styraciflua	Sweet Gum	B4B, 5 cm cal.
	2	Picea abies	Norway Spruce	B4B, 3.0m high at planting
SHRUBS				
	7	Helictotrichon sempervirens	Blue Cat Grass	No. 2 Pot, 60cm o.c.
	45	Hemerocallis 'Stella d'Oro'	Yellow Repeat Day Lily	No. 1 Pot, 45cm o.c.
	1	Hibiscus syriacus 'Blue Bird'	Blue Hibiscus	No. 3 Pot, good form
	4	Leucothoe axillaris	Coastal Leucothoe	No. 3 Pot, good form
	25	Malonia nervosa	Oregon Grape	No. 2 Pot, 60cm o.c.
	12	Pinus mugo pumilio	Dwarf Mugo Pine	No. 3 Pot, 45cm o.c.
	17	Prunus laurocerasus 'Otto Luyken'	Otto Luyken English Laurel	No. 2 Pot, 75cm o.c.
	4	Rhododendron 'Capistrano'	Medium Yellow Rhododendron	No. 3 Pot, 90cm o.c.
	10	Rhododendron 'Gomer Waterer'	Medium Pink Rhododendron	No. 3 Pot, 90cm o.c.
	4	Rhododendron 'pink Princess'	Medium Pink Rhododendron	No. 2 Pot, 90cm o.c.
	10	Sarcococca hookerana 'Humilis'	Himalayan Sweet Box	No. 1 Pot, 60cm o.c.
	6	Skimmia reevesiana	Dwarf Skimmia	No. 2 Pot, 75cm o.c.
	2	Viburnum plicatum 'Variegatum'	Marie's Double File Viburnum	No. 3 Pot, good form
	36	Thuja occidentalis 'Smaragd'	Emerald Cedar	B4B, 1.2m high

PLANT LIST





#11351

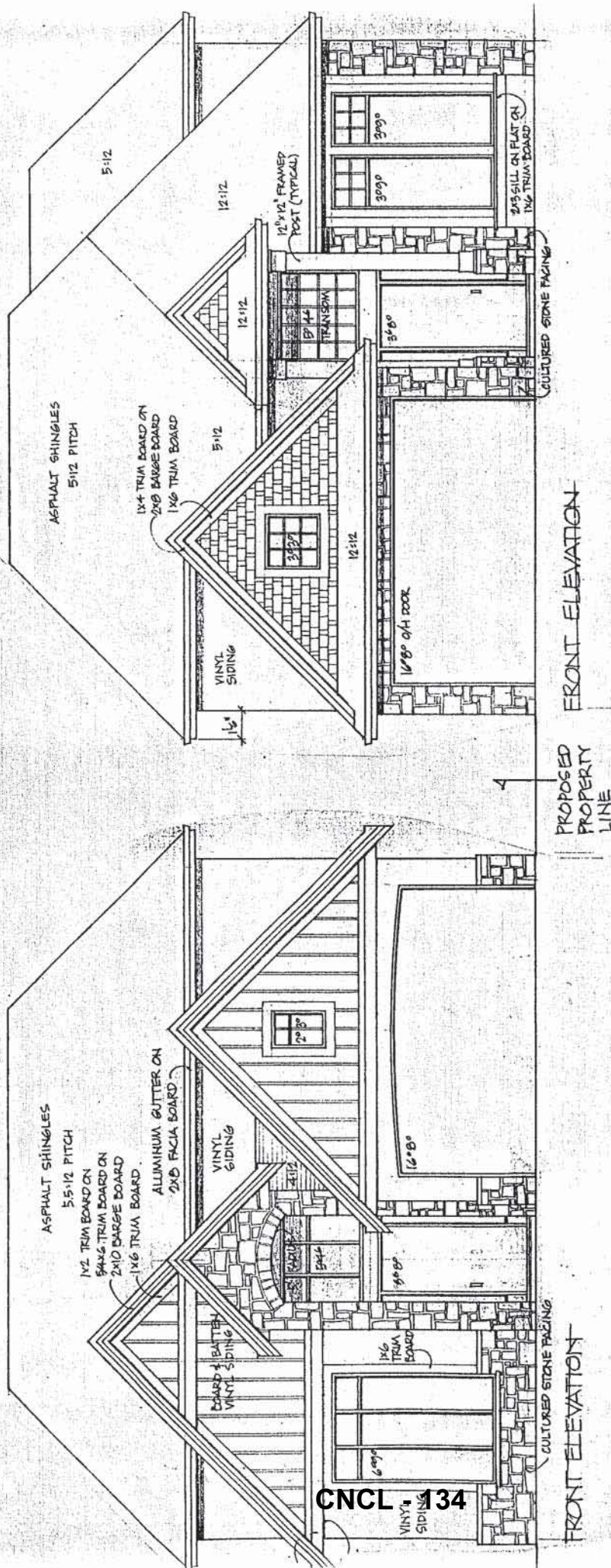
NUMBER TWO ROAD

CROWN OF ROAD 1.93

PROPOSED SUBDIVISION FOR ZUKEWICH
AT #11351 N2 TWO ROAD, RICHMOND B.C.

DRAWN: DECEMBER 14, 2012 BY: LYNDE DESIGNS LTD. PHONE 604 275 8085

CONCEPTUAL ELEVATIONS



CNCL - 134

DRAWING TO ACCOMPANY PROPOSED SUBDIVISION FOR ZUKEWICH
AT #11351 NE TWO ROAD, RICHMOND B.C.

DRAWN NOVEMBER 16, 2012 BY LYNDE DESIGNS LTD. PHONE 604 275 8085



Address: 11351 No. 2 Road

File No.: RZ12-605932

Prior to final adoption of Zoning Amendment Bylaw 9006, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on title to identify the Agriculture Land Reserve (ALR) buffer area (5.0 m wide, measured from the back of curb), to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed, and to indicate that the subject property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.
3. Registration of a restrictive covenant that requires the implementation of one (1) shared driveway for the future two (2) lot subdivision.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone on site for protected trees on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Landscaping Security to the City of Richmond in the amount of \$9,770.00 for the landscape works as per the landscape plan attached to the report (**Attachment 4**).
6. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$ 5,735.00) to the City's Affordable Housing Reserve Fund.

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 proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to approval of Subdivision, the applicant is required to do the following:

7. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.
8. Registration of a Cross-Access Easement/Agreement as directed by the Approving Officer to permit vehicles to cross property lines as they enter or exit their properties via a single-shared driveway.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[signed copy on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9006 (RZ 12-605932)
11351 No. 2 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/C)**.

P.I.D. 004-682-262

Parcel One (Reference Pln 14590) of Lot "A" Section 1 Block 3 North Range 7 West New Westminster District Plan 4974

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9006"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>HB</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER

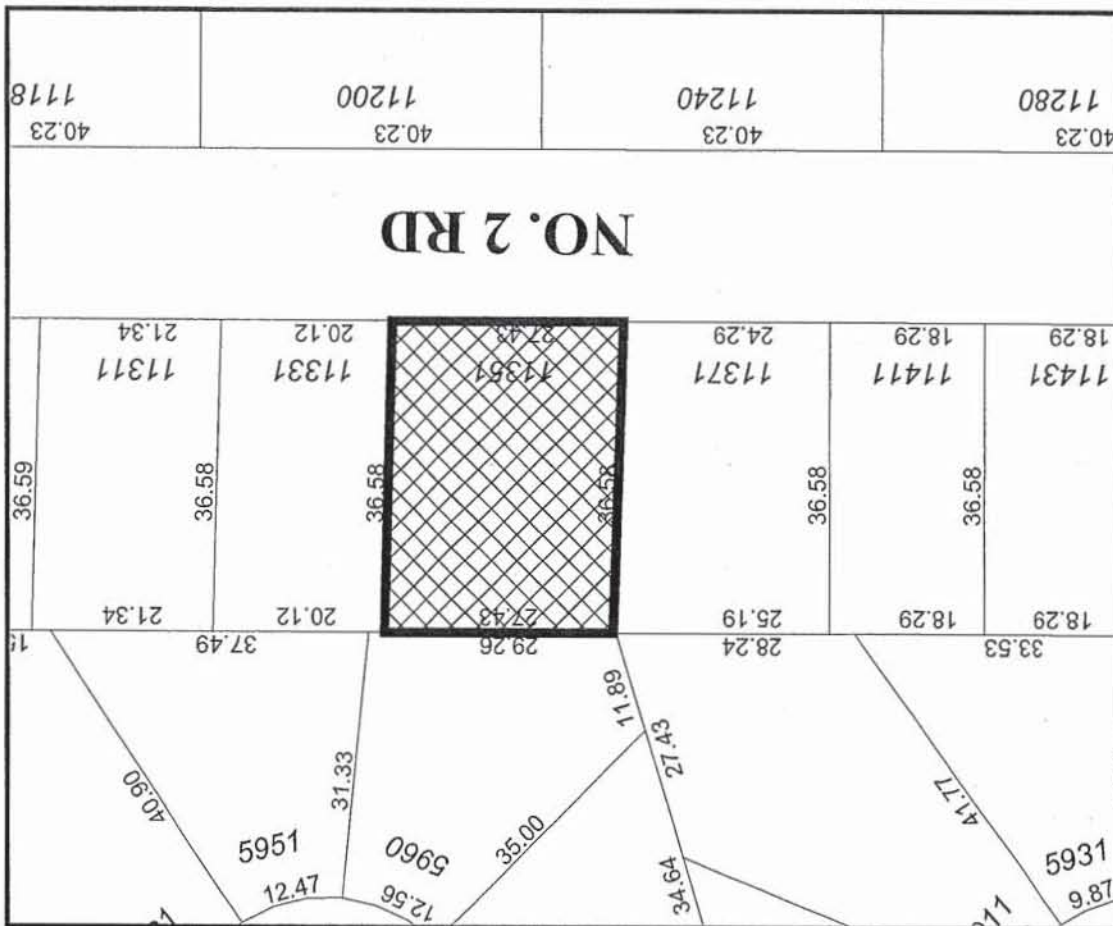
RZ 12-605932



Original Date: 05/03/12

Revision Date: 03/06/13

Note: Dimensions are in METRES



City of Richmond



City of Richmond

Report to Committee

TO PWT - NOV. 20, 2013

To: Public Works and Transportation Committee

Date: February 19, 2013

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

File: 01-0150-20-ICBC1-
01/2013-Vol 01

Re: ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED
PROJECTS FOR 2013

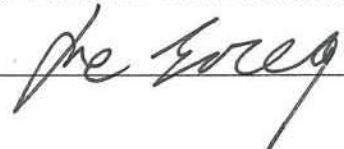


Staff Recommendation

1. That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2013 *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 2013 Capital Plan and 5-Year (2013-2017) Financial Plan be amended accordingly.

Victor Wei

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

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
RCMP	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At the May 28, 2012 regular Council meeting, Council endorsed a number of proposed joint ICBC-City of Richmond road safety improvement projects for 2012. This report summarizes the projects implemented in 2012 with funding from ICBC and presents a list of projects proposed to be implemented with funding contributions from ICBC as part of the 2013 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. 2012 ICBC/City of Richmond Road Improvement Projects

As shown in Table 1 below, a number of City projects initiated and/or completed in 2012 will receive a total of \$357,000 in funding from ICBC's *Road Improvement Program*.

Table 1: 2012 Road Improvement Projects Receiving ICBC Funding

Location	Project Description	ICBC Contribution
Railway Ave at Linfield Gate	Upgrade to special crosswalk	\$6,000
No. 3 Road (Saba Road to Richmond-Brighthouse Station)	Installation of centre median railing	\$14,000
Steveston Hwy (Highway 99-No. 5 Road)	Frontage improvements on north side including additional westbound right- and left-turn lanes	\$122,000
Herbert Road (Afton Dr-Bates Rd)	Construction of neighbourhood pathway	\$20,000
Aquila Rd (lane north of Williams Rd-Albion Rd)	Construction of neighbourhood pathway	\$5,000
Garden City Road at Garden City School	Installation of flashing school zone warning sign	\$5,000
Finn Road	Installation of driver feedback signs at limits of 30 km/h zone	\$2,000
No. 2 Rd (Westminster Hwy-Steveston Hwy) & Westminster Hwy (No. 2 Rd-No. 3 Rd)	Signal co-ordination with installation of video-detection traffic cameras	\$183,000
Total		\$357,000

3. Proposed 2013 ICBC-City of Richmond Road Improvement Projects

Attachment 1 identifies a range of projects proposed for submission to the 2013 *Road Improvement Program* for funding contribution from ICBC that would provide benefits for all road users (i.e., motorists, cyclists, pedestrians, transit users). The implementation of these projects, as well as any additional projects identified prior to ICBC's deadline in May 2013, will be subject to review by and cost-sharing with ICBC.

ICBC's potential funding contribution to these projects will be determined by historical traffic accident 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 above projects, as well as any additional projects identified, will be reported back as part of 2014 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 2013 Capital Plan and 5-Year (2013-2017) 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 2013 joint ICBC-City of Richmond *Road Improvement Program*. Upon approval by ICBC of any projects, a cost-share agreement 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)

Proposed 2013 City-ICBC Road Improvement Projects

Proposed 2013 ICBC-City of Richmond Road Improvement Program Projects ⁽¹⁾	Estimated Total Cost	Source of City Funds ⁽²⁾	External Agency Funding
Upgrade of existing pedestrian signal to full traffic signal: • No. 2 Road-Woodwards Road • No. 4 Road-Odlin Road	\$270,000	\$270,000 2013 Traffic Signal Program	-
Installation of left-turn arrows: • EB No. 4 Road-Alderbridge Way • NB Garden City Road-Cook Road • WB No. 3 Road-Cook Road	\$54,000	\$54,000 2013 Traffic Signal Program (\$30,000) 2012 Traffic Signal Installation Program (\$24,000)	\$27,000 TransLink (pending)
Intersection Cameras: various intersections along a selected corridor	\$100,000	\$100,000 2013 Traffic Signal Program	-
Installation of traffic calming measures (speed humps) in school zones ⁽³⁾ : • Tweedsmuir Ave • 2 nd Ave • Maddocks Road • Georgia St • Ryan Road	\$35,000	\$35,000 2013 Neighbourhood Traffic Safety Program	-
Installation of flashing school zone warning sign: Moresby Dr	\$30,000	\$30,000 2013 Neighbourhood Traffic Safety Program	-
Installation of special crosswalks: • Francis Road-Ash Street • Francis Road-St Albans Road • No. 4 Road-Dayton Avenue • Williams Road-Dunoon Drive • Garden City Road-General Currie Rd • Other locations to be determined	\$55,000 \$45,000 \$50,000 \$62,000 \$60,000	\$272,000 2012 Arterial Crosswalk Program (\$60,000) 2012 Misc Intersection Improvements (\$60,000) 2013 Crosswalk Improvement Program (\$98,500) Developer Contribution (\$26,000)	\$27,500 TransLink (confirmed) \$50,000 TransLink (pending)
Extension of Lansdowne Road: Minoru Blvd-Alderbridge Way	\$3,000,000	\$3,000,000 2012-2013 Capital Project	-
Westminster Hwy (Gilley Road-Fraserside Gate): minor shoulder widening to create walkway separated by extruded curb	\$180,000	\$90,000 2010 & 2011 Misc Intersection Improvements Program	\$90,000 TransLink (confirmed)
Westminster Hwy (Fraserside Gate-Smith Cr): minor shoulder widening to create walkway separated by extruded curb	\$160,000	\$102,500 2009 Misc Intersection Improvements (\$55,000) 2009 Neighbourhood Traffic Safety Program (\$33,000) 2012 Sidewalk Expansion Program (\$14,500)	\$57,500 TransLink (confirmed)
No. 1 Road-Moncton St: installation of dynamic no-right-turn-on-red signage	\$16,000	\$16,000 2013 Traffic Signal Program	-
Westminster Hwy (No. 6 Rd-No. 8 Rd): removal of bollards from off-street pathway	\$30,000	\$30,000 2013 Active Transportation Improvement Program	-
Parkside Neighbourhood Bike Route: paved pathway connection on Granville Ave between Ash St and Garden City Park	\$90,000	\$45,000 2012 Cycling Network Expansion Program	\$45,000 TransLink (confirmed)
Garden City Road-Alderbridge Way: delineation of bike lanes with green paint	\$60,000	\$60,000 2013 Active Transportation Improvement Program	-
Ash Street (Williams Road-Walter Lee School): construction of neighbourhood pathway	\$250,000	\$250,000 2013 Capital Project (\$175,000) 2013 Pedestrian and Roadway Improvement Program (\$75,000)	-
Bus stop upgrade and construction of connecting sidewalk/pathway: • Cessna Dr-Russ Baker Way • Westminster Hwy-Highway 91 • Westminster Hwy-No. 8 Road • Railway Ave-Woodwards Road • Other locations to be determined	\$139,100	\$139,100 2013 Pedestrian & Roadway Improvement Program (\$106,000) 2012 Neighbourhood Traffic Safety Program (\$33,100)	\$69,550 TransLink (pending)

(1) Some projects that were originally submitted to the 2012 Program are being re-submitted to the 2013 Program as they were not initiated and/or substantially completed in 2012.

(2) Should the submitted project receive funding from ICBC, the City's portion of the total cost would be reduced accordingly.

(3) Implementation is subject to consultation with and support from affected residents.



City of Richmond

Report to Committee

TO WAT-MEM. 20, 2013

To: Public Works and Transportation Committee

Date: February 26, 2013

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

File: 10-6060-03-01/2013-
Vol 01

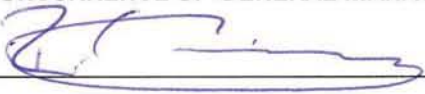

Re: 2013 Liquid Waste Management Plan Biennial Report

Staff Recommendation

That the City's 2013 Liquid Waste Management Plan Biennial Report, provided as Attachment 1 to the staff report of the same name from the Director of Engineering, dated February 26, 2013, be submitted to Metro Vancouver.

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

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Sewerage & Drainage	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: <i>DW</i>	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The Greater Vancouver Sewerage and Drainage District Board considered and adopted the 2010 Integrated Liquid Waste and Resource Management Plan (ILWRMP) at their meeting on May 21, 2010. Richmond City Council endorsed the municipal commitments in the ILWRMP at their regular Council Meeting on September 27, 2010. The provincial Minister of Environment approved the ILWRMP subject to conditions identified in his letter dated May 30, 2011.

The ILWRMP requires member municipalities to report progress on 27 municipal commitments on a biennial basis. Metro Vancouver provides a template that is used as a basis for Municipal reporting to maintain a consistent approach to ILWRMP reporting across the Metro Vancouver member municipalities. Richmond's 2013 Liquid Waste Management Plan Biennial Report (2013 Biennial Report) (**Attachment 1**) is due to Metro Vancouver on April 2, 2013. This staff report reviews the City's progress on the ILWRMP municipal actions and presents the 2013 Biennial Report to Council for their information and consideration.

Analysis

The ILWRMP includes a municipal commitment to report progress on a biennial basis. The 2013 Biennial Report covers a three year reporting period that includes 2010 through 2012. Richmond has previously submitted 4 biennial reports over the last 10 years based on reporting requirements in previous Liquid Waste Management Plans.

The 2013 Biennial Report includes 26 narratives, 12 tables and 13 graphics attachments that report on the 27 municipal commitments included in the ILWRMP. The City of Richmond is meeting or exceeding all of the requirements of the ILWRMP. The following are the highlights of Richmond's 2013 Biennial Report.

Inflow and Infiltration

ILWRMP action 1.1.18 requires municipalities to develop and implement inflow and infiltration (I&I) management plans that ensure I&I levels are within Metro Vancouver allowances as measured at Metro Vancouver's flow metering stations. The City of Richmond's measured I&I rate is 7,600 l/ha/d as measured at the Lulu Island Wastewater Treatment Plant. This level of I&I is 32% below the Metro Vancouver allowance of 11,200 l/ha/d. Staff continue to monitor I&I levels at the City's sanitary pump stations, identifying any catchments that may have higher I&I rates for subsequent study and remediation if required.

On Site Rainwater Management

ILWRMP action 1.1.20 requires municipalities to update municipal bylaws to require on-site rainwater management sufficient to meet criteria established in municipal stormwater plans or baseline region-wide criteria by 2014. Richmond already incorporates a number of on-site rainwater management features in its bylaws and standards including green roofs and boulevard swales. Richmond's Integrated Rainwater Resource Management Strategy is in development and

will be completed by the end of 2013. On-site rainwater management criteria for Richmond will be determined as part of that process.

Condition Assessment

ILWRMP action 3.1.6 is carried forward from previous Liquid Waste Management Plans (LWMP) and requires inspection and condition assessment of the municipal sanitary sewer system on a 20 year cycle. Richmond has inspected and assessed 90% of its sanitary sewers over the last 12 years and is ahead of schedule on this action. During the reporting period Richmond inspected and assessed 52 km of sanitary mains in the Terra Nova Sanitary Area and found the pipelines to be in good condition, with defects or leaks addressed via the utility rate. Additional projects to repair identified defects have been included and approved by Council in the 2013 Capital Plan.

Asset Management Plan

ILWRMP action 3.1.8 requires municipalities to develop and implement asset management plans and to provide copies of those plans to Metro Vancouver by 2014. Richmond has both an Ageing Infrastructure Management Plan and a Growth Related Infrastructure Management Plan. Both of these have been in place for a number of years and are ahead of Metro Vancouver's target date.

Sanitary Sewer Overflows

ILWRMP action 3.3.7 requires Municipalities to report on the frequency and location of sewerage overflows from municipal sanitary sewers. The City does not have chronic sanitary sewer overflow issues and there were zero overflows for the reporting period. This is largely due to Richmond's successful capital and maintenance programs, separated sewer systems and low I&I rates.

Storm Water Management Plan

ILWRMP action 3.4.7 requires municipalities to develop and implement stormwater management plans that integrate with land use by 2014. The Minister of the Environment has indicated that this deadline may be deferred till 2016. Richmond is currently developing its Integrated Rainwater and Resources Management Strategy, which will be complete in the fall of 2013, ahead of Metro Vancouver's schedule.

Water Metering

Ministerial Condition 2 for approval of the ILWRMP strongly encourages municipalities to business case and/or implement residential water metering programs and consider municipal rebate programs for water efficient fixtures and appliances to reduce water use. Richmond has one of the most successful volunteer water metering programs in the region that, along with its mandatory water metering programs, has metered 70% of single family dwellings and 23% of multi-family dwellings as of the end of the Biennial Report reporting period. The City has a successful toilet rebate program that has replaced 3,150 older toilets with new, water efficient toilets. Richmond also provides metered customers with low flow shower heads, faucet aerators and a number of other water conservation tools. Council has asked staff to review mandatory

February 26, 2013

- 4 -

water metering for single family residential dwellings. The findings of this review will be presented to Council in a subsequent report.

Financial Impact

None.

