



City Council

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

**Monday, March 26, 2018
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council meeting held on March 12, 2018 (distributed previously);and*

CNCL-13

(2) *the **minutes** of the Regular Council meeting for Public Hearings held on March 19, 2018.*



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. 19.

4. ***Motion to rise and report.***



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- 2018-2019 Richmond RCMP Detachment Annual Performance Plan - Community Priorities
- Housing Agreement Bylaw No. 9772 to Permit the City of Richmond to Secure Affordable Housing Units Located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Pinnacle Living (Capstan Village) Lands Inc.)
- Land use application for first reading (to be further considered at the Public Hearing on April 16, 2018):
 - 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway – Rezone from RS1/E and RD1 to ZT85 (Anthem Properties Ltd. – applicant)
- Application by David Lin for a Heritage Alteration Permit at 6471 Dyke Road (Mckinney House)
- Advisory Committee on the Environment 2017 Annual Report and 2018 Work Program
- Richmond Heritage Commission 2017 Annual Report and 2018 Work Program
- Translink Southwest Area Transport Plan – Final Plan
- Public Bike Share – Proposed Pilot Project
- Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774
- 2018 Clothes Washer Rebate Program
- Odour Regulation in British Columbia

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Pg. # ITEM

5. *Motion to adopt Items No. 6 through No. 17 by general consent.*

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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-31 (1) the **Community Safety Committee** meeting held on March 13, 2018;
CNCL-48 (2) the **General Purposes Committee** meeting held on March 19, 2018;
CNCL-52 (3) the **Planning Committee** meeting held on March 20, 2018; and
CNCL-77 (4) the **Public Works and Transportation Committee** meeting held on
March 21, 2018;

be received for information.

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Consent
Agenda
Item

7. 2018-2019 RICHMOND RCMP DETACHMENT ANNUAL
PERFORMANCE PLAN - COMMUNITY PRIORITIES

(File Ref. No. 09-5000-01) (REDMS No. 5750082 v.2)

CNCL-85

See Page CNCL-85 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That the priorities listed in the staff report titled “2018-2019 RCMP Annual Performance Plan – Community Priorities”, dated February 14, 2018 from the Officer in Charge, RCMP, be selected for inclusion in the Richmond Detachment fiscal year 2018-2019 (April 1, 2018 to March 31, 2019) RCMP Annual Performance Plan.

☐

Consent
Agenda
Item

8. **HOUSING AGREEMENT BYLAW NO. 9772 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 3328 CARSCALLEN ROAD AND 3233 AND 3299 SEXSMITH ROAD (PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.)**

(File Ref. No. 08-4057-05) (REDMS No. 5559744 v. 2; 5560191; 5510843)

CNCL-93

See Page CNCL-93 for full report

PLANNING COMMITTEE RECOMMENDATION

That Housing Agreement (3328 Carscallen Road and 3233 and 3299 Sexsmith Road) Bylaw No. 9772 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Development Permit DP 16-735564, as outlined in the report titled “Housing Agreement Bylaw No. 9772 to Permit the City of Richmond to Secure Affordable Housing Units located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Pinnacle Living (Capstan Village) Lands Inc.),” dated March 1, 2018, from the Manager, Community Social Development.



Consent
Agenda
Item

9. **APPLICATION BY ANTHEM PROPERTIES LTD. FOR REZONING AT 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 AND 5351 STEVESTON HIGHWAY FROM “SINGLE DETACHED (RS1/E)” AND “TWO-UNIT DWELLINGS (RD1)” TO “TOWN HOUSING - STEVESTON HIGHWAY (STEVESTON) (ZT85)”**

(File Ref. No. 12-8060-20-009841; RZ 17-765557) (REDMS No. 5716408)

CNCL-118

See Page CNCL-118 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9841 to create the “Town Housing - Steveston Highway (Steveston) (ZT85)” zone, and to rezone 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway from “Single Detached (RS1/E)” and “Two-Unit Dwellings (RD1)” to “Town Housing - Steveston Highway (Steveston) (ZT85)”, be introduced and given first reading.



Consent
Agenda
Item

10. **APPLICATION BY DAVID LIN FOR A HERITAGE ALTERATION PERMIT AT 6471 DYKE ROAD (MCKINNEY HOUSE)**

(File Ref. No. HA 17-775892) (REDMS No. 5521638 v. 2)

CNCL-165

See Page CNCL-165 for full report

PLANNING COMMITTEE RECOMMENDATION

That a Heritage Alteration Permit be issued which would:

- (1) *permit exterior alterations to historic windows, porch and upper balcony, painting of the exterior cladding, the demolition of an existing non-historic rear addition and the construction of a new rear addition to the heritage-designated house at 6471 Dyke Road, on a site zoned “Single Detached Housing (ZS1) – London Landing (Steveston)”;* and
- (2) *vary the provision of Richmond Zoning Bylaw 8500 to reduce the required minimum rear yard setback from 5.0 m to 4.2 m.*



Consent
Agenda
Item

11. **ADVISORY COMMITTEE ON THE ENVIRONMENT 2017 ANNUAL REPORT AND 2018 WORK PROGRAM**

(File Ref. No.) (REDMS No. 5763213)

CNCL-206

See Page CNCL-206 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Advisory Committee on the Environment 2017 Annual Report and 2018 Work Program”, dated February 27, 2018 from the Manager, Policy Planning, be received for information; and*
- (2) *That the Advisory Committee on the Environment 2018 Work Program, as presented in this staff report, be approved.*



Consent
Agenda
Item

12. **RICHMOND HERITAGE COMMISSION 2017 ANNUAL REPORT AND 2018 WORK PROGRAM**

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5753372)

CNCL-212

See Page CNCL-212 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the staff report, “Richmond Heritage Commission 2017 Annual Report and 2018 Work Program”, dated February 27, 2018, from the Manager, Policy Planning, be received for information; and*

- (2) *That the Richmond Heritage Commission 2018 Work Program, as presented in this staff report, be approved.*



Consent
Agenda
Item

13. **TRANSLINK SOUTHWEST AREA TRANSPORT PLAN – FINAL PLAN**

(File Ref. No. 01-0154-04) (REDMS No. 5684886 v. 2; 5688976)

CNCL-217

See Page CNCL-217 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That TransLink’s Southwest Area Transport Plan, as attached to the report titled “TransLink Southwest Area Plan – Final Plan,” be endorsed for implementation;*
- (2) *That a copy of the report titled “TransLink Southwest Area Plan – Final Plan” be forwarded to the Richmond Council-School Board Liaison Committee for information; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 9816, to revise the posted speed limits on sections of Alderbridge Way and Garden City Road to support the planned transit improvements, be introduced and given first, second and third reading.*



Consent
Agenda
Item

14. **PUBLIC BIKE SHARE - PROPOSED PILOT PROJECT**

(File Ref. No. 10-6500-01) (REDMS No. 5754120 v. 4)

CNCL-249

See Page CNCL-249 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That staff be directed to issue a Request for Proposals for the development and operation of a public bike share system as a pilot project, as described in the staff report dated February 28, 2018, from the Director, Transportation; and*
- (2) *That staff report back on the responses to the above Request for Proposals with further recommendations prior to the award of any contract(s) and implementation of the pilot program.*



Consent
Agenda
Item

15. **WATER USE RESTRICTION BYLAW NO. 7784, AMENDMENT BYLAW NO. 9774**

(File Ref. No. 10-6060-03-01) (REDMS No. 5523527 v. 6; 5720988)

CNCL-258

See Page CNCL-258 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774 be introduced and given first, second and third readings.



Consent
Agenda
Item

16. **2018 CLOTHES WASHER REBATE PROGRAM**

(File Ref. No. 10-6650-02) (REDMS No. 5742106)

CNCL-298

See Page CNCL-298 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the City of Richmond partner with BC Hydro to the end of 2018 to offer a combined rebate of \$100 for the spring campaign and up to \$400 in the fall campaign, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers;*
- (2) *That the scope of the existing Toilet Rebate Program funding be expanded to include clothes washer rebates; and*
- (3) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute an agreement with BC Hydro to implement the Clothes Washer Rebate Program.*



Consent
Agenda
Item

17. **ODOUR REGULATION IN BRITISH COLUMBIA**

(File Ref. No. 10-6175-02-01) (REDMS No. 5760322 v. 4)

CNCL-302

See Page CNCL-302 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That a letter be sent to the BC Minister of Environment requesting that:*

- (a) *The definition of odour as an air contaminant be included in the BC Environmental Management Act and in the BC Organic Matter Recycling Regulation;*
 - (b) *The BC Organic Matter Recycling Regulation include a specific Odour Management Regulation establishing criteria and standards related to concentration and frequency of odorant emissions from composting facilities and define performance criteria for composting facility operations; and*
 - (c) *They define a specific standard for how odours shall be measured, monitored, managed, treated, and discharged in a manner that minimizes impacts associated with odorous air contaminants;*
- (2) *That a letter be sent to Metro Vancouver requesting that:*
- (a) *Metro Vancouver update its bylaws and regulations related to composting facilities to establish criteria and standards with clear limits in terms of concentration and frequency for odorant emissions from composting facilities; and*
 - (b) *Metro Vancouver appropriately resource its permit procedures with criteria and standards for composting facility permits to bring facilities into compliance with industry best practices for Composting Facilities.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PLANNING COMMITTEE

Councillor Linda McPhail, Chair

18. **AGRICULTURALLY ZONED LAND: SUMMARY OF PUBLIC CONSULTATION ON LIMITING RESIDENTIAL DEVELOPMENT IN THE AG1 ZONE FOR PROPERTIES THAT ARE 0.2 HA (0.5 ACRES) OR LARGER**

(File Ref. No. 08-4057-10) (REDMS No. 5766488 v. 7)

CNCL-309

See Page **CNCL-309** for staff memorandum

CNCL-313

See Page **CNCL-313** for full report

PLANNING COMMITTEE RECOMMENDATION

Note: Part (2) was defeated by Planning Committee on a tied vote with Cllrs. Loo, McNulty, and McPhail opposed and is presented without Committee recommendation.

- (1) *That the staff report titled “Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger” dated March 13, 2018 from the Manager of Policy Planning be received for information;*
- (2) *That staff be directed to prepare a bylaw based on Option 1 with the septic field located within the farm home plate, as presented in the report “Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger” dated March 13, 2018 from the Manager of Policy Planning (No Committee Recommendation);*
- (3) *That, following Council’s ratification of any option identified in resolution 2, staff be directed to bring forward appropriate bylaws for consideration of First Reading to the April 9, 2018 Regular Council Meeting;*
- (4) *That a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the Agricultural Land Commission’s enforcement actions for non-farm uses;*
- (5) *That staff comment on the possible provision of a second dwelling for farm workers;*

(6) *That staff comment on the City's ability to impact and limit the size of farm structures on farmland; and*

(7) *Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation; and*

Whereas Council has directed staff to further review options on reducing house size and farm home plate area, determining septic field location in relation to the farm home plate, and establishing a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres).

(a) *That staff be directed to prepare for Council's consideration a bylaw in accordance with Council's resolution that would further limit house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for properties zoned Agriculture (AG1) on lots 0.2 ha (0.5 acres) or larger; and*

(b) *That staff bring forward all building permit applications for residential development in the Agriculture (AG1) zone on properties 0.2 ha (0.5 acres) or larger, received more than 7 days after the passage of Part 7 (a), to determine whether such applications are in conflict with the proposed bylaw to limit house size, farm home plate area, septic field location in relation to the farm home plate, and house footprint for properties zoned AG1 that are 0.2 ha (0.5 acres) or larger.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

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Pg. #	ITEM	
CNCL-362	Revenue Anticipation Borrowing (2018) Bylaw No. 9831 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-363	Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-365	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9508 (10631 Williams Road, RZ 15-690379) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-367	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9571 (11920/11940 Dunavon Place, RZ 15-704505) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-369	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9595 (9131 Dolphin Avenue, RZ 16-730029) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-371	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9661 (9560 Pendleton Road, RZ 16-732627) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-376	Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9662 (9560 Pendleton Road, CP 16-733600) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

19. RECOMMENDATION

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

CNCL-378

(1) *That the minutes of the Development Permit Panel meeting held on March 14, 2018, and the Chair's report for the Development Permit Panel meetings held on April 12, 2017, September 27, 2017, October 11, 2017 and January 31, 2018 be received for information; and*

CNCL-383

(2) *That the recommendation of the Panel to authorize the issuance of an environmentally sensitive Area (ESA) Development Permit (DP 16-735007) for the property at 6020 No. 4 Road be endorsed, and the Permits so issued.*

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ADJOURNMENT

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**Regular Council meeting for Public Hearings
Monday, March 19, 2018**

Place: Council Chambers
Richmond City Hall

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

Claudia Jesson, Acting Corporate Officer

Absent: Councillor Derek Dang

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

**1. OFFICIAL COMMUNITY PLAN BYLAW 9000 AND 7100,
AMENDMENT BYLAW 9813 AND RICHMOND ZONING BYLAW
8500, AMENDMENT BYLAW 9814**

(Location: 4360 Garry Street; Applicant: Steveston Buddhist Temple)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

- (a) Geraldine Wray, 4460 Garry Street (Schedule 1)
- (b) Steve Cook, 4460 Garry Street (Schedule 2)



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Submissions from the floor:

Peter Mitchell, 6271 Nanika Crescent, expressed concern regarding the proposed large mass wall with only one gap in between on one side of the proposed development, noting that from the park perspective it was not appealing. He noted that with a parking garage below, the buildings height would shadow the neighbouring residents' properties. Mr. Mitchell urged Council to consider the implications on the neighbouring properties.

Steve Cook, 4460 Garry Street, expressed concern with the proposed development, was of the opinion that (i) the neighbouring townhouses will be shadowed by the proposed development, (ii) removing 5 units from one side of the building does not lessen the height of the development, and (iii) should the project move forward he would prefer the development to be moved further to the west.

PH18/3-1

It was moved and seconded

That Official Community Plan Bylaw 9000 and 7100, Amendment Bylaw 9813 be given second and third readings.

The question on the motion was not called as in reply to queries from Council, Wayne Craig, Director, Development, advised that (i) staff did work with the applicant to explore a number of different configurations, (ii) through the public information meetings, significant revisions were made to the project to reduce building massing along the east side of the building, and (iii) the ground floor is six metres from the property line and the second and third floors are nine metres from the property line.

Rodrigo Cepeda, GBL Architects and Stu Lyon, GBL Architects advised that (i) currently there is a gymnasium occupying the space between the proposed facility and the temple, (ii) in order to move the proposed development to the north the gymnasium would need to be demolished, however it is being used in the interim until the new facility is built, (iii) should the proposed facility move more towards the north it would overshadow the temple, (iv) moving the proposed development to the north would not significantly reduce impact to the townhouses to the east, (v) the space in between the temple and proposed new facility is important for programming, and (vi) the parking bylaw dictates that both surface and parking beneath the new building is required and surface parking alone cannot accommodate all parking needs.



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In reply to queries from Committee, Mr. Craig advised that the laneway provides access to single family housing to the west and that it is not appropriate to mix traffic from the proposed development with the existing lane traffic.

In reply to a query from Council, Mr. Cepeda advised that by eliminating the east side of the third floor of the building, one to two hours of sunlight have been gained.

Mr. Craig noted that (i) a traffic impact analysis was done as part of the rezoning application, (ii) the site meets the minimum parking requirements according to the Zoning bylaw, and (iii) the traffic impact analysis was reviewed and supported by the City's Transportation Department.

The question on the motion was then called and it was **CARRIED** with Councillor Day opposed.

PH18/3-2

It was moved and seconded

That Official Community Plan Bylaw 9000 and 7100, Amendment Bylaw 9814 be given second and third readings.

CARRIED

Opposed: Cllr. Day

2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9828

(Location: 5220/5240 Merganser Drive; Applicant: 0983101 B.C. Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/3-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9828 be given second and third readings.

CARRIED



**Regular Council meeting for Public Hearings
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3. TEMPORARY COMMERCIAL USE PERMIT

(Location: 5400 Minoru Boulevard; Applicant: Openroad Auto Group Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/3-4

It was moved and seconded

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

CARRIED

4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAWS 9799, 9801, 9802, 9804, 9805, 9806, 9807, 9808, 9809, 9810, 9811

(Location: 6611, 6631, 6651, Minoru Boulevard, 6501 to 6541 Pimlico Way, 8500 to 8583 Citation Drive, 8600 to 8970 Citation Drive, 8880 Cook Road, 7031 Westminster Highway, 6780, 6880 Buswell Street, 8200, 8300 Park Road, 8540 Westminster Highway, 6831 Cooney Road, 8251, 8291, 8351, 8391 Bennett Road, 8211 Cook Road, 6480, 6490 Buswell Street, 8660 Westminster Highway, 8231 Granville Avenue, 6931 Cooney Road, 8291 Park Road; Applicant: City of Richmond)

Applicant's Comments:

Mr. Craig noted that (i) the proposal before Council responds to a provincial legislation change that occurred in 2014, whereby the Province amended the *Local Government Act* advising that all Land Use Contracts (LUC) will terminate as of June 30, 2024, (ii) the City is required to introduce underlying zoning on all properties governed by LUCs by June 30, 2022, (iii) the bylaws before Council have been crafted to reflect existing LUC development provisions and no additional development rights are intended to be granted, and (iv) the properties will be governed by LUCs until they terminate on June 30, 2024 unless subsequent rezoning applications are brought forward that will discharge those contracts.



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Mr. Craig advised that there is a movement to dissolve the Strata at a property on Citation Drive. In accordance with the provincial legislation, a Strata Corporation may dissolve with 80% approval at a Special Annual General Meeting. Mr. Craig then noted that such a process is provincially-legislated under the *Strata Property Act* and the City does not have a role in the process.

Written Submissions:

- (a) Xin Ye, 8291 Park Road (Schedule 3)
- (b) Kenny Chan and Connie Chan, 201-8450 Citation Drive (Schedule 4)
- (c) Dayna Gilbert, Senior Development Manager, Capreit (Schedule 5)

Submissions from the floor:

Ada Leung, 8427 Citation Drive, expressed concern with regard to the termination of the LUCs in relation to a property and then no longer complying with the City's Zoning Bylaw.

It was clarified that dwellings governed by a LUC will continue to be compliant under the proposed new zoning following the LUC's termination in June 2024.

In reply to queries from Council, Mr. Craig advised that the implementation of new zoning on properties will automatically take effect after June 30, 2024 and noted that the statutory notification carried out as part of this Public Hearing process was to notify residents of the proposed new changes.

Francis Qiu, 8540 Citation Drive, expressed concern regarding the termination of the LUC and establishing underlying zoning.

Andrew Spence, 6880 Buswell Street, queried the LUC subject to his property and was uncertain as to how the proposed underlying zoning would affect his home.

It was clarified that following the termination of the subject LUCs in June 2024, the City's Zoning Bylaw would govern the use permitted on a subject site.

PH18/3-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9799 (LUC 001) be given second and third readings.

CARRIED



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- PH18/3-6 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9801 (LUC 025) be
given second and third readings.*
CARRIED
- PH18/3-7 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9802 (LUC 051) be
given second and third readings.*
CARRIED
- PH18/3-8 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9804 (LUC 073) be
given second and third readings.*
CARRIED
- PH18/3-9 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9805 (LUC 096) be
given second and third readings.*
CARRIED
- PH18/3-10 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9806 (LUC 104) be
given second and third readings.*
CARRIED
- PH18/3-11 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9807 (LUC 115) be
given second and third readings.*
CARRIED
- PH18/3-12 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9808 (LUC 119) be
given second and third readings.*
CARRIED



**Regular Council meeting for Public Hearings
Monday, March 19, 2018**

- PH18/3-13 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9809 (LUC 131) be
given second and third readings.*
CARRIED
- PH18/3-14 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9810 (LUC 138) be
given second and third readings.*
CARRIED
- PH18/3-15 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9811 (LUC 158) be
given second and third readings.*
CARRIED
- PH18/3-16 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9799 (LUC 001) be
adopted.*
CARRIED
- PH18/3-17 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9801 (LUC 025) be
adopted.*
CARRIED
- PH18/3-18 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9802 (LUC 051) be
adopted.*
CARRIED
- PH18/3-19 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9804 (LUC 073) be
adopted.*
CARRIED



**Regular Council meeting for Public Hearings
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- PH18/3-20 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9805 (LUC 096) be adopted.
CARRIED
- PH18/3-21 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9806 (LUC 104) be adopted.
CARRIED
- PH18/3-22 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9807 (LUC 115) be adopted.
CARRIED
- PH18/3-23 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9808 (LUC 119) be adopted.
CARRIED
- PH18/3-24 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9809 (LUC 131) be adopted.
CARRIED
- PH18/3-25 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9810 (LUC 138) be adopted.
CARRIED
- PH18/3-26 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9811 (LUC 158) be adopted.
CARRIED



**Regular Council meeting for Public Hearings
Monday, March 19, 2018**

ADJOURNMENT

PH18/3-27

It was moved and seconded
That the meeting adjourn (7:56 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 19, 2018.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Claudia Jesson)

Schedule 1 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, March 19, 2018.

ON TABLE ITEM

Date: March 19, 2018
Meeting: Public Hearing
Item: #1

10,4460 Garry St,
Richmond B.C., V7E 2N2
March 11/18

Mr. Kevin Long,
Planning and Development Division,
City of Richmond,
6911 No. 3 Rd., VCE 2C1

Dear Mr. Long,

The letter I received re. Community Plan Bylaw 9800 and
7100 Amendment Bylaw 9813, Richmond Bylaw, Richmond
Bylaw 8500 Amendment Bylaw 9514 (R:2 16 737146)
whereby the applicants Stoneston Buddhist Temple
are requesting zoning to create the Assembly and
Congregate Housing, Garry St. (Stoneston 2 R12)

If my memory serves me correctly this issue has been
taking place for a number of years.

At 90 years of age, I will not be taking part
personally. However I previously voiced my objections
and stated the reasons.

I have lived here for 35 years and feel that this
re-zoning as planned will block off the air flow and
sunshine to the homes at 4460 Garry St., In my
opinion the applicants are being thoughtless and
inconsiderate. Can they not choose another location?

Yours Truly,
(Mrs) Gertrude Street



ON TABLE ITEM

Date: March 19, 2018
Meeting: Public Hearing
Item: # 1

Schedule 2 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, March 19, 2018.

CityClerk

From: Steve Cook <yvrsteve@gmail.com>
Sent: Monday, 19 March 2018 16:49
To: CityClerk
Subject: Submission for the Public Hearing for the Steveston Buddhist Temple rezoning
Attachments: Feedback on RZ 16-737146.docx

Hi,
Please include my letter in the feedback for this rezoning request.
Thanks
Steve

November 6, 2016

Dear Kevin Eng,

RE: Rezoning application RZ 16-737146

I am writing to voice my opposition to this rezoning application for the Steveston Buddhist Temple property on Garry Street. This development is completely out of character for the neighbourhood, is too big and too close to its neighbours, and will dramatically increase traffic and noise in the area.

(All measurements are taken from copies of the plans obtained from city hall on August 30)

This property is not zoned for apartments. I realize that is why they are applying for rezoning, but the request should not be granted because that would not be consistent with the existing neighbourhood. The surrounding area is made up of single detached houses and townhouses. This proposed building would be twice the height of anything in area, and would have a vastly higher density than anything else nearby.

This building would be 50'5" high. Its setback is less than 25 feet from the east property line. This will create a very high, very close 'wall' to the Garry Estate townhouses. The townhouses that back onto the Temple property will have a complete loss of privacy, sunshine and breezes.

The bottom floor of the proposed building will present the solid wall of the parking level and the kitchen windows as a 'view' for those townhouses. The residential floors above the ground level will offer 3 levels of apartment windows looking down, and into, the townhouse bedrooms and living rooms. This is a massive loss of privacy, which will likely result in the townhouses keeping their blinds closed all of the time, effectively removing the use of their windows. That is hardly reasonable or fair. And if that kitchen vents its fans out the side wall instead of through the roof, those townhouses will have those kitchen smells pumped in their direction. That is also not fair. Are the townhouses supposed to keep their windows closed as well as their blinds drawn?

The height of the building will drastically remove the sunshine from the townhouses. Using the 'sun shading lines' from the plans (page A-4.03), the sun will be blocked to those townhouses from the fall equinox through to the spring equinox. The plans actually only show the sun shading to the north of the apartments. In order to illustrate the loss of sun for the townhouses, I've extended those same shade lines towards the east. Actually the shading would be worse than this, because the 'sun lines' on the plans are based on the sun being to the south, when the sun is at its highest. When the sun is in the west, it will be lower, so the shading of the townhouses will be more than what is mentioned here. To be more thorough and transparent, the plans should show the effect of the sun blocking in all directions, especially when it affects other peoples' residences. In addition to the peoples' loss of sunshine, the trees and plants that are east of the proposed apartment will also be in shade for over half the year. This is hardly fair for those residents who planned their gardens on the basis of having sunshine throughout the year.

Any breezes that are currently enjoyed by the townhouses will be lost. A 50 foot building that close to the townhouses will block any fresh breezes, or worse, turn the space between the buildings into a bit of a wind tunnel. Either way, it is not a desirable outcome for the townhouse residents.

The proposed 113 beds will, by necessity, create additional vehicle traffic on Garry Street. Garry Street can already be fairly busy, especially around the school start/end times at McMath. Also, given the likely age and health of the apartment residents, there will be increased traffic and noise from emergency vehicles. This noise and traffic will not be welcomed in the neighbourhood, especially during the night hours.

In conclusion, this proposed development should not be approved. It is inappropriate and out of character for the neighbourhood, too big and too close to the property lines, and will result in unwelcome increases in vehicle traffic and emergency responders' noise. This development will be detrimental to the lives of the people in the Garry Estate townhouses, and that is not fair to inflict it upon them.

Please do not approve this rezoning request.

Thank you.

Yours sincerely,

Steve Cook

Steve Cook
yvrsteve@gmail.com
604.928.3179

cc. zoning@richmond.ca

Mayor and Councillors

Schedule 3 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, March 19, 2018.