Conclusion

The 2010 ILWRMP includes a municipal commitment to report progress on ILWRMP actions on a biennial basis. The attached 2013 Biennial Report summarizes Richmond's progress on municipal actions for the January 2010 to December 2012 reporting period. The City of Richmond is meeting or exceeding all of the requirements of the ILWRMP and staff will continue work on municipal actions identified in the ILWRMP.



Lloyd Bie, P.Eng.
Manager, Engineering Planning
(604-276-4075)

LB:lb

2013 Liquid Waste Management Plan Biennial Report

Reporting Period: Jan 2010 – Dec 2012

Municipal Submission Section

February 26, 2013

Municipal Contact Information			
Name	Email	Phone	Responsible For ILWMP Actions
Lloyd Bie	lbie@richmond.ca	604.762.4417	Actions 1.1.14; 1.1.17; 1.1.18; 1.1.19; 1.1.20; 1.1.21; 1.2.5; 1.2.6; 1.3.11; 1.3.12; 1.3.13; 1.3.14; 1.3.15; 3.1.6; 3.1.8; 3.2.4; 3.3.7; 3.3.8; 3.4.4; 3.4.5; 3.4.6; 3.5.8; 3.5.9;
Lesley Douglas	LDouglas@richmond.ca	604-247-4672	Action 1.1.16
Alen Postolka	APostolka@richmond.ca	604-276-4283	Action 1.3.17; 3.3.6

List of Content

- 1. Submission Checklist:
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 - c. Attachments.....v

- 2. Municipal Reporting Submission1

Submission Checklist

Narratives:

- ☒ Narrative 1: *Summarize ongoing permitting & inspection programs*
- ☒ Narrative 2: *Summarize approach to regulating pesticides and lawn care products*
- ☒ Narrative 3: *Summarize updates to outreach plans for supporting liquid waste source control programs (e.g. stormwater, sewer use, sewer maintenance, I&I management, cross connections etc.) during the reporting period*
- ☒ Narrative 4: *Summarize I&I management plans & list key actions resulting from plans*
- ☒ Narrative 5: *Summarize enforcement enhancements and process efforts during reporting period*
- ☒ Narrative 6: *Highlight and summarize bylaw changes relating to stormwater management*
- ☒ Narrative 7: *Highlight and summarize changes to utility design standards and neighbourhood design guidelines in relation to on-site rainwater management*
- ☒ Narrative 8: *Summarize development of municipal sanitary overflow management plans. Highlight specific examples.*
- ☒ Narrative 9: *Highlight & summarize progress on the prevention of CSOs and the separation of combined sewers*
- ☒ Narrative 10: *List approaches and strategies that address risks (ie: regular maintenance, SCADA, monitoring, protocols, identified redundancies/contingencies)*
- ☒ Narrative 11: *Describe regulations and status of applications*
- ☒ Narrative 12: *Summarize existing municipal odour control programs and the implementation of new programs for targeted municipal sewer facilities*
- ☒ Narrative 13: *Summarize air emissions management programs for standby power generators at municipal sewer pump stations*
- ☒ Narrative 14: *Identify any programs or initiatives for wastewater and drainage services that help achieve municipal greenhouse gas targets.*
- ☒ Narrative 15: *Summarize key progress on the assessment and condition of municipal sewerage system*
- ☒ Narrative 16: *Summarize key progress or accomplishments on the development of asset management plans for municipal sewerage infrastructure*

- ☒ Narrative 17: *Summarize key findings from the tri-annual internal audit (first due in 2013)*
- ☒ Narrative 18: *Summarize the estimate of greenhouse gas emissions and odours associated with the operation of municipal and regional liquid waste management systems*
- ☒ Narrative 19: *Summarize and highlight any important details and action plans relating to wet weather SSOs & probable causes of CSOs*
- ☒ Narrative 20: *Summarize and highlight any changes to the existing municipal sewer flow & sewer level monitoring network*
- ☒ Narrative 21: *Summarize progress on the development of emergency management strategies and response plans for municipal & regional wastewater collection and treatment systems*
- ☒ Narrative 22: *Summarize key initiatives that support the adaptation of infrastructure & operations to address risks and long term needs*
- ☒ Narrative 23: *Summarize and highlight key initiatives relating to the development and implementation of the integrated stormwater management plans*
- ☒ Narrative 24: *Discuss water metering & rebate programs relating to water fixtures and appliances*
- ☒ Narrative 25: *To be determined once the Adaptive Management Framework for ISMPs has been developed (see page 12)*
- ☒ Narrative 26: *Quote relevant OCP sections addressing stormwater, stream health and their consideration of ISMPs*

Tables:

- ☒ Front Cover: *Municipal Contacts*
- ☒ Table 1: *List core sewer use bylaws and summarize any changes*
- ☒ Table 2: *Identify type & number of permits issued during reporting period*
- ☒ Table 3: *Identify regulated products & any additional information*
- ☒ Table 4: *Identify location regulations and enforcement*
- ☒ Table 5: *List relevant bylaws and key stormwater components and list on-site rainwater management target (s)/objective (s)*
- ☒ Table 6: *List standards and guidelines and where applied*
- ☒ Table 7: *List references*
- ☒ Table 8: *List procedures & protocols*
- ☒ Table 9: *List local regulation process or bylaw*
- ☒ Table 10: *List ISMPs, their current status and the implementation of any major initiatives*
- ☒ Table 11: *List budget estimates for the LWMP implementation programs and subsequent two years beyond biennial report (from 5 yr plan)*
- ☒ Table 12: *Biennial Report Information*

Graphics:

☒ Attachment 1:

- Map showing I&I management rates for neighbourhoods where studies have been completed with before and after I&I (L/h/d)
- Coded map & % histogram showing age of service connections

☒ Attachment 2:

- Map showing CSO locations, volumes & number of occurrences (N/A)

☒ Attachment 3:

- Map showing location of emergency municipal overflows

☒ Attachment 4:

- Map showing location of marinas within municipal boundaries
- Map showing location of pleasure craft pump-out facilities within municipal boundaries (N/A)

☒ Attachment 5:

- Map showing odour control facilities & locations of complaints

☒ Attachment 6:

- Map highlighting a) sewerage system CCTV inspection, b) replacement/rehabilitation locations (last 20 yrs)

☒ Attachment 7:

- Colour coded map showing age of the sewerage system (ie: <25 yr, 25-50,50-75,75-100,>100)

☒ Attachment 8:

- Map showing wet weather SSO locations, volumes & number of occurrences

☒ Attachment 9:

- Map showing location & number of active sewer flow and level monitors for the reporting period

☒ Attachment 10:

- Colour coded map of municipal service area: within Urban Containment Boundary, Outside under special exemption, Outside without exemption.

☒ Attachment 11:

- Map showing ISMPs completed

☒ Attachment 12:

- Map showing locations of stormwater monitoring – *Not provided - Richmond does not currently have a stormwater monitoring program. Through the ISMP process, the City will consider future monitoring needs.*

☒ Attachment 13:

- Map of protected riparian areas & possible stream classifications

City of Richmond

Action 1.1.14 – Review and enhance sewer use bylaws to reduce liquid waste at source, including contaminants identified by the Canadian Environmental Protection Act (2012).

Table 1: List core sewer use bylaws and summarize any changes

Sewer Use Bylaws	Summary of Changes
DRAINAGE, DYKE AND SANITARY SEWER SYSTEM BYLAW NO. 7551	<p>PART THREE: GREASE MANAGEMENT 3.1 No person responsible for a food sector establishment or a building, including an operator, property owner, agent or contractor, shall discharge or suffer, allow, cause or permit fat, oil or grease to be discharged into a sanitary sewer or drainage system within the City.</p> <p>PART FIVE: INTERPRETATION BEST MANAGEMENT PRACTICES: means schedules of activities, prohibitions of practices, maintenance procedures and other management practices to prevent or reduce the discharge of fat, oil or grease into a sanitary sewer or drainage system, as outlined in Schedule C attached to and forming part of this bylaw.</p> <p>FAT, OIL OR GREASE: means any solvent or extractable material of animal, vegetable or mineral origin, including but not limited to hydrocarbons, esters, fats, oils, waxes and high molecular weight carboxylic acids.</p> <p>FOOD SECTOR ESTABLISHMENT: means: (a) a business establishment or institutional facility where food is prepared or made ready for eating or packaged and shipped to any establishment described in (b) or (c) below; (b) a retail establishment or institutional facility where food is prepared and made ready for retail sale or sold to the public and includes grocery stores, fresh produce stores, bakeries, butcher shops and similar establishments; or (c) a business or institutional eating or drinking establishment or facility where food is prepared or made ready for eating and is sold or served to the public or to persons employed at, served by or attending the establishment, whether or not consumed on the premises, and includes restaurants, delicatessens, fast-food outlets, cafeterias, hospitals, pubs, bars, lounges, or other similar establishments.</p> <p>GREASE TRAP OR GREASE INTERCEPTOR: means a device designed and installed to separate and retain fat, oil or grease from wastewater, while permitting wastewater to discharge into a sanitary sewer or drainage system.</p>
Public Health Protection Bylaw No. 6989	No changes for reporting period related to sewer
Pollution Prevention and Clean-up Bylaw No.8475	No changes for reporting period

Table 1b: Summarize status of sewer use bylaws related to preventing sediment from the land clearing and construction phases, from entering storm water systems and receiving environments.

<p>List bylaw or bylaws that relate to controlling sediment release from land clearing and construction phase of development.</p>	<p>Section 3.1 of the City's Engineering Design Specifications requires that catch basins and inspection chambers are installed on all drainage service pipes to prevent sediment discharging into the City's drainage system (open watercourses and enclosed conduits). For mainline storm sewers sump manholes are required at every second manhole on a straight run, every change in pipe direction and all intersecting mainline sewers. It also requires that a Sediment Control Plan is submitted to the City to identify the type and location of sediment control best management practices that will be used during construction.</p> <p>Drainage, Dike and Sanitary Sewer System Bylaw No. 7551 requires that during demolition all unnecessary connections to the drainage system are disconnected and capped to prevent sediment entering the drainage system.</p> <p>The Pollution Protection and Cleanup Bylaw No 8475 requires that no discharge from dewatering may enter the drainage system or watercourse without an agreement with the City. The agreement requires a Qualified Environmental Professional (QEP) to design a treatment system to satisfy British Columbia and/or Canadian Water Quality Guidelines for the Protection of Aquatic Life, or approval to discharge from a Provincial or Federal Authority.</p> <p>Boulevard and Roadway Protection and Regulation Bylaw 6399 requires that anyone using a boulevard for construction or (other similarly disruptive activities) shall ensure that the roadway is cleared of sediment producing materials during the activity.</p> <p>Boulevard Maintenance Regulation Bylaw No. 7174 states that a property owner must not discard any materials in front of their property.</p>
<p>Identify monitoring requirements related to this bylaw.</p>	<p>The Pollution Protection and Cleanup Bylaw 8475 requires a developer's QEP to monitor output from groundwater dewatering treatment systems to ensure discharge quality compliance and provide monitoring records to the City, upon request, as per a written</p>

	agreement signed between the Developer and the City.
Identify how monitoring data is assessed and used to initiate corrective actions.	The Pollution Protection and Cleanup Bylaw 8475 requires a QEP to discontinue dewatering activities if they do not comply with the associated written agreement.
Identify approaches used to maintain compliance with the bylaw (e.g. annual resources dedicated to maintaining compliance).	The City maintains a significant inspection and environmental staff resources that perform regular field inspections. Compliance is maintained through written notification and stop work notices. The City requires developers to provide damage deposits and letters of credit which can also be drawn upon for remediation in extreme cases.
Discuss effectiveness of bylaw/bylaws and current approach to prevent inputs of sediment to the storm system and receiving environment.	Most development and construction sites are cooperative in this regard and maintain compliance with the City's sediment control measures.

Action 1.1.15* – Continue existing programs of permitting and inspection to support and enforce sewer use bylaws (*Ongoing, *City of Vancouver Only*).

N/A

Action 1.1.16 – Identify and regulate pesticides and lawn care products which negatively affect rainwater runoff quality and urban stream health (2014).

Narrative 2: Summarize approach to regulating pesticides & lawn care products

Adopted in 2009, under the Enhance Pesticide Management Program, the Pesticide Use Control Bylaw No.8514 restricts the cosmetic use of pesticides on residential and municipally owned lands allowing only low-toxicity products listed under BC's IPM Regulations Schedule 2: Excluded Pesticides and bio-controls for lawn care and ornamental plant health. In addition to bylaw enforcement, the City provides a comprehensive educational program, including free workshops, to support and empower Richmond residents and practitioners with environmentally sound lawn care, gardening and pest control practices.

Table 3: Identify regulated products & any additional information

Regulated Products	Type of Regulation (eg. Ban, Permit, Limited Users etc.)	Additional Information (Bylaw & Policy Numbers)
Pesticide	Limited Users	Pesticide Use Control Bylaw No.8514

Action 1.1.17 – Continue outreach plans to support liquid waste source control programs (Ongoing).

Narrative 3: Summarize updates to outreach plans for supporting liquid waste source control programs (e.g. stormwater, sewer use, sewer maintenance, I&I management, cross connections etc.) during the reporting period

Green Can Program

Through the Green Can program, over 9,900 tonnes of food scraps and yard trimmings were collected in 2011. This program reduced the amount of waste that would otherwise have been discharged to the sanitary sewer through garburators. To facilitate grease reduction in the sanitary system, Richmond conducts the following activities:

- Green can program literature includes information on the impact of grease on the sewer system and proper grease disposal techniques.
- Richmond accepts cooking oil and animal fat at the City's Recycling Depot.
- The City promotes proper disposal of cooking oil and grease on Facebook, annual collection calendar, ads in local newspaper (see attached) and annual report.
- Richmond discourages the use of garburators as part of the Green Can program.
- Residents can recycle food scraps and solid grease through the Green Can programs.

Metro Vancouver Waste Water Discharge Permit Process

The City is continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process.

Fat, Oil and Grease Reduction Programs

Richmond Community Bylaws staff continue to work with representatives from the GVRD, stakeholder groups, industry associations, pumping operators and grease trap vendors to mitigate the impact of fats, oils and grease (FOG) on the region's sanitary sewer system. Some of the program initiatives for the time period Jan 2010 to Dec 2012 are identified below.

Phase 1 in 2010 was centred around education and building a database foundation of over 660 food establishments. Staff efforts were focused on promoting 'best management practices' for the proper management of fats, oils and grease (FOG)

Council's adoption of the new Grease Management regulations and fines in October 2010 provided additional enforcement tools and incentives to promote compliance in difficult situations and enhance the ability of enforcement personnel to inspect food sector establishments

and gain access to the grease trap or interceptor systems under section 16 of the *Community Charter*.

On January 18 2011, Community Bylaws commenced, as Phase 2 of the City's Grease Management program, active inspection and enforcement of food sector establishments in Richmond. As part of the grease reduction strategy, enforcement is focused on high impact areas 'hot spots' where there is reported evidence of the most grease accumulation in the sewer system.

During the time period 2011 to 2012 Community Bylaws in concert with City Engineering staff broadened program efforts to include food sector operator/owner engagement in order to promote a high and sustainable quality of enforcement and compliance. For the year 2012, assertive enforcement efforts on the part of staff resulted in 99 tickets issued and revenue of \$24,875.

Rainwater Best Management Practices

The City's OCP Bylaw No. 9000 section 14.2.10 Development Permits' intention is to provide general direction in regards to the voluntary undertaking, where feasible, of green building and sustainable infrastructure to support City of Richmond sustainability objectives and help reduce the demand for energy and resources. Developers are encouraged to incorporate green roofs, bio-swales, infiltration and other best management practices throughout the building site to store rainwater, mitigate urban heat island effect, reduce heating and cooling loads and reduce the impact on City drainage systems.

Low-flow Toilet Rebate Program

The City offers a \$100 rebate to residents for replacing old toilets with new low-flush toilets to reduce waste volume through water conservation.

Action 1.1.18 – Develop and implement inflow and infiltration management plans, using the Metro Vancouver template as a guide, to ensure wet weather inflow and infiltration volumes are within Metro Vancouver's allowances as measured at Metro Vancouver's flow metering stations (2012).

Narrative 4: Summarize I&I management plans & list key actions resulting from plans

Richmond's overall I&I rate for a 5 year return period storm is 7,600 l/ha/d based on flows recorded at the Lulu Island Wastewater Treatment Plant. This rate is of I&I is 32% below the regional allocation of 11,200 l/ha/d.

Richmond monitors I&I at the catchment level through pump run times at sanitary pump stations. Detailed pump run times are captured in data loggers that are manually downloaded to spreadsheets

and subsequently converted to sanitary flow rates. The results of this monitoring program are included graphically Attachment 1.

Richmond is improving the accuracy of the pump run time analysis through installation of pressure sensors at sanitary pump stations. Utilizing pressure information and pump curves will improve the accuracy of the flow information generated by the City's monitoring program. Richmond is also installing Mag-meters on all new sanitary pump stations to further improve the accuracy of its sanitary flow information.

Richmond is also moving toward automated pump run time data collection and analysis through its SCADA network and the Flow Works data storage and analysis system.

Catchment level data is being utilized to identify catchments with excessive I&I for further study. This study will include a review of sanitary system response to rainfall events to determine the relative levels of inflow and infiltration. This information will be subsequently utilized to identify appropriate inspection techniques for further catchment review.

Richmond has completed CCTV inspection and sanitary sewer condition assessment for 90% of its gravity sewer system. The sewers inspected to date were found to be in excellent condition. There are very few significant structural defects (0.2 structural defects per km of pipe inspected) as well as low rates of I&I defects, consisting mainly of infiltration at joints (0.7 I&I defects per km of pipe inspected).

During the reporting period, Richmond completed 52 km of CCTV inspection and sanitary sewer condition assessment in the Terra Nova Sanitary Sewer Study Area. This work identified four pipeline segments that require structural point repair and 52 points of infiltration. Identified defects in the Terra Nova Sanitary Sewer Study Area will be repaired as part of the City's 2013 Capital Program.

Attachment 1:

- a) I&I Mapping showing I&I rates for neighbourhoods where studies have been completed with before and after I&I (L/h/d). Objective to illustrate catchment areas covered by I&I studies.*

Action 1.1.19 – Enhance enforcement of sewer use bylaw prohibition against the unauthorized discharge of rainwater and groundwater to sanitary sewers (2010).

Narrative 5: Summarize enforcement enhancements and process efforts during reporting period

Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551 requires “that where the property owner does not connect the property owner’s property to the City sanitary sewer system and the City drainage system, as required in subsection 1.1.1, the General Manager, Engineering & Public Works may direct that the City undertake such connections at the expense of the property owner.”

Richmond has an on-going sanitary and storm preventative maintenance program that identifies sanitary and storm cross-connections. During reporting period, seven (7) identified cross-connections were identified and corrected by City crews.

Table 4: Identify location regulations and enforcement

Local Regulation & Bylaw No.	Date	Objectives
Bylaw 7551	Effective Date-January 1, 2003	To connect to City Sanitary Sewer and Drainage Systems

Action 1.1.20 – Update municipal bylaws to require on-site rainwater management sufficient to meet criteria established in municipal integrated stormwater plans or baseline region-wide criteria (2014).

Narrative 6: Highlight and summarize bylaw changes relating to stormwater management

The City is developing an ISMP that will establish on-site rainwater management criteria. This process will recommend possible bylaw improvements to meet ISMP objectives. The plan is scheduled to be completed by the end of 2013 - in advance of the required 2014 ISMP completion schedule. Table 5 includes existing bylaws that already relate to on-site rainwater management.

The City’s OCP Bylaw No. 9000 was updated in 2012. The bylaw emphasizes the importance of managing rainwater in many situations, including private land use. Specifically included in section 14.2.10, Development Permits require that developers must manage as much rainwater on site as possible by:

- incorporating Green Roofs (as per Bylaw 8385), bio-swales, infiltration and other best management practices throughout the site to store rainwater;
- using pervious surfaces to promote rainwater infiltration;
- using rainwater harvesting systems for irrigation and toilet flushing.

The Richmond Olympic Oval and the IKEA development on Bridgeport Road are examples of buildings that capture rainwater for use as toilet flushing water. The Townline development on the Fantasy

Gardens site diverts roof and other rainwater run-off into a City pond that will be used to irrigate City Park and community garden space.

Table 5: List related bylaws and key stormwater components and list on-site rainwater management target (s)/objective(s).

Stormwater Management Bylaws	On-Site Rainwater Management Target/Objectives
Green Roof Bylaw No. 8385 (Oct. 2008)	To reduce the total annual site stormwater run-off volume by 20% of the volume that would otherwise enter the City's stormwater system by means of conventionally designed roof drains conveying storm water runoff from a totally impermeable roof of equal area, directly to the storm sewer or drainage system. Location area restrictions apply. Only applicable to buildings where industrial or office uses will occupy a gross floor area of 2,000s.m. or more.
2041 Official Community Plan Bylaw No. 9000 (Nov, 2012)	This bylaw contains non-specific water quantity and quality objectives. Objectives are determined on a site specific basis.
Pollution Prevention and Clean-up Bylaw No. 8475 (Oct. 2009)	This bylaw may be applied to stormwater management if a stormwater discharge is considered to be polluting. Its objective is that no person shall release or allow to be released a polluting substance into any drainage system, watercourse or onto or into the soil, other than as authorized by all applicable environmental laws.

Action 1.1.21 – Update municipal utility design standards and neighbourhood design guidelines to enable and encourage on-site rainwater management (2014).

Narrative 7: Highlight and summarize changes to utility design standards and neighbourhood design guidelines in relation to on-site rainwater management

To manage known drainage system issues, the City's Engineering Design Standards require that developers upgrade existing drainage infrastructure to increase system storage and capture sediment. The City's minimum specified drainage pipe diameter is 600 mm, and all storm connections must incorporate inspection chambers or sump manholes.

Roof leaders from single family homes are typically tied into perimeter, perforated drainage pipes. Although this practice primarily directs roof water into the City's drainage system it also allows water to infiltrate into the ground, when capacity exists. As per new design standards for boulevard drainage, where no road curb and gutter exist, single family homes are also required to create shallow swales on their fronting boulevards that direct rainwater over grassed areas before entering the City's drainage system.

The Richmond Olympic Oval and the IKEA development on Bridgeport Road are examples of buildings that capture rainwater to flush toilets. These designs help to set a precedent for requiring similar on-site rainwater management infrastructure, although no formal design standards exist to guide their installation.

As per Table 5, the City's Green Roof Bylaw No. 8385 requires on-site rainwater management although no formal design standards exist to guide their installation.

Table 6: List standards and guidelines and where applied

Utility Design Standards & Guidelines	Application Location
City of Richmond Engineering Design Specifications	Section 3.1.1 – 3.1.3: Stormwater Management Plans and sediment Control Plans Section 3.7: Minimum pipe size Section 3.14: Manholes Section 3.16: Stormwater Connections Section 3.19: Drg No. D-3-DS: Typical Boulevard Landscaping for Single Family Development without Curb & Gutter Drg No. D-1-DS: Watercourse Crossing Design Standard Drg No. P105-2: SF Perimeter Drain Design Standard

Action 1.2.5 – Work with Metro Vancouver to develop and implement municipal-regional sanitary overflow management plans as set out in 1.2.4 (2013).

Narrative 8: Summarize development of municipal sanitary overflow management plans. Highlight specific examples. Indicate if this includes formalized protocols or procedures for emergency sanitary sewer overflows.

Richmond's municipal sanitary system did not experience any sanitary sewer overflows during the reporting period. Richmond does not have any combined sewer systems, and maintains an overall I&I rate below the regional design allowance. As such, Richmond does not have chronic sanitary sewer overflow issues due to weather or rainfall. The City's emergency protocols related to preventing sanitary sewer overflow are largely based on mechanical failures and power interruption.

Due to the Richmond's flat topography and high water table, the City has a large number of small sanitary catchments. Each catchment is serviced by a gravity collection system that feeds a pump station dedicated to that catchment. In the event of a pump station failure, the flat nature of catchment topography facilitates utilization of the entire gravity collection system as short term storage. For longer failures, the relatively small size of each gravity catchment maintains sanitary flows at a rate that can be serviced by vactor trucks. An example of this is the Lansdowne forcemain failure event where 5 pump stations served by the forcemain were maintained through vactor truck service for a number of days while a temporary pipeline was installed.

The City also maintains a fleet of standby generators to maintain pump station operation during power failure. Larger stations include dedicated generator facilities and all new pump stations in high-density development areas include dedicated emergency generators.

Metro Vancouver has an overflow management plan for Lulu Island Waste Water Treatment Plant that includes backup power to the plant, extra pumps, high level alarms and overflow discharge arrangement. For other Metro Vancouver facilities, including Bridgeport sanitary pump station and East Richmond sanitary pump station, the overflow management plan includes backup power, extra pumps, high level alarms and vactor trucks arrangements.

Action 1.2.6 – Burnaby, New Westminster and Vancouver will work with Metro Vancouver to give effect to 1.2.2 and, specifically, implement plans to prevent combined sewer overflows by 2050 for the Vancouver Sewerage Area and 2075 for the Fraser Sewerage Area and separate combined sewers at an average rate of 1% and 1.5% of the system per year in the Vancouver Sewerage Area and Fraser Sewerage Area respectively (Ongoing).

Narrative 9: Highlight and summarize progress on the prevention of CSOs and the separation of combined sewers

N/A. There are no combined sewers in the City of Richmond.

Attachment 2:

a) *Map showing CSO locations, volumes & number of occurrences (N/A)*

Action 1.3.11 – Develop and implement operational plans for municipal sewerage facilities to ensure infrastructure reliability and optimal performance (Ongoing).

Narrative 10: Discuss approaches and strategies that address risks (i.e. regular maintenance, SCADA, monitoring, protocols, identified redundancies/contingencies)

Richmond has an ongoing Ageing Infrastructure replacement program with dedicated funding from the Sanitary Sewer Utility that maintains the sanitary system in an appropriate operating condition.

The City has a SCADA monitoring system for its 152 sanitary pump stations that identifies and records various alarm states and operational data. Pressure sensors are being installed at sanitary pump stations to provide additional pump and forcemain performance information. New pump stations include a duplex pump configuration to provide system redundancy.

Richmond has a gradual sanitary pump station start up procedure to minimize stress on the sanitary pressure system after BC Hydro power failure events. High volume and critical sanitary pump stations have standby generator provisions in place to minimize the impact of power failure.

Pump stations are inspected and cleaned bi-weekly basis.

Richmond has completed CCTV inspection of 90% of its gravity collection system and has an ongoing CCTV inspection and remediation program for pipelines with chronic issues.

Richmond maintains a spare equipment and materials inventory (including pumps, pipes, valves and etc.) for unplanned maintenance and emergency events.

Richmond has an on-going grease monitoring and cleaning program to maintain gravity sanitary sewers and pump stations in good operating conditions. Richmond has a number of source control programs and initiatives to reduce the amount of grease that gets introduced to the sanitary system.

Richmond's fleet includes vactor trucks and Richmond has a standing agreement with McRae's Environmental Services Ltd. for additional vactor resources to supplement the City's fleet when required.

Action 1.3.12 – Work with Metro Vancouver to develop and implement emergency sanitary sewer overflow plans including contingency plans to minimize impacts of unavoidable sanitary sewer overflows resulting from extreme weather, system failures or unusual events (Ongoing).

Richmond's municipal sanitary system did not experience any sanitary sewer overflows during the reporting period. Richmond does not have any combined sewer systems, and maintains an overall I&I rate below the regional design allowance. As such, Richmond does not have chronic sanitary sewer overflow issues due to weather or rainfall. The City's emergency protocols related to preventing sanitary sewer overflow are largely based on mechanical failures and power interruption.

Richmond has developed an Emergency Management Plan (REDMS#2874803) that provides the authority and guidance to the City of Richmond's staff to ensure a well-managed response to major emergencies within the jurisdiction. It is based on the standards established for the "British Columbia Emergency Response Management System". The plan identifies key priorities and actions to be undertaken in preparing for and responding to a major emergency or disaster. Those disasters include but not limited to critical infrastructure failure, earthquake, flooding and severe weather. All these disasters may involve failures of municipal & regional wastewater collection and treatment systems. A detailed emergency management strategies and response plan will be developed in the future in collaboration with Metro Vancouver and IPREM for municipal and regional wastewater collection and treatment systems.

Richmond is a participant in IPREM (The Integrated Partnership for Regional Emergency Management in Metro Vancouver), which is currently working on the potential impacts to critical infrastructure and regional response within Metro Vancouver for regional disaster scenarios. This work includes Investigation of "Guiding Principles, Rational and Process" proposed for the Regional Concept of Operations and their applicability to restoration priorities. It is a proposed a framework to help address how this Region will:

- Collectively share information and collaborate on decisions;
- Identify roles and authority of elected and appointed officials and other agencies;
- Agree on the consultation and approval process.

Metro Vancouver has an overflow management plan for Lulu Island Waste Water Treatment Plant that includes backup power to the plant, extra pumps, high level alarms and overflow discharge arrangement. For other Metro Vancouver facilities, including Bridgeport sanitary pump station and East Richmond sanitary pump station, the overflow management plan includes backup power, extra pumps, high level alarms and vactor trucks arrangements.

Attachment 3:

- a) *Map showing location of emergency municipal overflows*

Action 1.3.13 – Work with private marina operators, Ministry of Environment and Environment Canada to develop and implement regulations to ensure all new marinas and marinas where planned renovations exceed 50% of the assessed existing improvements value have pleasure craft pump-out facilities (*Ongoing*).

Table 9: List local regulation process or bylaw

Regulation Process or Bylaw	Date
Bylaw No.6989 Public Health Protection Subdivision two: Marina Health and Safety Regulation	Effective Date-March 13, 2000

Action 1.3.14 – Require all pleasure craft pump-out facilities to connect to a municipal sanitary sewerage system or a provincially permitted on-site treatment and disposal system or have established enforceable protocols for transporting liquid waste for disposal at a permitted liquid waste management facility (*Ongoing*).

Narrative 11: Describe any additional regulations and the number of on-site treatment systems required/installed during the reporting period

Bylaw No.6989 Public Health Protection Subdivision two: Marina Health and Safety Regulation Part 2.4 Liquid Waste Disposal Item 2.4.1.1 states that "Every marina operator must ensure that all sewage from a marina is discharged into a municipal sanitary sewer system, or where not available, into an approved sewage disposal system."

Action 1.3.15 – Continue existing municipal odour control programs and implement new programs for targeted municipal sewer facilities (*Ongoing, see Action 3.3.4*).

Narrative 12: Summarize existing municipal odour control programs and the implementation of new programs for targeted municipal sewer facilities

The City controls odour for sanitary pump stations primarily through low sewage residency time and pump station cleanliness. Richmond's small catchments result in a system that has short residency time for sanitary sewage in the Richmond collection system. By-weekly flushing facilitates removal of build up and solids in pump stations further reducing odour generation. Richmond had no odour complaints regarding the City collection system during the reporting period.

Attachment 5:

a) Map showing odour control facilities & locations of complaints

Action 1.3.16 – Develop and implement air emissions management programs for standby power generators at municipal sewer pump stations (*2016*).

Narrative 13: Summarize air emissions management programs for standby power generators at municipal sewer pump stations

Canada currently does not have a universally defined emissions standards. The City is using MTU Onsite Energy generator sets that are manufactured in the U.S., and they are in compliance with U.S. EPA standards. The City has annual test program for standby generators that includes load test, fuel quality check, filter replacement, etc.

Action 1.3.17 – Develop and implement programs to reduce greenhouse gas emissions from municipal liquid waste management systems to help achieve federal, provincial and municipal greenhouse gas targets (*Ongoing, see Action 3.1.5*).

Narrative 14: Identify any programs or initiatives for wastewater and drainage services that help achieve municipal greenhouse gas targets.

On July 26, 2010, Richmond City Council endorsed the Corporate Sustainability Framework, Energy Strategic Program, which included a target "to reduce energy consumption in the Richmond community by at least 10% from 2007 levels by 2020". Together with Council's adopted green house gas reduction targets of 33% below 2007 levels by 2020 and 80% by 2050, these targets provide direction on energy management to the City as a corporation and for the community.

Bylaw 9000 - 2041 Official Community Plan (OCP) Schedule 1 Energy Policy 2(e) states: "continue to pursue locally supplied renewable energy systems and technologies for space heating and cooling,

domestic hot water supply as well as electricity production (e.g., renewable energy, district energy systems, solar thermal, geothermal, **sewer heat recovery**, river heat recovery and wind power systems)".

During the reporting period, Richmond completed installation of the Gateway Theatre Sewer Heat Recovery System to recover heat from a municipal wastewater pump station. The system reduces the amount of natural gas and associated greenhouse gas emissions required to heat the adjacent Gateway Theatre. This project is estimated to have a 52 tonnes CO₂ green house gas reduction. The Gateway Theatre is intended as a pilot project to prove the concept in advance of more ambitious sewer heat recovery projects.

Richmond is working with Metro Vancouver and the River Green Development to implement a sewer heat recovery system on the Gilbert Trunk Sewer at cated at Hollybridge Way. A feasibility study has been completed and the project is moving forward with a business case analysis in preparation for City Council consideration. The project has a target construction date in 2018. There will be an estimated 2600 tonnes CO₂e green house gas emissions reduction at full build out for this project from heat recovery. Additionally, renewable Natural Gas (RNG) use from the Lulu Island WWTP will reduce green house gas emissions by up to 2044 tonnes CO₂.

Richmond is partnering with Metro Vancouver to explore sewer heat recovery at Lulu Island Waste Water Treatment Plant (LIWWTP), and is supporting the Metro Vancouver and FortisBC Biomethane Pilot Program at LIWWTP. This project will reduce green house gas emission by an estimated 186 tonnes CO₂.

Richmond is developing a District Energy Utility Ready policy for the City Centre Area as part of a medium to long term strategy to develop district energy utilities in the City Centre.

Trenchless technologies are employed where appropriate to repair or install sanitary sewer infrastructure, which reduces greenhouse gas emissions. A recent example is 2010/2011 sanitary gravity sewer and forcemain installation in the Hamilton area where directional drilling was used extensively to install the pipe network. The City has included Appendix 6 Sustainable Practices in the Form of Tender for municipal capital infrastructure projects to further encourage responsible use of resources. Sustainable practices are defined as those materials, equipment and construction methodologies that reduce greenhouse gas emissions as compared to standard practices.

Richmond has a pump replacement program that systematically upgrades sanitary and drainage pumps with more energy efficient models.

Action 3.1.6 – Assess the performance and condition of municipal sewerage systems by: (a) inspecting municipal sanitary sewers on a twenty year cycle, (b) maintaining current maps of sewerage inspection, condition and repairs, and (c) using the Metro Vancouver “Sewer Condition Report, November 2002” as a guide to ensure a consistent approach to sewer system evaluation and reporting (*Ongoing*).

Narrative 15: Summarize key progress on the assessment and condition of municipal sewerage system

Between 2001 and until 2011, Richmond has completed CCTV inspection and assessment for 90% of its gravity sanitary sewer system. During the reporting period, Richmond completed 52 km of CCTV inspection and condition assessment for the Terra Nova Sanitary Sewer Area. The study identified four sections of gravity pipeline that require point repair for structural defect and 52 points of infiltration, mainly at pipe joints. The City will remedy these defects as part of the 2013 Capital Program.

Attachment 6:

Map highlighting:

- a) sewerage system CCTV inspection*
- b) replacement /rehabilitation locations (last 20 yrs)*

Action 3.1.8 – Develop and implement asset management plans targeting a 100 year replacement of rehabilitation cycle for municipal sewerage infrastructure and provide copies of such plans to Metro Vancouver (*2014*).

Narrative 16: Summarize key progress or accomplishments on the development of asset management plans for municipal sewerage infrastructure.

Richmond has an ongoing Ageing Infrastructure Replacement Program with dedicated funding from the Sanitary Sewer Utility that maintains the sanitary system in an appropriate operating condition. Staff report to City Council annually on the status of the program which includes current infrastructure status, long term funding requirements and funding gaps if they exist. The 2011 program update is available as RDMS# 3170477 and identified a long term, sustainable capital requirement of \$6.2M and a budget of \$4.3M. City Council and staff have made significant progress in closing the funding gap and will continue to close the gap in subsequent utility rate setting cycles. The sanitary system is relatively young and the bulk of replacement funding is predicted to be required between 2041 and 2061. As such, the incremental approach to closing the funding gap is appropriate for the City of Richmond.

Richmond has completed CCTV inspection and sanitary sewer condition assessment for 90% of its gravity sewer. Richmond has found that the sewers inspected to date are in excellent condition. The 52 km CCTV program completed in the reporting period identified a low occurrence of structural (0.2 structural defects per km of pipe inspected) or I&I defects (0.7 I&I defects per km of pipe inspected).

Identified defects will be remedied as part of the 2013 Capital Program as documented in the City's 5-year capital program (REDMS#3247757 2013-2017 Capital Sanitary Projects Recommendations).

Development of the City's 2041 Official Community Plan included hydraulic modeling of the sanitary sewer system and identification of capacity based improvements to support growth identified in the plan. Identified pipelines will be improved as growth occurs through the Developer Cost Charges program or through developer funded improvements.

Attachment 7:

- a) *List copies of completed asset replacement plans that are available on request: REDMS#3249431 Eng. D&C Construction Program Update 2012 and 2011; REDMS#2056950 Eng. D&C Construction Program Update 2010. REDMS#3247757 2013-2017 Capital Sanitary Projects Recommendations. Additional documentation for previous years is available upon request.*
- b) *Reference or append completed annual PSAP 3150 reporting on asset values: City of Richmond 2011 Annual Report includes audited financial statement and note 13 tangible capital assets schedule attached (REDMS#3486562 TSA Continuity Schedule Details)*

2011 Annual Report could be found at:

<http://www.richmond.ca/shared/assets/2011annualreport33023.pdf>

More detailed information for our non-financial assets that we report to the Province could be found at: http://www.cscd.gov.bc.ca/lgd/infra/municipal_stats/municipal_stats2011.htm

- c) *Colour coded map showing age of the sewerage system (i.e.: <1900, 1901-1925, 1926-1950, 1951-1975, 1976-2000, >2000)*

Action 3.2.4 – Undertake a tri-annual internal audit of best practices of one municipal liquid waste management sub-program in each municipality to identify opportunities for innovation and improvements (*Triennially*).

Narrative 17: Summarize key findings from the tri-annual internal audit (first due in 2013)

The implementation is not required for the current reporting period.

Action 3.3.6 – In collaboration with Metro Vancouver, estimate and document the greenhouse gas emissions and odours associated with the operation of the municipal and regional liquid waste management systems (2014).

Narrative 18: Summarize the estimate of greenhouse gas emissions and odours associated with the operation of municipal and regional liquid waste management systems.

Not required for the current reporting period.

Action 3.3.7 – Estimate and report on the frequency, location and volume of sewerage overflows from municipal combined and sanitary sewers, and where feasible identify and address the probable causes (Ongoing).

Narrative 19: Summarize and highlight any important details and action plans relating to wet weather SSOs & probable causes of CSOs

Richmond did not have any wet weather sanitary sewer overflows during reporting period. There are no combined sewers in the City.

Attachment 8:

a) Map showing wet weather SSO locations, volumes & number of occurrences

Action 3.3.8 – Maintain and, if necessary, expand the existing municipal sewer flow and sewer level monitoring network (Ongoing).

Narrative 20: Summarize and highlight any changes to the existing municipal sewer flow & sewer level monitoring network

Richmond has wet well level monitoring sensors installed at all (152) sanitary pump stations. Currently, the City is monitoring flows through the utilization of pump run times at sanitary pump stations using data loggers. To improve the accuracy of pump flow calculations, the City is installing pressure sensors at sanitary pump stations. The pump discharge pressures will be utilized with pump curves to determine sanitary discharge flow. Richmond is moving toward automating the data collection and data download processes through SCADA and Flow Works technologies. The City requires flow meters at all new pump stations.

Attachment 9:

a) Map showing location & number of active sewer flow and level monitors for the reporting period

Action 3.4.4 – In collaboration with Metro Vancouver and the Integrated Partnership for Regional Emergency Management (IPREM), develop emergency management strategies and response plans for municipal and regional wastewater collection and treatment systems (2015).

Narrative 21: Summarize progress on the development of emergency management strategies and response plans for municipal & regional wastewater collection and treatment systems

Richmond has developed an Emergency Management Plan (REDMS#2874803) that provides the authority and guidance to the City of Richmond's staff to ensure a well-managed response to major emergencies within the jurisdiction. It is based on the standards established for the "British Columbia Emergency Response Management System". The plan identifies key priorities and actions to be undertaken in preparing for and responding to a major emergency or disaster. Those disasters include but not limited to critical infrastructure failure, earthquake, flooding and severe weather. All these disasters may involve failures of municipal & regional wastewater collection and treatment systems. A detailed emergency management strategies and response plan will be developed in the future in collaboration with Metro Vancouver and IPREM for municipal and regional wastewater collection and treatment systems.

IPREM has identified next steps for Critical Infrastructure (CI) Assurance Planning as follows:

- 1) Examine the potential impacts to CI within Metro Vancouver for each of the priority hazards that were identified during the Regional Hazard/Risk Assessment workshops. The first to be discussed is the 7.3M Strait of Georgia earthquake, followed by the recent Haida Gwaii Earthquake/ Tsunami, including indirect impacts to Metro Vancouver;
- 2) Investigate the "Guiding Principles, Rational and Process" proposed for the Regional Concept of Operations and their applicability to restoration priorities. It proposed a framework to help address how this Region will:
 - Collectively share information and collaborate on decisions;
 - Identify roles and authority of elected and appointed officials and other agencies;
 - Agree on the consultation and approval process.

Action 3.4.5 – Adapt infrastructure and operations to address risks and long-term needs (Ongoing).

Narrative 22: Summarize key initiatives that support the adaptation of infrastructure & operations to address risks and long term needs

Long term financial management strategy to replace ageing infrastructure

Richmond has an ongoing Ageing Infrastructure Replacement Program with dedicated funding from the Sanitary Sewer Utility that maintains the sanitary system in an appropriate operating condition. Staff report to City Council annually on the status of the program which includes current infrastructure status, long term funding requirements and funding gaps if they exist. The 2011 program update is available as RDMS# 3170477 and identified a long term, sustainable capital requirement of \$6.2M and a budget of \$4.3M. City Council and staff have made significant progress in closing the funding gap and will continue to close the gap in subsequent utility rate setting cycles. The sanitary system is relatively young and the bulk of replacement funding is predicted to be required between 2041 and 2061. As such, the incremental approach to closing the funding gap is appropriate for the City of Richmond.

Richmond has an on-going 5-year sanitary replacement capital program (REDMS# 3247757) that includes gravity sewers, forcemains and pump stations replacements.

Bylaw 9000 – 2041 Official Community Plan (OCP)

Bylaw 9000 – 2041 Official Community Plan (OCP) Schedule 1 addresses risks and long term needs of sanitary sewer system through the following objectives and policies:

OBJECTIVE 1:

Maintain an efficient sewage system to protect public health and safety.

POLICIES:

a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;

b) improve the efficiency of the sewer system by:

- maintaining low inflow and infiltration levels;
- reducing waste volume through water conservation;
- continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;

c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;

d) develop public education programs to:

- reduce FOG discharges into the sewer system;
- reduce per capita water use which will, in turn, reduce sanitary sewer flows;

e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;

f) participate in the on-going implementation of the May 2010 Metro Vancouver Integrated Liquid Waste Resource Management Plan.

OBJECTIVE 2:

Proactive planning of infrastructure upgrades and replacements due to age and growth.

POLICIES:

a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;

b) coordinate the replacement of aging sewer infrastructure with other City infrastructure replacement projects;

c) ensure that sewered areas of the City maintain service levels in alignment with the needs of present and future land uses;

d) ensure that development related sanitary system upgrades are funded through Servicing Agreements sewer DCC's, and senior government funding;

e) require all new developments to be connected to sanitary sewer where sanitary system is available;

f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.

Action 3.4.6 – Ensure liquid waste infrastructure and services are provided in accordance with the Regional Growth Strategy and coordinated with municipal Official Community Plans (Ongoing).

Attachment 10:

a) Map showing colour coded municipal serviced area: within the Urban Containment Boundary, Outside under special exemption, Outside without exemption.

Action 3.4.7 – Develop and implement integrated stormwater management plans at the watershed scale that integrate with land use to manage rainwater runoff (2014).

Narrative 23: Summarize and highlight key initiatives relating to the development and implementation of the integrated stormwater management plans

The City is developing an ISMP that will be completed in 2013, ahead of the 2014 deadline. Due to Richmond's topography, diking and historic agricultural land use, the City has few natural wetlands and no natural creeks or streams. However, many watercourses are recognised as Riparian Management Areas (RMAs) that are important wildlife habitats and contribute to surface water health. City drainage systems typically use enclosed, interlinked conduits and manmade open channel/watercourses to convey surface rainwater to gravity outfalls and drainage pump stations that discharge into the Fraser River. Due to the drainage systems interlinked nature, water can move in many directions throughout the system making Lulu Island one big watershed. As such, the City is producing one ISMP for the Lulu Island watershed. To date, the City's consultant has completed stage one of the proposed IRRMS work program which included a review of the City's drainage system, environmental habitats, land use, policies, bylaws and similar key pieces of information that affect surface water management and health. From this information, study areas with diverse land use and drainage system characteristics have been developed. These areas will be used to identify rainwater management best practices and recommendations that may update or extend current policies, bylaws and other standards to protect and enhance watercourse health.