To Public Hearing
Date: <u>March 19, 2018</u>
Item # <u>4</u>
Re: <u>Bylaws 9799, 9801, 9802</u> <u>9804, 9805, 9806, 9808, 9809</u> <u>9810, 9811</u>

From: CityClerk
Sent: Wednesday, 7 March 2018 13:21
To: Mayor and Councillors
Subject: FW: request on public hearing on Mar 19, 2018 for Zoning Bylaw

Follow Up Flag: Follow up
Flag Status: Flagged

From: Xin Ye [mailto:xye@arbutusbio.com]
Sent: Wednesday, 7 March 2018 13:05
To: CityClerk
Subject: request on public hearing on Mar 19, 2018 for Zoning Bylaw

Dear City Council

I am a owner at 8291 Park Road. I have received a letter from Richmond city hall with regard to the public hearing scheduled on Mar 19, 2018 discussing the zoning bylaw amendment.

I would like submit comments via the on-line form but the webpage indicates the "The online submission form is currently unavailable".

As a resident in Richmond, I really appreciate all the effort that city council and city hall staff have made to improve our living environment and public service. I understand that some zoning restriction need to be applied to keep the level of these services.

However, with the expansion of population in Richmond, there is increasing need for housing. Areas around the Canada line station would be a convenient location for residents travelling. Low density zoning in those areas would limit the growth of those communities. In addition, the low-rise apartment buildings in those areas are in their late 30s to mid 40s in terms of building age. Issues around building structures such as piping, roof, dry walls etc will come up more and more often. This will also cause potential safety risks which would cost the city more when issues arises. The winding up of those strata would require developer investment and there is currently very limited interest in developers due to the low density zoning restriction. Adding more flexibility in the zoning bylaw would allow this area to provide more housing supply to the city and ease off the spiking condo price in Richmond.

I would sincerely recommend the council to consider allow high density zoning around that area, including 8291 park road.

Thank you.

Xin Ye
One Owner of 8291 Park Road



Schedule 4 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, March 19, 2018.

CityClerk

From: Queenie Chan <queeniecwt@gmail.com>
Sent: Wednesday, 14 March 2018 08:58
To: CityClerk
Cc: Connie Chan; Kenny Chan
Subject: Comments for March 19 Public Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

To Public Hearing
Date: March 19, 2018
Item # 4
Re: Bylaws 9799, 9801
9802, 9804, 9805, 9806
9807, 9808, 9809, 9810, 9811

To the City Clerk,

I am emailing to submit comments for the Public Hearing to be held on Monday, March 19, 2016 7pm, regarding Item #4 on the listed on the Preliminary Public Hearing Agenda: "RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAWS 9799, 9801, 9802, 9804, 9805, 9806, 9807, 9808, 9809, 9810, 9811."

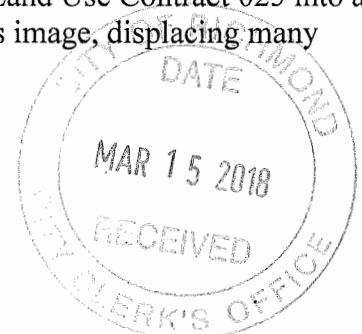
I currently reside in 8540 Citation Drive (Zone Land Use Contract 025), which is in the area affected by the Amendment Bylaw 9801. As I understand, the site is currently zoned as "low-rise apartments& 2-storey townhouses". My position in this matter is to keep the zoning unchanged as dictated by ZLR23 ("Low Rise Apartment").

Since Land Use Contract 025 is in the heart of Richmond city centre, I understand that it is highly attractive site for property developers who might wish to rezone this area into a mid- or high-density district. I am strongly opposed to this as it goes against what Richmond means to me, and also goes completely against the Official Community Plan of Richmond. Land Use Contract 025 rare oasis of low density buildings constructed with green space in mind. Despite the residents in this area not being among the economic elite, the physical environment allows residents to nevertheless enjoy a high quality of life, optimal for living, working, and raising their families. An increase of residential density in Land Use Contract 25 will certainly decrease the standard of living here. There is a strong sense of neighbourhood here, with plenty of open area for residents to meet and play. There are already plenty of high-rise buildings that surround this area, and several new high-rise building sites on our doorstep have already adversely affected traffic density (congestion) and the school system (overcrowding). Adding more density to Land Use Contract 025 will worsen matters quickly. By keeping this land low-density, it allows for the healthy long-term growth of the high rises already in progress.

I have lived here since the early 1990s, and know this neighbourhood and its people well. Zoning changes to this area would affect 515 units, with the majority of them being either young families who would otherwise not be able to afford the astronomically priced property anywhere else in Richmond, or active seniors maintaining a highly independent and productive lifestyle in their current residence near the city centre. This area is a place where young and old live and thrive together. Richmond's image as a viable and thriving city that prioritizes family should always remain a first and foremost goal, and any plans to change Land Use Contract 025 into a higher density zone than its current low density state would be devastating to this image, displacing many families who have called Richmond their home for decades.

Best regards,

CNCL - 27



Kenny Chan and Connie Chan
Residents at 201-8540 Citation Drive

ON TABLE ITEM

Date: March 19, 2018
Meeting: Public Hearing
Item: #4

Schedule 5 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, March 19, 2018.

CityClerk

From: Dayna Gilbert <D.Gilbert@capreit.net>
Sent: Monday, 19 March 2018 17:31
To: CityClerk
Cc: Lussier, Cynthia
Subject: File No: 08-4430-03-11/2018-Vol 01 - Richmond Zoning By-Law 8500, Amendment By-Law 9804
Attachments: March 19, 2018 Public Hearing - Richmond Zoning Bylaw 8500, Amendment Bylaw 9804.pdf

To whom it may concern,

Please note that the online form submission was not available as indicated on the website and as such we are submitting our comments as instructed to the City Clerk directly.

Please see attached for our written comment regarding the Monday March 19, 2018 Public Hearing Agenda Item no. 4 in regards to Report PH-163 as it pertains specifically to Richmond Zoning Bylaw 8500, Amendment Bylaw 9804 (LUC 073 – 6780, 6880 Buswell Street, and 8200, 8300 Park Road).

Please confirm receipt of this email and correspondence.

Please note that our written comment will also be submitted in-person at the Public Hearing.

Thank you,

Dayna

DAYNA GILBERT, MLA, MCIP, RPP

Senior Development Manager | CAPREIT

11 Church Street, Suite 401, Toronto, Ontario M5E 1W1

t. 416-306-3489 | m. 416-219-1002

d.gilbert@capreit.net | www.capreit.com



BESTEMPLOYER

PLATINUM | CANADA | 2016



EMPLOYEUR DE CHOIX

PLATINE | CANADA | 2016

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CAPREIT

11 CHURCH STREET, SUITE 401 TORONTO ON, CANADA M5E 1W1
TEL: 416 861 9404

March 19th, 2018

Mr. David Weber
Director, City Clerk's Office

RE: Richmond Zoning Bylaw 8500, Amendment Bylaw 9804, Establishment of Underlying Zoning for Property Under Land Use Contract 073 at 6780, 6880 Buswell Street and 8200, 8300 Park Road, Richmond

We, Canadian Apartment Properties Real Estate Investment Trust, "CAPREIT", are the owners of the properties located at 6780, 6880 Buswell Street and 8200, 8300 Park Road, Richmond ("Subject Properties").

We are writing in regards to item no.4 on the Public Hearing Agenda for 19 March 2018 re: PH-163 Richmond Zoning By-law 8500, amendment By-laws 9799, 9801, 9802, 9804, 9804, 9806, 9807, 9808, 9809, 9810, 9811. CAPREIT is specifically concerned with proposed By-law Amendment 9804 as it applies to the Subject Properties.

It has only recently come to CAPREIT's attention that By-law Amendment 9804 is proposed to be enacted to establish underlying zoning for the Subject Properties, which are presently regulated by Land Use Contract 073. Based on CAPREIT's preliminary review of By-law Amendment 9804, we are concerned that this by-law may not be consistent with the City Centre Area Plan (CCAP) and other planning documents that govern future development rights for the subject property. CAPREIT would like the opportunity to discuss this issue further with City staff and what revisions to the by-law may be necessary. As such, we request that the enactment of the By-law Amendment 9804 be deferred.

Additionally, we believe that the enactment of By-law Amendment 9804 to be premature as the *Local Government Act* requires municipalities to adopt underlying zoning bylaws for properties governed by LUCs by 30 June 2022 and that termination does not take effect until 30 June 2024. Accordingly, there is no prejudice to the City in deferring this matter. Pushing this matter forward now, however, will prejudice CAPREIT as it will not have had the opportunity to engage in meaningful consultation with the City.

CAPREIT looks forward to working with the City on this important matter and can make itself available for a meeting with City staff.

Yours truly,

Dayna A. Gilbert, MLA, MCIP, RPP
Senior Development Manager



Community Safety Committee

Date: Tuesday, March 13, 2018

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Chak Au
Councillor Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on February 14, 2018, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

April 10, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATIONS

1. (1) Safety Enhancements on River Road

Lynda Parsons, 2491 No. 8 Road, expressed concern with regard to safety on River Road, and referenced her notes (attached to and forming part of these Minutes as Schedule 1).

Community Safety Committee

Tuesday, March 13, 2018

(2) River Road Safety Enhancements

Arline Trividic, 22600 River Road, expressed concerns with regard to present signage on River Road as it pertains to cyclists and motorists, and read from her submission (attached to and forming part of these Minutes as Schedule 2).

Discussion took place with regard to safety measures along River Road and as a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That the delegation's request regarding traffic safety enhancement measures on River Road including the installation of 20 speed humps be referred back to the Public Works and Transportation Committee for consideration.

CARRIED

COMMUNITY SAFETY DIVISION

2. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT - JANUARY 2018**

(File Ref. No. 12-8060-01) (REDMS No. 5744083 v.3)

In reply to queries from Committee, Greg Scarborough, Manager, Property Use, Policy and Programs, advised that grease related activities fall under the Engineering Department. Also, he noted that the fees received from night market activities are on a cost recovery basis for Bylaws and RCMP and that staff will look into the status of the payment.

Carli Edwards, Acting Senior Manager, Community Safety Policy and Programs and Licencing, advised that the increase in sign violations is due to real estate signs and represents targeted enforcement of the issue.

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report - January 2018", dated February 27, 2018, from the General Manager, Community Safety, be received for information.

CARRIED

3. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT - JANUARY 2018**

(File Ref. No. 09-5000-01) (REDMS No. 5735778)

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - January 2018", dated February 14, 2018 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

2.

Community Safety Committee
Tuesday, March 13, 2018

4. **FIRE UNDERWRITERS SURVEY GRADE REPORT**

(File Ref. No.) (REDMS No. 5732471 v.4)

Fire Chief Tim Wilkinson, Richmond Fire-Rescue, advised that this survey was last conducted in 1999 and highlighted that with the help of Council and staff, a high level of efficiency was achieved. He remarked that commercial businesses may see a change in fire insurance coverage based on where they are situated in the City and that rates will be based on specifics of a site.

In reply to queries from Committee, Chief Wilkinson advised that RFR achieved Public Fire Protection Classification 2 by working through efficiency and effectiveness studies and improving RFR's approach to firefighting, products, efficiency, tools and fire trucks. He then noted that the next steps are to increase staff and vehicles. Chief Wilkinson advised those areas that require continuous improvement without additional resources will be examined by staff immediately and those that do require additional resources will be brought before Council for consideration.

Discussion took place on the areas of continuous of improvement and as a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That "areas of continuous improvement" as identified in the staff report titled "Fire Underwriters Survey Grade Report" be referred back to staff to provide information on an implementation plan and report back.

CARRIED

It was moved and seconded

That the staff report titled "Fire Underwriters Survey Grade Report", dated February 14, 2018 from the Fire Chief, Richmond Fire-Rescue and Risk Manager be received for information.

CARRIED

5. **FIRE CHIEF BRIEFING**

(Verbal Report)

Item for discussion:

Additional LUCAS Chest Compression Machines

Chief Wilkinson advised that RFR currently has six LUCAS machines in service and an additional three will be added in May for a total of nine machines in service.

3.

Community Safety Committee
Tuesday, March 13, 2018

6. RCMP MONTHLY ACTIVITY REPORT – JANUARY 2018

(File Ref. No. 09-5000-01) (REDMS No. 5732744)

Superintendent William Ng, Officer in Charge, Richmond RCMP, noted that condominiums are considered commercial dwellings, and therefore mail theft from condominiums are categorized as business break and enters.

In reply to queries from Committee, Superintendent Ng advised that (i) staff will examine the Block Watch regulations as it relates to participation of residents, and (ii) discussions are underway for auxiliary officers to go on ride-alongs and this activity could potentially increase auxiliary officer hours.

It was moved and seconded

That the report titled “RCMP Monthly Activity Report – January 2018,” dated February 2, 2018. From the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

7. 2017- 2018 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN THIRD QUARTER RESULTS (OCTOBER 1 TO DECEMBER 31, 2017)

(File Ref. No. 09-5000-01) (REDMS No. 5754636 v.2)

Superintendent Ng highlighted information from the 2017- 2018 Richmond RCMP Detachment Annual Performance Plan Third Quarter Results (October 1 to December 31, 2017) report.

In reply to a query from Committee, Superintendent Ng advised that RCMP enforcement on gang related activity is robust in the City in an effort to dissuade such activities.

It was moved and seconded

That the report titled “2017-2018 Richmond RCMP Detachment Annual Performance Plan Third Quarter Results (October 1 to December 31, 2017)”, dated February 20, 2018 from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

Community Safety Committee
Tuesday, March 13, 2018

8. 2018-2019 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN - COMMUNITY PRIORITIES

(File Ref. No. 09-5000-01) (REDMS No. 5750082 v.2)

In reply to queries from Committee, Superintendent Ng advised that (i) Richmond has the lowest illicit drug overdose rate of Lower Mainland municipalities due to its aggressive education campaign for youth, (ii) the RCMP is working with Vancouver Coastal Health to find new ways to prevent illicit drug overdose deaths, (iii) the Combined Forces Special Enforcement Unit BC is active in the city and is implementing a number of new initiatives to suppress organized crime, (iv) according to Statistics Canada, cannabis related drug offences has been declining due to medical marijuana availability, and (v) the RCMP are in discussions with the British Columbia Lottery Corporation regarding money laundering at the casino.

It was moved and seconded

That the priorities listed in the staff report titled "2018-2019 RCMP Annual Performance Plan – Community Priorities", dated February 14, 2018 from the Officer in Charge, RCMP, be selected for inclusion in the Richmond Detachment fiscal year 2018-2019 (April 1, 2018 to March 31, 2019) RCMP Annual Performance Plan.

CARRIED

9. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

Car 67 – Mobile Crisis Response Unit

Superintendent Ng advised that discussions have taken place with Vancouver Coastal Health with regard to piloting a "Car 67" initiative in Richmond and noted that a meeting is scheduled for next month to finalize details.

10. COMMITTEE STANDING ITEM

E-Comm

The Chair advised that the E-Comm Board and staff are examining how they conduct business within BC and looking at other initiatives that may be beneficial to E-Comm. He noted that E-Comm's site in Saanich on Vancouver Island is nearly complete and they are looking at the potential for another site south of the Fraser River.

Community Safety Committee
Tuesday, March 13, 2018

11. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:48 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 13, 2018.

Councillor Bill McNulty
Chair

Sarah Kurian
Legislative Services Coordinator

Our safety issues began with the truck parks on River Road being approved, even though residents were opposed, bringing more traffic to River Road as well as more overweight truck traffic. Our requests to do something about the illegal trucks has continually fallen on deaf ears.

On November 6, 2016 a group of cyclists were hit by a car at the easternmost end of River Road near the pump station. One cyclist died as a result. On November 7, 2016 at the General Purpose Committee Meeting, a referral to Staff to look into the area surrounding the accident and report back was approved. Perhaps the reason for this referral was that the accident was just the day before and so on peoples' mind, as I can find no other incident where Staff was asked to look into a fatality and report back. This truly was a tragedy, as is the loss of any life, be it on River Road or anywhere else in the City, yet this is the only tragedy resulting in changes to a road for cyclists that I have found.

The RCMP immediately released information that the cause of this accident was neither speed nor the design of the road. In June, 2017 – 7 months after the findings were known, Staff produced a report indicating that, as River Road was a preferred location for cycling groups, safety enhancements were required.

This report went so far beyond the original referral, I have to wonder why it was accepted? The "safety enhancements" are not in any way meant to increase the safety of all users of the road, as they are geared directly towards cyclists. River Road is the only access to our properties, even so, the desires of the recreational cyclists were put above all others and these "safety enhancements" accepted and approved by Council.

As a point of interest, the disrespectful cycling groups are not actually using River Road to go anywhere – they start out in Richmond, travel east on River Road, turn around at the pump station close to Westminster Highway (where the fatal crash occurred), and proceed back into Richmond. For this, our safety is being put at risk.

When we learned that an additional 20 speed humps on River Road between No. 7 Road and Westminster Highway were approved by Council on September 25, 2017, I spoke at the December 11, 2017 City Council Meeting to advise Council why we opposed this.

At the December 11, 2017 Council Meeting a referral to Staff was: *That staff review the potential solutions to traffic calming measures along River Road prior to the installation of speed humps.*

As a response to the referral, at the February 21, 2018 Public Works and transportation Committee Meeting Staff presented a report from WATT Consulting Group recommending up to 76 additional speed humps.

This response to the referral is why we are not accepting that the speed humps being put on hold pending any review is adequate or acceptable. We have seen in documents and heard verbal responses referring to the "20 speed humps already approved by Council". Until this resolution is repealed, Staff is mandated to install 20 additional speed humps as approved by Council. We have seen time and again how Staff are allowed to manipulate data contained in reports to their desired outcome. We need the resolution approving the installation of speed humps on River Road dated September 25, 2017 repealed.

The following information regarding signs is from The Province of British Columbia document, Manual of Standard Traffic Signs & Pavement Markings:

1.1 INTRODUCTION

Standardization of design and application aids recognition and understanding of signs and is important in obtaining motorist compliance and cooperation. Motorists have a right to expect that any given traffic sign will always have the same meaning and will require the same response, regardless of where the sign is encountered. Similar situations where signs are warranted should, therefore, be signed in a similar manner.

1.3 REQUIREMENTS OF SIGNS Traffic signs are required in order to provide for the safe and orderly movement of motorized and non-motorized traffic and pedestrians. Signs provide information about highway routes, directions, destinations and points of interest. They also provide information on regulations which apply to specific locations or at specific times, and warn of hazards which may not be evident. To be effective a sign should:

- Fulfill a need.
- Command attention and respect.
- Convey a clear and simple message.
- Allow adequate time for a proper response.

To meet these objectives, signs must have a carefully considered message, be of uniform design, and be applied and placed in a consistent manner. Contradictory or misleading information, incorrect placement or use of inappropriate standard signs can confuse the road user. **It is also most important to recognize that improper or excessive use of signs leads to disrespect and non-compliance of the sign.**

1.5 STANDARDIZATION OF APPLICATION **Similar situations must always be signed in the same manner in order to ensure correct driver response.** Therefore, to maintain signing integrity, standards for the application of traffic signs must be upheld. Signs should be used only where they are warranted. **Excessive use of signs detracts from their effectiveness.**

1.6 STANDARDIZATION OF DESIGN To simplify the driving task and optimize safety, signs must be recognized and understood at a glance. **This requires simplicity and uniformity of design, and consistency of application and placement.** Standardization of design includes colour, shape, relative dimensions, message, and illumination or reflectorization. Standardization of design does not preclude further improvement by minor changes in the proportion of symbols, stroke width and height of letters, width of borders, or layout of word messages. However all shapes and colours must be as indicated, all symbols must be unmistakably similar to those shown, and all text must be as specified in this manual.

1.8 SIGN POSTS AND BASES

Wooden, metal or plastic posts may be used. Plastic posts are generally used only for highway delineators. Posts and, where applicable, bases shall be installed to hold signs in position against wind, plowed snow and displacement by vandals. **At locations where sign supports could be hit by vehicles, they should be located behind appropriate barrier or have breakaway footings.** A wooden sign post 15 cm x 15 cm (6" x 6") or larger must have a hole drilled through the post just above ground level, in accordance with the Standard Specifications for Highway Construction to permit it to break away if hit. **Concrete sign bases must be flush with the graded ground level or be located behind roadside barrier.**

1.11 SIGN SUPPLY

To ensure uniformity of design, all signs used on Ministry roads for Ministry purposes must be obtained from:

Provincial Sign Shop

945 McMaster Way Kamloops, B.C. V2V-6K2

The cyclist sign available at the Provincial Sign Shop is the W-130 (cyclist to the right of the vehicle)

The cyclist sign in the ICBC driver handbook is also the W-130 (cyclist to the right of the vehicle)

The photo below is a sign on River Road after being struck by a vehicle. This clearly shows that these signs are in a position where they can be hit, and are not located behind a barrier as required, making them unsafe for users of the road. When I spoke to you last month, I advised that someone is going to hit one of these and that very night it happened – the sign was hit. Although we did not hear if any injuries resulted, we do not want to wait until someone is injured or killed. These need to be removed immediately.



The signs that were installed are not in conformance with the Ministry of Transportation document, the Provincial Sign Shop or the ICBC driver handbook. All of these documents list the W-130 sign which is a cyclist to the right of a vehicle. The W-130 signs are the ones on every other road in Richmond. These signs were replaced with non-conforming cyclist in front of a vehicle signs.



June 26, 2017 – Council Meeting

Council approved the installation of cycling signs, removal of pavement markers, and application of “sharrow” road markers for cyclists.

- The signs are not in conformance and there are simply too many to be effective and more importantly, they are not safe.
- Reflective pavement markers are required in foggy conditions – removing these is the exact opposite of a safety enhancement
- Sharrow pavement markers are not necessary, as this is NOT a designated cycling route and the markers cause unnecessary distraction for drivers.

We are asking that the resolution passed by council June 26, 2017 approving the installation of cycling signs, removal of pavement markers, and application of road markers for cyclists be repealed .And that the dangerous signs that have been installed be removed immediately, and the reflective pavement markers that have already been removed replaced.

September 25, 2017

Council was advised that ALL affected residents and businesses would be notified. This did not happen. Consultation with some area residents found that 60% opposed the installation of speed humps. We have collected over 100 signatures of residents' and business employees who must use River Road to access their properties, and so feel that the 60% reported by Staff may not be accurate. Staff advised Council that they had performed technical analyses that concluded that speed humps were required. This was inaccurate and misleading, as no technical analysis or results were ever reported. However, after receiving this information Council approved the installation of 20 additional speed humps on River Road between No. 7 Road and Westminster Highway.

We have shown Council that speed humps are a safety risk to the residents – both to our health and safety and to the safety of our property.

We are asking that the resolution passed by council September 25, 2017 approving 20 additional speed humps on River Road between No. 7 Road and Westminster Highway be repealed.

In 2015, according to Staff reports, two traffic radar data collection units were purchased. It was reported by Staff that these would be installed on River Road. There is no information to indicate that this has happened, nor any information to indicate why these have not been installed. The data collection units provided a lot of information on Steveston Hwy, and then what happened to them? Rather than report to Council that the RCMP don't have resources to be there all the time, the RCMP should have information on when the optimum time to set up would be, and this entire issue could have been addressed by providing actual data rather than deciding to put our safety at risk with speed humps following consultations with cycling groups. **Where are the two traffic radar data collection units that were purchased, and why were they not installed as reported?**

We have seen an increase in RCMP presence in the area, which is very much appreciated by the residents. We are hoping that this will continue, however, the volunteers out to note licence plate numbers and send warning letters is a waste of time and resources. Last week when they were out I drove past the area where they were set up and noted that a RCMP car was there. Shortly after passing by, a car came up behind me obviously speeding, as I was driving 50k/hr and this vehicle was not in sight in my rear view mirror when I passed the RCMP vehicle. This driver continually flashed the car's lights and pulled up very close to my vehicle. When I returned home I contacted Cpl. Pronger to advise of this and ask why the officer at the scene did not pull this car over and write a ticket. I was informed that the officer is there to protect the safety of the volunteers and so was not writing tickets. With the limited resources that the RCMP have is this really a good use of this officer's time? **We want to see speeders held accountable and illegal activity in our neighbourhood stopped through continued presence of the RCMP.**

We also want to see the Commercial Vehicle Safety Enforcement notified to bring their mobile scale to the area and stop the overweight trucks from continuing to invade our neighbourhood. Staff was advised at the public consultations for the truck parks years ago that this is a safety concern for the

residents, but continue to ignore our issue. We are requesting that whomever is responsible to issue tickets to these illegal, overweight vehicles start enforcing the by-law. These trucks are a safety concern that we have endured far too long. .

Summary of what we are asking from Council:

1. Repeal the resolution of June 26, 2017
2. Remove the dangerous signs that have already been installed because of the above resolution, and replace with a minimal number of W-130 cycling signs.
3. Replace the reflective in road markers that have been removed because of the above resolution
4. Repeal the resolution of September 25, 2017 – 60% opposed the installation of speed humps. They should not have been disrespected and had their democratic right violated. We are aware that the approved speed humps have been put on hold pending further review, however, being put on hold is not acceptable – we want this resolution repealed.

At the December 11, 2017 Council Meeting a referral to Staff was: *That staff review the potential solutions to traffic calming measures along River Road prior to the installation of speed humps.*

As a response to the referral, at the February 21, 2018 Public Works and transportation Committee Meeting Staff presented a report from WATT Consulting Group recommending up to 76 additional speed humps.

This response to the referral is why we are not accepting that the speed humps being put on hold pending any review is adequate or acceptable. We have seen in documents and heard verbal responses referring to the “20 speed humps already approved by Council”. Until this resolution is repealed, Staff is mandated to install 20 additional speed humps as approved by Council. We have seen time and again how Staff are allowed to manipulate data contained in reports to their desired outcome. We need the resolution approving the installation of speed humps on River Road dated September 25, 2017 repealed.