Table 10: List ISMPs, their current status and the implementation of any major initiatives

ISMPs	Current Status (In Development, Developed, Implemented)	Major Initiatives
Lulu Island	In Development	Not yet identified

Attachment 11:

- a) Map showing ISMPs & status (using the following colour code: In Development = Yellow, Developed = Light Green, Implemented = Dark Green)

Action 3.5.8 – Biennially produce a progress report on plan implementation for distribution to the Ministry of the Environment that: (a) summarizes progress from the previous two years on plan implementation for all municipal actions, including the status of the performance measures, (b) includes summaries and budget estimates for proposed LWMP implementation programs for the subsequent two calendar years (July 1st biennially).

Table 11: List budget estimates for the LWMP implementation programs and subsequent two years beyond biennial report (from 5 yr plan)

LWMP Implementation Action	Details/Notes	Budget					
		2010	2011	2012	2013	2014*	2015*
Sanitary Sewer Capital Program	Includes pump stations	8.7M	3.2M	6.9M	4.6M	5.9M	4.7M

	<i>replacement, gravity sewer and forcemain replacement and sanitary sewer rehabilitation works.</i>						
<i>Development Projects (Sub-division Agreements)</i>		<i>2.3M</i>	<i>2.9M</i>	<i>2.5M</i>			
<i>ISMP Implementation</i>				<i>0.15M</i>			

* Subject to council approval

Action 3.5.9 – this reporting is an annual requirement. In the year of the biennial report, this action is covered off by municipal reporting on 3.4.7 & 3.3.7. This municipal reporting is to be summarized regionally under 3.5.6 of the MV reporting template.

Ministerial Condition 2 – Member municipalities are strongly encouraged to business case and/or implement residential water metering programs and to consider municipal rebate programs for water efficient fixtures and appliances to reduce potable water use.

Narrative 24: Discuss initiatives that evaluate/support water metering and rebate programs to water fixtures and appliances

The City of Richmond has comprehensive water meter programs for both residential and commercial properties. 100% of industrial and commercial properties in Richmond are metered. Richmond also has mandatory and voluntary programs for residential water metering. Water meters are mandatory for new construction, major renovations, and for dwellings in areas of watermain upgrades. Richmond has voluntary water meter programs for single-family dwellings, with free water meter and installation, and multi-family dwellings, with a minimum subsidy of \$60,000 per complex. As of January 1, 2013, 70% of single-family dwellings and 23% of multi-family dwellings are metered in Richmond.

To complement these water meter programs, Richmond provides metered customers with free water conservation kits, which include low flow showerheads, faucet aerators, toilet fill cycle diverters, toilet leak detection tablets, and educational water conservation tools. In addition, Richmond offers a \$100 rebate to residents for replacing old toilets with new low-flush toilets, and subsidized rain barrels to collect and store water for outdoor use. As of January 1, 2013, 3,150 toilet rebates and 825 rain barrels have been issued to Richmond residents.

Ministerial Condition 3 –

MV, in partnership with member municipalities, is encouraged to pursue a region-wide water conservation program targeting the industrial, commercial, institutional and agricultural sectors as part of its new Drinking

Water Management Plan. Remaining municipalities in the region that have not implemented metering for these sectors are encouraged to do so.

The City's water conservation programs include water metering, toilet rebates, lawn irrigation restrictions, river and rainwater for irrigation, and demonstration projects that use rainwater for toilet flushing.

Ministerial Condition 7 – Member municipalities will, with MV planning and coordination, and to the satisfaction of the Regional Manager, develop a coordinated program to monitor stormwater and assess and report the implementation and effectiveness of Integrated Storm Water Management Plans (ISMPs). The program will use a weight-of-evidence performance measurement approach and will report out in the Biennial Report. The Regional Manager may extend the deadline for completion of ISMP by municipalities from 2014 to 2016 if satisfied that the assessment program could result in improvement of ISMP and protect stream health.

Narrative 25: To be determined once the Adaptive Management Framework for ISMPs has been developed

A draft Adaptive Management Framework for ISMPs was developed in 2012 with input from the Stormwater Interagency Liaison Group and Environmental Monitoring Committee. This framework is being tested and refined in 2013 prior to its use by member municipalities.

Attachment 12:

- a) Results per ISMP Adaptive Management Framework watershed (as available) Not Available*
- b) Map showing location of monitoring*
- c) Do you have required ISMP's that will not be completed by 2014?*

Ministerial Condition 9 – The ILWRMP has a goal of protecting public health and the environment. In keeping with this goal and to ensure alignment with other national, provincial and regional initiatives, Metro Vancouver and member municipalities are encouraged to: (a) Have local land use planning consider the direction provided by the ISMPs, (b) Consider how the degree, type and location of development within a drainage can affect the long-term health of the watershed, (c) Consider how to protect the stream, including the riparian

areas that exert an influence on the stream, from long-term cumulative impacts and (d) Use scenarios and forecasting to systematically consider environmental consequences/benefits of different land use approaches prior to build-out (for example, Alternative Future type approaches).

Narrative 26: Please describe how you have used proactive planning processes as listed in Ministerial Condition 9 and provide examples.

Quote relevant OCP sections addressing stormwater, stream health and their consideration of ISMPs (may not be required based on MOE comments).

As a flat lowland municipality with few Greenfield sites, most development within the City has marginal negative impact on public health and the environment. However, the City undertakes many initiatives, supported by OCP policies (updated in 2012), that protect public Health and the environment. Examples include:

The City is undertaking a City wide ISMP with implementation plan, to be completed and endorsed by Council in 2013.

The City controls development related sediment and dewatering activities as described in Table 1b.

The City reviews development applications to limit the amount of vegetation that can be disturbed or removed from a site and sets compensation requirements. Environmental best management practices are determined for sediment control and preservation of vegetation within 5m and 15m Riparian Management Areas (RMAs), in accordance with the Department of Fisheries and Oceans (DFO) Land Development Guidelines (one additional staff member hired to manage RMAs). Permitted tree removal or replacement is determined as per Tree Protection Bylaw No. 8057.

The infilling of watercourses with RMAs is restricted by Bylaw 8441 and requires DFO approval.

The City is exploring programs detailed in the Richmond's 2012 Environmentally Sensitive Area Management Strategy to protect environmentally sensitive areas and their connectivity (jointly referred to as Richmond's Ecological Networks).

The City has a policy to maintain Agriculture land Reserve Boundaries and discourage the addition of new roads, residential and other development within them.

The City has a Dangerous Goods Spill Response Plan that identifies the risk assessment, prevention initiatives, and the preparedness, response and recovery measures to manage dangerous goods and pollution incidents in the City of Richmond, which vary with land use.

The City proactively identifies areas where existing developments cause environmental concerns (for example Bath Slough) and implements strategies to improve ecological and community values. The Bath Slough area is negatively impacted from invasive vegetation and adjacent land use issues. Strategies to improve watercourse health include tree planting to create riparian forest, the control of invasive species

(e.g. blackberry, reed canary grass and parrot feather), and working cooperatively with local business and landowners to achieve these goals and prevent point source pollution.

The City is actively trying to manage invasive plant species that threaten watercourse health and drainage functionality. The City has provided input to the Provinces Early detection rapid response

Very little Greenfield Development occurs in the City. Richmond is redeveloping within the urban containment boundaries and is moving towards densification. The following is a selection of OCP objectives and policies that ultimately support ISMP objectives:

Bylaw 9000 – 2041 Official Community Plan (OCP)

OCP Section 7.0 Agriculture and Food

7.1 Protect Farmland and Enhance Its Viability

OBJECTIVE 1: Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

POLICIES:

Farmland Protection

a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;

OBJECTIVE 2: Enhance all aspects of the agricultural sector including long-term viability, opportunities for innovation (agri-industry), infrastructure and environmental impacts.

POLICIES:

Land Use Considerations

a) support farm activities which follow normal farm practices and do not create health hazards;

b) consider agricultural projects which achieve viable farming while avoiding residential development as a principal use;

c) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road improvements in the ALR Map;

j) continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential);

k) limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated;

Environment

a) explore with farmers ways to protect the Ecological Network values of their lands such as:

- explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy;
- encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program;
- explore the viability of leasing agricultural lands that have important environmental values from farmers to manage these lands for both agricultural and environmental goals;
- explore mechanisms that compensate farmers for the loss of cultivation to maintain key ecological objectives.

OCP Section 9.0 Island Natural Environment (an Ecological Network approach)

OBJECTIVE 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network (EN).

POLICIES:

a) identify an EN to provide an innovative framework to better protect the city's ecological resources;

b) include the EN as a foundational tool within the Green Built and Natural Environment program of the City's Sustainability Framework. Implementation within the program will include the establishment of targets and adoption of the Ecological Network concept;

c) establish a meaningful and robust EN by:

- considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement (e.g., Riparian Management Areas, Park and Open Space policies, Environmentally Sensitive Areas, school yards, agricultural lands, Wildlife Management Areas, etc.). The EN data set includes information for the relative "naturalness" of given areas and also assesses their suitability for restoration and enhancement of lands including functioning, impaired and non-functioning corridors. Prioritization and recommendations can be made to identify possible acquisition, enhancement and protection strategies. Note: Currently the EN map does not include any corridors. Amendments to the OCP will be made, as appropriate, prior to the next OCP update;
- establish clear goals and objectives to strengthen and expand the existing EN. This will include a review and recommendation of potential targets and metrics to assure successful implementation of the EN;
- over time, establishing new design objectives (e.g., ecological landscape design guidelines), policies and principles for city lands, operations, environmental stewardship initiatives and private developments to ensure integration with the EN; implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy and updating it every five years (Policy Planning);

- over time, updating the City's Riparian Management Areas (RMA) Response Strategy, Parks and Open Space Strategy and related policies to reinforce the value of connectivity;
- all private development and City works will comply with the City's Environmentally Sensitive Areas policies, the City's RMA setbacks (5 m or 16.4 ft. and 15 m or 49.2 ft.), the City's Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;
- as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;
- continuing to establish partnerships, incentives, policies, programs and measures, as appropriate, to improve the EN;

OBJECTIVE 2: Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.

POLICIES:

- a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;
- b) develop a Richmond specific approach to promote and track GIN opportunities to support the Ecological Network through the City's capital and operation projects, policies and development application requirements;
- c) establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity;
- d) create educational and outreach materials that interpret the direct value of the green infrastructure and the GIN, their underlying ecosystem services and significant natural features in the City;
- e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance

OBJECTIVE 3: Proactively implement practices to protect and improve water, air and soil quality.

POLICIES:

- a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the **City's Integrated Stormwater Management Plan** being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes, sedimentation and erosion, and thus improve water quality;

- b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River;*
- c) prioritize the protection and enhancement of the Fraser River and West Dike foreshore habitat (e.g., RMA requirements, 30 m or 98.4 ft. foreshore and 30 m or 98.4 ft. inland setback buffer in accordance with the City's ESA development permit process and the Parks and Open Space Strategy);*
- d) assure compliance for all capital, operations, development applications and other projects for the City's 5 m or 16.4 ft. and 15 m or 49.2 ft. setback requirements for Riparian Management Areas (RMAs) and for Environmentally Sensitive Development Permit Areas (ESAs);*
- e) enhance the City's RMA network through the implementation of strengthened policy and/or bylaw approaches;*
- f) overtime, review and update design guidelines to ensure that public access to natural areas is provided in a manner that best balances habitat protection with public access and ecological connectivity opportunities;*
- g) establish and encourage Best Management Practices related to Air Quality and reduction of greenhouse gases, including education both internally and externally to the industrial, construction and agricultural sectors;*
- h) cease the use of traditional pesticides through the ongoing implementation of the city's Enhanced Pesticide Management Program which includes the Pesticide Use Control Bylaw and educational initiatives which promote the use of new generation, low toxicity pesticides, organic gardening, natural lawn care, etc.;*
- i) continue to expand City Operations practices to innovate best practices for landscape maintenance in the absence of traditional pesticides;*
- j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion;*
- k) continue to partner with senior governments and businesses to promote initiatives aimed at best practices for storm water management and spill response management;*
- l) continue participation in the Site Profile system to assist the Provincial Ministry of Environment with screening and managing contaminated sites through the Development process;*
- m) continue to work with senior government and other agencies to raise awareness of environmental and health impacts of discharges of polluting substances into the air, soil and water;*
- n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise);*

o) continue to partner with all levels of government and others to encourage more adaptable, resilient policies to better manage climate change.

OBJECTIVE 4:

Develop Partnerships for "Ecological Gain".

POLICIES:

a) incorporate Ecological Gain principles into all City and development approval projects to maximize environmental values and benefits to the Ecological Network;

b) consider the review and establishment of a target or metric to use for tracking the implementation and success of the Ecological Gain concept.

OBJECTIVE 5: Fostering Environmental Stewardship.

POLICIES:

a) identify and establish opportunities to support the Ecological Network through volunteer driven stewardship initiatives;

b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles;

c) ensure outreach and educational programs in environmental stewardship are relevant to a multicultural audience;

d) seek out sponsorship and private sector support for environmental stewardship and place-making initiatives;

e) encourage the formation of community based volunteer environmental stewardship organizations.

OBJECTIVE 6: Achieve long-term protection for Environmentally Sensitive Areas (ESAs) through the implementation of the 2012 ESA Management Strategy.

POLICIES:

b) continue to provide protection for ESAs by requiring ESA Development Permits for proposed development activity in ESAs to ensure that development proposals meet ESA policies and guidelines;

c) ensure that the ESA DPs review and minimize the impacts of the proposed development in the ESA;

d) continue to require environmental impact assessments in cases where development applications are likely to negatively impact the ESA;

e) strive to achieve additional protection for ESAs, by facilitating the environmentally sensitive development on lands adjacent to identified ESAs through particular attention to the subdivision of land, siting of buildings and structures, the provision of parking, storage and landscaping areas, and allow stormwater retention during rain events;

f) encourage the restoration and re-creation of natural habitats to enhance ESAs, particularly those which are under City ownership;

OCP Section 10.0 Open Space and Public Realm

OBJECTIVE 5: *Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm to strengthen and contribute to the Ecological Network.*

POLICIES:

a) protect, enhance and sustain ecosystem services in parks and other public open spaces as these are significant parts of a robust Ecological Network (see Chapter 9.0);

b) as practical, connect significant Ecological Network assets via existing or enhanced corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);

c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);

OBJECTIVE 6: *Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.*

POLICIES:

a) protect, enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, fl oats, beaches, riparian areas and the foreshore);

b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;

c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);

d) develop recreational opportunities on and around sloughs and canals;

e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;

f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).

OCP Section 12.0 Sustainable Infrastructure and Resources

12.1 Sanitary Sewers

OBJECTIVE 1: *Maintain an efficient sewage system to protect public health and safety.*

POLICIES:

- a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;*
- b) improve the efficiency of the sewer system by:*
 - maintaining low inflow and infiltration levels;*
 - reducing waste volume through water conservation;*
 - continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;*
- c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;*
- d) develop public education programs to:*
 - reduce FOG discharges into the sewer system;*
 - reduce per capita water use which will, in turn, reduce sanitary sewer flows;*
- e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;*
- f) participate in the on-going implementation of the May 2010 Metro Vancouver **Integrated Liquid Waste Resource Management Plan**.*

OBJECTIVE 2: *Proactive planning of infrastructure upgrades and replacements due to age and growth.*

POLICIES:

- a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;*
- e) require all new developments to be connected to sanitary sewer where sanitary system is available;*
- f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.*

12.2 Irrigation and Drainage

OBJECTIVE 1: *Maintain and improve urban drainage systems to meet the public's needs and regional requirements.*

d) prepare for the effects that climate change may bring to the region, such as increased rainfall intensities which may require higher drainage capacity (for example by participating in regional climate change initiatives, researching issues and options and implementing City Climate Change policies as practical and funding becomes available);

e) encourage the use of collection and drainage systems that harvest rainwater for non-potable water uses, temporarily store rainwater during major storm events and reduce surface water contaminants from entering drainage systems;

*f) **integrate rainwater management master planning with other city initiatives**, such as shopping centre and arterial road densification, to meet drainage needs while minimizing pollution and soil erosion;*

g) upgrade drainage systems in established neighbourhoods via redevelopment requirements and Local Area Service Plans;

h) wherever practical, retain open watercourses to provide drainage, and ensure that the watercourse permitting process is followed;

i) integrate drainage with the Ecological Network;

12.5 Recycling and Waste Management

OBJECTIVE 3: *Support regional requirements for banned and restricted materials including hazardous waste management, through improved City bylaws, enforcement, community awareness and drop-off programs, and partnerships with product stewardship/take back programs.*

POLICIES:

a) support regional initiatives to develop alternative programs to reduce waste and pollution, such as waste audits on construction sites, processes for tracking construction waste, and alternatives to traditional building material, recycling programs and improved commercial building design guidelines;

b) encourage additional opportunities for the safe and convenient disposal of household hazardous waste through drop-off collection at the Richmond Recycling Depot, partnerships with community product stewardship/take back programs, and coordination with responsible disposal services in the community;

12.10 Street Trees

OBJECTIVE 3: *Protect and retain the City's existing street trees, particularly in areas of new development within the City.*

POLICIES:

- a) ensure that existing street trees are only removed in accordance with the criteria established by the City's Urban Forest Strategy;*
- b) ensure that planning of new developments takes into account the location and condition of existing street trees, and where necessary their replacement;*
- c) ensure that street trees are protected from disturbance during installation or maintenance activities of other public or private utilities.*

OCP Section 14.0 Development Permit Guidelines

14.2.10.D Rainwater Management

- a) Manage as much rainwater on site as possible by:*
 - *incorporating intensive and accessible extensive Green Roofs, bio-swales, infiltration and other best management practices throughout the site to store rainwater, mitigate urban heat island effect, reduce heating and cooling loads and reduce the impact on City drainage systems;*
 - *using pervious surfaces to promote rainwater infiltration;*
 - *using rainwater harvesting systems for irrigation and toilet flushing.*
- b) Newly or re-developing areas should manage rainwater runoff by using boulevard swales, rainwater gardens and other best practice techniques that slow surface runoff.*

Attachment 13:

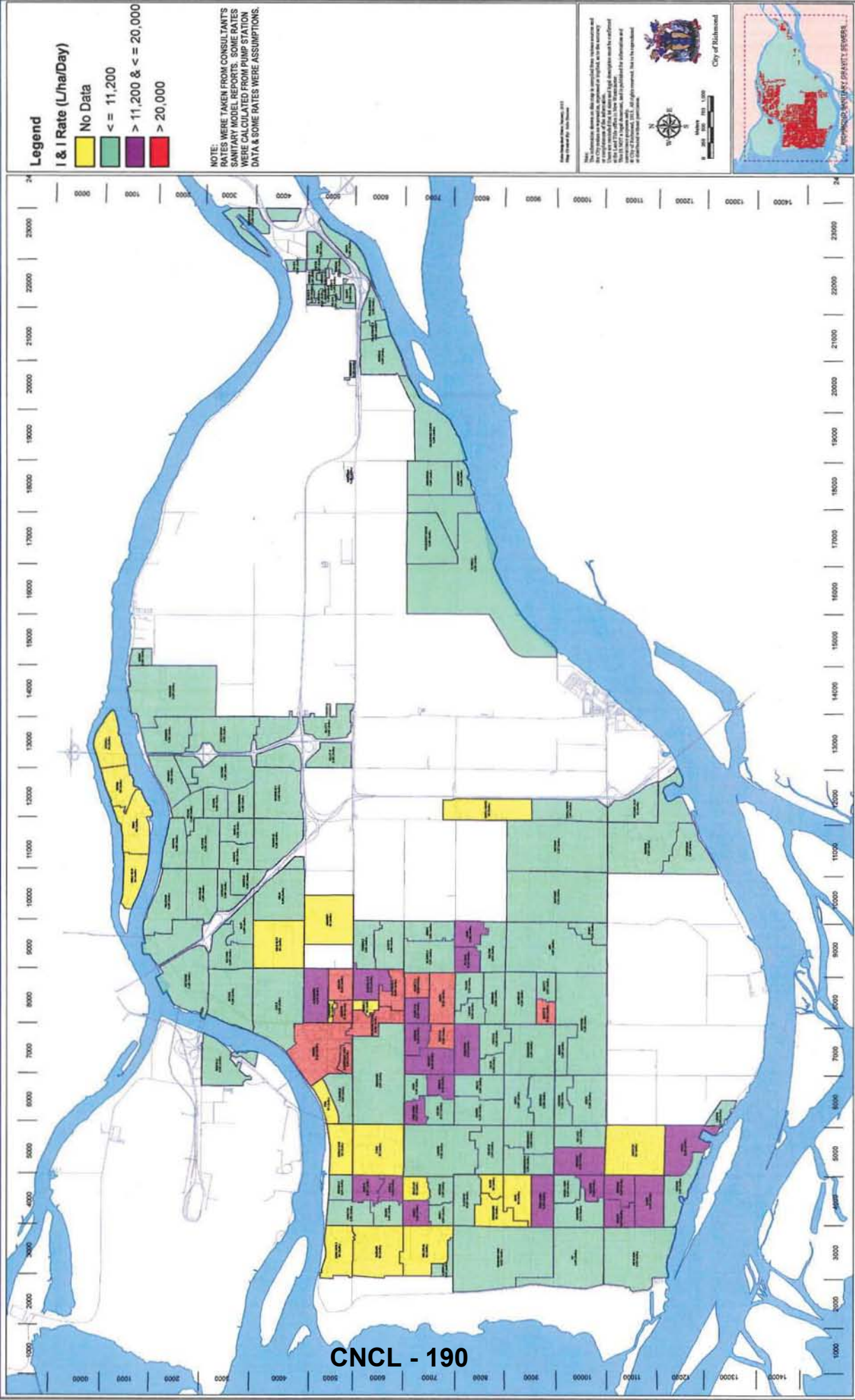
- a) Map showing protected riparian areas & possible stream classifications*