5. We want to see the radar sign boards installed and the information analysed to aid in the enforcement of traffic violations, and for enforcement to continue.
6. Address the overweight trucks continuing to use River Road illegally by having the Commercial Vehicle Safety Enforcement (CVSE) attend and by-laws enforced.
7. Remove the misleading informational cycle sign from the sign post on Westminster Highway. River Road is not a designated cycling route, however, there is a misleading informational sign on Westminster Highway approaching River Road from the east that seemingly directs cyclists

onto River Road rather than straight ahead onto the designated cycling lane. For cyclist safety, we feel that this sign should be removed or an arrow pointing straight added



- My name is Arline Trividic I live at 22600 River Road I have concerns with the present signage on River Road as it pertains to cyclists and motorists the signs indicate a cycle in the middle of the lane this directly contradicts section 183 paragraph 2 C of the motor vehicle act - cyclists must ride as near as practicable to the right side of the highway the sign puts the cyclist in the middle of the lane which is illegal according to the act.. please note that it is easily practicable to ride less than a meter from the shoulder for at least 90% of the roadwaypage 10 of traffic operations safety review section 4.2.2 states the city has recently installed share the road single file signage at frequent intervals this sign does not convey a share the road message but rather a block the lane and let others wait message
- ICBC in its new driver manual uses the standard car and cyclist sign which has them side-by-side. Ministry of Transport uses the same sign and also allows for a written share the road placard these were the signs that were on the road previously ...why were they removed since they actually and clearly convey share the road message
- The Ministry of Transport section 1.6 paragraph 4...states if a suitable standard sign is not available or is inappropriate for a specific traffic control situation a special application sign should be approved by the senior traffic engineer... special applications signs should conform as closely as possible to the standards defined in this manual.... has this sign been approved by the Ministry of Transportation
- When it comes to enforcement by the RCMP - the current signage which ignores the motor vehicle act will make it difficult to actually enforce said Act.
- SAFETY: the signs encourage cyclist to take a position in the middle of the lane this places the cyclist in a position of greater risk since he is now closer to oncoming vehicles and increases the danger to the cyclists... also now any vehicle passing cyclist will have to encroach much further into the oncoming Lane in order to pass thereby increasing risk to the motorist as wellwe have had one fatality of a cyclist and this was partly due to him not being in the proper position on the road as per the motor vehicle act namely as far right on the road as possible...

this NEW signage actually places the cyclist in a similar risk and peril situation that caused the fatal accident....

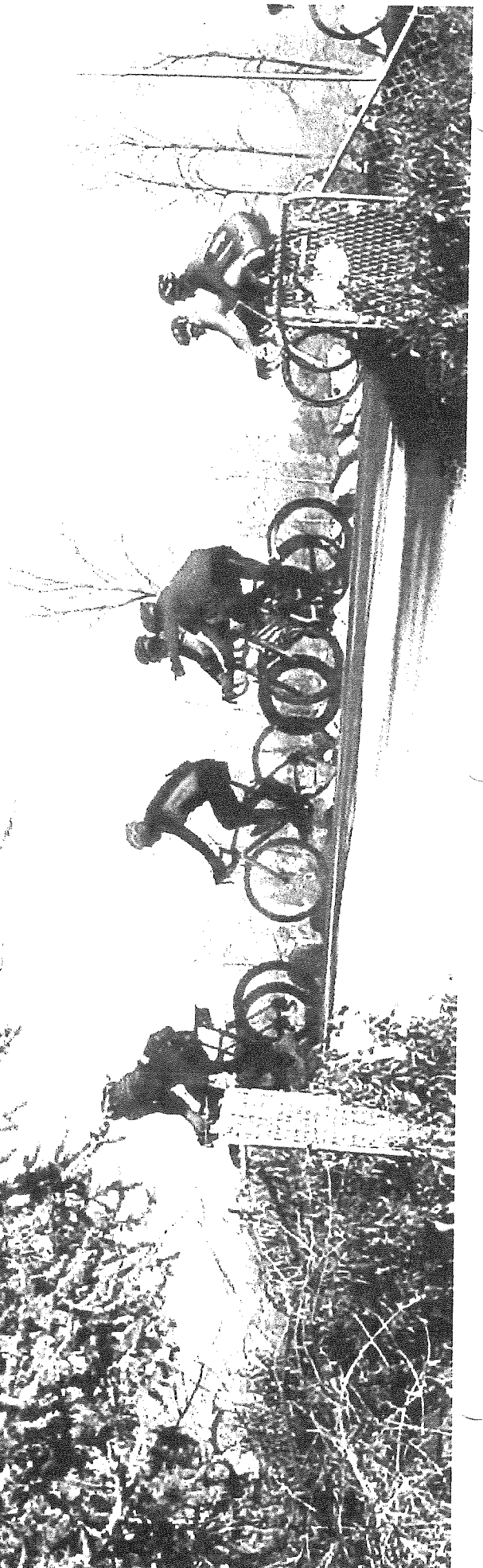
- the sign also states -cars pass when safe –only 800meters of 8.4 km of the roadway is designated safe to pass I can easily foresee quite long and slow moving lines of vehicles for lengthy periods of time creating driver frustration and impatience which could easily lead to risky and not rational decisions being made by motoristsagain putting all users at a greater risk than in the past years SHOW VIDEO AT END
- MESSAGE: Richmond will continue to be a destination for various cycling groups which makes it extremely important for Council to send a universal and consistent message to all users... motorist, cyclist, pedestrians, joggers Etc.
- THAT Message is SHARE THE ROAD the same message is conveyed by the Ministry of Transport by using signs w130 AND w130t - W130 is Car and Cycle Side by Side Cycle on right W130T is SHARE THE ROAD placard. This share the road message is also demonstrated by the motor vehicle act regulations.
- Richmond should strive for this message as well and not send a mixed message by allowing this vague confusing and potentially dangerous signage to remain on River Road

HAND OUT THE 2 PICTURES

Sunday March 11/18

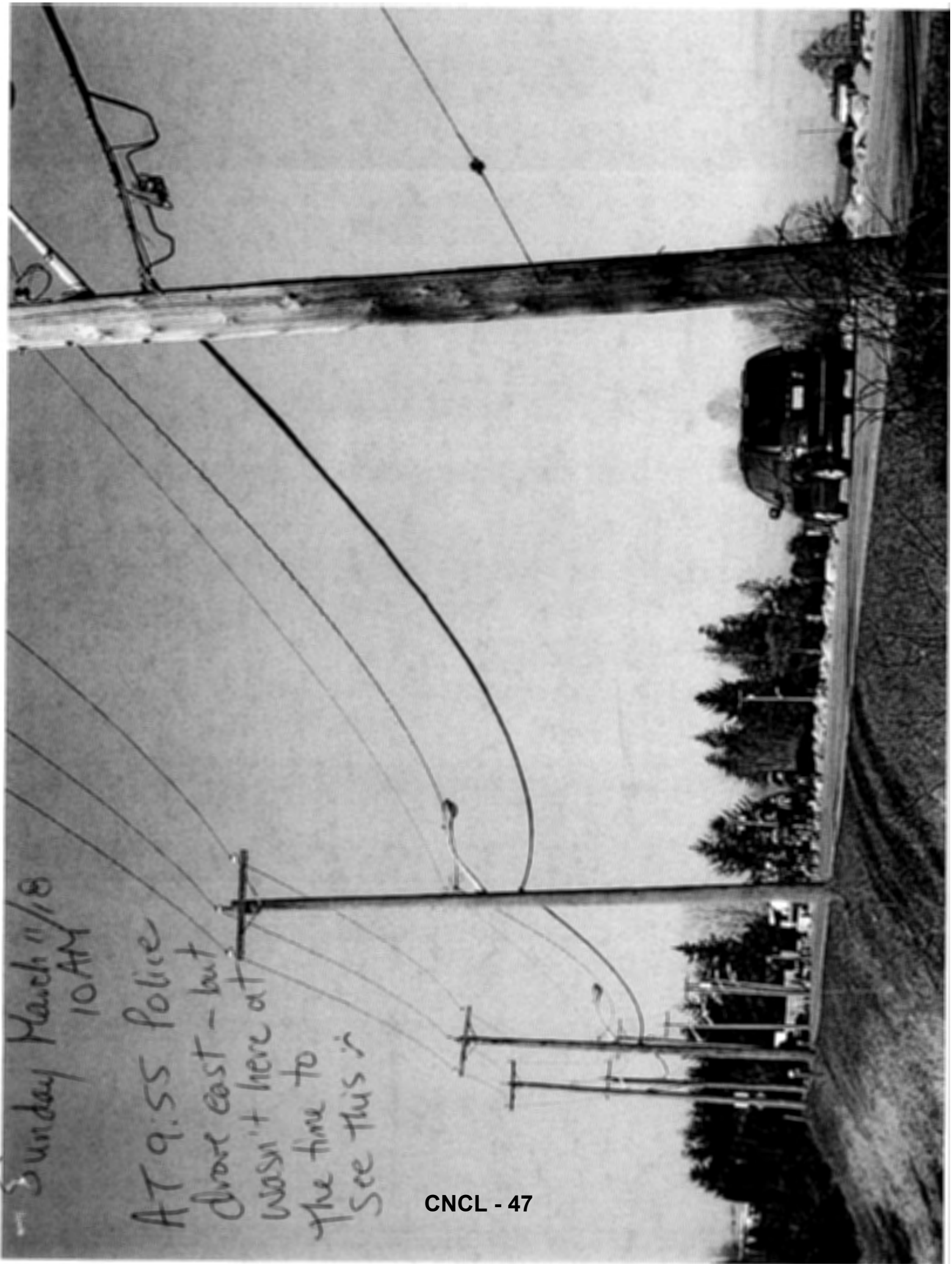
10 AM

At 9.55 police drove
east - but wasn't
here at this time to
see this. H



Sunday March 11/18
10 AM

AT 9:55 Police
drove east - but
wasn't here at
the time to
see this is





General Purposes Committee

Date: Monday, March 19, 2018

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang

Call to Order: The Chair called the meeting to order at 4:02 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on March 5, 2018, be adopted as circulated.

CARRIED

DELEGATIONS

1. Dr. Rebecca Harbut, Chair, Department of Sustainable Agriculture and Dr. Kent Mullinix, Director, Institute for Sustainable Food Systems, Kwantlen Polytechnic University (KPU), expressed their appreciation to the City and provided an update regarding the KPU research and teaching farm at Garden City Lands and highlighted the following:
 - KPU is eager to demonstrate using Agricultural Land Reserve (ALR) land for the production of food and enabling young people to farm in the community;

General Purposes Committee

Monday, March 19, 2018

- the partnership with the City is a one of a kind opportunity which will allow the University to partner with others including industry, farmers, other scientists, and the community;
- this year will be focused on soil building including cover cropping to build organic matter;
- three moveable high tunnels will also be constructed and KPU will work with the City permit department to look at this as an innovative production system;
- they will also be developing permanent raised beds for annual vegetable crops;
- high tunnels, agricultural equipment that is put overtop of ground production, are a way to extend the growing season and KPU would like them to be moveable to give flexibility in rotating crops;
- the vegetable processing station is an example of a feature to be established at the Garden City Lands KPU farm and is a way to do primary processing on vegetables on-site; and
- as soon as the soil amendments are completed, planting can commence.

In response to questions from Committee, Dr. Harbut and Dr. Mullinix further noted that:

- the mobile unit, which would function as an office and lab, and the moveable high tunnels will be temporary structures, as federal and provincial funding received for the program would not allow for permanent buildings on leased land;
- KPU has been working closely with City staff to bring in organics for the site;
- community outreach activities are being planned as a part of the agreement with the City, including twilight walks, workshops, and interpretive signage;
- studying the process of growing in adverse conditions will be a large part of the program, and they hope to demonstrate that agriculture can function to improve soil capacity;
- there will be research to look at carbon sequestration capacity of that farm, how the site is managed, and what types of management practices facilitate farm being a benefit to the ecology;
- the soil that was brought in to fill the site did have rocks in it, however, rock removal is not unusual in farming practices;
- this program is seen as a flagship program of the University and they will continue to be involved in the future;

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- the Garden City Lands site is critical for the degree program as it is closer to the KPU campus, easier to access, and serves complimentary functions to the farm program at Gilbert Road;
- they are partnering with the KPU physics department and design school to develop technologies, including a weeding robot and biodegradable sensors, that would be accessible to small farmers; and
- one of their objectives is to engage the community in food production and agriculture and welcome any mechanisms to accomplish this, including participation in a future Harvest Festival.

The meeting was recessed at 4:22 p.m.

The meeting reconvened at 4:24 p.m. following the recessed Special (Closed) Council meeting with all members of Committee present, except Councillor Dang.

PLANNING AND DEVELOPMENT DIVISION

2. **2017 REPORT FROM CITY CITIZEN REPRESENTATIVES TO THE VANCOUVER INTERNATIONAL AIRPORT AERONAUTICAL NOISE MANAGEMENT COMMITTEE (YVR ANMC)**

(File Ref. No. 01-0153-04-01) (REDMS No. 5714722 v. 2)

Victor Wei, Director, Transportation, introduced Gary Abrams, City Citizen Representative to the YVR Aeronautical Noise Management Committee (YVR ANMC), to Committee. Mr. Abrams commented that encouraging individuals with complaints to deliver more information when submitting a concern would allow Vancouver Airport Authority (VAA) staff and members of the YVR ANMC to follow up and address the issues, which may lead to a reduction in registered concerns.

In response to queries from Committee, Mr. Abrams noted that (i) the number of float plane complaints was down in 2017, which could be because one flight operator moved operations to downtown Vancouver, (ii) complaints regarding float planes could be about the closeness of the aircrafts to buildings and not necessarily the noise of the aircrafts and further information collected when an individual lodges a complaint would be useful, (iii) the main role for the Richmond Citizen representatives on the YVR AMNC is to listen and report to Council on Committee activities and make recommendations where appropriate, and (iv) it is his understanding that the north runway at YVR is used for arrivals and the south runway at YVR for departures, except when not possible, to allow for efficiency.

3.

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It was moved and seconded

That the report from the City citizen representatives appointed to the Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC) regarding the Committee's 2017 activities be received for information.

CARRIED

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 General Purposes Committee of the Council of the City of Richmond held on Monday, March 19, 2018.

Mayor Malcolm D. Brodie
Chair

Amanda Welby
Legislative Services Coordinator



Planning Committee

Date: Tuesday, March 20, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Alexa Loo
Councillor Harold Steves
Mayor Malcolm Brodie

Also Present: Councillor Carol Day
Councillor Ken Johnston

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on March 6, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

PLANNING AND DEVELOPMENT DIVISION

1. AGRICULTURALLY ZONED LAND: SUMMARY OF PUBLIC CONSULTATION ON LIMITING RESIDENTIAL DEVELOPMENT IN THE AG1 ZONE FOR PROPERTIES THAT ARE 0.2 HA (0.5 ACRES) OR LARGER

(File Ref. No. 08-4057-10) (REDMS No. 5766488 v. 7)

A summary of public comments received on proposed regulations related to residential development on farmland was distributed (attached to and forming part of these minutes as Schedule 1).

With the aid of a PowerPoint presentation (Copy on-file, City Clerk's Office), Barry Konkin, Manager, Policy Planning, reviewed the proposed regulations related to single family residential development on farmland and the public consultation undertaken on the matter. Also, he noted that the majority of Building Massing requirements already apply to single detached homes on farmland, and that Council can consider a temporary withholding of building permits in conflict should Council direct staff to prepare a bylaw on the proposed regulations..

Discussion took place regarding the proposed regulations related to the (i) house footprint, (ii) the maximum building height, and (iii) the feedback received from Richmond farmers.

Michelle Li, representing Richmond Farm Watch, suggested that Council consider the most restrictive option to regulate house size on farmland. Also, she expressed that farmland should be protected and that large homes on farmland negatively affect farm viability.

John Roston, 12262 Ewen Avenue, referenced his submission (attached to and forming part of these minutes as Schedule 2), and remarked on extending the foreign buyers tax to transactions involving farm properties. Also, he expressed concern with regard to the current allowable house size on farmland and suggested that the farm home plate be limited to discourage the building of large homes.

Ben Dhiman, 9360 Sidaway Road, commented that it is premature to amend regulations related to residential development on farmland and that more time is required to evaluate the impact of the current regulations. Also, he expressed concern regarding the feedback received from the non-farming community.

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In reply to queries from Committee, staff noted that so far in 2018, 16 building applications on farmland have been received. It was further noted that three permits have been issued since the adoption of the current farmland regulations, with the average size of the proposed homes to be approximately 6,800 ft².

Miles Smart, 9571 Beckwith Road, expressed support to limit house sizes on farmland to approximately 5300 ft² and was of the opinion that restricting the size of the farm home plate may not address issues related to land speculation. Also, he commented on the potential negative effect of inflated property values on the economic viability of farms.

Jim Wright, 8300 Osgood Drive, spoke on the proposed amendments and protection of farmland, suggesting that homes on farmland be limited to approximately 300m².

Anita Georgy, Executive Director, Richmond Food Security Society, commented on enhancing food security and encouraged the City to consider policies that would preserve farmland. Also, she expressed support for the most restrictive option to limit farmland residences to a maximum of 5,382 ft².

Gary Berar, 9571 No. 6 Road, expressed that more time is required to assess current farmland regulations that the proposed options may negatively impact the economic viability of farms. Also, he was of the opinion that the City should focus on the feedback provided by farmers when considering the proposed options.

Todd May, representing the Richmond Farmer's Institute and the Agricultural Advisory Committee, commented on the community support for agriculture and encouraged the City to continue with the evaluation of current farmland regulations. Also, he suggested that staff use the metric system in reports and that the City examine options to permit a secondary dwelling on farmland for farm workers.

Discussion ensued with regard to (i) increasing the permitted height of homes on farmland in order to reduce its footprint, (ii) reviewing regulations that would permit a secondary dwelling on farms for family and for farm workers, and (iii) increasing farmers' accessibility to farmland.

David Baines, 8451 Rosehill Drive, expressed that the current farmland regulations have not been effective in reducing the speculation of farmland and that further restricting home size to below the Agricultural Land Reserve guideline of 5,382 ft² may be necessary to allow farmland values to return to market standards.

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Amit Sandhu, 5700 Forsyth Crescent, expressed support for the current farmland regulations and suggested that more time be given for their evaluation. Also, he suggested that more support be given for local farms as well as farming innovation and sustainability.

Doug Wright, 11540 No. 3 Road, expressed that more time is required to evaluate the efficacy of the current farmland regulations and suggested that the City consider allowing secondary dwellings on farmland for farm workers. He further expressed that there are alternative options to access farm land without direct ownership and that the City should focus on feedback from the farming community.

Cllr. Steves left the meeting (5:23 p.m.) and returned (5:27 p.m.).

Peter Dhillon, 10531 Springhill Crescent, remarked on the innovation occurring in the area of food production and the increasing demand for organic produce. He expressed that the City examine the conservation of farmland in the context of evolving demand for certain crops and farming techniques.

Vincent Quan, 21900 Westminster Highway, expressed concern that proposed amendments may negatively affect farms' economic viability. He added that farmers may need to access the farmland's value in order to invest in the farm's operation or cover costs. He further expressed that more time be provided to assess the current farmland regulations.

Cllr. Day left the meeting (5:38 p.m.) and returned (5:39 p.m.).

Discussion ensued with regard to (i) encouraging development applicants to submit a farm plan, (ii) limiting the size and number of accessory buildings on farmland, (iii) locating the septic field within the farm home plate, and (iv) options to install a sewage line for farm properties along No. 6 Road.

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

It was moved and seconded

- (1) ***That the staff report titled "Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger" dated March 13, 2018 from the Manager of Policy Planning be received for information;***

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- (2) *That staff be directed to prepare a bylaw based on Option 1 with the septic field located within the farm home plate, as presented in the report "Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger" dated March 13, 2018 from the Manager of Policy Planning;*
- (3) *That, following Council's ratification of any option identified in resolution 2, staff be directed to bring forward appropriate bylaws for consideration of First Reading to the April 9, 2018 Regular Council Meeting;*
- (4) *That a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the Agricultural Land Commission's enforcement actions for non-farm uses.*

The question on the motion was not called as discussion ensued with regard to:

- the potential impact of proposed regulations on house size and farmland values;
- variance options available to potential applicants;
- options to introduce regulations allowing secondary dwellings on farm land for extended family and farm workers;
- a review of farmland regulations adopted by other municipalities such as Delta;
- the impact of the house footprint and the size of the farm home plate on the farm viability;
- the factors related to the number of farms that have lost their farm status; and
- options to improve farmland access to non-land owners;

A list of submitted applications for development on farmland (attached to and forming part of these minutes as Schedule 3) and real estate listing of a farm lot on 10451 Palmberg Road (attached to and forming part of these minutes as Schedule 4) was presented.

Discussion ensued with regard to the productivity of farmland and options to reduce real estate speculation on farmland.

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In response to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that staff can provide information on options to permit a secondary dwelling on farmland before the upcoming Council meeting; however, more time is required to report on potential amendments to regulations related to limiting accessory buildings on farmland.

Mr. Erceg then commented on a potential temporary withholding of building permits, noting that existing zoning regulations will apply to in-stream applications.

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

It was moved and seconded

That the following be added to the main motion as Parts (5), (6) and (7):

- (1) That staff comment on the possible provision of a second dwelling for farm workers;*
- (2) That staff comment on the City's ability to impact and limit the size of farm structures on farmland; and*
- (3) Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation; and*

Whereas Council has directed staff to further review options on reducing house size and farm home plate area, determining septic field location in relation to the farm home plate, and establishing a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres).

- (a) That staff be directed to prepare for Council's consideration a bylaw that would further limit house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for properties zoned Agriculture (AG1) on lots 0.2 ha (0.5 acres) or larger; and*
- (b) That staff bring forward all building permit applications for residential development in the Agriculture (AG1) zone on properties 0.2 ha (0.5 acres) or larger, received more than 7 days after the passage of Part 7 (a), to determine whether such applications are in conflict with the proposed bylaw to limit house size, farm home plate area, septic field location in relation to the farm home plate, and house footprint for properties zoned AG1 that are 0.2 ha (0.5 acres) or larger.*

CARRIED

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The question on the motion, which reads as follows:

- (1) *That the staff report titled "Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger" dated March 13, 2018 from the Manager of Policy Planning be received for information;*
- (2) *That staff be directed to prepare a bylaw based on Option 1 with the septic field located within the farm home plate, as presented in the report "Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger" dated March 13, 2018 from the Manager of Policy Planning;*
- (3) *That, following Council's ratification of any option identified in resolution 2, staff be directed to bring forward appropriate bylaws for consideration of First Reading to the April 9, 2018 Regular Council Meeting;*
- (4) *That a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the Agricultural Land Commission's enforcement actions for non-farm uses;*
- (5) *That staff comment on the possible provision of a second dwelling for farm workers;*
- (6) *That staff comment on the City's ability to impact and limit the size of farm structures on farmland; and*
- (7) *Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation; and*

Whereas Council has directed staff to further review options on reducing house size and farm home plate area, determining septic field location in relation to the farm home plate, and establishing a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres).

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- (a) *That staff be directed to prepare for Council's consideration a bylaw that would further limit house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for properties zoned Agriculture (AG1) on lots 0.2 ha (0.5 acres) or larger; and*
- (b) *That staff bring forward all building permit applications for residential development in the Agriculture (AG1) zone on properties 0.2 ha (0.5 acres) or larger, received more than 7 days after the passage of Part 7 (a), to determine whether such applications are in conflict with the proposed bylaw to limit house size, farm home plate area, septic field location in relation to the farm home plate, and house footprint for properties zoned AG1 that are 0.2 ha (0.5 acres) or larger.*

was not called as there was agreement to deal with Parts (1) to (7) separately.

The question on Part (1) was then called and it was **CARRIED**.

The question on Part (2) was then called and it was **DEFEATED ON A TIED VOTE**, with Cllrs. McPhail, Loo and McNulty opposed.

The question on Part (3) was then called and it was **CARRIED**.

The question on Part (4) was then called and it was **CARRIED**.

The question on Part (5) was then called and it was **CARRIED**.

The question on Part (6) was then called and it was **CARRIED**.

The question on Part (7) was then called and it was **CARRIED**.

As a result, the motion will proceed to the March 26, 2018 Council meeting without a recommendation for Part (2).

Mayor Brodie and Cllr. Johnston left the meeting (6:25 p.m.) and did not return.

Cllr. Day left the meeting (6:25 p.m.).

COMMUNITY SERVICES DIVISION

2. **HOUSING AGREEMENT BYLAW NO. 9772 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 3328 CARSCALLEN ROAD AND 3233 AND 3299 SEXSMITH ROAD (PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.)**

(File Ref. No. 08-4057-05) (REDMS No. 5559744 v. 2; 5560191; 5510843)

It was moved and seconded

That Housing Agreement (3328 Carscallen Road and 3233 and 3299 Sexsmith Road) Bylaw No. 9772 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Development Permit DP 16-735564, as outlined in the report titled "Housing Agreement Bylaw No. 9772 to Permit the City of Richmond to Secure Affordable Housing Units located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Pinnacle Living (Capstan Village) Lands Inc.)," dated March 1, 2018, from the Manager, Community Social Development.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY ANTHEM PROPERTIES LTD. FOR REZONING AT 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 AND 5351 STEVESTON HIGHWAY FROM "SINGLE DETACHED (RS1/E)" AND "TWO-UNIT DWELLINGS (RD1)" TO "TOWN HOUSING - STEVESTON HIGHWAY (STEVESTON) (ZT85)"**

(File Ref. No. 12-8060-20-009841; RZ 17-765557) (REDMS No. 5716408)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9841 to create the "Town Housing - Steveston Highway (Steveston) (ZT85)" zone, and to rezone 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway from "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" to "Town Housing - Steveston Highway (Steveston) (ZT85)", be introduced and given first reading.

The question on the motion was not called as discussion ensued with regard to the proposed site access and transportation enhancements.

Les Kiss, 5251 Hummingbird Drive, referenced his submission (attached to and forming part of these minutes as Schedule 5), expressing concern that the proposed traffic signal in the intersection of Swallow Drive and Steveston Highway, together with nearby traffic signals and pedestrian crosswalks, will increase traffic congestion in the area. He suggested that the City review alternative options and additional access points to the subject site.

Planning Committee

Tuesday, March 20, 2018

In reply to queries from Committee, Victor Wei, Director, Transportation, noted that (i) a single access point to the site will reduce the number of conflict points and reduce the number of driveways fronting Steveston Highway, (ii) a contribution from the developer will be used to signalize the intersection on Swallow Drive and improve pedestrian access, (iii) the access point will permit all turning movements, and (iv) in the long term, future signalization may take place in the intersection of Kingfisher Drive and Steveston Highway.

Discussion ensued with regard to traffic signal synchronization along No. 2 Road

Nick Casseldulous, representing the developer, noted that initially there was no requirement for a traffic signal at the intersection of Swallow Drive and Steveston Highway and the proposed traffic signal was not presented at the open house. The traffic signal was later proposed following discussions with staff.

Cllr. Day entered the meeting (6:38 p.m.).

Cllr. Day left the meeting (6:39 p.m.) and did not return.