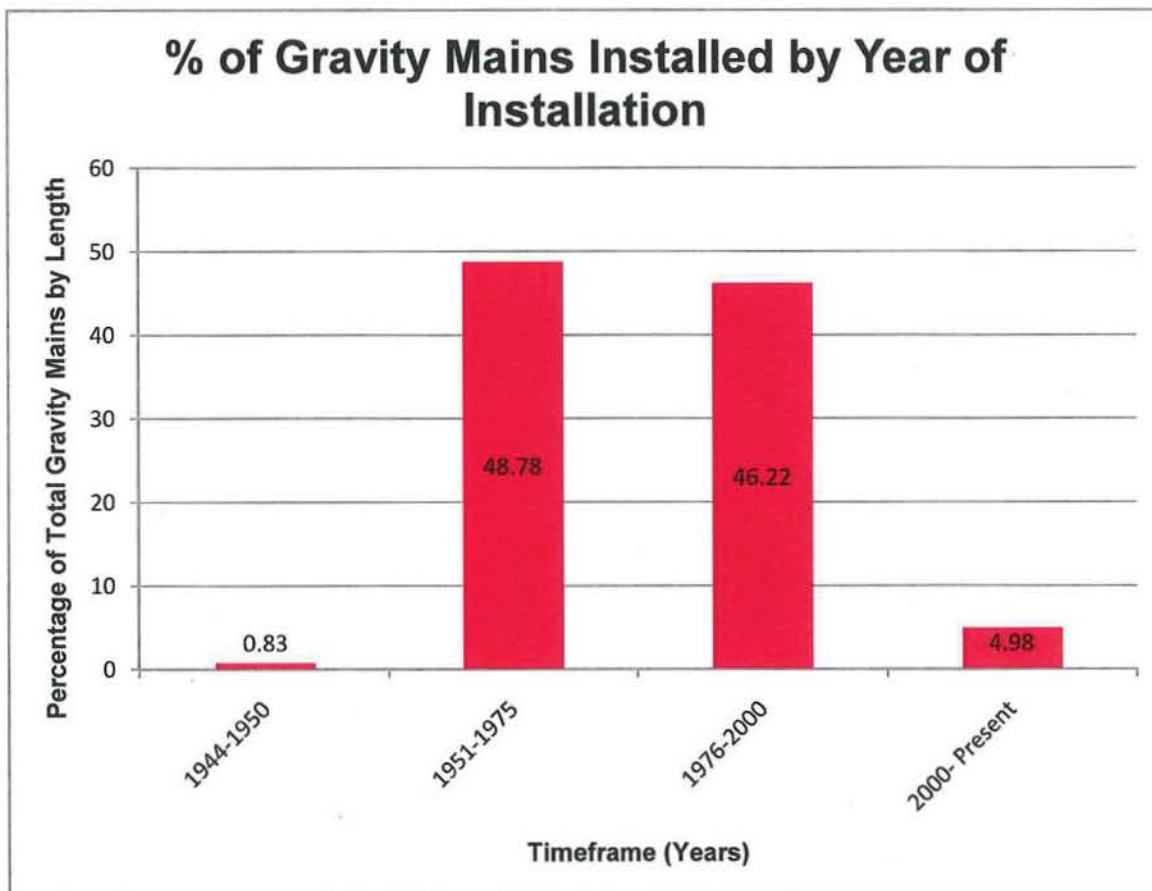
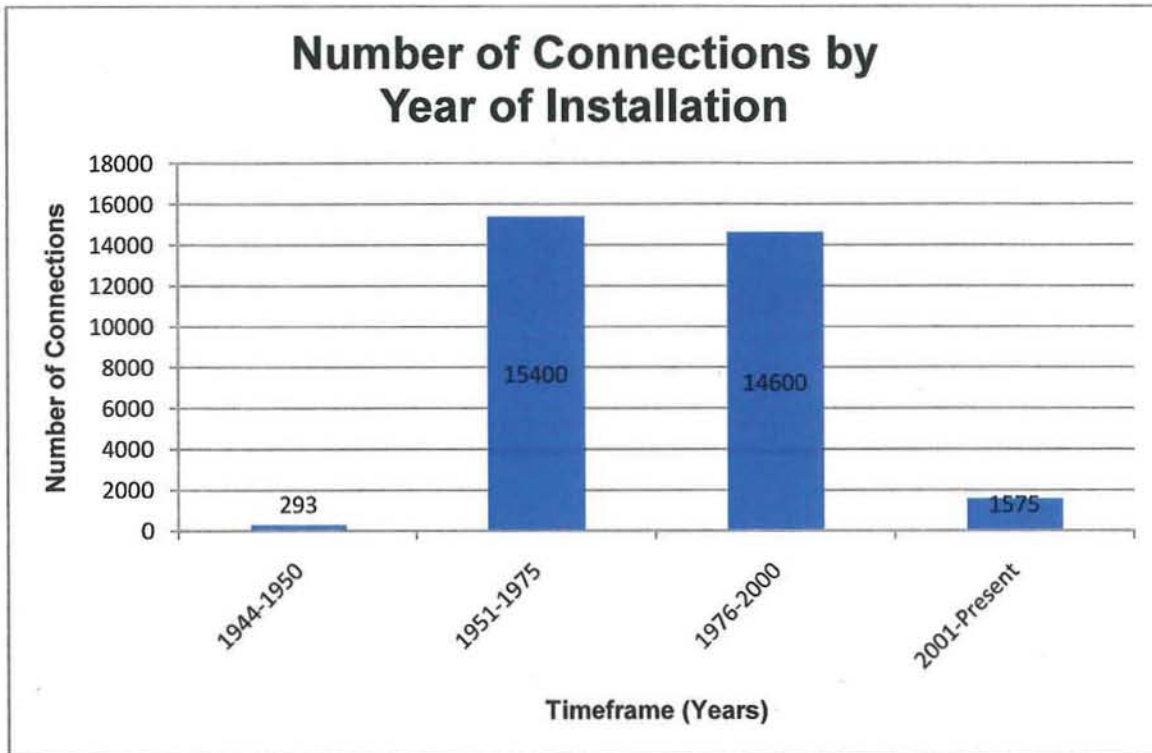
Table 12: Summary of System

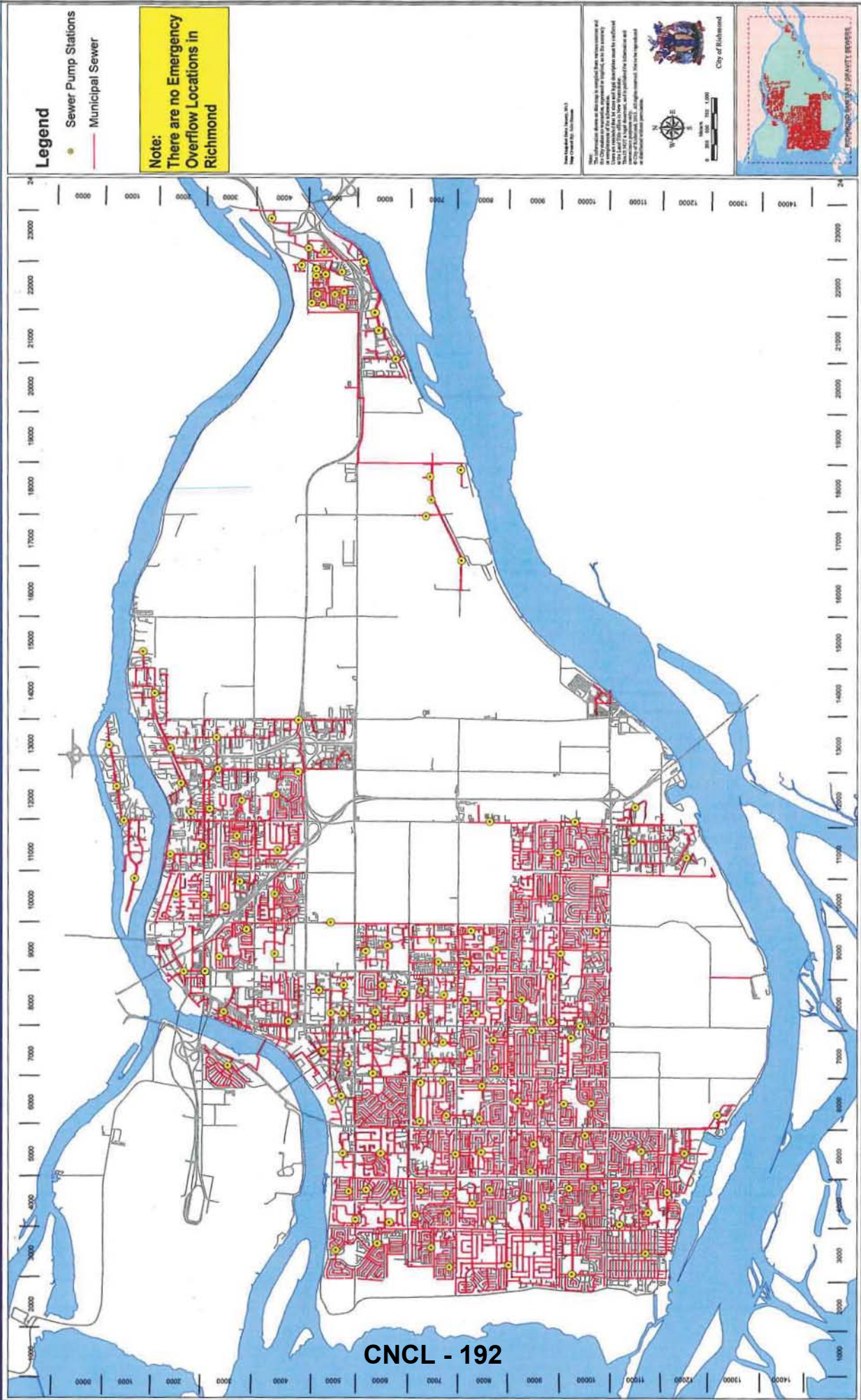
City of Richmond Biennial Report Information				
Description	Unit	Total as of Dec. 31, 2009	Changes	Total as of Dec. 31, 2012
1. Municipal Sewer System Inventory				
a. Sanitary Gravity Sewers	m	466,343	981	467,324
b. Sanitary Services (Connections)	ea.	31,289	302	31,591
c. Sanitary Force mains	m	103,531	1,023	104,553
2. Combined Sewer System Inventory				
a. Total Combined Sewers	m	0	0	0
b. Combined Services (Connections)	ea.	0	0	0
c. Combined Sewers Separated	m	0	0	0
d. Percentage of total system separated	%	0	0	0
3. Sanitary Sewer System Evaluation Program				
a. Sanitary Sewers Video Inspected	m	366,100	51,200	417,300
b. Percentage of Entire Municipal Sewer System Dye & Smoke Tested	%	0%	0.7%	0.7%
c. Percentage of Entire Municipal Sewer System Video Inspected	%	80.2%	9.5%	89.7%
d. Percentage of Entire Municipal Sewer System Structurally Rated	%	80.2%	9.5%	89.7%
4. Sewer System Rehabilitation				
a. Total Length of Sewers Rehabilitated	m	2,584	0	2,584
b. Total Length of Sewers Replaced/Capacity Upgraded Gravity/Force mains	m	4,017/2,252	2,234/1,887	6,251/4,139
c. Total Number of Service Laterals Rehabilitated	ea.	21	11	32
d. Number of Structurally Repaired Manholes/Cleanouts	ea.	2086	245	2331
e. Number of Cross-Connections Corrected	ea.	0	7	7
5. Sanitary Sewer Overflows				
a. Total Number of Reported Dry Weather SSOs	ea.	0	0	0
b. Total Number of Reported Wet Weather SSOs	ea.	0	0	0
c. Number of Breakdowns from Failures	ea.	85	32	117

6. Greenhouse Gas Emissions		Period 2010 -2011 -2012		
a.	CO ₂ emission reduction from sewer system	kg CO ₂	n/a	n/a
7. Summary of Budget/Cost		Period 2010 -2011 -2012		
a.	Sanitary Sewer Condition Evaluation Program	\$0.4M	0	0
b.	Combined Sewer Separation Program	0	0	0
c.	Sewer System Rehabilitation/Replacement Program	\$10.6M	\$6.1M	\$9.4M
d.	CO ₂ Reduction Program	0	0	0
e.	ISMP Implementation	0	0	\$0.15
f.	Total Budget/Cost	11.0M	\$6.1M	\$9.55M

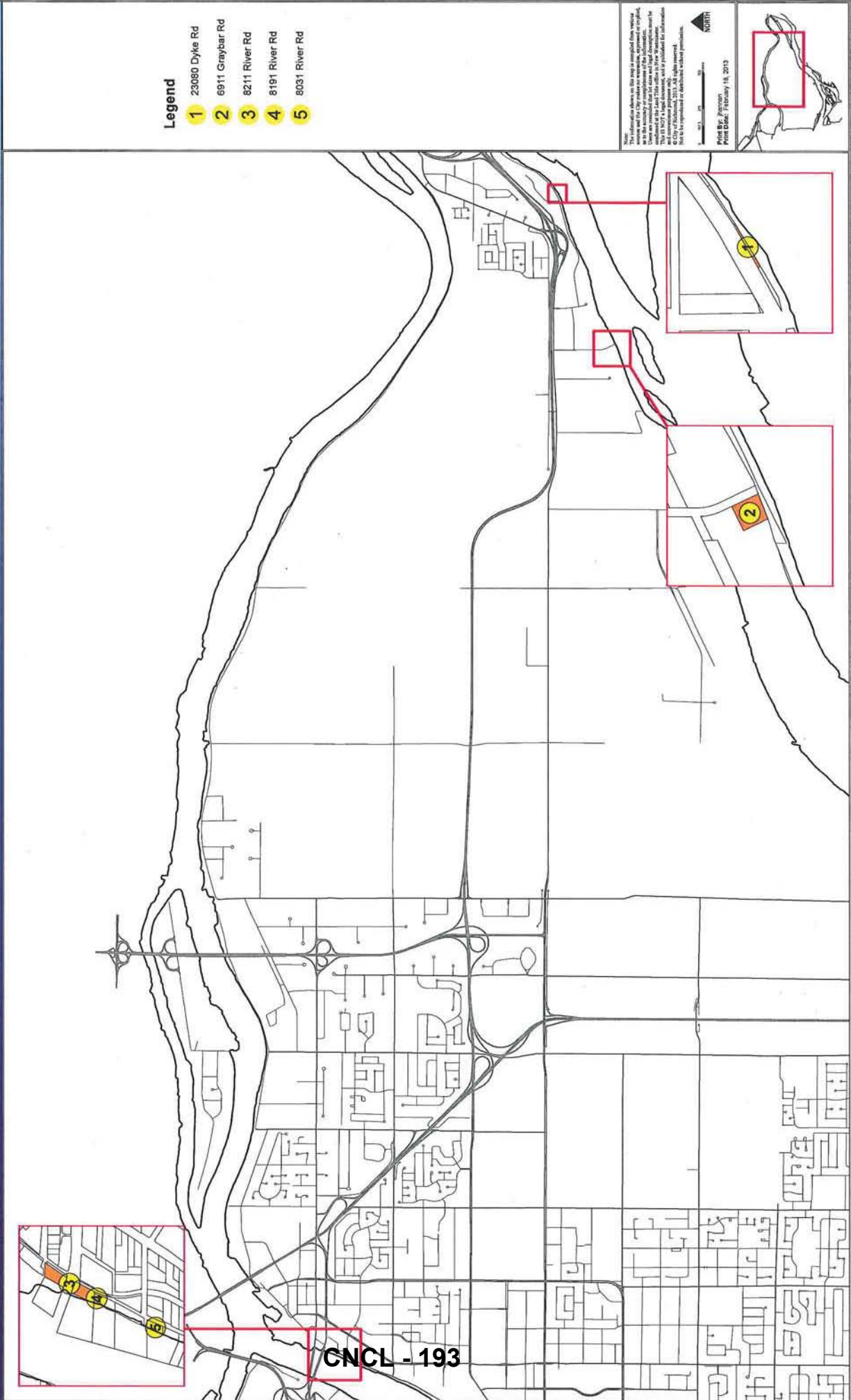
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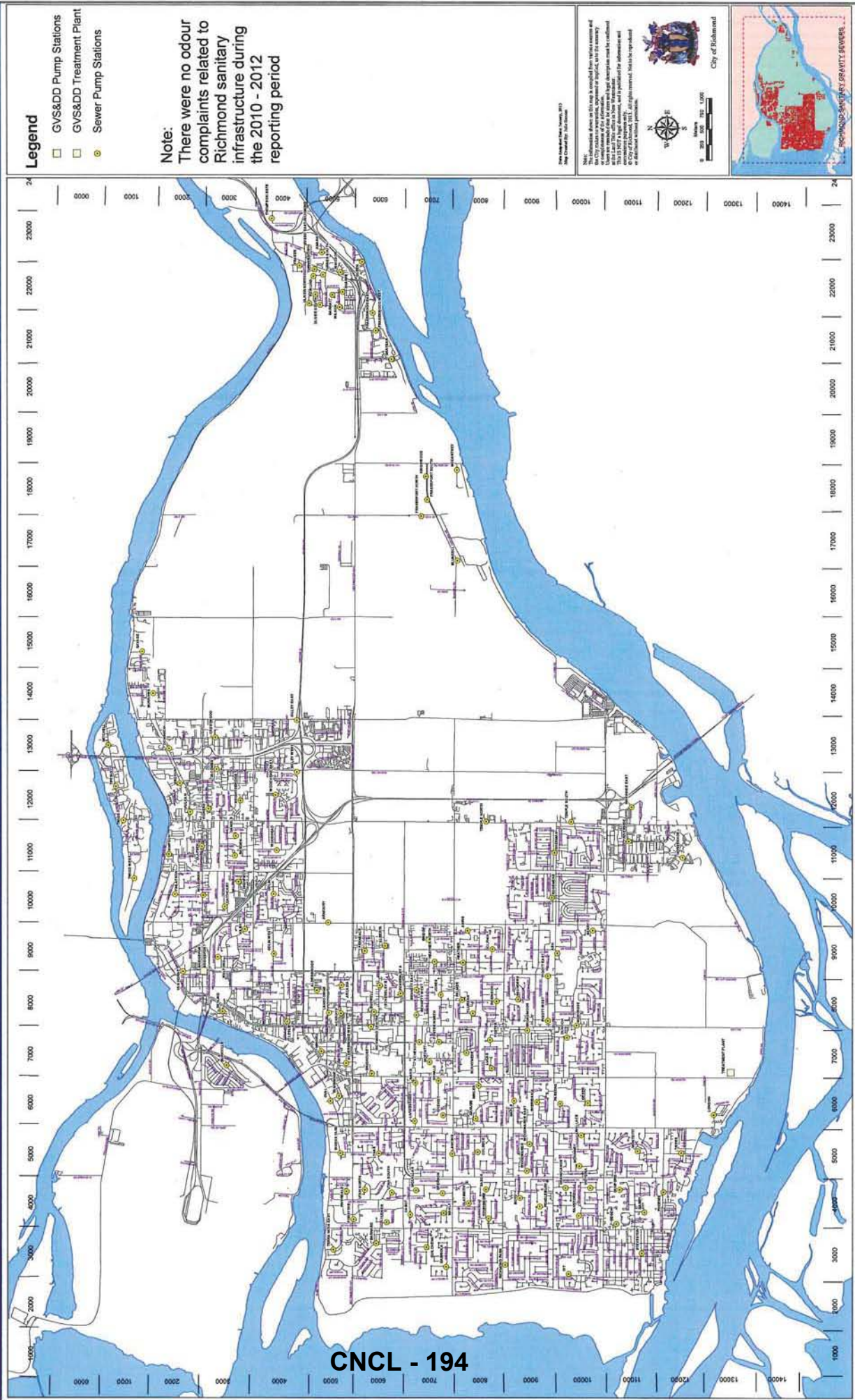


Richmond Location of Marinas within City Boundaries



CNCL - 193

City of Richmond Odour Control Facilities At Sanitary Pump Stations - January 2013

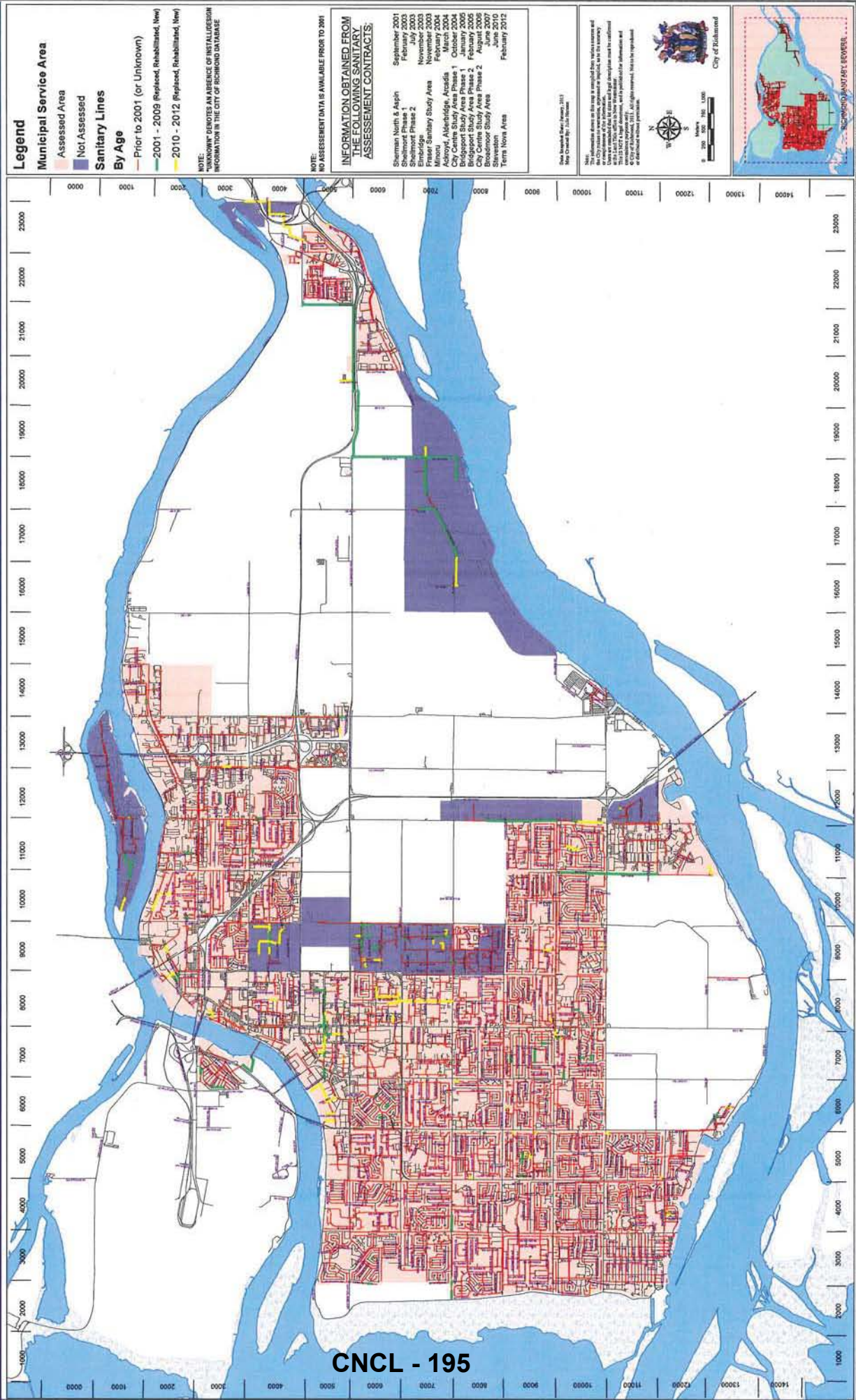




Richmond

City of Richmond Sanitary Sewer Assessment, Replacement & Rehabilitation January 2013

ATTACHMENT 6



ATTACHMENT 7(B)

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2011

13. Tangible capital assets:

Cost	Balance at December 31, 2010 (recast - note 3)	Additions and transfers	Disposals	Balance at December 31, 2011
Land	\$ 570,939	\$ 37,582	\$ 10	\$ 608,511
Buildings and building improvements	313,067	27,705	600	340,172
Infrastructure	1,455,639	47,349	3,394	1,499,594
Vehicles, machinery and equipment	81,498	4,864	1,099	85,263
Library's collections, furniture and equipment	8,203	2,788	1,329	9,662
Assets under construction	34,379	(8,522)	-	25,857
	\$ 2,463,725	\$ 111,766	\$ 6,432	\$ 2,569,059

Accumulated amortization	Balance at December 31, 2010 (recast - note 3)	Disposals	Amortization expense	Balance at December 31, 2011
Buildings and building improvements	\$ 80,489	\$ 508	\$ 10,950	\$ 90,931
Infrastructure	591,261	2,069	29,868	619,060
Vehicles, machinery and equipment	47,819	1,067	5,514	52,266
Library's collections, furniture and equipment	5,137	1,329	1,364	5,172
	\$ 724,706	\$ 4,973	\$ 47,696	\$ 767,429

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2011

13. Tangible capital assets (continued):

	Net book value December 31, 2010 (recast - note 3)	Net book value December 31, 2011
Land	\$ 570,939	\$ 608,511
Buildings and building improvements	232,578	249,241
Infrastructure	864,378	880,534
Vehicles, machinery and equipment	33,679	32,997
Library's collection, furniture and equipment	3,066	4,490
Assets under construction	34,379	25,857
Balance, end of year	\$ 1,739,019	\$ 1,801,630

(a) Assets under construction:

Assets under construction having a value of approximately \$25,857,000 (2010 - \$34,379,000) have not been amortized. Amortization of these assets will commence when the asset is put into service.