In reply to queries from Committee, staff noted that (i) information was provided through the signage on-site, (ii) staff review of the application was on-going at the time of the developer-led open house, (iii) should the application proceed, public notification will be provided through the public hearing process, and (iv) the proposed development includes frontage improvements.

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

4. **APPLICATION BY DAVID LIN FOR A HERITAGE ALTERATION PERMIT AT 6471 DYKE ROAD (MCKINNEY HOUSE)**

(File Ref. No. HA 17-775892) (REDMS No. 5521638 v. 2)

It was moved and seconded

That a Heritage Alteration Permit be issued which would:

- (1) permit exterior alterations to historic windows, porch and upper balcony, painting of the exterior cladding, the demolition of an existing non-historic rear addition and the construction of a new rear addition to the heritage-designated house at 6471 Dyke Road, on a site zoned "Single Detached Housing (ZS1) – London Landing (Steveston)"; and***
- (2) vary the provision of Richmond Zoning Bylaw 8500 to reduce the required minimum rear yard setback from 5.0 m to 4.2 m.***

CARRIED

Planning Committee
Tuesday, March 20, 2018

5. ADVISORY COMMITTEE ON THE ENVIRONMENT 2017 ANNUAL REPORT AND 2018 WORK PROGRAM

(File Ref. No.) (REDMS No. 5763213)

Committee commended the Advisory Committee on the Environment for their work in the community.

It was moved and seconded

- (1) That the staff report titled "Advisory Committee on the Environment 2017 Annual Report and 2018 Work Program", dated February 27, 2018 from the Manager, Policy Planning, be received for information; and*
- (2) That the Advisory Committee on the Environment 2018 Work Program, as presented in this staff report, be approved.*

CARRIED

6. RICHMOND HERITAGE COMMISSION 2017 ANNUAL REPORT AND 2018 WORK PROGRAM

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5753372)

Committee commended the Richmond Heritage Commission for their work in the community.

It was moved and seconded

- (1) That the staff report, "Richmond Heritage Commission 2017 Annual Report and 2018 Work Program", dated February 27, 2018, from the Manager, Policy Planning, be received for information; and*
- (2) That the Richmond Heritage Commission 2018 Work Program, as presented in this staff report, be approved.*

CARRIED

7. MANAGER'S REPORT

Update on Richmond Centre Official Community Plan Amendment Application

With the aid of a visual presentation, (Copy on-file, City Clerk's Office), Suzanne Carter-Huffman, Planner 3, briefed Committee on the proposed development, highlighting the following:

- the proposed development will be focused on the south side of the mall and will consist of approximately 2,000 dwellings, new streets, open spaces, bike paths and expanded retail space;
- the first phase is anticipated in 2019 and will include demolition of the existing parkade and former Sears building;

Planning Committee

Tuesday, March 20, 2018

- the proposed development will not include a rezoning application since it was previously zoned for high density use;
- staff are working with the applicant to secure amenity contributions;
- underground parking is proposed for the site;
- the development will examine options to have access to the City's District Energy Utility or a centralized plant;
- the developer is proposing to allocate 5% of the residential units toward affordable housing, including a mix of family-friendly units; and
- completion of the project is expected in 2026.

Ms. Carter-Huffman added that staff will present a report on the consultation process at a future Planning Committee meeting.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:47 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 20, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

Mayor and Councillors

Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Tuesday, March 20, 2018.

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

From: Mayor and Councillors
Sent: Tuesday, 20 March 2018 07:33
To: Konkin, Barry; Woo, Gavin; Craig, Wayne
Cc: Powell, Jo Anne
Subject: FW: Considerations for Planning Meeting March 20
Attachments: Gillanders to planning March 20.pdf; Current farmland real estate analysis Richmond.pdf
Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Mayor and Councillors
Sent: Tuesday, 20 March 2018 07:32
To: 'lauragillanders@gmail.com'
Subject: FW: Considerations for Planning Meeting March 20

Good morning Ms. Gillanders,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor. In addition, your email has been forwarded to staff in the Planning and Development Department, and will be distributed at the March 20th Planning Committee meeting.

Thank you again for taking the time to bring your concerns to our attention.

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Laura Gillanders [<mailto:lauragillanders@gmail.com>]
Sent: Monday, 19 March 2018 16:28
To: Mayor and Councillors
Cc: Hopkins, John; Brodie, Malcolm; Au, Chak; Steves, Harold; Day, Carol; McNulty, Bill; McPhail, Linda; Dang, Derek; Johnston, Ken; Loo, Alexa
Subject: Considerations for Planning Meeting March 20

March 19, 2018

Gillanders to Planning Committee March 20, 2018

March 19, 2018

Gillanders to Planning Committee March 20, 2018

Thank you staff for the hard work on the report, and thank you councillors for addressing this critical issue. I am out of town and unable to attend the planning meeting tomorrow, please consider the following for the meeting and minutes.

John Roston and I, representing Richmond FarmWatch, met with Andrew Weaver as well as the assistant to Carole James, Minister of Finance, to get an update on any immediate actions they can take to protect farmland. John will fill you in on the details of our meetings.

The **one thing** local governments are responsible for when creating bylaws for ALR farmland is home size and siting. Most other aspects have policy in ALC - amounts of fill for residential use, percentage of farmland which can be used for greenhouses, permitted use, etc.

It has been noted that Richmond Council wants to preserve farmland by looking at home plate size and its stance on cannabis production, touting that it is actually doing a better job than the Ministry of Agriculture. This stance is unfortunately quite flawed. Delta has the most utilized farmland in the lower mainland, and a home size limit of 3550ft². Understanding farming, we know that when a farmer **lives on the farm**, the home plate is used for farming. The home plate will have orchard trees, vegetable garden for the home use, flower beds which support the bees and farming ecosystem, farm animals, accessory buildings, equipment storage, and more. What Delta has done with their bylaws enhanced farming viability, and the facts prove as much with utilization of 81%.

It seems Richmond has been concerned with trying to find a compromise with land developers that will also save farmland. However the building of mansions on farmland can only have negative consequences. It doesn't matter how much farmland is saved if farmers cannot get stable access to the land.

We all know what is going on with development of farmland for profit and we can stop pretending that this it is about anything else. The mansions being built today are not for farmers and they are not to support farming. We know this because of the size of homes proposed on very small farms, as well as the number of properties for sale now that they have received their permit. This is about the industry of land development in the ALR and the push for that to continue.

Small older homes will continue to be demolished and replaced with new homes for sale all over the lower mainland. The developers and contractors that are making a living replacing farmhouses with mansions will still be able to work and make money doing this, **but with a house size limit the same as what would be allowed on a residential lot, the farmland values will become more stable which is critical for farming**. Also the new homes we are left with on farmland will at least be a structure habitable in the future by a farmer or a renter looking after the farm. These large structures are not homes that people can sustainably live in or even afford to heat and maintain. The very small percentage of farmers who need a large home will be able to build to suit their needs as we know.

ALR farmland was created to protect it from soaring values and speculation, it was never intended to appreciate at the same rate as residential. Here in Richmond, the property increases on farmland far exceed anything we have seen on residential, in the last two years especially. We have to make it less attractive for speculators to purchase farmland, and the only thing Richmond must do to ensure this happens is limit the house size to what would be allowed on a residential lot.

Richmond setting the proper house size limit as suggested by Wozny, along with other strategies that the Ministry will implement for ALR revitalization, will be hopefully enough to make it less attractive for non-farmers to purchase farmland. This will ensure a revitalized agricultural economy in Richmond in the long run.

Please find attached examples of current speculation, flipping, and the many mansions and investments with permits for sale in Richmond.

Laura Gillanders

March 19, 2018

Speculation and Real Estate Listings on AG1- Current Richmond, BC

Two examples of current farmland speculation (flipping) in Richmond:

1. 14160 Westminster Highway

-5 acres of bare farmland

-Purchased in 2016 for \$2,250,000

-Currently for sale \$5,580,000 land only with mansion permit issued and building plans available

Notes: Owner is Minster Enterprises Ltd.

Applicant for 1000m² mansion permit: Timothy Tse

Permit for mansion issued September 19, 2017 by the City of Richmond

2. 12191 Gilbert Road

-10.78 acres of farmland with older home, farm status and roadside stand zoning

-Purchased in 2016 for \$4,200,000

-currently for sale \$6,800,000

Notes: Owner is Huang, Zheng Yun

Applicant for rezoning: Timothy Tse

Applicant is in the process of a rezoning application to have the Roadside Stand (CR) zoning changed to allow for construction of a 1000m² residence.

Other listings for farmland as estate property or potential for mansion:

3. 10133 Francis Road - \$9,800,000

-9 acres land only

-Description: Excellent holdings or build your dream estate home property with future potential. Lots of new house and townhouse development at surrounding area!

4. 11340 Mackenzie - \$9,500,000

-7 acres with renovated house

-Description: It is ideal land to build new house, the owner just spent extensively renovating the house, granite table, new windows, flooring, roof, and many. Close to London High, Richmond Country Club, airport.

5. 12951 Rice Mill Road - \$8,500,000

-12 acres with house

-Description: Invest now to hold property and plan to build your dream mansion in the future. Located just minutes from shopping and all amenities.

6. 7251 No. 6 Road - \$7,998,800

-5 acres with currently rented house

Description: Build your dream mansion on this palatial estate property. Plans for 11,000+ custom residence available upon request. Exceptional location just minutes from Vancouver and countless amenities. (NOTE: permit received for mansion with new rules, and for sale)

7. 10280 No. 6 Road - \$6,880,000

-5.9 acres older 12,000ft² home

Description: With 12,462 sqft of living area in a convenient location just minutes to shopping, golf course and recreation center, walking distance to water mania and silver city entertainment center. (NOTE: if farmers need these large houses why is this one for sale? Certainly no need to keep building them with many available and farming on the decline by 50 farms in one year)

8. 8720 No. 5 Road - \$6,200,000

-9.8 acres land only

Description: Can be re-zoned to Public Assembly/ Institutional use to allow for Churches, Temples, Mosques, Schools etc. This is a fantastic central location close to shopping, schools, transit, golf courses, parks/recreation and Steveston Village.

9. 9211 No. 6 Road - \$6,680,000

-10 acres with older 4,688ft² home

Description: Substantially renovated family home sits on over 10 Acre large appealing lot in Richmond. Just 10 mins drive to the city center and 20 mins drive to YVR airport, this could be your exclusive family adventure park and summer retreat. (NOTE: This property is the only one that mentions

farming as good income and has viable useable looking agricultural accessory buildings. It has a reasonable house size)

10. 10660 Westminster Highway - \$6,488,000

-3/4 acre with newer 11,000ft² mansion

Description: Great investment property, rare opportunity to live in a deluxe home & own a licensed B&B with great income. Huge flat level lot 37,500 sq.ft. southern backyard, gated front yard w/f lots of parking. wide 150 sf. frontage.

11. 10788 Blundell - \$5,880,000

-1/2 acre with new 6,150ft² mansion

Description: Truly a Showcase Home for the discriminating buyer, nothing was spared in this masterpiece of workmanship, dare to compare all multimillion dollar home on the market, This super luxury home was built by experienced Vancouver Builder...

12. 6620 No 6 Road - \$5,300,000

-2 acres with new 8,300ft² mansion

Description: Private Country Estate Family Home built on 2 acres in the heart of Richmond with unsurpassed quality & workmanship throughout. Welcoming Porte-Cochere entry. Spacious grand foyer.

13. 14680 Burrows Road - \$5,388,800

-4.5 acres with older 1,332 ft² home

Description: Outstanding investment opportunity here! 4.59 Acre rectangular parcel in prime location across from industrial zoned properties. Easy access to highways and bridges into Vancouver. Current house is occupied. One of only 5 parcels of ALR land in Richmond that has sanitary/sewer connections, possible \$700,000 in revenue for fill site. Call for more details on future potential.

14. 11020 Blundell - \$5,288,000

1/2 acre with new 9,500ft² house

Description: Location, location, location. Imagine your mega house of 10,000 sq feet sits on a half acre in zoning AG1. Clean rectangular lot with wide footage 62ft and feet depth at 350 ft. which is very near to the heart of Richmond. School, transit, shopping mall, park/recreation golf course, walking distance to nature trails etc.... This is one of the best chance to own such a huge house closed to center of Richmond.

Please note, above search was for all AG1 properties between \$5 and \$10 million with no omissions.

Subject: Today's Planning Meeting

----- Original message -----

From: Michelle Li <michelleli@shaw.ca>

Date: 2018-03-20 12:15 PM (GMT-08:00)

To: "McPhail,Linda" <LMcPhail@richmond.ca>

Subject: Today's Planning Meeting

Hello Ms. McPhail,

In regards to today's Planning Meeting, I am hopeful that you and council will be much more restrictive on home sizes to save farmland from speculation.

There is a current bylaw 9706, that allows farmers to apply for a larger home if needed, so I see no reason why you wouldn't want to limit home sizes on farmland to address speculation on farmland in Richmond.

It is only through addressing home size that you will make a significant difference to saving farmland for farming and future food security.

Yesterday's Senate report states that if all levels of government don't act on addressing the high cost of farmland, "Canada risks a calamitous decline in a vital sector of the economy and the loss of a traditional way of life for thousands of farmers and their families." Not just for some families that currently own farmland and wish to see it increase in price, this is all farmers and the future of farming. (from: <https://sencanada.ca/en/newsroom/agfo-a-growing-concern/>)

Thank you for your thoughtfulness on this issue.

~Michelle Li



Roston Comments to Planning Committee – March 20, 2018.

BC Government Update

Laura Gillanders and I met last week in Victoria with the Leader of the Green Party and the Assistant to the Minister of Finance to discuss what measures the BC Government can take to address the current mega mansions on farmland crisis. I subsequently spoke with the Assistant Deputy Minister of Agriculture. The budget speech did not extend the 20% Foreign Buyers Tax to industrial land and farmland due to provisions in international tax treaties. Any provincial legislation beyond what was in the budget speech, including regulation of house and home plate size on farmland, will take a year or more due to the complexities involved, during which time many more mansions will be built. Almost everyone to whom we have spoken in the provincial government pointed out that **Richmond City Council is the only body that can act immediately** to stop this destruction of farmland by non-farmers.

Objectives

At a recent Council meeting, the Mayor asked if the objective of limiting the size of a residence on farmland is to avoid covering up farmland. The answer is that it is one of two objectives. The other objective is to discourage non-farmers from building huge residences on farmland. **Farmers should be able to live on their farm** and they can't do that if the entire farm home plate is taken up by the residence of a non-farmer, a huge residence that they will never be able to afford to buy.

Current House Size Limit

The farmland owners insist that the current house size limit set by Council of 10,764 sq.ft. is not a huge mansion and that the pictures of huge mansions shown in the media are much larger mansions approved before the new limit was passed by Council. Here is a picture of a **huge mansion** at 12791 Blundell **approved under the new rules after the new bylaw was passed**. At 9,504 sq.ft., it already looks more like a hotel than a residence without adding another 1,260 sq.ft. allowed under the new rules.



Variances for Farmers

Richmond has many zoning bylaws and citizens often want to exceed the limits they set. They apply for variances all the time. Farmers who genuinely require larger houses or home plates to support their farming activities can apply for a variance. **We all support farmers in their farming activities, but there is no reason why they can't play by the same rules as everyone else.**

Staff Report

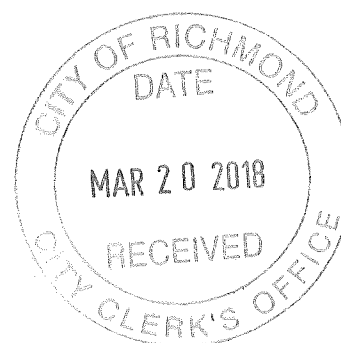
This is an excellent staff report that obviously involved a great deal of work in a very short time frame. It points out the dramatic difference in opinion between 408 non-farmers and 95 farmers. For the most part, the farmers

are speaking as real estate investors who are trying to maximize the value of their farms. They are entitled to do that, but **their motives should be kept in mind**. The non-farmers are speaking as voters who want to preserve farmland for future generations.

The Options

The staff report shows that a 10,764 sq.ft. home plate limit, including septic field, should limit the house size to 6,500 sq.ft. However, this size of house is large enough to attract many non-farmers looking to build a country estate. Not specifying a house size limit invites developers to seek out loopholes that result in an even larger house, much like their recent attempt to use non-rectilinear home plates.

Richmond FarmWatch has proposed a 3,229 sq.ft. house size limit and 10,764 sq.ft. home plate limit, including septic field, for all farms. Other citizen groups have proposed a 5,382 sq.ft. house size limit, the BC Government guideline, which is listed in the staff report as Option 1. They are both considerably larger than the average Richmond house. **Anything larger will allow the current crisis to continue.**

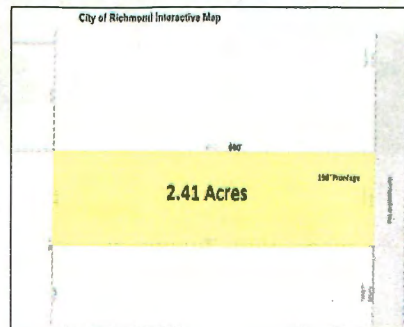


SINGLE FAMILY DWELLINGS on AGRICULTURAL LANDS
April 4, 2017 to November 1, 2017

Table 1: Lot size less than 0.2 ha (0.5 ac)							
ADDRESS	LOT SIZE	HOME PLATE PERMITTED	HOME PLATE PROPOSED	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
12080 Westminster Hwy.	795 m ² (8,557 ft ²)	397.5 m ² (4,278.6 ft ²)	397.5 m ² (4,278.6 ft ²)	355 m ² (3,823.65 ft ²)	355 m ² (3,823 ft ²)	0 m ² (0 ft ²)	218 m ² (2349 ft ²)
7760 No 4 road	1866 m ² (20,085 ft ²)	933 m ² (10,042.7 ft ²)	933 m ² (10,042.7 ft ²)	500 m ² (5,382 ft ²)	418 m ² (4,498.3 ft ²)	82 m ² (884 ft ²)	261 m ² (2,810 ft ²)
AVERAGE					386.5 m ² (4160 ft ²)		

Table 2: Lot size 0.2 ha (0.5 ac) and greater							
ADDRESS	LOT SIZE	HOME PLATE PERMITTED	HOME PLATE PROPOSED	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
10960 Granville Avenue	2,470 m ² (26,587 ft ²)	1000 m ² (10,763 ft ²)	1000 m ² (10,763 ft ²)	857 m ² (9,226 ft ²)	857 m ² (9,226 ft ²)	0 m ² (0 ft ²)	458 m ² (4,930 ft ²)
11731 Granville Avenue	2,795 m ² (30,085 ft ²)	1000 m ² (10,763 ft ²)	1000 m ² (10,763 ft ²)	996.7 m ² (10,728.8 ft ²)	896.3 m ² (9,647.44 ft ²)	100 m ² (1,081 ft ²)	554 m ² (5,963 ft ²)
11860 No. 2 Road	2,954 m ² (31,797 ft ²)	1000 m ² (10,763 ft ²)	1000 m ² (10,763 ft ²)	999.1 m ² (10,754 ft ²)	997.8 m ² (10,740 ft ²)	1 m ² (14 ft ²)	494 m ² (5,322 ft ²)
7251 No. 6 Road	20,635 m ² (222,113 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	980 m ² (10,552.08)	20 m ² (212 ft ²)	485 m ² (5,218 ft ²)
10451 Palmberg Road	9,797 m ² (105,454 ft ²)	1000 m ² (10,763 ft ²)	1000 m ² (10,763 ft ²)	1,000 m ² (10,764 ft ²)	687 m ² (7,390.4 ft ²)	313 m ² (3,373.64 ft ²)	337 m ² (3,627 ft ²)
12791 Blundell	19693 m ² (211,974 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	883 m ² (9,504 ft ²)	117 m ² (1,260 ft ²)	486 m ² (5,228 ft ²)
12060 No. 2 Road	25,064 m ² (269,787 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	956 m ² (10,294.62 ft ²)	44 m ² (469 ft ²)	511 m ² (5,497 ft ²)
22160 River Road	16,904 m ² (181,953 ft ²)	1600 m ² (17,220 ft ²)	600 m ² (6,460 ft ²)	1,000 m ² (10,764 ft ²)	267.7 m ² (2,881.96 ft ²)	732 m ² (7,882 ft ²)	149 m ² (1,605 ft ²)
2620 No. 6 Road	154,826 m ² (1,666,533 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	548.9 m ² (5,906 ft ²)	451 m ² (4,858 ft ²)	258 m ² (2,776 ft ²)
AVERAGE					785.96 m ² (8,460 ft ²)		

Macdonald Realty Westmar



**** 2.41 Acre Building Lot ****

Fantastic 2.41 acres located on quiet and prestigious Palm berg Road. Great frontage of 159' and 660' deep. Located close to Silver City, Palmberg Road is a quiet no thru street (no large trucks going down the road) with many executive states, yet close to everything. Minutes away from Ironwood and Coppersmith shopping, Silver City but quiet country setting. Build your dream mansion up to 10,753 sq feet. Lot is preloaded and ready to build!

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Feb 22, 2018

Subject: Application by Anthem Properties Ltd. for Rezoning at 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway

----- Original message -----

From: Les Kiss <Kiss@coastforest.org>

Date: 2018-03-19 12:49 PM (GMT-08:00)

To: "McPhail,Linda" <LMcPhail@richmond.ca>

Cc: lkiss@shaw.ca

Subject: Application by Anthem Properties Ltd. for Rezoning at 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway

Linda – I will try to attend the planning meeting tomorrow, but if I am unable, please table key concerns / questions I have outlined below relative to File RZ 17-765557.

The key concern with the Anthem Properties development is the proposed traffic signal at Swallow Drive. To my knowledge there are no traffic signals along the entire length of Steveston Hwy from One Road to Five Road leading into a major residential area such as the Westwind area. That is, all traffic lights are at intersections of key arterial roads such as Two Road/Steveston Hwy, Railway Avenue/Steveston Hwy, etc. Swallow Drive is a residential street that serves an elementary school catchment area with many young children. It was not meant to be an arterial route with major vehicle thru traffic. A traffic light will encourage increased traffic down Swallow and from the new development as well as Steveston Hwy, an unsafe outcome for the residential area.

Majority of traffic accidents tend to occur at traffic signals with drivers running red lights. In the 30 years I have been exiting and entering Swallow Drive there have been minimal traffic accidents compared to 2 Road and Railway intersections. Having a traffic signal at Swallow could trigger more accidents and direct more traffic into the Westwind residential area south of Steveston Hwy. If traffic signals at Swallow Drive and Kingfisher are installed as proposed, traffic flow along Steveston Hwy would be stop and go approximately every 200 metres between No. 2 Road and Railway Avenue frustrating drivers. lights at 2 Road, Kingfisher, pedestrian light at Lassam, lights at Swallow and Railway would create five stops and an unsafe situation (impatient and frustrated drivers) that does not exist anywhere else along Steveston Hwy.

Under the Transportation and Site Access section it is noted that "One vehicular access from Steveston Highway, aligning with Swallow Drive, is proposed, which will be utilized by adjacent properties to the east if they apply to redevelop".

- Question – would it not make more sense to have this proposed development accessed at its East portion as it would eliminate future development traffic thru the Anthem Properties complex?
- Question – has the City considered other options for access for the proposed development and if not why not?
- Comment – having access at the Eastern section of the proposal would appear to a safer option and also enable the current residential entrance and exit traffic flow at Swallow Drive to be maintained.
- Comment – the option to have more than one access point to the complex should also be considered as it would reduce traffic congestion being funneled to one access point, another safer option which alleviates concerns from the fire department.
- Comment – regardless of where an access or several access point may be placed, the City could have a condition that access to the subject site will be restricted to right-in / right-out turns instead of a traffic signal, yet another much safer option.

- Comment – developer and City staff appear to be focused on the access options for the proposed development, but are not addressing safety hazards that will be imposed by increased traffic flow in a large residential area and Westwind Elementary School catchment area.

I have additional concerns that it appears that the proposed traffic signal at Swallow Drive has been downplayed by the developer and in part by the City:

- There has been no notification to date to the majority of Westwind residents utilizing Swallow Drive. While the proposed notification area in the plan includes homes fronting the south side of Steveston Hwy It is not clear whether in fact these residents were actually notified about the developers open house. The majority of Westwind residents did not get any notification whatsoever.
- There is no indication of a traffic signal on any of the plan drawings (curiously proposed fire hydrants and bus stop improvements are indicated on the plans).
- Residents like myself have to read the proposal in great detail to find out about the proposed traffic signal and implications of same as it is referenced in non-traffic related topics, ie. "proposed locations of the public art pieces and interpretive heritage signage will not be in conflict with the placement of the new traffic signal at the intersection of Swallow Drive".

Public input should be elicited from the Westwind residential area that would be impacted by a proposed traffic signal at Swallow Drive.

- Recommendation – the developer be required to hold an open house at Westwind Elementary highlighting the proposed traffic signal at Swallow Drive before the proposal goes to first reading.
- Recommendation - one of the questions at this open house should be – Do you have any concerns about a proposal to have a traffic signal installed at Swallow Drive?
- Recommendation – the City should also make the public aware that there is yet another traffic signal being proposed at Steveston Hwy and Kingfisher.

Conclusion:

As there appear to be more viable and safer options other than a traffic signal at Swallow Drive it is respectfully requested that Richmond Zoning Bylaw 8500, Amendment Bylaw 9841, not be given first reading and not be forwarded to Council until the above questions and comments are appropriately addressed by the developer and City staff.

Thank you,

Les Kiss
5251 Hummingbird Drive
Richmond

Home phone: 604-271-1940
Cell: 604-209-5831

Les Kiss
Vice President, Forestryroutes
Coast Forest Products Association
604-891-1239





Public Works and Transportation Committee

Date: Wednesday, March 21, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Carol Day
Councillor Alexa Loo

Absent: Councillor Derek Dang

Call to Order: The Chair called the meeting to order at 4:02 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on February 21, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

April 18, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PRESENTATION

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Leo Chan, Vice President, Canadian High-Speed Rail Research Institute, and Frank Zhu, President, Canadian High-Speed Rail Research Institute, spoke on the potential for high-speed rail from Richmond to Chilliwack and provided the following information:

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- the Canadian High-Speed Rail Research Institute has been doing research on various sections of the high-speed rail plan since December 2016;
- Currently the fastest train has a test speed of 605 km/h;
- the fastest high-speed train in operation has a speed of 350 km/h;
- the proposed high-speed rail (HSR) would have five stops: Richmond (YVR), Surrey, Langley Township, Abbotsford (YXX), and Chilliwack;
- the implementation of the HSR may generate 40,000 direct and indirect job opportunities;
- it is estimated that approximately 8,700 individuals per day may ride the HSR;
- there is strong public support for HSR from Vancouver to Chilliwack;
- the HSR is estimated to cost \$6 billion to complete; and
- the Institute hopes to (i) obtain \$1,500,000 for research funds, (ii) collaborate with the Southeast Jiaotong University, (iii) link rail transportation or engineering institutions in Asia and Europe with Vancouver, and (iv) establish an HSR industry in Richmond.

In reply to queries from Committee, Mr. Chan noted that more research is required to implement the HSR plan and that support from the City would be valuable.

Discussion took place on the various stakeholders that were consulted and manners in which the City can support the Canadian High-Speed Rail Research Institute with their research.

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

It was moved and seconded

That staff liaise with the Canadian High-Speed Rail Research Institute to (i) examine previous rail proposals, (ii) explore route options, and (iii) provide more information on high-speed rail.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. TRANSLINK SOUTHWEST AREA TRANSPORT PLAN – FINAL PLAN

(File Ref. No. 01-0154-04) (REDMS No. 5684886 v. 2; 5688976)

Donna Chan, Manager, Transportation Planning, introduced Geoff Cross, Vice-President, Planning and Policy, TransLink, and Rex Hodgson, Senior Transit Planner, TransLink.

2.

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Mr. Cross advised that (i) this is the first time TransLink is initiating a multi-modal plan that takes into account transit, roads, cycling and walking and how they fit together, (ii) this plan looks at the long term needs, (iii) citizens and staff were involved and feedback was important in creating this plan, and (iv) the plan will be implemented following Council consideration.

In reply to queries from Committee, Mr. Cross advised that the Canada Line has exceeded TransLink's projections and despite some inconveniences, the change in bus patterns from Delta to downtown Vancouver has been beneficial.

Mr. Hodgson advised that since the Canada Line has exceeded projections, TransLink has purchased new rail cars and examining increasing its capacity during peak hours.

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that it is recommended that the speed limit between No. 4 Road and Garden City Road be reduced from 60 km/h to 50 km/h to eliminate the need for a pull-out bus bay at Alderbridge Way west of No. 4 Road. He advised that staff and TransLink are actively examining different concepts and exploring opportunities to potentially incorporate a bus exchange in Steveston.

In reply to a query from Committee, Ms. Chan advised that Steveston Highway does not currently have a cycling path, however she noted that staff are examining the potential to update the cycling network plan next year.

It was moved and seconded

- (1) That TransLink's Southwest Area Transport Plan, as attached to the report titled "TransLink Southwest Area Plan – Final Plan," be endorsed for implementation;***
- (2) That a copy of the report titled "TransLink Southwest Area Plan – Final Plan" be forwarded to the Richmond Council-School Board Liaison Committee for information; and***
- (3) That Traffic Bylaw No. 5870, Amendment Bylaw No. 9816, to revise the posted speed limits on sections of Alderbridge Way and Garden City Road to support the planned transit improvements, be introduced and given first, second and third reading.***

CARRIED

Public Works & Transportation Committee
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3. PUBLIC BIKE SHARE - PROPOSED PILOT PROJECT

(File Ref. No. 10-6500-01) (REDMS No. 5754120 v. 4)

Sonali Hingorani, Transportation Engineer, provided an update on staff consultation with local bike shops and noted that (i) staff sent a letter to bike shop owners for feedback with respect to the bike share program, (ii) two bike shops stated that they are optimistic that potential bike share operators would engage them, (iii) bike shops indicated that rentals are not their primary business, and (iv) bike shops wish to provide feedback and be consulted following the implementation of the pilot program as it relates to its effect on their business.

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

- the recommendation is for a request for proposal to seek a potential bike share provider for a trial period in order for staff to further assess the programs feasibility;
- the cost to the host city is negligible as the benefit of a dockless bike share system is that there is no need for permanent fixtures to affix the bikes to;
- staff have been approached by a variety of proponents in the area to launch the program;
- if endorsed by Council, staff would develop the request for proposal, provide a report for Council's consideration;
- recent bike share pilot programs have been launched in urban centres of cities, as this area is dense with high traffic congestion;
- staff do not want to open the pilot program city-wide as they want to learn from the initial phase; and
- staff wish to see a viable program and the concentration of population, amenities and residents in the City Centre area lends itself as an appropriate trial location.

It was moved and seconded

- (1) *That staff be directed to issue a Request for Proposals for the development and operation of a public bike share system as a pilot project, as described in the staff report dated February 28, 2018, from the Director, Transportation; and*
- (2) *That staff report back on the responses to the above Request for Proposals with further recommendations prior to the award of any contract(s) and implementation of the pilot program.*

CARRIED

4.

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ENGINEERING AND PUBLIC WORKS DIVISION

4. WATER USE RESTRICTION BYLAW NO. 7784, AMENDMENT BYLAW NO. 9774

(File Ref. No. 10-6060-03-01) (REDMS No. 5523527 v. 6; 5720988)

In reply to queries from Committee, Lloyd Bie, Manager, Engineering Planning, advised that (i) once the water use restriction is in place, residents may use water as long as it is from a soaker hose or handheld hose, and (ii) there are permits for residents with regard to watering new lawns.

It was moved and seconded

That the Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774 be introduced and given first, second and third readings.

CARRIED

5. 2018 CLOTHES WASHER REBATE PROGRAM

(File Ref. No. 10-6650-02) (REDMS No. 5742106)

In reply to queries from Committee, John Irving, Director, Engineering advised that to date over 700 rebates have been allocated through the program and, should the program prove to be successful, staff would bring forward a request for additional funds.

It was moved and seconded

- (1) That the City of Richmond partner with BC Hydro to the end of 2018 to offer a combined rebate of \$100 for the spring campaign and up to \$400 in the fall campaign, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers;*
- (2) That the scope of the existing Toilet Rebate Program funding be expanded to include clothes washer rebates; and*
- (3) That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute an agreement with BC Hydro to implement the Clothes Washer Rebate Program.*

CARRIED

6. ODOUR REGULATION IN BRITISH COLUMBIA

(File Ref. No. 10-6175-02-01) (REDMS No. 5760322 v. 4)

In reply to queries from Committee, Peter Russell, Senior Manager, Sustainability and District Energy, advised that there are certain emission types and various technologies and techniques to determine an odour.

5.

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Mr. Irving advised that Metro Vancouver uses a 'sniff test' to detect odours, however it is a subjective technique and staff are continuously speaking with experts to determine a more reliable technique.

It was moved and seconded

(1) *That a letter be sent to the BC Minister of Environment requesting that:*

- (a) *The definition of odour as an air contaminant be included in the BC Environmental Management Act and in the BC Organic Matter Recycling Regulation;***
- (b) *The BC Organic Matter Recycling Regulation include a specific Odour Management Regulation establishing criteria and standards related to concentration and frequency of odorant emissions from composting facilities and define performance criteria for composting facility operations; and***
- (c) *They define a specific standard for how odours shall be measured, monitored, managed, treated, and discharged in a manner that minimizes impacts associated with odorous air contaminants;***

(2) *That a letter be sent to Metro Vancouver requesting that:*

- (a) *Metro Vancouver update its bylaws and regulations related to composting facilities to establish criteria and standards with clear limits in terms of concentration and frequency for odorant emissions from composting facilities; and***
- (b) *Metro Vancouver appropriately resource its permit procedures with criteria and standards for composting facility permits to bring facilities into compliance with industry best practices for Composting Facilities.***

CARRIED

7. MANAGER'S REPORT

(i) *Referral from Community Safety Committee on traffic safety enhancement measures on River Road*

Mr. Wei referenced a staff memorandum dated March 15, 2018, noting that no action on traffic safety enhancements will be taken on River Road including the installation of speed humps, until after the RCMP complete their traffic enforcement activities at the end of the summer. He commented on signage installed along River Road, noting that it is consistent with national guidelines and standards and certain signage is appropriate given the narrow nature of River Road.

6.

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In reply to queries from Committee, Mr. Wei advised that a previous referral motion directed staff not to implement any safety enhancements along River Road until after the RCMP has conducted their traffic enforcement. He noted that as part of the RCMP's enforcement efforts, speed radar stations will be set up along River Road.

Discussion took place on implementation of all safety enhancements except speed humps and in reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, advised that it may be appropriate to direct staff to provide a report detailing the feasibility of implementing the various safety enhancements measures, with the exception of speed humps, and report back to General Purposes Committee, at the earliest opportunity.

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

It was moved and seconded

That staff provide a report back on the feasibility of implementing the various traffic safety enhancements on River Road, with the exception of speed humps, prior to RCMP reporting back on its enforcement efforts in Fall of this year.

Lynda Parsons, 2491 No. 8 Road, noted that the traffic radar data collection units were part of a previously passed resolution in 2015 and have yet to be installed along River Road. Ms. Parsons expressed concern with the resolutions passed in June 2017 and September 2017, and noted that the survey distributed to area residents found that 60% were against the installation of speed humps. Ms. Parsons requested that the signage currently installed be taken down and replaced with other signage and that road markers be reinstalled.

Mr. Erceg clarified that no speed humps will be installed until after the RCMP's enforcement is completed and that staff can communicate with residents and bring forward a report to General Purposes Committee. It was further noted that the next General Purposes Committee meeting was scheduled for April 3, 2018, and that it was a tight timeframe to complete the report.

Yves Trividic, 22600 River Road, expressed concern with the survey distributed to residents, noting that 60% of the survey respondents were against the installation of speed humps, and residents' opinions were not taken into account when decisions were made.

Trudy Haywood, 22610 River Road, spoke to the cement blocks on River Road that were damaged, and was of the opinion that large trucks using River Road damaged the cement blocks while turning. She spoke to the signage along River Road, noting that she believes there are too many signs along the road. Ms. Haywood expressed concern with the cyclists along River Road, remarking that residents and cyclists need to be educated on proper cycling protocol.

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Arlene Trividic, 22600 River Road, expressed concern with improper cycling protocols along River Road, noting that she has documented poor cycling habits every weekend. She then spoke to the signage along River Road, and was of the opinion that they were misleading and not displaying proper information to cyclists.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:57 p.m.).

CARRIED

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

Councillor Chak Au
Chair

Sarah Kurian
Legislative Services Coordinator



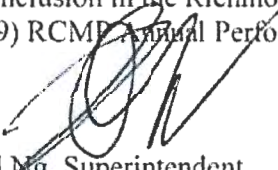
City of Richmond

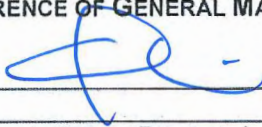

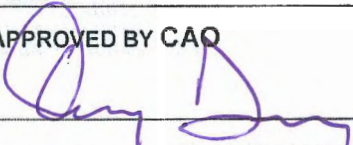
Report to Committee

To: Community Safety Committee **Date:** February 14, 2018
From: Will Ng, Superintendent **File:** 09-5000-01/2018-Vol
Officer in Charge, Richmond RCMP Detachment 01
Re: 2018-2019 Richmond RCMP Detachment Annual Performance Plan -
Community Priorities

Staff Recommendation

That the priorities listed in the staff report titled "2018-2019 RCMP Annual Performance Plan – Community Priorities", dated February 14, 2018 from the Officer in Charge, RCMP, be selected for inclusion in the Richmond Detachment fiscal year 2018-2019 (April 1, 2018 to March 31, 2019) RCMP Annual Performance Plan.


Will Ng, Superintendent
Officer in Charge, Richmond RCMP
(604-278-1212)

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

Staff Report

Origin

The Officer in Charge of the Richmond RCMP Detachment is committed to aligning the RCMP's strategic goals with Council's Term Goals. As such, Richmond Detachment requests Council's input into the development of the Detachment's Annual Performance Plan for the 2018-2019 fiscal year (April 1, 2018 to March 31, 2019).

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

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

1.1. Policy and service models that reflect Richmond-specific needs.

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

1.3. Improved perception of Richmond as a safe community.

Background

The Annual Performance Plan (APP) delivers planning and performance management to Richmond Detachment (the Detachment) and ensures policing initiatives are aligned with City of Richmond and RCMP strategic priorities. The APP allows the Officer in Charge to systematically plan, evaluate and manage police resources and operations. It also provides a valuable consultation and reporting mechanism vis-à-vis the City of Richmond, the Commanding Officer of RCMP "E" Division and Detachment staff.

Planning

Richmond Detachment consults with Council and City staff to identify opportunities for improved service delivery in the community. Creating a strategically developed plan allows for the coordination of policing objectives with the unique needs of the City of Richmond, as well as the RCMP's national, provincial and district initiatives. The five National RCMP strategic priorities are:¹

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

Measurements, targets and integrated risk assessments for policing initiatives are also created to monitor performance and manage opportunities and risks.

¹ <http://www.rcmp-grc.gc.ca/prior/index-eng.htm>

Quarterly Performance Review

Every 90 days, Council is updated on the status of the APP. The quarterly report highlights the progress of objectives and policing initiatives, as well as communicates whether planned targets are on-track. For those targets which are not on-track, an assessment is conducted to determine whether alternative responses are required.

Annual Performance Plan System Features

The Annual Performance Plan is designed to facilitate best management practices for Richmond Detachment Administration and provides the foundation for the following strategic planning activities:

- Community, Contract, and Aboriginal Policing Services Community Plans;
- Risk Management;
- Unit Level Quality Assurance;
- Performance Management;
- Public Safety; and
- Unit Performance Improvement Program.

Analysis

City of Richmond Community Priorities

Community consultation is an integral component of Richmond Detachment's annual planning process and occurs between January and March of each year. Consultation is completed prior to the implementation of the upcoming APP, which commences on April 1. The community priorities set out in the APP assist Detachment commanders in addressing the objectives identified through the strategic planning process and provide an opportunity to demonstrate accountability to the communities we serve.

An additional feature that the 2018-2019 APP Community Priorities will promote is a strong alignment of strategic priorities. The objectives identified in this document draw from the recently adopted Richmond Detachment 2018-2020 Strategic Plan, which was the result of on-going dialogue with Richmond City Council, Detachment employees and community safety stakeholders.² It considers current and emerging policing challenges and opportunities, and outlines initiatives that will be supported to promote public safety in the community. The 2018-2020 Strategic Plan identifies three Richmond RCMP priorities:

1. Property Crime;
2. Organized Crime; and
3. Vulnerable Persons

The Detachment's focus on these strategic priorities advances its commitment to the City of Richmond's vision "to be the most appealing, livable and well-managed community in Canada".

² Endorsed, Community Safety Committee, December 12, 2017.

In addition, it supports the RCMP's mission to provide quality service in partnership with our communities and vision to promote safe communities.³

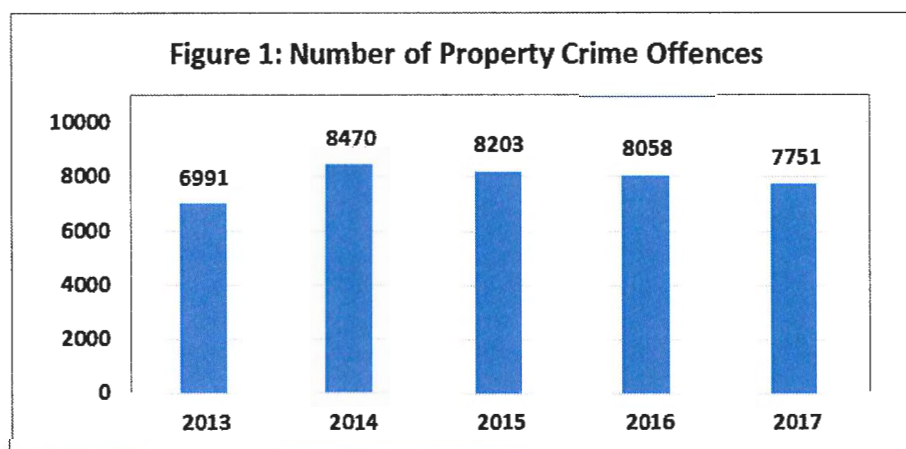
For the previous year's Annual Performance Plan (April 1, 2017 to March 31, 2018), Council selected the following three priorities:

1. Property Crime;
2. Organized Crime – Drug Offences; and
3. Vulnerable Persons Unit (Mental Health, High Risk Missing Persons, Domestic Violence)

Richmond Detachment is seeking Council's input in the development of the Annual Performance Plan for the 2018-2019 fiscal year. Richmond Detachment is recommending Council maintain the previous year's objectives in order to maintain the Detachment's commitment to these strategic priorities, as well as to continue to develop the responses and initiatives to promote these objectives.

1. Property Crime

The Detachment has successfully reduced property crimes since 2014. In 2017 there were notable reductions in the areas of robbery (down 29%), theft from auto (down 10%), theft (down 12%), shoplifting (down 24%) and arson (down 34%).⁴ Based on data up to and including the third quarter of the 2017-2018 fiscal year, the Detachment foresees it will meet the target of reducing property crime by two per cent.



In order to sustain this reduction in property crime and to continue to be effective in targeting this objective, several elements will be employed to reduce property crime rates. These measures include a crime reduction strategy built on intelligence-led crime analysis, the management of prolific offenders and proactive policing. The Detachment will continue to promote collaborations with stakeholders such as Crown Counsel and partner policing agencies as well as promoting crime prevention initiatives in the community. The Detachment will apply an

³ [RCMP Mission, Vision and Values](#)

⁴ Compared with 2016 data

inclusive focus on reducing overall property crime offences to target theft from automobile, theft of vehicle, mail theft and break and enters. These crime types often occur together and are perpetrated by the same prolific offenders. Theft from automobile and mail theft often lead to more menacing incidents such as identity theft and residential break and enters. Crossover crimes such as fraud and identity theft will also be targeted and affected as a result of the initiatives implemented to target this strategic priority.

The Detachment remains committed to continuing to reduce the levels of property crime in the community. Setting a target based on the previous year's property crime rate will provide a strong base for comparison as Richmond is continuing to experience population growth.⁵

For the fiscal year 2018-2019 (April 1, 2018 to March 31, 2019), the Richmond Detachment will focus on:

- i. A two per cent reduction in the property crime rate, using 2017-2018 as the baseline year.

2. Organized Crime – Drug Offences

A strong correlation exists between property crime and drug abuse as persons who suffer from drug addiction will often commit property crimes in order to fund their addictions. In fact, last year the RCMP Gazette magazine highlighted that:

*The Canadian Association of Chiefs of Police has reported that fentanyl addicts can consume up to 15 pills a day, which is a \$300-per-day habit. In order to fund their addiction, many turn to property, sex, and drug crimes, which provide only 10 to 20 per cent financial return — requiring thefts of \$3,000 or more per day to fund their habit.*⁶

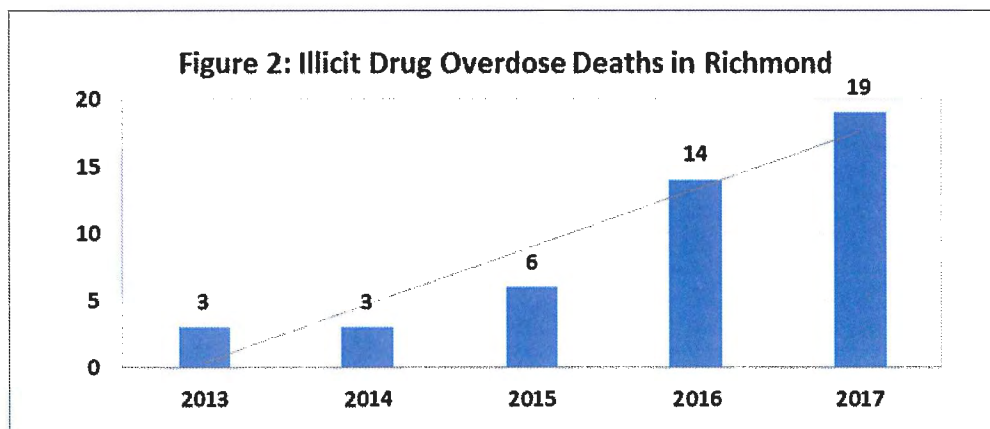
By addressing each of these community priorities, the Detachment aims to have a multifaceted approach to crime reduction.

Drugs pose a serious threat to community safety. The current drug crisis puts drug users, first responders and the public at risk. In 2017, the BC Coroner's Service issued a report titled "Illicit Drug Overdose Deaths in BC January 1, 2007 – September 30, 2017" which indicated that in 2017 Richmond experienced a 36 per cent increase in illicit drug overdose deaths when compared to the previous year, as indicated in the following chart:⁷

⁵ Crime rate is calculated per 1,000 people (using 2017 population)

⁶ <http://www.rcmp.gc.ca/en/gazette/fentanyl?fent>

⁷ <https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/death-investigation/statistical/illicit-drug.pdf>



While the absolute number of cases of illicit drug overdose deaths in Richmond remains low (19), the data from the BC Coroner Service Review also indicates that the deaths in Richmond have increased by almost 650 per cent since 2013. This trend has been observed in other municipalities across the Lower Mainland, as well as the rest of British Columbia. Reducing illegal drug overdose deaths is a public safety priority and the Detachment is committed to disrupting organized crime groups and drug trafficking.

While there have been numerous successes in disrupting organized criminal activities in Richmond, year to date data indicates that the Detachment is not on pace to meet the target established in the 2017-2018 APP of a five per cent increase in drug offences.⁸ In many instances, the complexity and scope of these investigations mean that they can last for lengthy periods of time. Some projects can last up to two years before charges are laid.

According to Statistics Canada, the rates of cannabis-related drug offences declined for the fifth consecutive year in 2016.⁹ This national trend is mirrored in the rate of overall drug offences in Richmond, which have been steadily declining over the last five years. Although the APP target may not be met by the end of the fourth quarter, the Detachment remains committed to the policing initiatives which are in place to target organized crime and drug offences.

The variable that the 2018-2019 fiscal year will present for the reporting of drug offences is the proposed Federal government plan for the legalization of cannabis in July 2018. Providing comparisons with prior years' data and maintaining continuity of reporting within the same fiscal year mean that total drug offences will not be a reasonable indicator of the Detachment's initiatives towards combating organized crime and drug trafficking in the community.

In order to target the trafficking of illegal drugs in Richmond, the Detachment will focus on drug production, drug trafficking, drug seizures, proactive gang patrols and education programs such as the widely supported DARE program (Drug Abuse Resistance Education). It is expected that continuing the current focus on drug enforcement activities will increase the number of drug trafficking investigations and result in more charges laid in connection to CDSA offences. The Detachment would like to focus on maintaining the high quality of drug-trafficking

⁸ Increase based on the last five years' average totals

⁹ <http://www.statcan.gc.ca/pub/85-002-x/2017001/article/54842-eng.htm>

investigations, which target the more sinister drug files and highlight efforts disrupting organized crime in the city.

For the fiscal year 2018-2019 (April 1, 2018 to March 31, 2019), the Richmond Detachment will focus on:

- ii. A two per cent increase in charges laid for all CDSA offences, using 2017-2018 as the baseline year.

3. Vulnerable Persons Unit (Mental Health, High Risk Missing Persons, Domestic Violence)

Richmond Detachment continues to experience large numbers of mental health and vulnerable person related calls for service. These calls consume considerable Detachment resources due to their volume and lengthy resolution process. Police officers must devote substantial time to finding both immediate and long-term solutions for those who, as a result of a mental health and/or addiction related challenges, commit crimes and/or generate calls for service. Statistical analysis found that approximately one per cent of individuals are responsible for almost 13 per cent of Mental Health Act related incidents.¹⁰ Mental health-related calls for service have been trending upwards for the last five years. According to research published last year regarding homelessness in Metro Vancouver, the homeless population in Richmond almost doubled from 2014 to 2017. The study found that 53 per cent of overall respondents identified having a problem with addiction, while 38 per cent had a mental illness.¹¹

The Detachment has taken on a leadership role in enhancing the collaboration of support services by bringing stakeholders together to find viable solutions to assist vulnerable clients. The Detachment continues to meet monthly with the Vancouver Coastal Health Authority and attends monthly Joint Operations Team meetings with City of Richmond Staff, Richmond Fire-Rescue and Richmond Mental Health. These two collaborative working groups address vulnerable clients such as those with mental health and/or addiction issues, dementia and other complex challenges, including homelessness.

The statistics up to and including the third quarter of this fiscal year indicate the Detachment has been successful in meeting the 2017-2018 APP target of reducing the number of high volume individuals by ten per cent. Of the 67 individuals identified as high volume individuals, 34 (51 per cent) has not generated any calls for service during the first three quarters of 2017. Although the Detachment's goal of reducing mental health calls for service by five per cent has proved more challenging, various initiatives and collaborations have been implemented this year to promote this priority. For example, the Detachment's Vulnerable Person Unit (VPU) has continued to use wraparound approaches, where applicable, to reduce high volume calls for service and assist clients in crisis. This year, the opportunities for this approach will grow significantly as the Assertive Community Treatment team (ACT) has recently expanded to include Richmond in its service area. This mental health service delivery model, which is

¹⁰ Using data from the 2016-2017 fiscal year

¹¹ B.C. Non-Profit Housing Association and M.Thomson Consulting. (2017). *2017 Homeless Count in Metro Vancouver*. Prepared for the Metro Vancouver Homelessness Partnering Strategy Community Entity. Burnaby, BC: Metro Vancouver.

<http://www.metrovancouver.org/services/regional-planning/homelessness/resources/Pages/default.aspx>

operated through Vancouver Coastal Health, will offer a true wraparound response to clients with complex needs and will provide specialized on-going support to assist in the recovery process. ACT provides community-based treatment, applying a multi-disciplinary approach to support people living with complex mental health and substance use disorders.¹² The ultimate goal of these initiatives is to provide individually focused community assistance and intervention programs to clients with the long term goal of stability and safety in the community.

These collaborative approaches assist vulnerable persons in the community through a multi-pronged response to a complex social issue. In addition to inter-agency collaboration with community partners, the Detachment has provided specialized training to RCMP members across the Detachment and will continue to identify training opportunities for its police officers.

For the fiscal year 2017-2018 (April 1, 2016 to March 31, 2017), the Richmond Detachment will focus on:

- i. A ten per cent reduction in mental health-related calls for service generated by high volume clients.¹³

Financial Impact

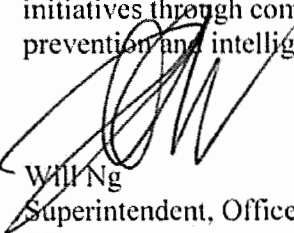
None.