(b) Contributed tangible capital assets:

Contributed capital assets have been recognized at fair market value at the date of contribution. The value of contributed assets received during the year is approximately \$35,740,000 (2010 - \$31,454,000) comprised of infrastructure in the amount of approximately \$11,978,000 (2010 - \$10,061,000), land in the amount of approximately \$22,483,000 (2010 - \$21,393,000) and library collections in the amount of approximately \$1,279,000 (2010 - nil)

(c) Tangible capital assets disclosed at nominal values:

Where an estimate of fair value could not be made, the tangible capital asset was recognized at a nominal value.

(d) Works of Art and Historical Treasures:

The City manages and controls various works of art and non-operational historical cultural assets including building, artifacts, paintings, and sculptures located at City sites and public display areas. The assets are not recorded as tangible capital assets and are not amortized.

(e) Write-down of tangible capital assets:

There were no writedowns of tangible capital assets during the year (2010-\$nil).

COST

Account	Asset Category	Beginning Balance	Ending Balance	
		December 31, 2010	Disposals	December 31, 2011
1521	Drainage	452,617,538.01	(383,748.65)	462,451,154.66
	Sewer	210,754,097.29	(467,487.41)	219,472,662.79

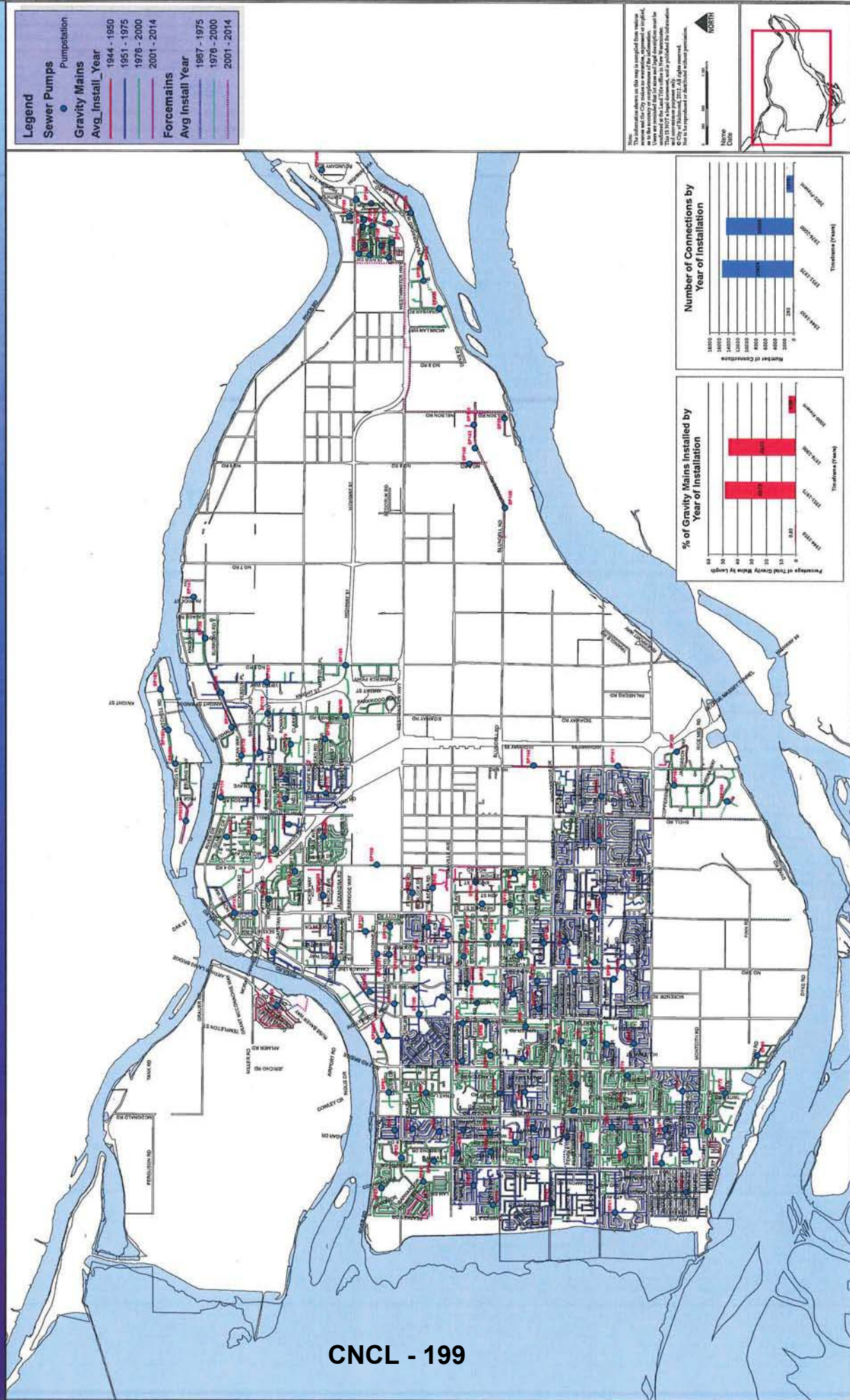
ACCUMULATED AMORTIZATION

Account		Balance at	Balance at	
		December 31, 2010	Amortization Expense	December 31, 2011
1531	Drainage	(155,637,168.96)	(6,466,179.00)	(161,968,213.67)
	Sewer	(82,646,661.75)	(3,337,116.17)	(85,724,241.83)

NET BOOK VALUE

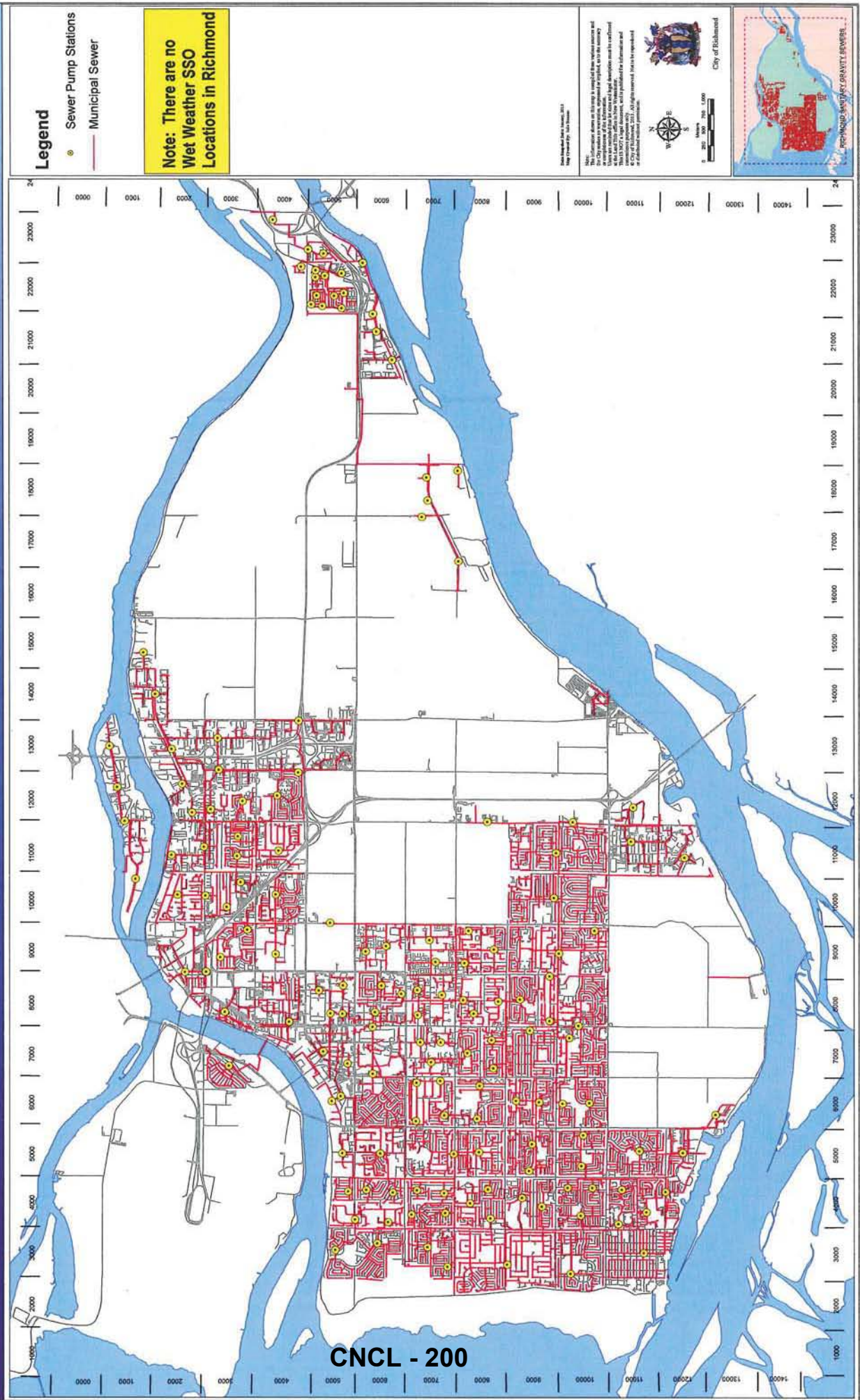
Asset Category	Opening Net Book	Ending Net Book	
	Value December 31, 2010	Value December 31, 2011	
Drainage	296,980,369.05	300,482,940.99	
Sewer	128,107,435.54	133,748,420.96	

REDMS# 3486562
TSA Continuity Schedule



City of Richmond Wet Weather SSO Locations - January 2013

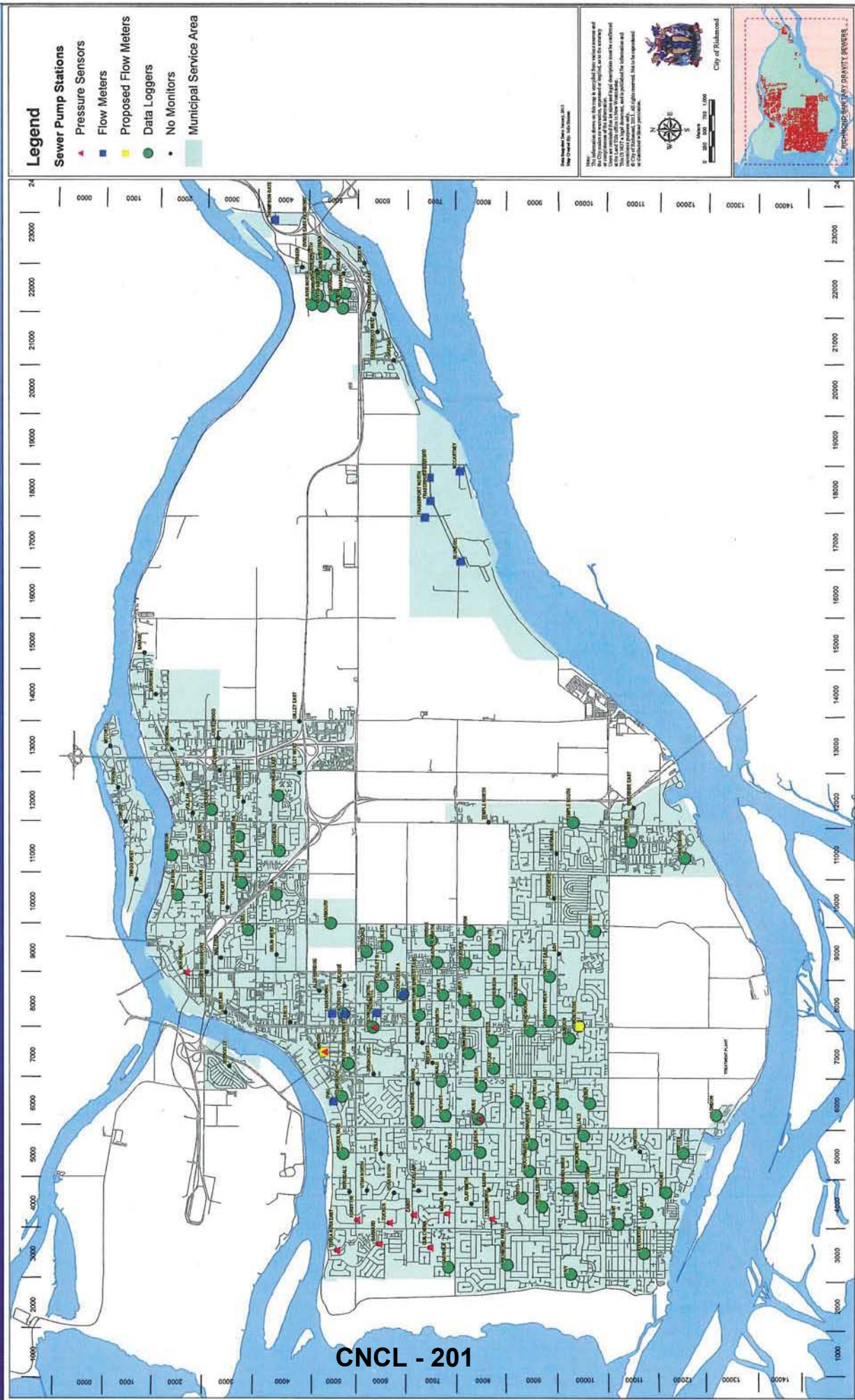
ATTACHMENT 8

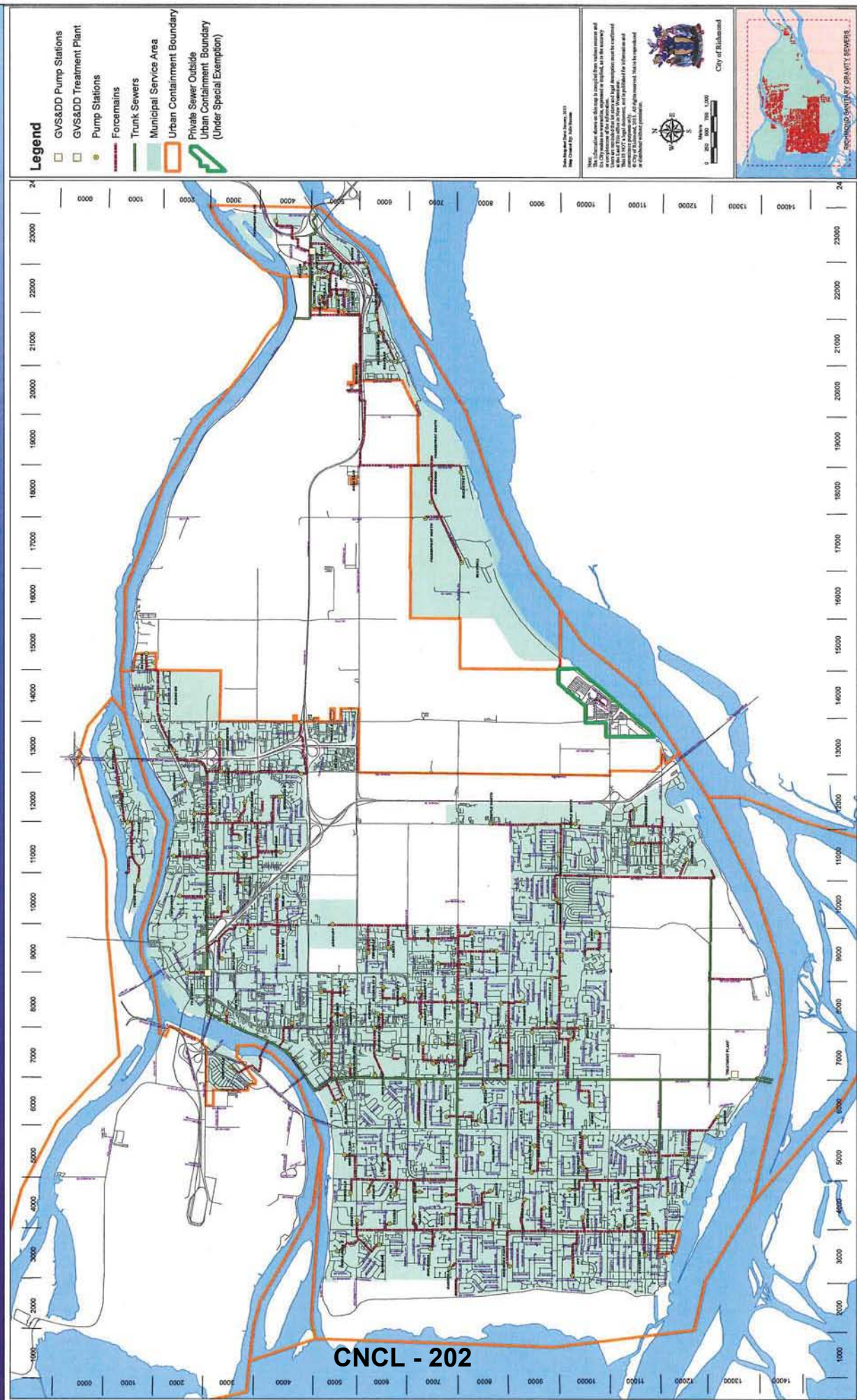




City of Richmond Active Sewer Flow & Level Monitors - January 2013

ATTACHMENT 9







Richmond Integrated Stormwater Management Plan (ISMP) Status Map

ATTACHMENT 11



Legend

ISMP in Development *

* Richmond is developing one ISMP for the entire City that will meet the Liquid Waste Management Plan (LVMP) requirements.

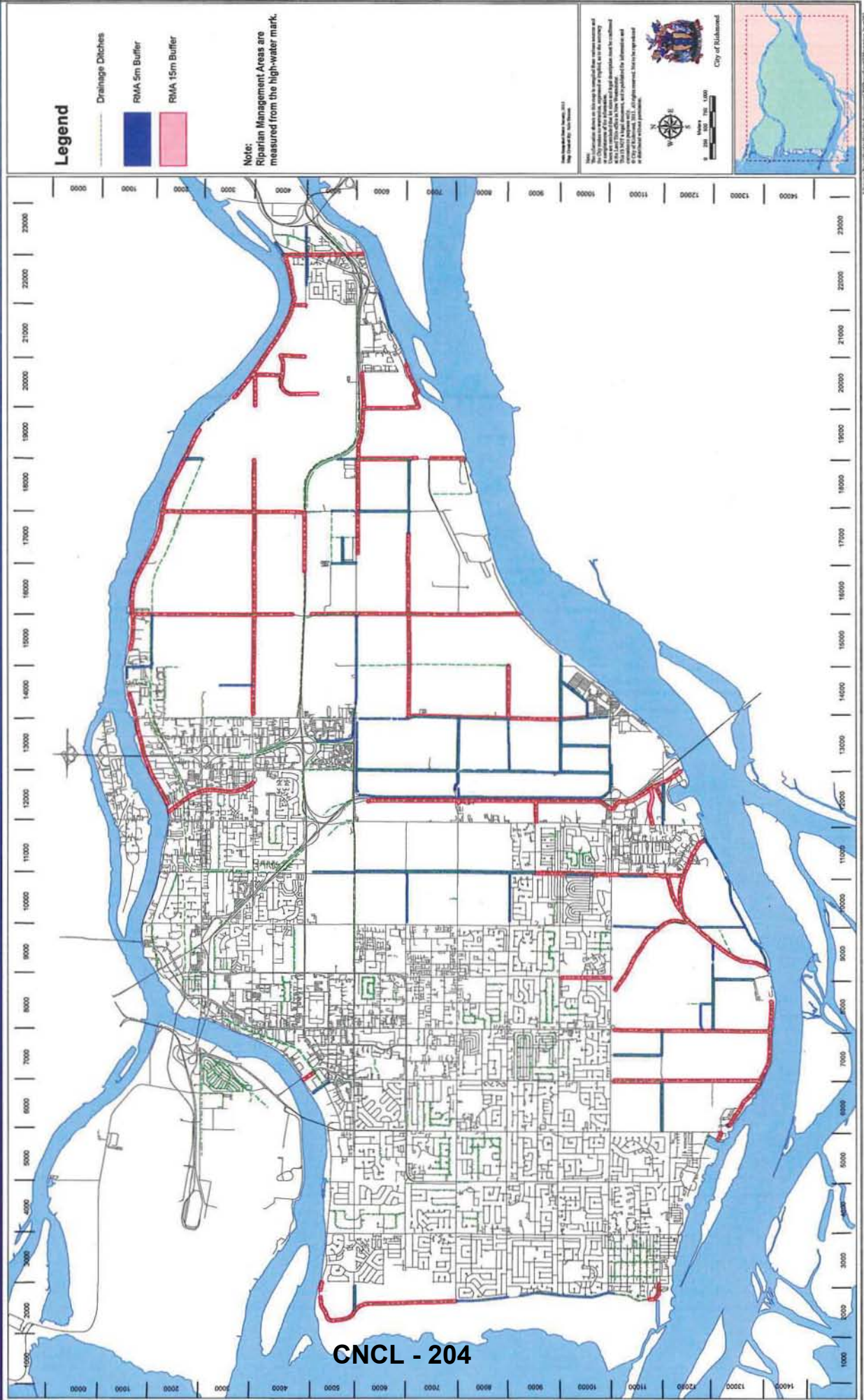
Print Date: February 16, 2015

This map is a representation of the current status of the ISMP. It is not a guarantee of the accuracy of the information. The map is for informational purposes only and should not be used for legal or financial purposes. The map is subject to change without notice.