Conclusion

Richmond Detachment requests Council select the following as Community Priorities for inclusion in the 2018-2019 Annual Performance Plan (April 1, 2018 to March 31, 2019):

1. Property Crime;
2. Organized Crime – Drugs Offences; and
3. Vulnerable Persons Unit.

The targeted activities as described in the community priorities will include offender management, the development of community resources, officer visibility and crime reduction initiatives through community education, engagement and partnerships as well as intervention, prevention and intelligence-led policing.



Will Ng
Superintendent, Officer in Charge
(604-278-1212)

¹² <https://www.act-bc.com/>

¹³ High volume clients have been determined to be the top one per cent of individuals generating mental health-related calls for service.



City of Richmond

Report to Committee

To: Planning Committee **Date:** March 1, 2018
From: Kim Somerville
Manager, Community Social Development **File:** 08-4057-05/2018-Vol
01
Re: **Housing Agreement Bylaw No. 9772 to Permit the City of Richmond to Secure Affordable Housing Units located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Pinnacle Living (Capstan Village) Lands Inc.)**

Staff Recommendation

That Housing Agreement (3328 Carscallen Road and 3233 and 3299 Sexsmith Road) Bylaw No. 9772 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the *Local Government Act*, to secure the Affordable Housing Units required by the Development Permit DP 16-735564, as outlined in the report titled "Housing Agreement Bylaw No. 9772 to Permit the City of Richmond to Secure Affordable Housing Units located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Pinnacle Living (Capstan Village) Lands Inc.)," dated March 1, 2018, from the Manager, Community Social Development.

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

Att. 2

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

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9772 (Attachment 1) to secure at least 979.9 m² (10,547.6 ft²) in the form of 12 affordable housing units in the proposed development located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road (Attachment 2).

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

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

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

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

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

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

The applicant, Pinnacle Living (Capstan Village) Lands Inc., has applied to the City for a Development Permit (DP 16-735564) for the second phase of a four-phase, mixed use project in the City Centre's Capstan Village area. Phase 2, which comprises a total of 39,194.5 m² (421,886.1 ft²) of residential area resulting in 418 dwellings units, including 12 affordable housing (low-end market rental) units, is consistent with the City's Affordable Housing Strategy 2007. This application is grandfathered under the previous Affordable Housing Strategy requirements. The Phase 2 Development Permit was approved by the Development Permit Panel on August 9, 2017.

The Phase 2 Development Permit is associated with Pinnacle International (Richmond) Plaza Inc.'s rezoning application (RZ 12-610011) for rezoning of lands in the area generally bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way from "Single Detached (RS1/F)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School & Institutional Use (SI)." The rezoning bylaw was adopted by Council on December 17, 2014.

For Phase 1, prior to rezoning adoption the developer entered into Housing Agreements (Bylaw No. 9161 & 9162) to secure 17 Artist Residential Tenancy Studio (ARTS) units and 11 affordable housing (low-end market rental) units. As per RZ 12-610011 requirements, additional affordable housing units are required in Phases 2, 3, and 4. At build-out of all four phases, the developer must provide a final total of 17 ARTS units along with 5% of total residential floor space for affordable (low-end market rental) units (approximately 63 units). The requirements of each phase are shown in Table 1:

Table 1

Phase	Lot	Max. Permitted Residential Floor Area Under ZMU25 (excluding ARTS Units)	Minimum Affordable Housing Requirement (excluding ARTS Units)	
			Habitable Floor Area Requirement	Lot-by-Lot Distribution of Habitable Floor Area
1	1	33,750.6 m ²	1,687.5 m ² (5%)	843.8 m ² (2.5%)
2	2	39,194.5 m ²	1,959.7 m ² (5%)	979.9 m ² (2.5%)
3	3	15,732.2 m ²	786.6 m ² (5%)	1,980.4 m ² (12.6%)
4	4	7,937.2 m ²	396.9 m ² (5%)	1,026.6 m ² (12.9%)
Total		96,614.5 m ²	4,830.7 m ² (5%)	4,830.7 m ² (5%)

Through RZ 12-610011, the development of future Phases 3 and 4 is restricted by legal agreements registered on title (restricting Development Permit issuance for those phases) until, on a phase-by-phase basis, the developer provides additional affordable housing units and enters into Housing Agreements to secure the required units in perpetuity. The floor area requirements as set out in Table 1 above, with the unit breakdown to be determined through the future Development Permit processes.

Analysis

The subject development application involves a development consisting of approximately 418 dwelling units, including 12 affordable housing (low-end market rental) units. The affordable housing units anticipated to be delivered are as follows:

Table 2

Unit Type	Number of Units	Maximum Monthly Unit Rent	Total Maximum Household Income
1 bedroom	2	\$950	\$38,000 or less
2 bedroom	8	\$1,162	\$46,500 or less
3 bedroom	2	\$1,437	\$57,500 or less
Total	12		

The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low-end market rental rates in perpetuity. The

Housing Agreement also specifies that occupants of the affordable housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces as well no additional charges for affordable housing parking spaces and other administrative costs. The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the 12 affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9772 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure 12 affordable rental units that are proposed in association with Development Permit DP 16-735564.



Joyce Rautenberg
Affordable Housing Coordinator
(604-247-4916)

- Att. 1: Bylaw No. 9772, Schedule A
2: Map of Subject Property



**Housing Agreement (3328 Carscallen Road and 3233 and 3299
Sexsmith Road) Bylaw No. 9772**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands located at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road and legally described as:

PID: 029-462-932

Lot 2 Section 28 Block 5 North Range 6 West New
Westminster District Plan EPP43707

This Bylaw is cited as “**Housing Agreement (3328 Carscallen Road and 3233 and 3299
Sexsmith Road) Bylaw No. 9772**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (3328 Carscallen Road and 3233 and 3299 Sexsmith Road) Bylaw No.
9772

HOUSING AGREEMENT BETWEEN PINNACLE LIVING (CAPSTAN VILLAGE) LANDS
INC. AND THE CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference February 28, 2018,

BETWEEN:

PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC. (Inc. No. BC0884962), a corporation pursuant to the *Business Corporations Act* and having an address at 300-911 Homer Street, Vancouver, British Columbia, V6B 2W6

(the "**Owner**")

AND:

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

(the "**City**", as more particularly defined in Section 1.1(e))

WHEREAS:

- A. Section 483 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 registered owner of the Lands;
- C. The Owner has applied to the City for a Development Permit to permit the construction of the Development on the Lands; and
- D. The Owner and the City wish to enter into this Agreement to provide for affordable housing on the terms and conditions set out in this Agreement.

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

ARTICLE 1 DEFINITIONS AND INTERPRETATION

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

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on May 28, 2007, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"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;
- (c) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **"Building Permit"** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (g) **"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;
- (h) **"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;
- (i) **"Development"** means the mixed-use residential and commercial development to be constructed on the Lands;
- (j) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;

- (k) **"Director of Development"** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (l) **"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;
- (m) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one-bedroom unit, \$38,000 or less;
 - (iii) in respect to a two-bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less,

provided that, commencing January 1, 2018, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. 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;

- (n) **"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
- (o) **"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, dated for reference _____, 20____, and registered under number CA _____, as it may be amended or replaced from time to time;
- (p) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (q) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;

- (r) **"Lands"** means those lands legally described as Parcel Identifier 029-462-932, Lot 2, Section 28, Block 5 North, Range 6 West, New Westminster District, Plan EPP43707;
- (s) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (t) **"LTO"** means the New Westminster Land Title Office or its successor;
- (u) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (v) **"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;
- (w) **"Permitted Rent"** means no greater than:
 - (i) \$850.00 a month for a bachelor unit;
 - (ii) \$950.00 a month for a one-bedroom unit;
 - (iii) \$1,162.00 a month for a two-bedroom unit; and
 - (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2018, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. 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*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. 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;

- (x) **"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;
- (y) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (z) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;

- (aa) **“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*;
- (bb) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (cc) **“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) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (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. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect 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.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
- (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
 - (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;

- (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
- (iii) the Owner is no otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

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 If the Owner sells or transfers one (1) or more Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.4 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 allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;
 - (d) the Owner will not require the Tenant or any permitted occupant to pay any move-in/move-out fees, 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, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, that 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 cable television, telephone, other telecommunications, gas, or electricity fees, charges or rates;

- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(m) 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 3.4(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(m) 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 3.4(g)(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;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.5 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 indoor or outdoor amenities of the strata corporation.
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding that the Strata Corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided,

however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.

- 5.6 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, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of any common property, limited common property and other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations and related facilities, 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 483 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 483 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 No Compensation

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

7.3 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.

7.4 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.

7.5 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 City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) 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
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 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;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

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

7.8 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 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 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.

7.10 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.

7.11 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.

7.12 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.

7.13 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.

7.14 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.

7.15 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.

7.16 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.

7.17 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.

7.18 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.

7.19 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.

7.20 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.

7.21 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.

7.22 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.

7.23 Joint and Several

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

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.

PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.

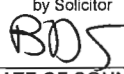
by its authorized signatory(ies):

Per: _____

Name: Michael De Cotiis

Per: _____

Name: _____

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

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

Appendix A to Housing Agreement

STATUTORY DECLARATION

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

TO WIT:

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

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

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

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

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*.

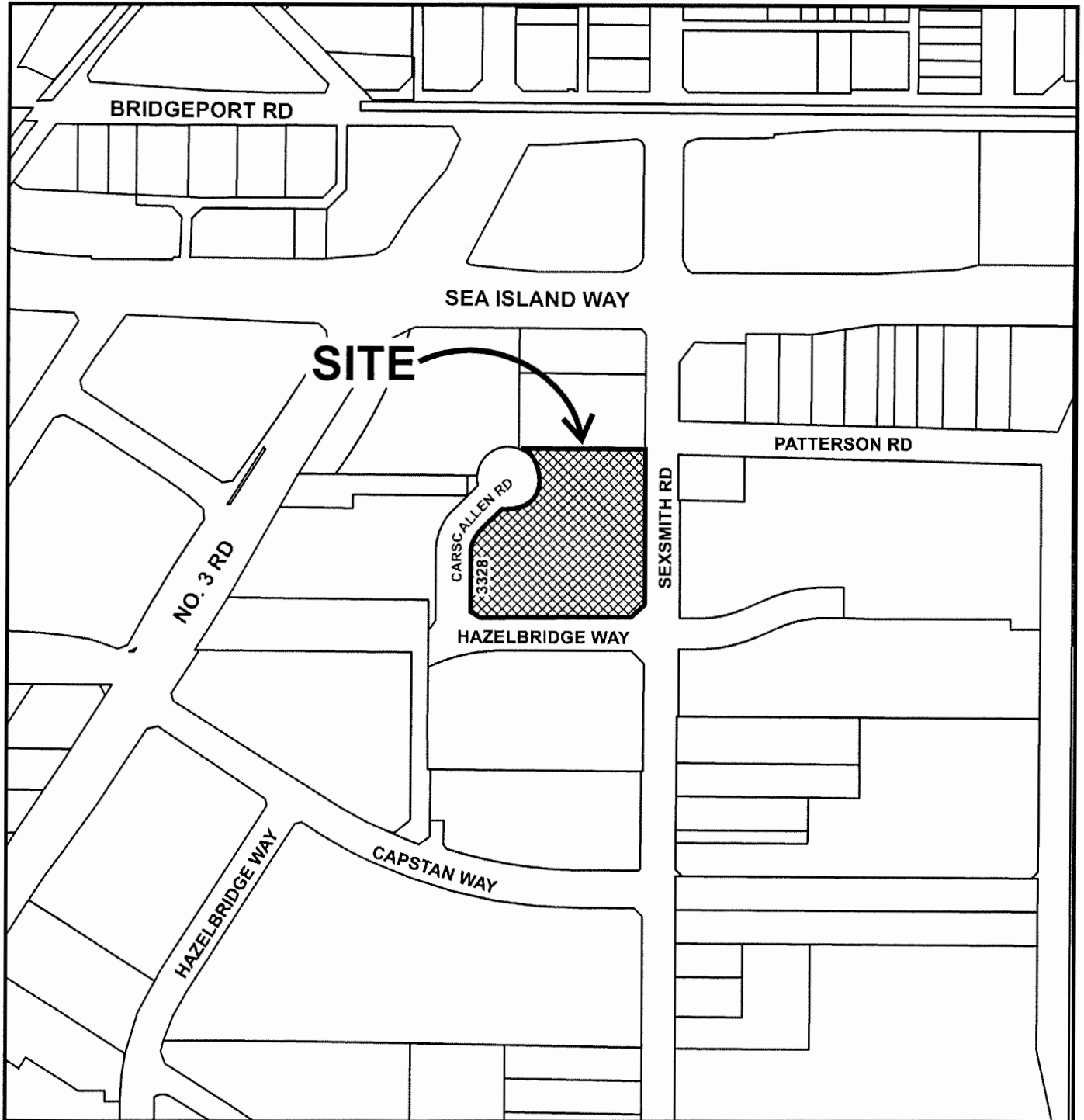
DECLARED BEFORE ME at the City of _____)
_____, in the Province of British Columbia, this _____ day of _____)
_____, 20____.)

A Commissioner for Taking Affidavits in the Province of British Columbia)

- DECLARANT



City of
Richmond



3328 Carscallen Road
3233/3299 Sexsmith Road

GNCL-117

Original Date: 02/26/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 12, 2018
File: RZ 17-765557

Re: Application by Anthem Properties Ltd. for Rezoning at 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway from "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" to "Town Housing - Steveston Highway (Steveston) (ZT85)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9841 to create the "Town Housing - Steveston Highway (Steveston) (ZT85)" zone, and to rezone 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway from "Single Detached (RS1/E)" and "Two-Unit Dwellings (RD1)" to "Town Housing - Steveston Highway (Steveston) (ZT85)", be introduced and given first reading.

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

WC:el
Att. 8

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

Staff Report

Origin

Anthem Properties Ltd. has applied to the City of Richmond for permission to rezone 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway (Attachment 1) from “Single Detached (RS1/E)” and “Two-Unit Dwellings (RD1)” zones to a new “Town Housing - Steveston Highway (Steveston) (ZT85)” zone in order to permit the development of 43 townhouse units.

Project Description

The 10 properties under this application have a total combined frontage of approximately 200 m, and are proposed to be consolidated into one development parcel. The proposed density is 0.66 FAR. The site layout includes 19 two-storey units and 24 three-storey units in 13 townhouse clusters. Four secondary suites and five convertible units are included in this proposal. Vehicle access is provided by a single driveway access to Steveston Highway. The indoor and outdoor amenity spaces are proposed opposite to the vehicle access to the site.

A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

The applicant has advised that there are no secondary suites in the existing houses/duplexes. Six of the dwelling units were owner occupied, three units were tenanted, and two units were vacant at the time the developer acquired the properties.

Surrounding Development

To the North: Existing single family dwellings on lots zoned “Single Detached (RS1/B)”.

To the South: Across Steveston Highway, existing single family dwellings on lots zoned “Single Detached (RS1/B)” and “Single Detached (RS1/D)”.

To the East: Existing single family dwellings on lots zoned “Single Detached (RS1/B)”, which are identified for townhouse development under the Arterial Road Land Use Policy.

To the West: A seven-unit two-storey townhouse complex on a lot zoned “Low Density Townhouses (RTL1)”.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Multiple-Family”. This redevelopment proposal for 43 townhouses is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City’s 2041 OCP (Bylaw 9000), directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map and the proposal is in compliance with the Townhouse Development Requirements under the Arterial Road Policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

The applicant conducted a Public Open House for the rezoning application on April 12, 2017. The Open House was held at James McKinney Elementary School, which is located within walking distance of the development site. An Open House flyer was delivered by the applicant to approximately 140 properties in the immediate area (see Attachment 4 for the Notification Area). Staff attended the Open House to observe the meeting and answer policy or process-related questions. Approximately 45 people attended the event and 34 of them added their names to the sign-in sheet, in which 17 attendees identified themselves with addresses from 11 households located within the notification area. Comment sheets were provided to all the attendees, and nine completed comment sheets were received (Attachment 5) at the end of the meeting. Two comments sheets were completed by residents within the notification area. A copy of the Open House Summary prepared by the applicant is included in Attachment 6.

Major concerns from the neighbourhood on the proposed townhouse development are summarized below; with responses to each of the concerns identified in ***bold italics***:

1. Change of site grade of the development site and potential flooding on neighbouring properties.

Existing site grade along the rear (north) property line will be maintained. Retaining walls in the rear yard will be set back 1.5 m from the rear (north) property line. Perimeter drainage will be installed as part of the Building Permit to ensure the proposed grade change does not adversely impact the surrounding sites.

2. Potential damage to the neighboring properties and nuisances during construction.

The applicant advised that they will make an effort to keep the earthwork compaction activities to a minimum by employing the least impactful compaction measures (i.e., a ride-on roller vs. a 500lb. plate tamper) where possible.

Dust from construction activities will be mitigated through a variety of measures, including the use of water spray during groundwork in summer months, regular on-site and off-site street sweeping, vacuum attachments for cementitious siding cutting tools, etc..

Noise from construction activities will be strictly regulated to fall within the hours allowed by the City's Noise Regulation Bylaw No. 8856. This bylaw prohibits certain construction activity noise prior to 7:00 pm and after 8:00 pm on Monday through Friday, prior to 10:00 am and after 8:00 pm on Saturday (provided it is not a Statutory Holiday), and prior to 10:00 am and after 6:00 pm on Sundays and Statutory Holidays.

3. Potential loss of privacy and overlook.

Two-storey units are proposed along the side and rear property lines, and the height of these units will be limited to a maximum of 7.5 m to roof peak; measured to the average finished site grade. Proposed rear yard setbacks will range from approximately 6.2 m to 7.7 m, which exceeds the 6.0 m minimum rear yard setback along the rear yard interface with single-family housing, under the Arterial Road Guidelines for Townhouses. A 6 ft. high wood fence along with canopy trees will be installed along the rear (north) property line to address overlook concerns and provide natural screening between the townhouse development and the existing single family homes to the north.

4. Affordable housing component.

The applicant will provide cash contribution to the City's Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy. In addition, four secondary suites are included in this proposal.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The applicant proposes to consolidate the 10 properties into one development parcel, with a total area of 8,970.4 m². The proposal consists of 43 townhouses, in a mix of two-storey and three-storey townhouse units in 13 clusters. The layout of the townhouse units is oriented around a single driveway providing access to the site from Steveston Highway and an east-west internal manoeuvring aisle providing access to the unit garages. The outdoor amenity area will be situated in a central open courtyard at the rear (north) of the site and the indoor amenity building will be located adjacent to the outdoor amenity area.

All three-storey units are proposed along Steveston Highway, while two-storey units are proposed along the side and rear lot lines to serve as a transition to the single-family homes to the east and north, as well as the existing two-storey townhouse complex to the west. The townhouse clusters along Steveston Highway contain four to six units per cluster and this is in compliance with the design guidelines for townhouse development. Townhouse clusters along the rear yard interface with single family housing should be limited to two units per cluster (i.e., duplex buildings); however, due to the tree preservation scheme and the separations required between buildings, one three-unit cluster (i.e., a triplex building) is being considered for the development.

Four ground level secondary suites are proposed to be included in the development. These suites will be contained in four of the three-storey units (unit type B2) proposed on site (see Attachment 2). The size of each secondary suite is approximately 30 m² (333 ft²) and the total net floor area of each of these B2 units is approximately 152 m² (1,638 ft²). Each secondary suite contains a living/dining area, a bedroom, a kitchenette and a bathroom. A surface parking stall will be assigned to each of the secondary units.

To ensure that these secondary suites will not be stratified or otherwise held under separate title, registration of a legal agreement on Title, or other measures restricting stratification, as determined to the satisfaction of the Director of Development, is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suites are built, registration of a legal agreement on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

To ensure that the parking stalls assigned to the secondary suites are for the sole use of each of the secondary suites, registration of a legal agreement on Title, or other measures restricting use of the parking space, as determined to the satisfaction of the Director of Development, is required prior to final adoption of the rezoning bylaw.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the site plan to ensure all the aboveground utility infrastructure improvements for this development proposal will be located at the appropriate location; to confirm that the proposed locations of the public art pieces and interpretive heritage signage will not be in conflict with the placement of the new traffic signal at the intersection of Swallow Drive and the site vehicle access; and to explore the opportunity to provide an emergency exit to Steveston Highway beyond the maximum access route distance permitted by the BC Building Code.
- Refinement of the proposed building form to achieve sufficient variety in design to create a desirable and interesting streetscape along Steveston Highway and along the internal drive aisles, to reduce visual massing of the three-storey units along Steveston Highway, and to address potential adjacency issues.
- Refinement of the proposed site grading to ensure survival of all proposed protected trees and appropriate transition between the proposed development to the public sidewalk on Steveston Highway, and to the adjacent existing developments.
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on site.
- Opportunities to maximize planting areas along internal drive aisles, to maximize permeable surface areas, and to better articulate hard surface treatments on site.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82.

Additional issues may be identified as part of the Development Permit application review process.

Existing Legal Encumbrances

There is an existing 1.5 m wide utility right-of-way (ROW) along the north property line of all ten subject properties for an existing sanitary sewer line. The developer is aware that no construction is permitted in this area.

In addition, there is currently a restrictive covenant on Title of 5291 Steveston Highway; restricting the use of the site to a two-family dwelling only (registration number BF56882). Prior to final adoption of the rezoning bylaw, the applicant must discharge these covenants from titles of the properties.

There are also two existing restrictive covenants on Titles of 5331 and 5351 Steveston Highway (registration numbers AC25351 and AC25352) that requires: a) any dwelling on the land to be designed to enable vehicles to enter and leave the property without having to reverse onto the

street; and b) that the land not be subdivided to create lots having a frontage of less than 13.5 m and that the front yard setback not be less than 9 m. These covenants are also required to be discharged from the Titles of the properties prior to rezoning.

An easement agreement in favor of 5191 Steveston Highway is registered on Title of the adjacent townhouse development to the west at 5171 Steveston Highway. The main purpose of this easement is to provide access to the future multiple-family development at 5191 Steveston Highway through 5171 Steveston Highway. Since the easement is only in favor of 5191 Steveston Highway, and 5191 Steveston Highway will be consolidated with the rest of the properties included in this proposal for a townhouse development with access to Steveston Highway opposite to Swallow Drive, the access easement on 5171 Steveston Highway will no longer be warranted. This easement agreement may be discharged by the strata at 5171 Steveston Highway at their sole cost after final adoption of the Rezoning Bylaw and issuance of the Development Permit for the subject development.

Transportation and Site Access

One vehicular access from Steveston Highway, aligning with Swallow Drive, is proposed, which will be utilized by adjacent properties to the east if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed entry driveway from Steveston Highway and the internal east-west manoeuvring aisle will be secured as a condition of rezoning.

It is noted that the access route for Fire Department to the east end of the internal east-west drive aisle exceeds 90 m; therefore, a turnaround facility at the dead end, or an emergency exit to Steveston Highway, is required to meet the BC Building Code. The applicant proposed to provide sprinklers in those units located beyond the 90 m access route distance as an alternative solution. While this alternative is acceptable, Fire Department still encourages the developer to provide an emergency exit to Steveston Highway. As a condition of rezoning, a Restrictive Covenant is required to ensure that a residential fire sprinkler system is to be provided to all units located beyond the 90 m access route distance, unless an emergency exit is secured at the Development Permit stage.

There are considerable transportation improvements required as part of this application. Prior to final adoption of the rezoning bylaw, the developer required to:

- Contribute \$150,000 towards the design and construction of a new traffic signal at the intersection of Swallow Drive and the site vehicle access. The traffic signal works shall include, but are not limited to: traffic signal heads, traffic poles and bases, vehicle detection, Uninterruptable Power Supply (UPS) system, controller cabinet/controller, illuminated street name signs and Accessible Pedestrian Signals (APS). SRW may be required for the placement of traffic signal equipment. The exact SRW requirements will be determined as part of the Servicing Agreement detailed design works. This traffic signal must be fully functional prior to the issuance of Occupancy Permit.
- Design and construction of frontage improvements including, but not limited to a new 1.5 m wide concrete sidewalk at the development Steveston Highway property line and a minimum 1.5 m wide grass boulevard with street trees.

- Construct a concrete bus pad (3.0 m x 9.0 m) with electrical pre-ducting conduits at the Steveston Highway/Lassam Road westbound bus stop. The bus pad is to be constructed to meet accessible bus stop design standards.
- Provide a \$25,000 cash contribution towards the purchase and installation of a City standard bus shelter; which will be placed at the westbound bus stop on the Steveston Highway far-side Lassam Road, or at an alternative bus stop in the vicinity.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 48 bylaw-sized trees on the subject property, six trees on neighbouring properties, and one street tree on City property on Steveston Highway.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One 60 cm cal Douglas Fir tree (tag# 942) located on the proposed development site is in good condition and should be retained and protected.
- One 20 cm cal Red Oak tree (tag# 977) located on the proposed development site is in good condition and should be retained and protected.
- Three 22 cm cal Norway Spruce trees located on the proposed development site (tag# 944, 945, 946) are all in good condition and should be retained and protected.
- One 40 cm cal Pear tree (tag# 979) located on shared property line with the neighbouring property to the north (10801 Hollymount Drive) and five trees (OS002, OS003, OS004, OS005 and OS006) located on neighbouring properties are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- 42 trees located on site are either dead, dying (sparse canopy foliage), are infected with Fungal Blight, or exhibit structural defects, such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced. Replacement trees should be specified at 2:1 ratio as per the OCP.
- Parks Operations staff has authorized the removal of one 34cm cal Western Red Cedar tree and a number of hedge rows located along the Steveston Highway frontage due to their poor condition and conflicts with proposed frontage improvements. Compensation of \$1,300 is required for the removal of the Western Red Cedar tree.

Tree Replacement

The applicant wishes to remove 42 on-site trees. The 2:1 replacement ratio would require a total of 84 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant 119 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection and Relocation

The applicant has committed to relocate the 20 cm cal Red Oak tree (tag# 977) on site to the proposed outdoor amenity area. As a condition to rezoning, a proof of a contract with a company specializing in tree relocation to undertake the transplant of this tree and a Tree Survival Security to the City in the amount of \$5,000 will be required. Following construction and all required Building Permit Inspections, an acceptable post-construction impact assessment report must be submitted to confirm the tree has survived. The City will then release 50% of the security; and the remaining 50% of the security will be released one year later, subject to inspection and survival of the tree.