CNCL - 203

City of Richmond Protected Riparian Areas - January 2013



MayorandCouncillors

From: Steve Wolff [swolff@inter-the-gateway.com]
Sent: Tuesday, 19 March 2013 11:10 PM → cut off for
To: MayorandCouncillors Council was Wed, March 20 9:12 pm
Cc: Forrest, Rebecca; Fernyhough, Jane; Chong, Jerry; Jack Lubzinski; steve wolff; Lubzinski
Center for Innovation ↳ is dealing with the issue
Subject: Request for a hearing at the Council meeting RE: Lubzinski Appraisal Review Facts & Criticism
Attachments: RequestCouncilHearingMarch 19.pdf
Categories: 01-0105-01 - Committees - Council - General

March 19, 2013

The Office of His Worship Mayor Malcolm Brodie and

The Council of the City of Richmond.

6911 No. 3 Road

Richmond, BC V6Y 2C1

mayorandcouncillors@richmond.ca

604 276 4336

CC Rebecca Forrest, Mr. Chong

PHOTOCOPIED

MAR 21 2013

Dear Council

& DISTRIBUTED

Jack Lubzinski requests a hearing at the next Council meeting.

Please review Jack Lubzinski's letter, which includes a Proposal for Solving the problem.

Thank You.

Steve Wolff
CTO/EVP
All Clear Diagnostics, Inc.

Jack Lubzinski
Founder
LCFI

PS These are the "current" (2004) buyers of Marine Products:



MARINE STORES THAT HAVE BEEN BUYING FROM MARINE PRODUCTS UP TO 2004 (FOR 50 YEARS)_

1. DONOVAN MARINE - New Orleans, LA. Houston, TX. Jacksonville, FL
2. ELISHA WEBB – Philadelphia, PA
3. LAUDERDALE MARINE Fort Lauderdale FL
4. ROCKPORT YACHT & SUPPLY Rockport TX
5. B & B SUPPLY Long Beach CA
6. E.J.WILLIS – Middleville NY.
7. MARINE SUPPLY & OIL St. Augustine FL.
8. STANDARD MARINE SUPPLY Tampa ,FL Fernandina Beach, FL
9. STANDARD EQUIPMENT CO. Mobile, AL.
10. ALA WAI MARINE Honolulu, Hi.
11. DAHMER MARINE HARDWARE CO.- Union Beach, NJ
12. HIGGINS INC New Orleans LA
13. ENGLUND MARINE SUPPLY Astoria, OR
14. JERED BROWN BROTHERS. INC Troy MN
15. PACIFIC MARINE EXCHANGE Bellingham WA
16. LA MARINE HARDWARE San Pedro CA
17. KOLSTRAND SUPPLY CO. Seattle WA
18. WATERMAN SUPPLY CO. INC Wilmington CA
19. NORFOLK MARINE CO. Norfolk VA
20. KASLO SHIPYARD CO. LTD Kaslo B.C.
21. FREEPORT MARINE –Freeport, NY
22. NEWPORT MARINE SUPPLY CO Newport Beach CA
23. SABINE PROPELLER & MARINE SERVICE Port Arthur TX

- 24. GOLDBERG'S MARINE Philadelphia ,PA
- 25. TOLLYCRAFT CORP ORATION Kelso WA
- 26. KETTENBURG MARINE—San Diego CA.
- 27. BYRNE RICE and TURNER INC New Orleans LA
- 28. STEEL & ENGINE PRODUCTS Liverpool N.S.
- 29. SEA GARDEN SALES —Brownsville, TX

March 19, 2013
The Office of His Worship Mayor Malcolm Brodie and
The Council of the City of Richmond.
6911 No. 3 Road
Richmond, BC V6Y 2C1
mayorandcouncillors@richmond.ca
604 276 4336

Re: The Marine Products Co. Collection

Dear Sirs;

We request to speak to the City Council as soon as possible.

Regarding the Appraisal as discussed in our previous 2 email communications:

Please note that in the Council minutes of September 12, 2005 (File: 11-7141-01/2005=Vol 01) "Quote" from the **Britannia Business Plan** "*a publicly accessible waterfront heritage park and working museum with passive, active and interactive activities, focusing on the local industrial marine heritage*"

This was the basic reason why the entire inventory in progress in 2005 was included, with furthermore an unconditional warranty the machinery be operational.

Peter Blundell was referred to by the museum staff because of similar work done in other such appraisals for the City, was retained. His appraisal was in agreement with the "**do as seen report**" prepared by Graham Turnbull, and performed in the presence of the Britannia Museum site manager Bryan Klassen.

Eleven months later an unsigned letter from the City of Richmond on February 20, 2013 (File 11-7141-01/2012-Vol 01) Stating "quote" "In keeping with City of Richmond policy and Canadian Revenue Agency (CRA) guidelines, an additional appraisal has been conducted to determine fair market value of the Marine Products Equipment collection."

This statement implies that Peter Blundell did not follow the guidelines. But the appraisal was done on City property and supervised by the City staff with payment made in the presence of City Staff and on City Property for work done for the City And unless the City penalizes Mr Blundell for his actions the City in effect does recognize his appraisal as a valid document "City", meaning The City of Richmond.

The fact that the City of Richmond has to predetermine the acceptable value and the appraisal was done without the donor's (jack Lubzinski) presence. In this context Timeline Asset Services and Gale Pirie Personal Property Appraisals can only be considered to be in an advisory capacity to the City and not binding on the donor.

These steering wheels were sold in the United States with the aid of the Canadian Foreign Trade Department since 1950 under the Canada United States North American Fair Trade Agreement. Also with special considerations given by the Acceleration Committee to remove import duties, where one of the clauses being that a fair wage has to paid for labor. And another was that the same price has to apply to both in Canada and in the United States.

With reference to the appraisals by Timeline Asset Services and by Gale Pirie Personal Property Appraisals (in Appendices) particularly the steering wheel are at less then the cost of the material that they are made off and at one percent of the made in American value. Because this is not a private transaction, especially for public view in a Museum, it will be of concern to U.S. importers of Canadian products.

Final statement by Gale B. Pirie, GPPA (Gale Personal Property Appraisals)

"That (1) age, (2) condition, (3) rarity, and (4) features relative to the property are generally not favorable factors, which will have a negative impact on the overall value".

I respond to each factor this:

1 **Age factor,**

The machines were developed over the fifty years period and rebuilt between each operation the last being in 2005.

2 **The condition,**

The machines produced the greatest output during the final

run of production as was witnessed by the visiting City Councilors and Staff (2005).

3 **Rarity,**

There is no other such set in the world that can manufacture the most accurately fitted steering wheels. This was the main reason why the Canadian Foreign Trade Department became involved and why the United States Navy chooses these wheels and the reason for their acquisition.

4 **The features**

*“Most of the equipment and work in progress inventory is unique to the making of The Marine Products Company ship's wheels and it's use is therefore restricted in other applications” **Staff Report** (in the Councill minutes page 2 paragraph 3)*

*It can be stated with certainty that this particular collection would be unique in the world and **even more valuable due to the fact it is still operational.** The existing patent for the hub from the Smithsonian Institute is evidence of this. It is also notable that the wheels produced were distributed **world wide.***

It is for these reasons I wish to make the following proposal:

- 1 As in Peter Blundell's appraisal machinery and inventory be separated.
- 2 The Britannia Museum to retain the machinery
- 3 The inventory to be returned to the donors.
- 4 The donors set up parts of machinery as needed to-and finish the inventory.
- 5 The work to be done only on Saturdays and Sundays in-full public viewing.
- 6 The finished inventory will be property of the donors
- 7 The removable will be to the Salish-Sea Corporation for sale in the U.S.A.
- 8 The purpose of the agreement is so the tax receipt be on the machinery only.

To this proposal's end the donors; Jack and Joseph Lubzinski will relinquished all rights of possession and ownership to that of the Salish Seas

Corporation. And all work that will be done for the Salish Sea Corp. at the Britannia Shipyard will be by Canadian citizenship holders. In particular it will remove all ambiguities on whether the machinery is new or old and whether good or bad.

This proposal has the following beneficial features ;

- 1 The machinery will be reassembled and become as wanted, operational.
- 2 The uniqueness of the machinery's operation will be publicly displayed.
- 3 Will demonstrate how the American market can be reached and serviced.
- 4 Will display the effectiveness of Canadian -American free trade agreement
- 5 How world sales are prearranged through the Department of Foreign Trade.
- 6 The commercial aspect of the display will make the Museum more active.
- 7 Public interest will switch from historic past to more present involvement.
- 8 The Museum will become more informative and useful community center.
- 9 This will vindicate the Britannia Museum's delegation consisting of: Bob Ransford, Kieth Litkey, Larry Tolton, Graham Turnbull and Bob Butterworth, to their originally intended objectives for recommending the collection's acquisition.

I would like to present this to the Council personally and answer any questions.

Sincerely yours;

Jack Lubzinski B.A., M.A. *In Physics*

Enclosed letters

The E.J. Willis Company, Inc. Middleville New York
and brochures EDSON INTERNATIONAL, New Redford,
Maryland.

APPENDIX (One)

This is the closest source of suitable sizes

MENARDS of mahogany that is needed to make the wheels.

710 N Creek Drive

Rapid City, South Dakota. 57703

	<u>1+1/4 thick</u>	<u>8 ft.</u>	<u>10 ft.</u>	<u>12 ft. long</u>
wide 3"	32.91	41.15	49.38	
4"	41.15	51.44	61.77	
6"	57.61	72.00	86.41	
	<u>1+1/2 thick</u>			
wide 2"	29.92	37.31	44.87	
4"	49.87	62.23	74.79	
6"	69.80	87.26	104.71	
	<u>2" thick</u>			
wide 2"	40.32	50.40	60.48	
6"	94.08	117.60	141.12	
8"	120.96			

Wheels up to 24 inch diameter require

1+1/2 inch material for spokes 8ft long	29.92
1+1/4 inch thickness for rims 8ft long	<u>32.91</u>
Total cost of mahogany	\$ 62.83

Wheels 28 and 30 inch diameter require

1+1/2 by 2 for spokes and 10 ft long	37.31
1+1/2 by 6 inch wide and 10 ft long	<u>87.26</u>
Total	\$ 124.57

Wheels 32 and 36 inch diameter require

2 by 2 inch for spokes and 12 ft long	60.48
1+5/8 th by 6 inch wide and 12 ft long	<u>141.12</u>
Total	\$ 201.60

The 48 and 54 inch diameter require

2+1/4 and 2+3/8 inch and 16 ft long
 1+5/8 by 8 inch wide and 16 feet long.

These have to be obtained by operating the saw mill and the re-saw machine.

APPENDIX (Two)

Timeline Appraisal Services

<u>Qty.</u>	<u>Size</u>	<u>Description</u>	<u>evaluation</u>	<u>Ref #</u>	<u>per wheel</u>
20	21	unfinished steering wheels	800	1	40
9	24	unfinished steering wheels	360	1	40
54	15	unfinished steering wheels	1,350	1	25
23	18	unfinished steering wheels	690	2	30
32	15	unfinished steering wheels	800	2	25
9	29	unfinished steering wheels	450	3	50
4	24	unfinished steering wheels	160	3	40
12	id.	unfinished steering wheels	300	3	25
18	20	unfinished steering wheels	720	4	40
28	18	unfinished steering wheels	840	4	30
	56	unfinished steering wheels	250	4	
31	25	unfinished steering wheels	1,240	5	40
8	15	unfinished steering wheels	200	5	25
18	18	unfinished steering wheels	540	5	30
47	20-24	unfinished steering wheels	1,880	6	40
18	assorted	steering wheels	800	20	
6	24	steering wheels	160	21	26
2	28	steering wheels	500	21	250
4	42	steering wheels unfinished	400	21	100

12	24	steering wheels unfinished	480	22	40
18	15	steering wheels unfinished	540	22	30
32	boxes 14-16	steering wheels	9,600	34	
	at(6 per box)	192 total		-35	50
6	18	unfinished steering wheels	180	36	30

APPENDIX (Three)

Gale Pine Personal Property Appraisals

Items # 9

15x48" 50x28" 2x36" 50x24" 38x25" 52x30" 12x12" 19x13"

#10

32 boxes of six 14" wheels 14 boxes of six 16" wheels 3x16"

#11 152x16" 15x36" diam

Total 684 rims at \$ 19,000.00

Average value = \$ 27.00 each

APPENDIX (Four)

In comparison to the four sizes made by the EDSON INTERNATIONAL

24" diameter sells at \$2,286.42

28" " " " \$2,593.58

32" " " " \$2,763.48

36" " " " \$2,950.12

The wheels 18 inch and larger made by Marine Products Company are inlaid and a U.S.A. patent Hub that makes their value almost double ..

Post Script: The Negative Effect of the Appraisals

The comparison of a 24" steering wheel;

\$27.00 to \$2,286.42 is 1.18 %

The comparison of the:

Timeline Assets Services Appraisals and Gale Personal Property
Appraisals to that of Peter Blundell's

\$61,583 to \$992,000 is 6.20 %

What effect do the appraisals create?:

**Timeline Assets Services Appraisals
and Gale Personal Property Appraisals**

They are really saying:

- 1 *Because their appraisals went down instead of going up.*
- 2 *The museum is in conflict with the Canadian Foreign Trade .*
- 3 *It is lowering the values of the local export industry products.*
- 4 *Thus hurting the merchants of Steveston rather than helping.*
- 5 *That the operation of the Museum should be reorganized.*

The E.J. Willis Company, Inc. est 1888

Address: 37 North Main St **Middleville, NY 13406**

Business Activity: Manufacturer / Exporter

Phone: 315-891-7602

Toll Free: 800-682-2554

Fax: 315-891-3477

mailto:ejwillis@ntcnet.com

HANDLES: Door, Rv, Truck, Agricultural, Utility & Emergency Vehicle

HARDWARE SPECIALTIES **HARDWARE:** Custom **HARDWARE:** Marine

HARDWARE: Military **HINGES:** Door **LATCHES:** Tool Box

MACHINE WORK: General Contract **MACHINING:** Custom

MARINE EQUIPMENT & SUPPLIES **MARINE HARDWARE** **SHACKLES:**
High Strength

Custom machining & marine hardware Orifice fittings, Atomizers,
Nozzle tips or caps, Drain bowls, Fusible plugs, Sight glass, Grease trap,
Faucet aerator, Hardware and fittings, Drains, Faucets, Shower heads,
Spigots, Spouts, P traps, Plumbing adapters, Plumbing connectors,
Plumbing hangers, Hydrants, Plumbing vents, Nozzles, Plumbing
spiders, Hose fitting, Funnels, Grease fitting, Diaphragms

Located in Upstate New York in Middleville on the West Canada Creek since 1951 Prior, to the company was located at Chambers Street in New York City since 1888

Since its start the company specialized in Marine Hardware

Edson Classic Teak Yacht Wheel (1859)

The Edson Classic Teak Yacht Wheel provides a classic look, with offshore quality for your yacht. Its solid teak spokes and felloes are attached with stainless fasteners and holly bungs for a secure bond and its polished bronze hub is available in 24, 28, 32 or 36 inch diameters.

Edson

Edson Retail Price List

<http://www.go2marine.com/product/92708F/edson-classic-teak-yacht-wheel-teak-spoke-wheel.html>

24" Classic Yacht Wheel Bronze Hub Mfr No. 601BR-24 Part No. 92709	\$2,286.42
28" Classic Yacht Wheel Bronze Hub Mfr No. 601BR-28 Part No. 92710	\$2,593.58
32" Classic Yacht Wheel Bronze Hub Mfr No. 601BR-32 Part No. 92711	\$2,763.46
36" Classic Yacht Wheel Bronze Hub Mfr No. 601BR-36 Part No. 92712	\$2,950.12

Edson International, Pump Division

Duchaine Blvd., New Bedford, MA 02745

508 995 5021 Email: pumps@edsonintl.com

146

Tel: 508 995 9711 Fax:

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For Detailed Data Sheets and Specifications

Download: www.edsonpumps.com

Call: 1-888-351-7782

All marinas are not created equal. Selecting the right pump for your pump out is important. Our selection of Peristal

Diaphragm, Vacuum and Rotary Lobe pumps allow us to design the optimum pump out solution for your

particular

needs. All Edson pumps are proven for exceptional performance and have a long history of outstanding reliability.

A 48 inch MARINE PRODUCTS STEERING WHEEL At The Britannia Ship Yard Museum

MARINE STORES THAT HAVE BEEN BUYING FROM MARINE PRODUCTS UP TO 2004 (FOR 50 YEARS)

1. DONOVAN MARINE - New Orleans, LA. Houston, TX. Jacksonville, FL
2. ELISHA WEBB - Philadelphia, PA
3. LAUDERDALE MARINE Fort Lauderdale FL
4. ROCKPORT YACHT & SUPPLY Rockport TX
5. B & B SUPPLY Long Beach CA
6. E.J. WILLIS - Middletown NY.
7. MARINE SUPPLY & OIL St. Augustine FL.
8. STANDARD MARINE SUPPLY Tampa, FL Fernandina Beach, FL
9. STANDARD EQUIPMENT CO. Mobile, AL.
10. ALA WAI MARINE Honolulu, HI.
11. DAHMER MARINE HARDWARE CO.- Union Beach, NJ
12. HIGGINS INC New Orleans LA
13. ENGLUND MARINE SUPPLY Astoria, OR
14. JERED BROWN BROTHERS. INC Troy MN
15. PACIFIC MARINE EXCHANGE Bellingham WA
16. LA MARINE HARDWARE San Pedro CA
17. KOLSTRAND SUPPLY CO. Seattle WA
18. WATERMAN SUPPLY CO. INC Wilmington CA
19. NORFOLK MARINE CO. Norfolk VA
20. KASLO SHIPYARD CO. LTD Kaslo B.C.
21. FREEPORT MARINE -Freeport, NY
22. NEWPORT MARINE SUPPLY CO Newport Beach CA
23. SABINE PROPELLER & MARINE SERVICE Port Arthur TX
24. GOLDBERG'S MARINE Philadelphia, PA
25. TOLLYCRAFT CORP ORATION Kelso WA
26. KETTENBURG MARINE-San Diego CA.
27. BYRNE RICE and TURNER INC New Orleans LA
28. STEEL & ENGINE PRODUCTS Liverpool N.S.
29. SEA GARDEN SALES -Brownsville, TX



Housing Agreement (8280 and 8300 Granville Avenue) Bylaw No. 8991

The Council of the City of Richmond enacts as follows:

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

PID: 003-554-619 Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North
Range 6 West New Westminster District Plan 1262

PID: 004-033-817 Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16
Block 4 North Range 6 West New Westminster District Plan 1262

2. This Bylaw is cited as "**Housing Agreement (8280 And 8300 Granville Avenue) Bylaw No. 8991**".

FIRST READING

MAR 11 2013



SECOND READING

MAR 11 2013

THIRD READING

MAR 11 2013

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (8280 and 8300 Granville Avenue) Bylaw No. 8991

HOUSING AGREEMENT BETWEEN the City of Richmond and 0938938 B.C. Ltd.

HOUSING AGREEMENT
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference the 6th day of February, 2013.

BETWEEN:

0938938 B.C. LTD., (Inc. No. 0938938),
a company duly incorporated under the laws of the Province of British
Columbia and having its registered office at 120 – 13575 Commerce
Parkway, Richmond, British Columbia, V6V 2L1

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

AND:

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

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

WHEREAS:

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

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

ARTICLE 1 DEFINITIONS AND INTERPRETATION

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

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"City"** means the City of Richmond;
- (d) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (e) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (f) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (g) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$33,500 or less;
 - (ii) in respect to a one bedroom unit, \$37,000 or less;
 - (iii) in respect to a two bedroom unit, \$45,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$55,000 or less

provided that, commencing July 1, 2012, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (h) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ____ day of _____, 2013, under number _____, as it may be amended or replaced from time to time;
- (j) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (k) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) **"Lands"** means the following lands and premises situate in the City of Richmond and, including a building or a portion of a building, into which said land is Subdivided:

PID: 003-554-619
Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North Range 6 West NWD Plan 1262

PID: 004-033-817
Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16 Block 4 North Range 6 West NWD Plan 1262
- (m) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;

- (n) **"LTO"** means the New Westminster Land Title Office or its successor;
- (o) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (p) **"Permitted Rent"** means no greater than:
 - (i) \$837.00 a month for a bachelor unit;
 - (ii) \$925.00 a month for a one bedroom unit;
 - (iii) \$1,137.00 a month for a two bedroom unit; and
 - (iv) \$1,375.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2012, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (q) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (r) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (s) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (t) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (u) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and

- (v) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

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

ARTICLE 2

USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.

- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;

- (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the

Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

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

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

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

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.

- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal

parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 Modification

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

7.3 Management

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

7.4 Indemnity

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

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

7.5 Release

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

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

7.6 Survival

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

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands.

7.8 City's Powers Unaffected

This Agreement does not:

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

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;

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

7.10 No Public Law Duty

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

7.11 Notice

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

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

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

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

7.12 Enuring Effect

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

7.13 Severability

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

7.14 Waiver

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

7.15 Sole Agreement

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

7.16 Further Assurance

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

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

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

7.19 No Joint Venture

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

7.20 Applicable Law

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

7.21 Deed and Contract

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

7.22 Joint and Several

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

7.23 Limitation on Owner's Obligations

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

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

0938938 B.C. LTD.

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

CITY OF RICHMOND

by its authorized signatory(ies):

Per:

Malcolm D. Brodie, Mayor

Per:

David Weber, Corporate Officer

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

Appendix A to Housing Agreement

STATUTORY DECLARATION

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

TO WIT:

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

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

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

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

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

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

A Commissioner for Taking Affidavits in the Province of British Columbia

DECLARANT

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 905 of the *Local Government Act* between the City of Richmond and **0938938 B.C. Ltd.** (the "Owner") in respect to the lands and premises legally known and described as:

PID: 003-554-619

Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North Range 6 West NWD Plan 1262

PID: 004-033-817

Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16 Block 4 North Range 6 West NWD Plan 1262

(the "Lands")

ROYAL BANK OF CANADA (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland LTO under numbers CA2537532 and CA2537533, respectively ("the Bank Charges").

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

ROYAL BANK OF CANADA

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8787 (RZ 07-394758)
9691, 9711 AND 9731 BLUNDELL ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **TOWN HOUSING (ZT60) – NORTH MCLENNAN (CITY CENTRE)**.

P.I.D. 004-335-350

Lot 48 Section 15 Block 4 North Range 6 West New Westminster District Plan 36473

P.I.D. 004-098-285

Lot 39 Section 15 Block 4 North Range 6 West New Westminster District Plan 35185

P.I.D. 007-170-921

Lot 40 Section 15 Block 4 North Range 6 West New Westminster District Plan 35185

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8787**".

FIRST READING

JUL 25 2011

A PUBLIC HEARING WAS HELD ON

SEP 07 2011

SECOND READING

SEP 07 2011

THIRD READING

SEP 07 2011

OTHER REQUIREMENTS SATISFIED

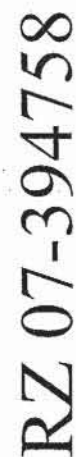
MAR 20 2013

ADOPTED

MAYOR

CORPORATE OFFICER

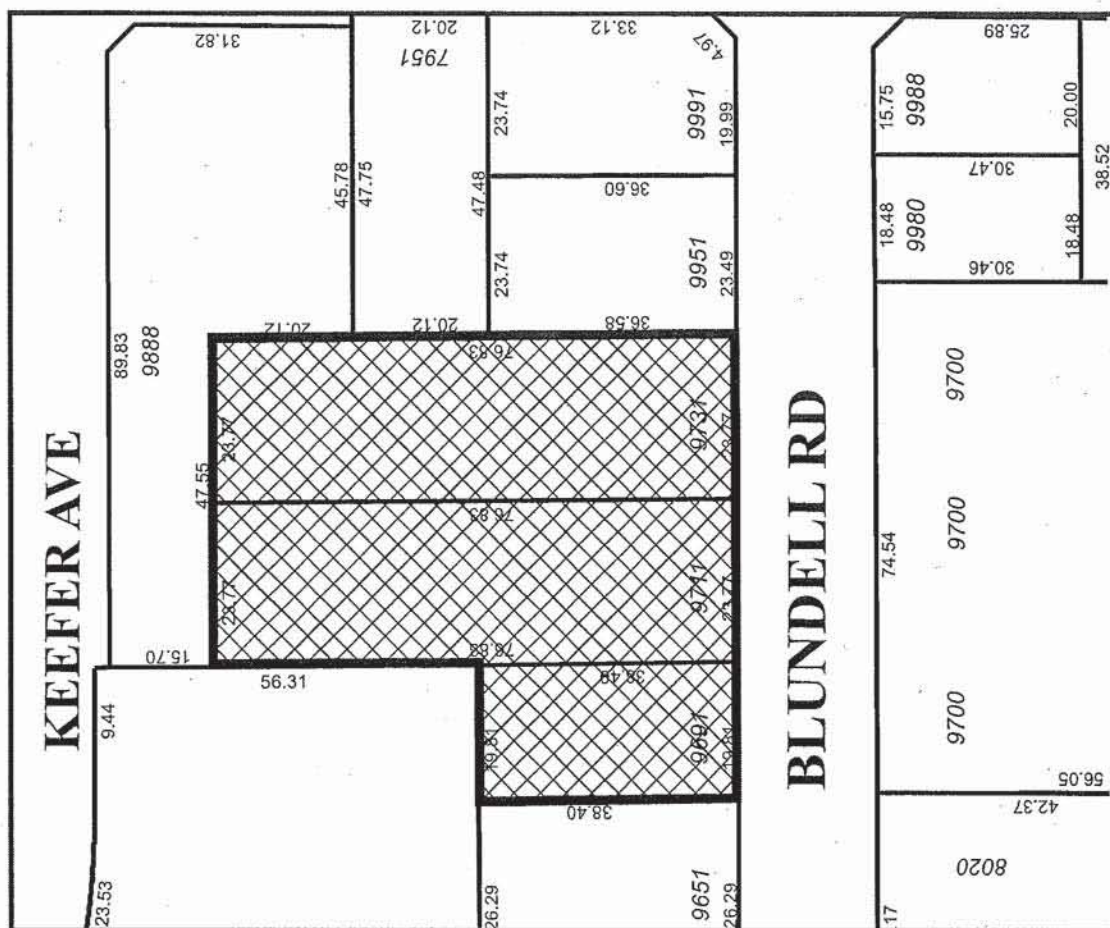
CITY OF RICHMOND
APPROVED by SB
APPROVED by Director or Solicitor [Signature]



Original Date: 12/17/07

Revision Date: 06/22/11

Note: Dimensions are in METRES





**Richmond Zoning Bylaw 8500
Amendment Bylaw 8925
9691 ALBERTA ROAD
(RZ 11-590114)**

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 and Development 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. 003-432-726

WEST HALF LOT "A" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 3499

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8925".

FIRST READING

JUL 23 2012

A PUBLIC HEARING WAS HELD ON

SEP 05 2012

SECOND READING

SEP 05 2012

THIRD READING

SEP 05 2012

OTHER REQUIREMENTS SATISFIED

MAR 13 2013

ADOPTED

MAYOR

CORPORATE OFFICER





PROPOSED REZONING



RZ 11-590114

Original Date: 10/07/11

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, March 13, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Robert Gonzalez, Chair
Cathryn Carlile, General Manager, Community Services
Victor Wei, Director, Transportation

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 27, 2013, be adopted.

CARRIED

2. Development Permit DP 12-601311

(File Ref. No.: DP 12-601311) (REDMS No. 3756171)

APPLICANT: Interface Architecture

PROPERTY LOCATION: 2760, 2780 and 2800 Smith Street

INTENT OF PERMIT:

1. To permit the construction of a two-storey industrial building on a site zoned Light Industrial (IL); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the Smith Street setback from 3.0 m to 0.0 m; and
 - b) reduce the Douglas Street setback from 3.0 m to 1.17 m.

Development Permit Panel

Wednesday, March 13, 2013

Applicant's Comments

Ken Chow, Interface Architecture Inc., and Al Tanzer, LandSpace Design, provided the following information regarding the salient features of the proposed development:

- the proposed service garage project complies with the requirements of the Zoning Bylaw in terms of urban design, with the exception of the reduced setbacks allowing massing to occur along the front of the property and the future park site on Douglas Street while accommodating parking at the rear of the site;
- the development will be a two tenant building, an auto repair garage and a tire centre, with small storefront appearance emphasized along the frontage and the service bays accessed from the rear of the site;
- the proposed landscaping for the site includes: (i) a wider buffer strip along Douglas Street with three Ginko trees; (ii) a Yew Hedge and seven Honey Locust trees will provide screening to the workspace on the east property line; (iii) a more urban landscaped design is proposed along Smith Street complete with grass boulevard, two 7cm trees, plantings, and sidewalk; and (iv) a new Yew Hedge is proposed along a portion of the north property line to provide screening from the parking area of the adjacent property; and
- a bioswale is proposed in the landscape strip along the eastern edge of the site to dissipate parking lot runoff in order to reduce the stress on the storm system.

Panel Discussion

Discussion followed and it was noted that the reduced setback on the south side was primarily as a result of the functional needs of the development particularly observing parking requirements and vehicle access to the bays. The applicant had not considered providing waste receptacles along Smith Street.

Staff Comments

Wayne Craig, Director of Development, advised that the setback variances are consistent with the Urban Design objectives for the area which is in transition from Industrial to Commercial, and this Industrial building has been designed with a commercial flavour. He further noted, that in terms of the Douglas Street setback, staff has worked carefully with the City's Parks Department to ensure the design of the building respects the proposed future park area to the south.

Panel Discussion

After discussion it was noted that it is the City's intention to create an urban commercial feel in the area.

Correspondence

None.

Development Permit Panel
Wednesday, March 13, 2013

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey industrial building at 2760, 2780 and 2800 Smith Street on a site zoned Light Industrial (IL); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the Smith Street setback from 3.0 m to 0.0 m; and*
 - b) *reduce the Douglas Street setback from 3.0 m to 1.17 m.*

CARRIED

3. **Development Permit DP 12- 624347**
Heritage Alteration Permit HA 12-624348
(File Ref. No.: DP 12-624347; HA 12-624348) (REDMS No. 3714161)

APPLICANT: Chercover / Massie and Associates Ltd.

PROPERTY LOCATION: 12191 First Avenue

INTENT OF PERMIT:

1. To permit the alteration of the exterior of the building on a site subject to Land Use Contract 028; and
2. To issue a Heritage Alteration Permit for the site in accordance with Development Permit DP 12 - 624347.

Applicant's Comments

Douglas Massie, Chercover Massie & Associates Ltd., gave a brief presentation of the prominent features of the proposal noting:

- the proposed daycare is located in a 1920's building known as the Japanese Buddhist Temple (and later as the Steva Theatre) which is listed on the Richmond Heritage Inventory and, although the building was used as an Arts Centre for several years, has sat vacant for some time;
- the proposal is for a single classroom accommodating 24 children from the ages of 3 to 5 years including an outdoor play area at the rear and side of the building;
- the site meets the Vancouver Coastal Health Licensing requirements regarding the size of outdoor play area needed for 24 children;

Development Permit Panel

Wednesday, March 13, 2013

- as a result of providing the required outdoor play area there is no on-site parking available for staff and parents, however, parking spaces have been secured through a lease arrangement with a property owner on 2nd Avenue;
- the applicant met with the Richmond Heritage Commission and as a result the proposed new windows will be heritage style wood windows on both the south and north sides;
- the drop ceilings in the main area are to be removed to create more of a open feel to the day care facility; and
- the upper level is for office space.

Panel Discussion

After discussion it was noted that one or two of the off-site parking spaces will be required for staff and the remaining spaces will be used by the parents. There is diagonal parking in front of the building which would likely be available for the parents use in the mornings. However, between 4-6 p.m. it may be more challenging to have access to the diagonal parking due to the surrounding commercial uses. It was further noted that a solid 5-6 foot cedar fence will be installed at the rear of the property for security purposes. As well, a picket fence is proposed at the front of the south side play area.

Staff Comments

Mr. Craig noted there are five existing parking stalls at the rear of the site accessed from a rear lane which will be removed to accommodate the required children's play area. The securing of off-site parking stalls is endorsed by the Zoning Bylaw which allows for off-street parking to be provided within 150m from the property it serves. The required five stalls have been secured at an off-site location through a lease agreement. As a condition of the Business License renewal each year, the Daycare operator will be required to verify that a lease continues to be secured for the five off-site parking stalls. He commended the applicant and property owner in their efforts to work with staff and the Heritage Commission with respect to preserving the exterior appearance while undertaking the alterations required for the daycare use.

Correspondence

Higano Plumbing & Heating Ltd., 3720 Moncton Street (Schedule 1)

Gallery Comments

None.

Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would permit the alteration of the*

Development Permit Panel
Wednesday, March 13, 2013

exterior of the building at 12191 First Avenue on a site subject to Land Use Contract 028; and

2. *That a Heritage Alteration Permit be issued for the site at 12191 First Avenue in accordance with Development Permit DP 12 - 624347.*

CARRIED

4. New Business

5. Date Of Next Meeting: Wednesday, March 27, 2013

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:03 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, March 13, 2013.

Robert Gonzalez
Chair

Heather Howey
Acting Committee Clerk



City of Richmond

To Development Permit Panel	
Date:	March 13, 2013
Item #	3
Re:	DP 12-624347
	12191 First Ave.

Schedule 1 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
March 13, 2013.

Notice of Application For a Development Permit DP 12-624347 HA 12-624348

6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone 604-276-4007 Fax 604-278-5139

Applicant: Chercover/Massie and Associates Ltd.

Property Location: 12191 First Avenue

Intent of Permit: To permit the alteration of the exterior of the building on a site
subject to Land Use Contract 028; and

To permit the issuance of a Heritage Alteration Permit for the site in
accordance with Development Permit DP 12 - 624347.

The Richmond Development Permit Panel will meet to consider oral and written submissions on
the proposed development noted above, on:

Date: March 13, 2013
Time: 3:30 p.m.
Place: Council Chambers, Richmond City Hall



If you are unable to attend the Development Permit Panel meeting, you may mail or otherwise
deliver to the **Director, City Clerk's Office**, at the above address, a written submission, which
will be entered into the meeting record if it is received prior to or at the meeting on the above
date.

How to obtain information:

- **By Phone:** To review supporting staff reports, please contact Barry Konkin, Planning & Development Department at (604-276-4279)
- **On the City Website:** Staff reports on the matter(s) identified above are available on the City website at <http://www.richmond.ca/cityhall/council/agendas/dpp/2013.htm>
- **At City Hall:** Staff reports are available for inspection at the first floor, City hall, between 8:15 a.m. and 5:00 p.m., Monday through Friday, except statutory holidays, between February 28, 2013 and the date of the Development Permit Panel Meeting.

David Weber
Director, City Clerk's Office

*From - Higano Pkg. HT. LTD
3720 Moncton St.*

*we have no objections to this permit
for alteration of exterior of the
above property mentioned*

CNCL - 247

Sec - Susan Higano

Phone # 604-432-1220



City of Richmond

Report to Council

To: Richmond City Council

Date: March 20, 2013

From: Robert Gonzalez, P.Eng.
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: Development Permit Panel Meeting Held on March 13, 2013

Staff Recommendation

That the recommendations of the Panel to authorize the issuance of:

- a) a Development Permit (DP 12-624347) and Heritage Alteration Permit (HA 12-624348) for the property at 12191 First Avenue;

be endorsed, and the Permits so issued.

Robert Gonzalez, P.Eng.
Chair, Development Permit Panel

Panel Report

The Panel considered the following item at its meeting held on March 13, 2013.

DP 12-624347 AND HA 12-624348 – CHERCOVER / MASSIE AND ASSOCIATES LTD. –
12191 FIRST AVENUE
(March 13, 2013)

The Panel considered a Development Permit and Heritage Alteration application to permit the alteration of the exterior of the building on a site subject to Land Use Contract 028. No variances are included in the proposal.

Architect Douglas Massie, Chercover Massie & Associates Ltd, provided a brief presentation of the proposal, including:

- The proposed daycare is located in a vacant 1920's building known as the Japanese Buddhist Temple (and later as the Steva Theatre) which is listed on the Richmond Heritage Inventory.
- A single classroom accommodates 24 children from the ages of 3 to 5 years.
- The site meets Vancouver Coastal Health licensing requirements for outdoor play area.
- As a result of providing the required outdoor play area there is no on-site parking available; however, five (5) parking spaces have been leased on a 2nd Avenue property.
- The applicant met with the Richmond Heritage Commission and as a result the proposed new windows will be heritage style wood windows on both the south and north sides.
- The drop ceilings in the main area will be removed to create more of an open feel and the upper level is for office space.

After discussion it was noted that:

- Street parking in front of the building would likely be available for the parents in the mornings. However, between 4-6 p.m. it may be more challenging.
- A solid 5-6 foot cedar fence will be installed at the rear of the property for security purposes and picket fence is proposed at the front of the south side play area.

Staff supported the application and noted that:

- There are five (5) existing parking stalls at the rear of the site accessed from a rear lane which will be removed to accommodate the required children's play area.
- Off-site parking stalls are permitted by the Zoning Bylaw within 150 m from the property it serves. The required five (5) stalls have been secured through a lease at 3711 Bayview Street.
- As a condition of the Business License renewal each year, the Daycare operator will be required to verify that a lease continues to be secured for the five (5) off-site parking stalls.
- Staff commended the applicant and property owner in their efforts to work with staff and the Heritage Commission with respect to preserving the exterior appearance while undertaking the alterations required for the daycare use.

Correspondence was received in support of the application from a local business.

The Panel recommends that the Permits be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: March 20, 2013
File: 01-0100-20-DPER1-
01/2013-Vol 01
Re: Development Permit Panel Meetings Held on February 27, 2013,
November 14, 2012 and August 22, 2012

Staff Recommendation

That the recommendations of the Panel to authorize the issuance of:

- a) a Development Permit (DP 12-626361) for the property at 8280 and 8300 Granville Avenue;
- b) a Development Permit (DP 12-608937) for the property at 9691 Alberta Road; and
- c) a Development Permit (DP 11-592270) for the property at 9691, 9711 and 9731 Blundell Road;

be endorsed, and the Permits so issued.

FOR Joe Erceg
Chair, Development Permit Panel

SB:kt

Panel Report

The Development Permit Panel considered the following items at its meetings held on February 27, 2013, November 14, 2012, and August 22, 2012.

DP 12-626361 – TOWNLINE GRANVILLE AVENUE VENTURES LTD. – 8280 AND 8300 GRANVILLE AVENUE
(February 27, 2013)

The Panel considered a Development Permit application to permit the construction of a 16-storey residential tower containing 126 residential units (including seven (7) affordable housing units) and 162 parking stalls on a site zoned “High Rise Apartment (ZHR13) - St Albans (City Centre)”. No variances are included in the proposal.

Architect Foad Rafii, Rafii Architects Inc., and Landscape Architect Meredith Mitchell, M2 Landscape Architecture, provided a brief presentation of the proposal, including:

- The high-rise tower has been rotated from the main grid of the City along Granville Avenue.
- An alternate pedestrian path is outlined in decorative paving for periods of truck off-loading.
- A second row of street trees, shrub and groundcover are proposed along Granville Avenue.
- A small water feature is proposed at the lobby entrance to add interest to the arrival sequence.
- An existing tree on the neighbouring 7-11 site will be protected during construction.
- The significant landscaped podium roof covers approximately 65% of the site and includes grass area, wooden decks with seating, bamboo wall feature, fire pit, barbeque and outdoor dining area, small fenced dog run area, and children’s play area.
- The stepped podium allows significant volumes of soil to support tree planting, and the soil volume will absorb the majority of storm water.

Discussion ensued and it was noted that the development will be equivalent to LEED Silver, with consideration of on-site storm water retention, a low glass to wall ratio, shading from screens on the west facade, and glazing with an increased shade coefficient.

Staff stated that the vehicle access will come from the lane when it is fully functional, however, the existing driveway to Granville Avenue will remain to provide access to the parkade and the loading space. The Transportation Demand Management package includes 20% of the parking stalls being equipped with electric vehicle charging. There are 56 basic universal housing units in keeping with the Zoning Bylaw requirements.

Discussion ensued and it was noted that the applicant was not able to acquire additional property to expand the development site and connect the lane to the street. The applicant provided development concepts for both neighbouring properties demonstrating the ability to fulfill the area plan vision and tower separation guidelines. In order to minimize turning conflicts with the bike lane, the truck lay-by on Granville Avenue is to be a temporary location until the rear lane is operational. The loading space on the site is for smaller delivery vehicles.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel was supportive of the project, particularly the design detail of the podium level.

The Panel recommends that the Permit be issued.

DP 12-608937 – COTTER ARCHITECTS INC. – 9691 ALBERTA ROAD
(November 14, 2012)

The Panel considered a Development Permit application to permit the construction of a 24-unit townhouse development on a site zoned “Low Density Townhouses (RTL4)”. Variances are included in the proposal for: reduced lot width, reduced front yard and side yard setbacks. A variance was initially identified for tandem parking in 42% of the units, but this is currently permitted under recent amendments to the City’s Zoning Bylaw.

Architect, Thomas Allan Palmer, Patrick Cotter Architect Inc., and Landscape Architect, Mark van der Zalm, van der Zalm + Associates Inc., provided a brief presentation, including:

- A unique aspect of the project is the smaller ground-oriented units in two (2) buildings. These units include secure bike parking using lockable posts in the individual yards.
- The Georgian style townhouses are simple but adorned with classical details and a rich palette of materials.
- Middle buildings are turned to open up the site in the middle and mitigate the long site.
- The garbage and recycling enclosure at the western side of the property introduces a curve to the driveway to break up an otherwise straight drive aisle.
- The outdoor amenity area at the centre of the site features a play structure for children and community garden plots.
- Decorative pavers are provided throughout the development.

In response to Panel queries, Mr. Palmer and Mr. van der Zalm, advised:

- The Alberta Road building was rotated to have three (3) units face Alberta Road directly.
- The color palette was used to visually break down the massing to provide a residential feel to the development and help identify the individual units.
- The buildings use pre-finished cement board horizontal siding.
- High level discussions have been made by the applicant with the developers of the adjacent lots to cooperate on easement access between the adjacent sites.
- The property to the west of the subject development will have access to the drive aisle of the subject site and small parts of the property to the east will be accessible from the site.
- In the meantime, a fence will provide privacy for the neighboring single family homes.
- Screening at the end of drive aisles will mitigate vehicle headlights.
- The 480 sq. ft. ground oriented units in the two middle buildings are more affordable market housing types, have built-in flexibility and will have separate title and strata.

In response to a Chair query, developer Charan Sethi, Tien Sher Group of Companies, stated that he had coordinated with the developer of the adjacent property to the west to ensure shared access between the two (2) developments. The garbage and recycling enclosures of the two (2) developments will be located back to back and the site design will benefit both projects.

Staff supported the Development Permit application and requested variances. Staff advised the ground floor units were designed to allow for easy conversion for residents requiring use of a wheelchair and that certain features are already built in such as wider doors. Staff also advised that the applicant has provided a unit plan for the ground floor units to provide design flexibility. The project is designed to meet the City's aircraft noise requirements with respect to internal thermal conditions and indoor noise levels.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel commented that the project is nice despite the constraints of a long and narrow site. The Panel also mentioned that the project is well thought out, will blend well with the adjacent sites and add flavour to the neighbourhood.

The Panel recommends that the Permit be issued.

DP 11-592270 – WESTMARK DEVELOPMENTS LTD. – 9691, 9711 AND
9731 BLUNDELL ROAD
(August 22, 2012)

The Panel considered a Development Permit application to permit the construction of a 25-unit townhouse development on a site zoned "Town Housing (ZT60) – North McLennan (City Centre)". Variances are included in the proposal for a reduced front yard setback and tandem parking in 60% of the units.

Architect Taizo Yamamoto, Yamamoto Architects Inc., and Landscape Architect Keith Ross, provided a brief presentation, including:

- Access is provided to Keefer Avenue by cross-access through the neighbouring townhouse development to the north. Cross-access is also provided to facilitate future redevelopment of the corner properties.
- Large trees are retained along the east property line enhance privacy to neighbouring homes.
- Townhouse front entries and gated front yards front onto Blundell Road.
- A central outdoor amenity space contains a play area, lawn area for flexible play, seating, decorative paving, and a variety of shrubs, hedging, and five trees.
- The architectural style is gabled, heritage, or "country-estate". An emphasis on individual units is designed to break down the massing and enhanced with colours and materials.
- Proposed materials include Hardi-plank, Hardi-shingles and some vinyl applied to the upper levels; there is painted wood trim, brackets, and some brick.

In response to discussion, it was advised that:

- There is no vehicular access from Blundell Avenue and there will be signage at the entry point, as well as a sign on Blundell Road, with an area map to identify how to enter the site.
- The garbage and recycling structure is across from the central amenity area and the swinging doors could be replaced with sliding doors to provide more space and safety from vehicles.
- The communal pedestrian entry from Blundell Road could be widened to allow two (2) strollers to pass, or for wheelchair use on the walkway, but would impact some landscaping elements.

Further discussion took place, after which the Panel suggested that the applicant make minor revisions to widen at least a portion of the pedestrian walkway to 1.5 metres.

Staff supported the Development Permit application and requested variances.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Chair noted the integration of the outdoor amenity space. He then requested that the applicant make minor revisions to widen the pedestrian walkway and redesign the garbage/recycling structure doors before referring the project to Council.

Subsequent to the Panel meeting, the design was revised to widen a portion of the pedestrian walkway to 1.5 metres and to include sliding doors on the garbage/recycling structure.

The Panel recommends that the Permit be issued.