Four other trees on-site and one tree located on shared property line with 10801 Hollymount Drive, as well as all trees and hedgerows located on neighbouring properties, are to be retained and protected. The applicant has submitted a Tree Protection Plan, showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within, or in close proximity, to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Heritage Feature – the Italianate House

The Italianate House, which is not on the City's Heritage Inventory List, is located on the subject site at 5191 Steveston Highway. The City's heritage planner and staff from Arts, Culture and Heritage Services reviewed the condition of the Italianate House as part of the rezoning application review process. Staff understand that the Italianate House has undergone a number of renovations and determined that it has limited heritage value. Staff worked with the developer to explore the opportunity to retain or relocate the Italianate House but the associated cost is

quite high compared to its value. As a result, staff undertook the documentation (written report and photographs) of the Italianate House and salvaged elements of the house (i.e., doors, brass and metal pieces, light sconce, glass door knobs and ceramic house numbers, etc.) to add to the City's collection of artifacts.

In addition, the applicant opts to participate in the City's Public Art Program. The City's Public Art Planner has advised the Public Art Consultant to ask the selection panel to consider artists that may have the abilities to interpret heritage and ask the artist to consider interpretation of the Italianate House, the former cluster of Italianate Houses on the block, and the long history of Italian-Canadians in Richmond.

The developer has also agreed to install an interpretive heritage signage on-site, which will include photographs of the house and simple wording indicating that the house is related to the long history of Italian-Canadians in Richmond. The design and location of the signage will be reviewed in detail through Richmond Heritage Commission and overall landscape design at Development Permit stage.

Proposed Site Specific "Town Housing - Steveston Highway (Steveston) (ZT85)" Zone

A site specific zone is being proposed for the subject site in order to allow a density at 0.66 FAR and to incorporate the specific front and rear yard setbacks proposed. The proposed "Town Housing - Steveston Highway (Steveston) (ZT85)" zone is drafted based on the current "Medium Density Townhouses (RTM2)" zone; which allows for a maximum density at 0.65 FAR, to ensure compatibility to other arterial road townhouse developments. The three changes to the standard zones are as follow:

- A maximum density of 0.66 FAR (with affordable housing contribution). This proposed density is within the range of density allowed for townhouse developments along arterial roads.
- A minimum front yard setback of 4.5 m. The 4.5 m front yard setback is supported by the Arterial Road Guidelines for Townhouses in the OCP, provided that a minimum of 6.0 m rear yard setback to both the ground and second floors of the rear units is proposed.
- A minimum rear yard setback of 6.0 m. This is to ensure a 6.0 m rear yard setback along the rear yard interface with existing adjacent single family developments to the north will be provided.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, and the rezoning application was submitted prior to the Affordable Housing cash contribution rates were updated, the applicant will make a cash contribution of \$4.00 per buildable square foot as per the Strategy, for a contribution of \$254,917.71.

Public Art

The applicant will be participating in the City's Public Art Program and will be making a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate); for a total contribution in the amount of \$52,895.42. The applicant has been working with Public Art staff to identify an artist and suitable art installation for this development site. This voluntary contribution will be secured as a rezoning consideration.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. A legal agreement to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit application review process, the developer will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

The OCP requires that a minimum of 100 m² (1,076 ft²) of indoor amenity space be provided for multiple family development projects of 40 units or more. The applicant is proposing to provide a portion of the required indoor amenity space on-site with a 65 m² (700 ft²) building, to be located adjacent to the proposed outdoor amenity space, and a cash contribution, in the amount of \$24,850.00, in-lieu of providing the balance of the required indoor amenity space (i.e., 35 m² or 376 ft²). The OCP requires a total cash contribution of \$71,000.00 for this 43-unit townhouse development, 35% of this total required cash-in-lieu is \$24,850.00.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and upgrades of the storm sewer (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this rezoning application is to rezone 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway from “Single Detached (RS1/E) and Two-Unit Dwellings (RD1) ” to a new site specific “Town Housing - Steveston Highway (Steveston) (ZT85)” zone, in order to permit the development of 43-townhouse unit at a density of 0.66 FAR.

The proposed development is consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. The proposed new “Town Housing - Steveston Highway (Steveston) (ZT85)” zoning district has been developed to accommodate a density of 0.66 FAR and specific front and rear yard setbacks. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 8, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9841, be introduced and given first reading.

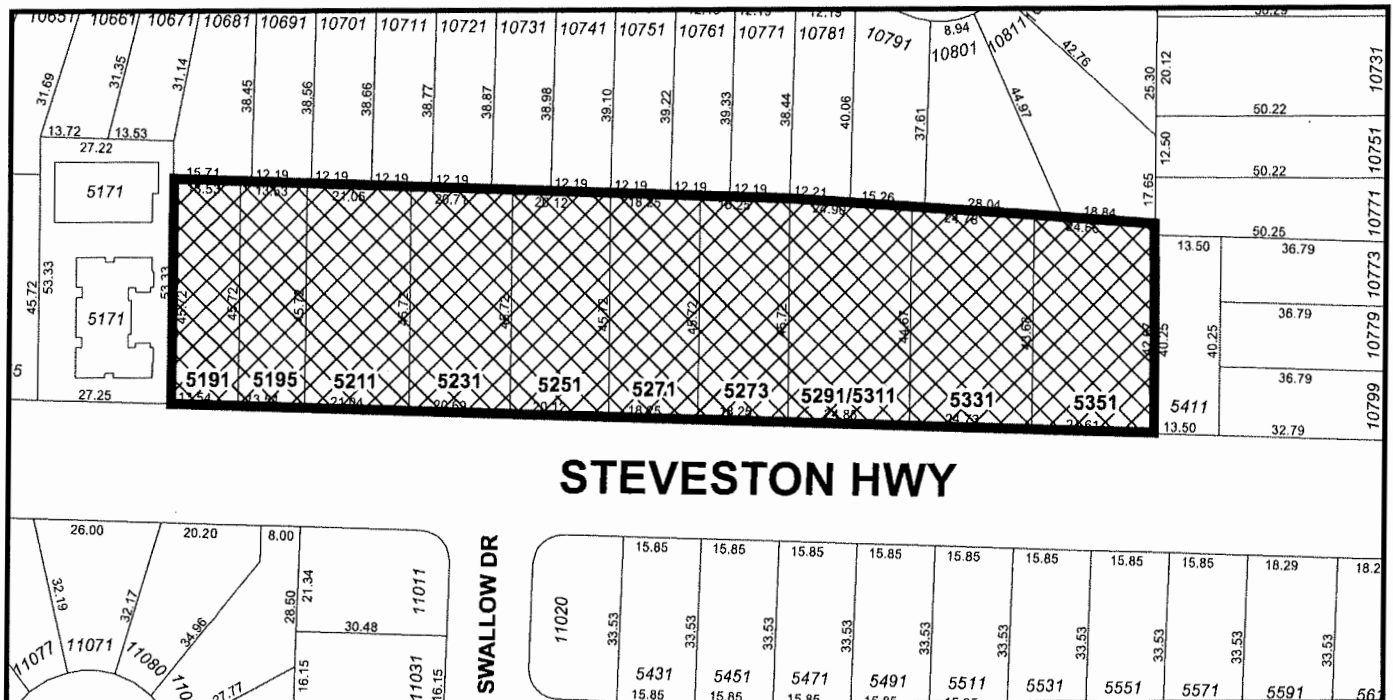


Edwin Lee
Planner 1
(602-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Open House Notification Area
- Attachment 5: Completed Comment Sheets Received at the Open House
- Attachment 6: Open House Summary
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations

Map of the Steveston area showing proposed rezoning. The map includes streets like Railway Ave, Steveston Hwy, Chickadee Crt, Swallow Dr, Wagtail Ave, Warbler Ave, and Lassam Rd. Various zoning districts are labeled, such as RS1/E, RS1/B, RS1/C, RS1/A, RS1/D, RD1, ZT54, ZT76, CP2, RC2, RC1, SI, and RTL1. A large black arrow points from the text "PROPOSED REZONING" to a specific area on Steveston Hwy, which is shaded with a cross-hatch pattern. This shaded area is labeled with RS1/E, RD1, and RS1/B.



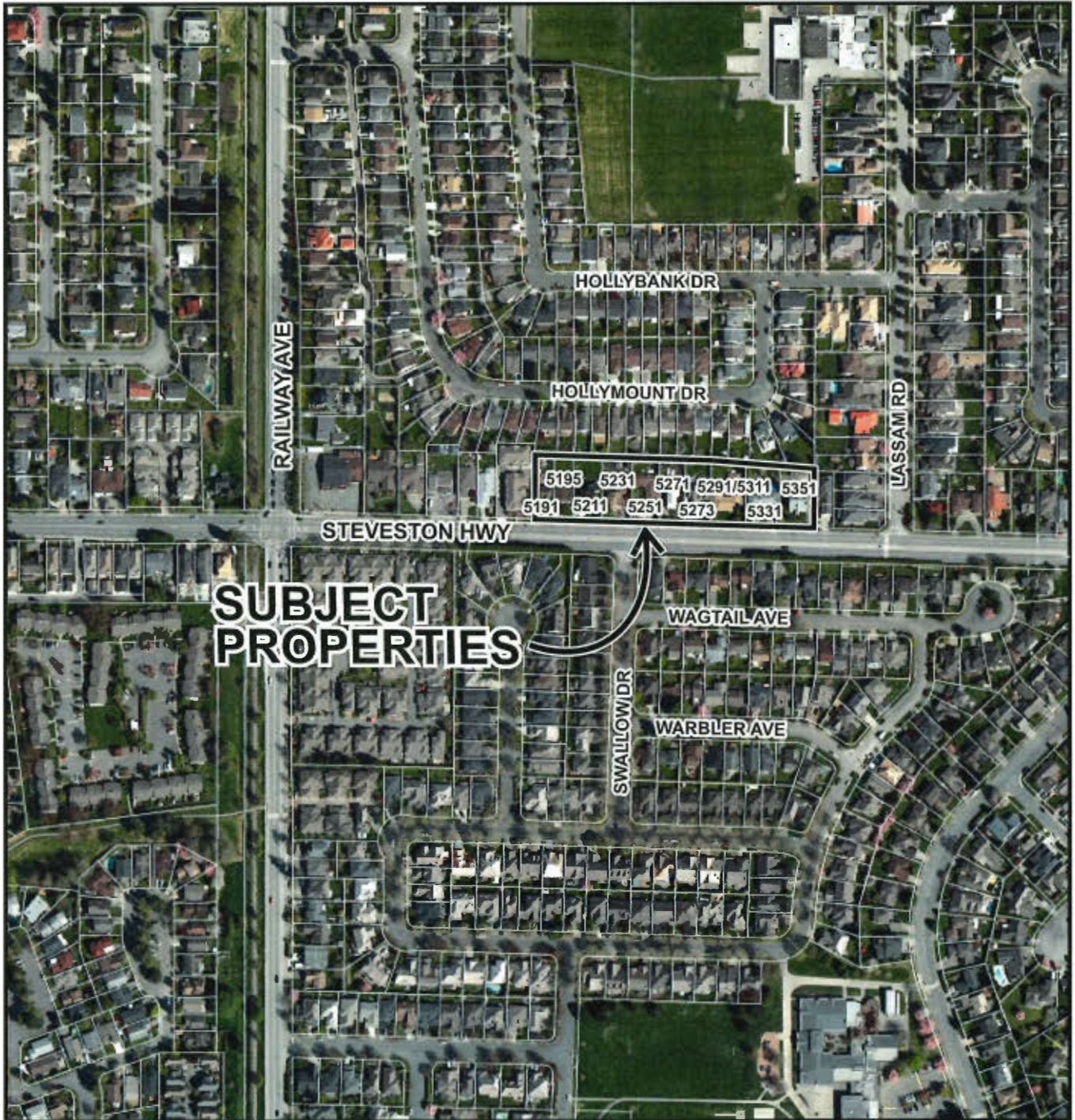
RZ 17-765557

~~CNCL-130~~

Note: Dimensions are in METRES



City of
Richmond

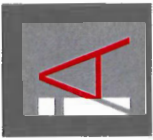


RZ 17-765557

Original Date: 04/12/17

Revision Date: 03/01/18

Note: Dimensions are in METRES



Integrus
ARCHITECTURE IN
V. 101, Campbell St.
Apt. 100, BC, V6C
www.integrus.arch
Tel: 604.683.4171



ATTACHMENT 2

163822

ANTHEM PROPERTIES

**TOWNHOUSE
DEVELOPMENT**
STRAKOSI Development INC
10000 100th St
Richmond, BC

SITE PLAN

163822

1" = 30'

Feb 23, 2018

5 - Resubmitting Response

A-1.00



Location	SW Corner	NE Corner	SE Corner	Average
Building 01	1.75	1.75	1.75	1.75
Building 02	1.75	1.75	1.75	1.75
Building 03	1.75	1.75	1.75	1.75
Building 04	1.75	1.75	1.75	1.75
Building 05	1.75	1.75	1.75	1.75
Building 06	1.75	1.75	1.75	1.75
Building 07	1.75	1.75	1.75	1.75
Building 08	1.75	1.75	1.75	1.75
Building 09	1.75	1.75	1.75	1.75
Building 10	1.75	1.75	1.75	1.75
Building 11	1.75	1.75	1.75	1.75
Building 12	1.75	1.75	1.75	1.75
Building 13	1.75	1.75	1.75	1.75
Site Average	1.75	1.75	1.75	1.75

SITE GRADING CALCULATIONS


$$\frac{d}{dt} \left(\frac{1}{2} m \dot{x}^2 \right) = \frac{d}{dt} \left(\frac{1}{2} m \dot{y}^2 \right) = \frac{d}{dt} \left(\frac{1}{2} m \dot{z}^2 \right) = \frac{d}{dt} \left(\frac{1}{2} m \dot{\theta}^2 \right) = \frac{d}{dt} \left(\frac{1}{2} m \dot{\phi}^2 \right)$$


CNCL - 133

ANTHEM PROPERTIES

**TOWNHOUSE
DEVELOPMENT**
5191-5351 Silverdon HWY
RICHMOND, BC

**PARTIAL SITE
PLAN**

16392 1/16" = 4-5" 180 10 5 - Receiving Response 118

A-1.00



Integrus
ARCHITECTURE IN

2330-700 Gleneden St.
Vancouver, BC, V6C 1
www.integrusarch.com
Telephone: 604.683.41
Fax: 604.683.41



PROPOSED 1

EXECUTED 1

ANTHEM PROPERTIES

TOWNHOUSE
DEVELOPMENT
11111-11111
RICHMOND, BC

PARTIAL SITE
PLAN

1/8" = 1'-0"
1/4" = 3'-0"
1/2" = 6'-0"
1" = 12'-0"
9 - Planning Department

A-1.00





Integrative
ARCHITECTURE IN

301 2nd Street, Suite 200
Vancouver, BC V6C 2B8
www.integrativearch.com
Telephone: 604.683.4171

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EXISTING TOWNHOMES
BUILDING 1
BUILDING 4
ENTRY



STEVESTON HWY STREETSCAPE ELEVATION - EAST

BUILDING 6
BUILDING 9
BUILDING 12
EXISTING SINGLE FAMILY



STEVESTON HWY STREETSCAPE ELEVATION - WEST



BUILDING 4 - SOUTH ELEVATION



BUILDING 4 - WEST ELEVATION



BUILDING 4 - NORTH ELEVATION

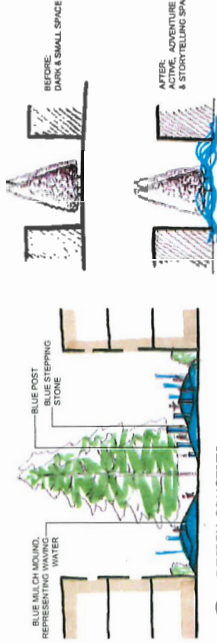
MATERIAL & COLOUR LEGEND

Colour	Manufacturer	Reference No.	Element
A Brown	Hardie Board Lite Siding ColorPlus Smooth texture, 6" exposure	Timber Bark	Hardie lap siding - 6" exposure
B Charcoal	Hardie Board Lite Siding ColorPlus Smooth texture, 6" exposure	Benjamin Moore Black Knight 2138-10	Exterior walls, porches, balconies
C Silver	Hardie Board Lite Siding ColorPlus Smooth texture, 6" exposure	Benjamin Moore Guil Wing Gray 2134-40	Exterior walls, selected locations
D Cedar	Woodstone Floor cement plank with floor cement plank with	Benjamin Moore Black Knight 2138-10	Exterior walls, selected locations
E Silver	Benjamin Moore Black Knight 2138-10	Benjamin Moore Black Knight 2138-10	Double glazed vinyl windows & doors
F Black	Benjamin Moore Black Knight 2138-10	Benjamin Moore Black Knight 2138-10	Pre-finished Aluminum Rolling one Clear Safety Glass

Black	Marble Mosaic L&S	PVC Marble Black	Pre-finished steel Railings and downspouts
Cedar	Woodstone Floor cement plank with	Woodstone Vinyl Cherry	Road overhangs & balconies wall
Black	Marble Trim Boards	Benjamin Moore Black Knight 2138-10	Balcony & Stair Fascia
Gray	Architectural concrete	Gray	Exposed concrete

BUILDING 4 - EAST ELEVATION

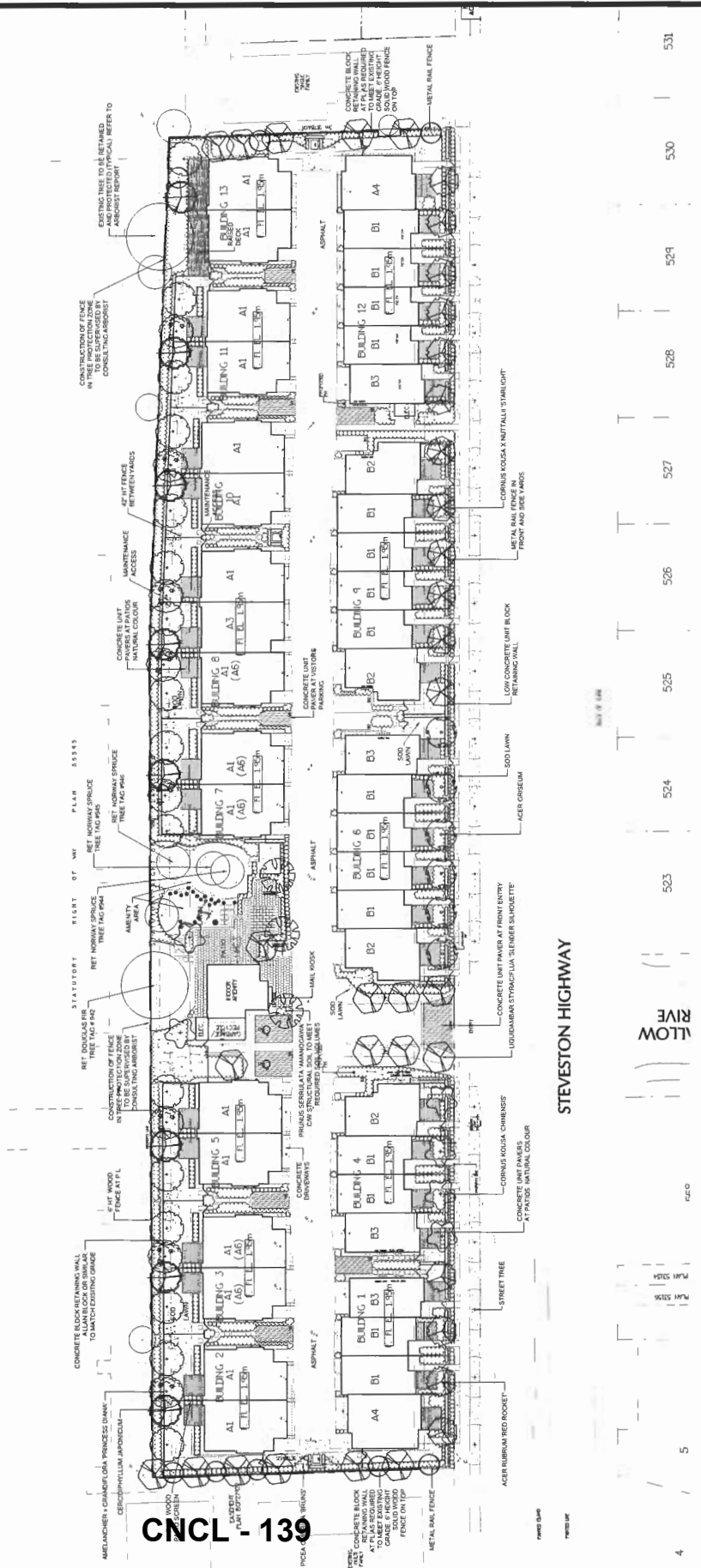




1 DESIGN CONCEPTS

PLANT SCHEDULE			PMG PROJECT NUMBER: 16-191	
REF.	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
1	1	ACER GRISEUM	RED ROCKET MAPLE	100 CAL. 1 IN STD. BAR
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NOTES - PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE CANADIAN LANDSCAPE STANDARDS LATEST EDITION. CONTAINMENT SIZES SPECIFIED CONTAINMENT MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS - SEARCH AND REVIEW NAME PLANT MATERIAL AVAILABLE FOR OPTIONAL OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE AT THE CLIENT'S RISK. PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY TO CANADIAN LANDSCAPE STANDARDS LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.





RZ 17-765557

Attachment 3

Address: 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 &
5351 Steveston Highway

Applicant: Anthem Properties Ltd.

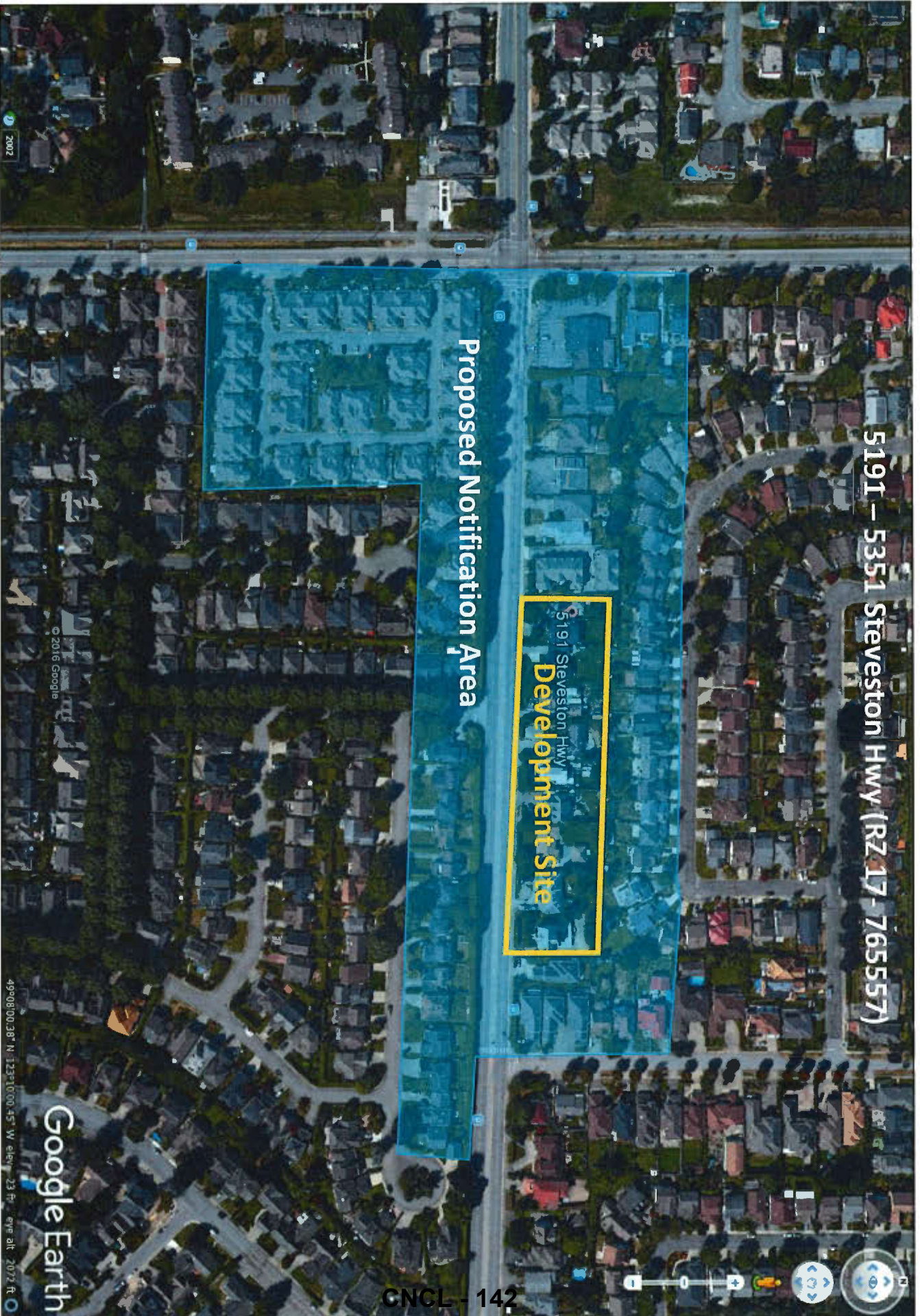
Planning Area(s): Steveston (Schedule 2.4)

	Existing	Proposed
Owner:	Anthem Steveston Developments Ltd.	No Change
Site Size (m²):	8,970.4 m ²	No Change
Land Uses:	Single-Family Residential/Two-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Single-Family Lot Size Policy 5420	No Change
Zoning:	Single Detached (RS1/E) and Two-Unit Dwellings (RD1)	Town Housing - Steveston Highway (Steveston) (ZT85)
Number of Units:	11	43 townhouse units + 4 secondary suites
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.66	0.66 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 4.5 m	4.5 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 6.0 m	6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	<ul style="list-style-type: none"> 12.0 m (3 storeys) Max. along Steveston Highway 7.5 m (2 storeys) Max. along north property line 	none
Lot Width:	Min. 50.0 m	200.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Depth:	Min. 35.0 m	45.0 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit +1 (R) per secondary suite	2 (R) and 0.21 (V) per unit +1 (R) per secondary suite	none
Off-street Parking Spaces – Total:	90 (R) and 9 (V)	90 (R) and 9 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (86 x Max. 50% = 43)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (99 x Max. 50% = 49)	48	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (99 x 2% = 2 spaces)	2 spaces Min.	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.49 (Class 1) and 0.23 (Class 2) per unit	none
Off-street Parking Spaces – Total:	54 (Class 1) and 9 (Class 2)	64 (Class 1) and 10 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m ² or Cash-in-lieu	65 m ² + Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 43 units = 258 m ²	316 m ²	none

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



5191 – 5351 Steveston Highway Public Open House

Wednesday, April 12, 2017, 5:30pm-7:30pm
James McKinney Elementary Gymnasium, 10451 Lassam Rd.

Anthem Steveston Developments LP (Anthem) has applied to the City of Richmond to rezone 5191-5351 Steveston Highway in order to permit the development of a 43-unit townhome project. Please review the display boards for more information.

1. Do you support the proposed townhome project?

YES

2. What do you like most about the proposed townhome project?

CONTEMPORARY DESIGN

INCORPORATION OF 2 & 3 STOREYS

3. Do you have any concerns about the proposed townhome project?

No

4. What would you suggested to improve or enhance the proposed townhome project?

5. Additional comments:

SECONDARY SUITES VERY COOL !!

Name: CARMEN MCCRAKEN Address: _____
Phone: 604 809 9626 Email: Carmen@teardash.ca

The developer may contact me with updates on this proposal: (YES) / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

Please return your completed feedback form to the registration desk. Comments may also be submitted to Emily Howard via email (ehoward@anthemproperties.com) or mail (Anthem Properties Group, 300 – 550 Burrard St., Vancouver, BC, V6C 2B5) by Wednesday, April 19.

All comments received will be shared with the City of Richmond for consideration and will become public information.

Thank you! Your feedback is important to us.

5191 – 5351 Steveston Highway Public Open House

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1. Do you support the proposed townhome project?

Yes, I think it will revitalize that area.

2. What do you like most about the proposed townhome project?

The style. It's nice to see a development that looks different than most of the townhouses being built. I also like the fact there's two storey as well as the typical three storey

3. Do you have any concerns about the proposed townhome project?

No.

4. What would you suggested to improve or enhance the proposed townhome project?

Nothing

5. Additional comments:

Name: Jennifer Quart Address: 8100 Corless Place
Phone: 604 787-1776 Email: jquart@remax.net.

The developer may contact me with updates on this proposal: YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

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1. Do you support the proposed townhome project?

yes - excited to see Richmond grow.

2. What do you like most about the proposed townhome project?

the West Coast design. Add the B & floor plans.

3. Do you have any concerns about the proposed townhome project?

NO.

4. What would you suggest to improve or enhance the proposed townhome project?

5. Additional comments:

Name: Courtney Haines Address: 115-13020 No. 2 Rd
Phone: 778-788-0596 Email: Courtney@gobiggargahome.com

The developer may contact me with updates on this proposal: YES / ☒ NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

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1. Do you support the proposed townhome project?

Yes

2. What do you like most about the proposed townhome project?

Modern design

3. Do you have any concerns about the proposed townhome project?

No

4. What would you suggested to improve or enhance the proposed townhome project?

5. Additional comments:

Name: *Kenny Ho* Address: *#4-4791 Steveston Hwy*
Phone: *778-883-9149* Email: _____

The developer may contact me with updates on this proposal: YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

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1. Do you support the proposed townhome project?

Partially.

2. What do you like most about the proposed townhome project?

The look of it, the design is modern yet natural.

3. Do you have any concerns about the proposed townhome project?

I want to see affordable housing built into every housing complex.

4. What would you suggested to improve or enhance the proposed townhome project?

Affordable housing component.

5. Additional comments:

Name: Michelle Li Address: 10350 Hollybank Dr.
Phone: 604-295-0395 Email: michelleli.vana@gmail.com

The developer may contact me with updates on this proposal: YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

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1. Do you support the proposed townhome project?

Yes

2. What do you like most about the proposed townhome project?

DESIGN & THOUGHT PUT INTO THE PROJECT &
PLEASING TO NEIGHBOURS

3. Do you have any concerns about the proposed townhome project?

No

4. What would you suggested to improve or enhance the proposed townhome project?

5. Additional comments:

Name: LYNN SAKAI-BODEN Address: _____
Phone: _____ Email: lynn@stevestonrealestate.com

The developer may contact me with updates on this proposal: YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

Please return your completed feedback form to the registration desk. Comments may also be submitted to Emily Howard via email (ehoward@anthemproperties.com) or mail (Anthem Properties Group, 300 – 550 Burrard St., Vancouver, BC, V6C 2B5) by Wednesday, April 19.

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Thank you! Your feedback is important to us.

5191-5351 Steveston Highway

PUBLIC OPEN HOUSE

1. Do you support the proposed townhouse project? --Only if the project proceeds as outlined and as promised at the James McKinney school open house. Proposing a lower profiled two storey townhomes and adequate distance from our existing property.

2. What do you like most about the proposed townhome project? --If we were to look at a positive, it is desirable (as proposed) that the units backing on our property will be 2-storey townhomes rather than the higher units facing Steveston Highway, providing they have the maximum allowable distance from our property line and maintain the present easement allowance.

3. Do you have any concerns about the proposed townhouse project? -- Raising the elevation to meet current street level regulations is a concern possibly allowing run off and future flooding on to our property. How will the project affect our property taxes? Vibration throughout construction stage may cause damage to existing surrounding properties. Extended time of construction noise and dusty conditions.

4. What would you suggest to improve or enhance the proposed townhouse project. --Ensure adequate drainage, high quality good neighbour fencing with extensive foliage buffer enhancement between the properties to achieve maximum privacy for all concerned. Ensure the lowest acceptable liveable height of the two storey townhomes.

5. Additional Comments: --It is unlikely that we can stop the project given that the city allows these projects to proceed. But like a number of our neighbours we have lived on Hollymount Drive for over 30 years, therefore we would expect full respect from Anthem to ensure our concerns are addressed prior to and during the construction stage. As you can appreciate the inconvenience will no doubt be horrendous for the extended period it will take to complete.

Name: BRIAN + JOAN TALHARSON Address: 10761 HOLLYMOUNT DR.
Phone: 604-271-4491 Email: B.TALHARSON @ SHAW.CA

The developer may contact me with updates on this proposal: YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

Please return your completed feedback form to the registration desk. Comments may also be submitted to Emily Howard via email (ehoward@anthemproperties.com) or mail (Anthem Properties Group, 300 – 550 Burrard St., Vancouver, BC, V6C 2B5) by Wednesday, April 19.

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1. Do you support the proposed townhome project?

YES

2. What do you like most about the proposed townhome project?

THE ARCHITECTURE. IT IS BETTER THAN MOST OTHER DEVELOPMENTS
IN RICHMOND, AND SPECIFICALLY ALONG ARTERIAL ROADS

3. Do you have any concerns about the proposed townhome project?

NO. IT APPEARS TO FOLLOW ALL GUIDELINES FROM THE CITY

4. What would you suggested to improve or enhance the proposed townhome project?

N/A

5. Additional comments:

N/A

Name: P. SETHI Address: 12075 #2 ROAD
Phone: _____ Email: ROCK-SETHI18@GMAIL.COM

The developer may contact me with updates on this proposal: ☒ YES / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

Please return your completed feedback form to the registration desk. Comments may also be submitted to Emily Howard via email (ehoward@anthemproperties.com) or mail (Anthem Properties Group, 300 – 550 Burrard St., Vancouver, BC, V6C 2B5) by Wednesday, April 19.

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1. Do you support the proposed townhome project?

YES

2. What do you like most about the proposed townhome project?

FLAT ROOF CONCEPT

3. Do you have any concerns about the proposed townhome project?

YES

① DRAINAGE ISSUES WITH MY PROPERTY
② DAMAGE CAUSED TO MY HOUSE BY
HEAVY MACHINES & VIBRATION

4. What would you suggested to improve or enhance the proposed townhome project?

RE-ESTABLISH FENCE LINE AND REPLACE
HEDGES

5. Additional comments:

PLEASE ENSURE PROPER DRAINAGE IS DONE!

Name: Norm DeGrolamo Address: 10791 HOLLYMOUNT DR
Phone: 604-274-0319 Email: ncde@telus.net

The developer may contact me with updates on this proposal: (YES) / NO (please circle)

For additional inquiries, please contact:

Anthem Properties Group:
Emily Howard
ehoward@anthemproperties.com
604-689-3040

City of Richmond:
Edwin Lee
ELee@richmond.ca
604-276-4121

Please return your completed feedback form to the registration desk. Comments may also be submitted to Emily Howard via email (ehoward@anthemproperties.com) or mail (Anthem Properties Group, 300 – 550 Burrard St., Vancouver, BC, V6C 2B5) by Wednesday, April 19.

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Thank you! Your feedback is important to us.



April 24, 2017

Edwin Lee
Planning Department
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Lee,

RE: Summary of 5191-5351 Steveston Highway Public Open House

Anthem Properties Group is pleased to provide a summary of the Public Open House for 5191-5351 Steveston Highway. Scanned copies of the submitted comment sheets and sign-in sheets are attached herein.

Summary of Public Open House

Date: Wednesday, April 12, 2017

Time: 5:30pm-7:30pm

Location: James McKinney Elementary Gymnasium, 10451 Lassam Rd., Richmond

Format: Drop-in open house with display boards

Notification: 140 Public Open House notices were delivered via Canada Post addressed mail to neighbouring properties. In addition, the James McKinney Elementary Parent Advisory Council (PAC) was notified via email.

Attendance: Approximately 45 members of the public attended the open house, including two representatives of the PAC. This total accounts for the 34 attendees who added their names to the sign-in sheet, plus additional attendees who chose not to sign in.

Comment Sheets: In total, 9 comment sheets were completed and submitted. This total includes 6 that were submitted at the open house, and 3 that were submitted via email/mail during the additional one-week period for comments provided by Anthem following the open house.

Summary of feedback: The written comments submitted were predominantly supportive of the proposed townhome project. A summary of the responses received for each of the 5 questions is provided below:

1) Do you support the proposed townhome project?

- Yes = 7 respondents
- No = 0 respondents
- Other = 2 respondents

2) What do you like most about the proposed townhome project?

- Design and architecture = 7 respondents

- Height of homes adjacent to neighbours to the north kept to 2 storeys = 1 respondent
- Flat roofs = 1 respondent

3) Do you have any concerns about the proposed townhome project?

- No = 6 respondents
- Yes = 3 respondents

Concerns include: desire to see affordable housing in all new developments and impact on neighbouring properties (runoff/drainage, property taxes, construction).

4) What would you suggest to improve or enhance the proposed townhome project?

- Nothing / no answer = 6 respondents
- Additional suggestions = 3 respondents

Suggestions include: affordable housing component, various suggestions for how to minimize impact on neighbours (drainage, fencing/landscaping as a buffer between properties).

5) Additional comments

- Nothing / no answer: 6 respondents
- Additional comments = 3 respondents

Additional comments include: support for the secondary suites, importance of proper drainage, and desire for Anthem to continue to dialogue with neighbours leading up to and during construction.

Sincerely,



Emily Howard
Community Relations Manager
Anthem Properties Group

TREE INVENTORY - CONDENSED

Tag #	Ht	Dbh	Tree Type	Cond	Loc	Action
932		62	Weeping willow	U	ON	Remove
933	20	41	Deodar cedar	U	ON	Remove
934		72	Flowering cherry	M	ON	Remove
935		57	Flowering cherry	U	ON	Remove
936		22 26 24	Walnut	U	ON	Remove
937	20	50	Sawara cypress	M	ON	Remove
938	20	Est. 65	Sawara cypress	M	ON	Remove
939	20	52	Blue spruce	U	ON	Remove
940	20	72	Deodar cedar	U	ON	Remove
941	5	32	Flowering cherry	U	ON	Remove
942	16	60	Douglas-fir	M	ON	RETAIN
943	6	20-32	Western redcedar	M	ON	Remove
944	8	25	Norway spruce	M	ON	RETAIN
945	8	20	Norway spruce	M	ON	RETAIN
946	8	22 (Est.)	Norway spruce	M	ON	RETAIN
947	10	35	Paper birch	U	ON	Remove
948		34	Flowering cherry	U	ON	Remove
949	20	22 (Est.)	Paper birch	U	ON	Remove
950	20	22 (Est.)	Paper birch	U	ON	Remove
951	5	20-22	Western redcedar	M	ON	Remove
952	8	20-31	Western redcedar	U	ON	Remove
953	4	34	Western redcedar	U	ON	REMOVE
954	4	25	Western redcedar	U	ON	Remove
955	4	40	Western redcedar	U	ON	Remove
956	9	19 22	Western redcedar	M	ON	Remove
957	8	22-45	Western redcedar	U	ON	Remove
958	4	20-30	Western redcedar	U	ON	Remove
959		9+9+11+12	Plum	U	ON	Remove
960		8+10+11	Plum	U	ON	Remove
961		30	Lawson cypress	U	ON	Remove
962		29+39	Lawson cypress	U	ON	Remove
963		40	Lawson cypress	U	ON	Remove
964		40	Lawson cypress	U	ON	Remove
965		50	Lawson cypress	U	ON	Remove
966	15	40	Sitka spruce	U	ON	Remove
967	4	36 28	Western redcedar	U	ON	Remove
968		20	Pear	U	ON	Remove
969		49	Flowering cherry	U	ON	Remove
970		22	Pear	U	ON	Remove
971		41	Flowering cherry	U	ON	Remove
972		22	Flowering cherry	M	ON	Remove
973		21+21+25	Sawara cypress	U	ON	Remove
974		11+19+22	Sawara cypress	U	ON	Remove
975		17+18+20	Sawara cypress	U	ON	Remove
976		43	Lawson cypress	U	ON	Remove
977		20	Red oak	M	ON	RETAIN
978		28	Apple	U	ON	Remove
979		40 (est.)	Pear	U	SHARED	RETAIN
980		10 12 16	Cherry	U	ON	Remove
OS 001		20-25	Western redcedar	U	OFF	PROTECT
OS 002		25	Japanese maple	S	OFF	PROTECT
OS 003		12+20+20	Plum	S	OFF	PROTECT
OS 004		60 (est)	Austrian pine	M	OFF	PROTECT
OS 005		30 (est.)	Japanese maple	S	OFF	PROTECT
OS 006		12 15	Plum	U	OFF	PROTECT
C01	2.5	<20	White cedar	M	CITY	REMOVE
C02	1.2	<20	Photinia	U	CITY	REMOVE
C03	2	<20	White cedar	S	CITY	REMOVE
C04		<20	White cedar	S	CITY	REMOVE
C05	4	<20	White cedar	S	CITY	REMOVE
C06	4	<20	White cedar	S	CITY	REMOVE
C07	4	<20	White cedar	S	CITY	PROTECT



Address: 5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351 Steveston Highway
File No.: RZ 17-765557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9841, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of all existing dwellings).
2. Registration of a flood indemnity covenant on Title.
3. Registration of a legal agreement on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) no final Building Permit inspection is granted until four secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw;
 - b) one surface parking stall is assigned to each of the units with a secondary suite, and that the parking stall will be for the sole use of the secondary suite of the unit; and
 - c) the secondary suites cannot be stratified or otherwise held under separate title.
4. Discharge of restrictive covenants:
 - a) BF56882 from Title of 5291 Steveston Highway.
 - b) AC25351 from Title of 5331 Steveston Highway.
 - c) AC25352 from Title of 5351 Steveston Highway.
5. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway from Steveston Highway and the internal east-west manoeuvring aisle, in favour of future residential development to the east. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
6. Registration of a legal agreement on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that a residential fire sprinkler system is to be provided to all units located beyond the 90 m access route distance, unless an emergency exit is secured at the Development Permit (DP) stage.
7. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
8. Submission of a Contract entered into between the applicant and a company specializing in tree relocation to undertake the transplant of the 20 cm cal Red Oak tree onsite with proper removal, storage, and replanting techniques. The Contract should include the scope of work to be undertaken and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the 20 cm cal Red Oak tree to be transplanted on site. The City will release 50% of the security after construction and landscaping on the proposed development are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 50% of the security would be released one (1) year later subject to inspection.
10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and 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.
11. City acceptance of the developer's offer to voluntarily contribute \$150,000 towards the design and construction of a new traffic signal at the intersection of Swallow Drive and the site vehicle access. No DCC credit.

12. City acceptance of the developer's offer to voluntarily contribute \$25,000 towards the purchase and installation of a City standard bus shelter. This bus shelter will be placed at the westbound bus stop on Steveston Highway far-side Lassam Road or at an alternative bus stop in the vicinity.
13. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$254,917.71) to the City's affordable housing fund.
14. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$52,895.42) to the City's Public Art fund.
15. Contribution of \$24,850.00 in-lieu of a portion (35%) of required on-site indoor amenity space.
16. City acceptance of the developer's offer to voluntarily contribute \$1,300.00 to Parks Division's Tree Compensation Fund for the removal of one 34cm cal Western Red tree located on the City's boulevard in front of the site.
Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.
17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
18. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 522 L/s of water available at a 20 psi residual at the Steveston Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Install two additional fire hydrants as required to meet the standard hydrant spacing for multi-family developments.
 - Relocate the existing fire hydrants as required by the proposed frontage works (i.e. sidewalk, boulevard, and driveway).
 - Coordinate with Richmond Fire Rescue for approval of all fire hydrant installations and relocations.
- At Developer's cost, the City is to:
 - Install a new water service connection to serve the proposed development. Meter to be located on-site.
 - Cut and cap, at main, all existing water service connections and remove meters.
 - Perform all tie-ins to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Upgrade approximately 90 m of 600 mm storm sewer to 750 mm, from approximately the center of 5331 Steveston Highway to Lassam Road (existing manhole STMH767 to STMH768), complete with catch basins and new manholes at both tie-in points.
 - Cut and cap, at main, all existing storm service connections serving the development site and remove inspection chambers.
 - Install a new storm service connection off of the proposed 750 mm storm sewer, complete with inspection chamber.
 - Provide a sediment and erosion control plan.
- At Developer's cost, the City is to perform all tie-ins to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:

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Initial: _____

- Cut and cap, at main, all existing service connections serving the development site and remove inspection chambers.
- Install a new sanitary service connection off of the existing manhole SMH3687 near the northwest corner of 5231 Steveston Highway, complete with inspection chamber.
- Not start on-site excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
- Ensure no encroachments of onsite works (proposed trees, buildings, etc.) into existing sanitary right-of-way along north property line of subject site.
- At Developer's cost, the City is to perform all tie-ins to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Design and construction of frontage improvements including, but not limited to the following:
 - Construct a new 1.5 m wide concrete sidewalk at the development Steveston Highway property line. The new sidewalk is to connect to the existing sidewalk east and west of the subject site.
 - Remove the existing sidewalk and backfill the remaining area between the curb and the new sidewalk to provide a minimum 1.5 m wide grass boulevard with street trees. The boulevard width is exclusive of the 0.15 m wide curb.
 - All existing driveways along the Steveston Highway development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
 - Construct a single new vehicle access to these design standards (curb return with 9.0 m turn radius and minimum 7.2 m pavement width at the end of the corner radius curves). The width of this drive aisle can be tapered at a 5:1 transition to a minimum width of 6.0 m (driving surface excluding curb/gutter). The center line of the new site vehicle access is to line up with the center line of Swallow Drive opposite the subject site on the south side of Steveston Highway.
 - Provide SRWs for the placement of traffic signal equipment. The traffic signal works shall include, but are not limited to: traffic signal heads, traffic poles and bases, vehicle detection, Uninterruptable Power Supply (UPS) system, controller cabinet/controller, illuminated street name signs and Accessible Pedestrian Signals (APS). Details of the SRWs may include, but not limited to the following items:
 - (a) Traffic cabinet/UPS – 4.0 m x 2.0 m SRW located behind the new sidewalk and no more than 11.0 m away from the northwest corner of the intersection (behind the curb along the east side of the access driveway/drive aisle).
 - (b) Detector loops – Minimum 20.0 m long SRW measured from the north curb face of Steveston Highway over the full width of pavement of the site access road.
 - (c) Traffic poles, junction boxes and conduit – SRWs behind the new sidewalk at the northeast and northwest corners of the intersection are required.
 - The exact SRW requirements will be determined as part of the detailed traffic signal design process. Some of the front yard features at the two corner units next to the driveway may be placed within the required SRWs but must be beyond the footprints of all traffic signal equipment and any required clearances.
 - Construct a concrete bus pad (3.0 m x 9.0 m) with electrical pre-ducting conduits at the Steveston Highway/Lassam Road westbound bus stop. The bus pad is to be constructed to meet accessible bus stop design standards.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Consult Engineering on lighting and other utility requirements as part of the frontage works.
- Coordinate with BC Hydro, Telus and other private communication service providers:

- To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
- When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To underground overhead service lines.
- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite, as described below.
- o Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:
 - BC Hydro PMT – 4 mW x 5 m (deep)
 - BC Hydro LPT – 3.5 mW x 3.5 m (deep)
 - Street light kiosk – 1.5 mW x 1.5 m (deep)
 - Traffic signal kiosk – 1 mW x 1 m (deep)
 - Traffic signal UPS – 2m W x 1.5 m (deep)
 - Shaw cable kiosk – 1 mW x 1 m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1 mW x 1 m (deep) – show possible location in functional plan
- o Relocate/upgrade the existing streetlights along Steveston Highway as required by the proposed sidewalk/driveway and to meet lighting requirements.
- o Complete other frontage improvements as per Transportation's requirements.

General Items:

- The Developer is required to:
 - o Provide, within the first Servicing Agreement submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main and storm sewer on Steveston Highway, and rear-yard sanitary main) and provide mitigation recommendations.
 - o Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction

assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$48,000 in total) to ensure the replacement planting will be provided.
2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
4. 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 Department at 604-276-4285.
5. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
6. The Developer is to coordinate with City Traffic Signals staff with the aim of achieving a fully signalized intersection of Swallow Drive and the site vehicle access prior to the issuance of Occupancy Permit. In the event that the completion of this traffic signal is delayed because of technical or other reasons, occupancy permit can still be issued on the condition that access to the subject site will be restricted to right-in / right-out. All directional traffic movements will commence when the site access intersection is fully signalized.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

CNCL - 160
Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9841 (RZ 17-765557)
5191, 5195, 5211, 5231, 5251, 5271, 5273, 5291/5311, 5331 and 5351
Steveston Highway**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT85	\$4.00"

- b. Inserting the following into Section 17 (Site Specific Residential (Town Houses) Zones), in numerical order:

"17.85 Town Housing - Steveston Highway (Steveston) (ZT85)

17.85.1 Purpose

The **zone** provides for **town housing**, plus other compatible **uses**.

17.85.2 Permitted Uses

- **child care**
- **housing, town**

17.85.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**

17.85.4 Permitted Density

1. The maximum **floor area ratio** is 0.40.
2. Notwithstanding Section 17.85.4.1, the reference to "0.4" shall be increased to a higher **density** of "0.66" if the **owner**, at the time

Council adopts a zoning amendment bylaw to include the **owner's lot** in the **ZT85 zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

17.85.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 40% for all **buildings**.
2. No more than 65% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot area** is restricted to **landscaping** with live plant material.

17.85.6 Yards & Setbacks

1. The minimum **front yard** is 4.5 m.
2. The minimum **interior side yard** is 3.0 m
3. The minimum **rear yard** is 6.0 m.

17.85.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (3 **storeys**).
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.85.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 50.0 m.
2. The minimum **lot depth** is 35.0 m.
3. There is no minimum **lot area**.

17.85.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0

17.85.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

17.85.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“TOWN HOUSING - STEVESTON HIGHWAY (STEVESTON) (ZT85)”**.

P.I.D. 002-746-565

Lot 992 Section 36 Block 4 North Range 7 West New Westminster District Plan 61320

P.I.D. 002-746-573

Lot 993 Section 36 Block 4 North Range 7 West New Westminster District Plan 61320

P.I.D. 003-644-146

Lot 3 Except: Part Subdivided by Plan 53481, Section 36 Block 4 North Range 7 West New Westminster District Plan 6967

P.I.D. 003-581-420

Lot 456 Section 36 Block 4 North Range 7 West New Westminster District Plan 52683

P.I.D. 003-768-775

Lot 466 Section 36 Block 4 North Range 7 West New Westminster District Plan 53481

P.I.D. 002-178-427

Lot 457 Section 26 Block 4 North Range 7 West New Westminster District Plan 52683

P.I.D. 003-768-864

Lot 467 Section 36 Block 4 North Range 7 West New Westminster District Plan 53481

P.I.D. 003-672-310

Lot 480 Section 36 Block 4 North Range 7 West New Westminster District Plan 54587

P.I.D. 003-745-562

Lot 479 Section 36 Block 4 North Range 7 West New Westminster District Plan 54587

P.I.D. 003-672-301

Lot 478 Section 36 Block 4 North Range 7 West New Westminster District Plan 54587

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9841"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED by E.L.
_____	APPROVED by Director or Solicitor R/K

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig,
Director, Development

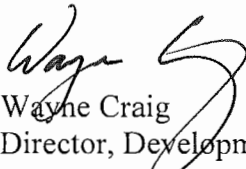
Date: March 9, 2018
File: HA 17-775892

Re: Application by David Lin for a Heritage Alteration Permit at 6471 Dyke Road
(McKinney House)

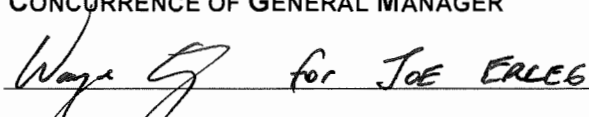
Staff Recommendation

That a Heritage Alteration Permit be issued which would:

1. Permit exterior alterations to historic windows, porch and upper balcony, painting of the exterior cladding, the demolition of an existing non-historic rear addition and the construction of a new rear addition to the heritage-designated house at 6471 Dyke Road, on a site zoned "Single Detached Housing (ZS1) – London Landing (Steveston)"; and
2. Vary the provision of Richmond Zoning Bylaw 8500 to reduce the required minimum rear yard setback from 5.0 m to 4.2 m.


Wayne Craig
Director, Development

WC: mp
Att. 7

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

Staff Report

Origin

David Lin has applied for a Heritage Alteration Permit for the heritage-designated house, known as the McKinney House, at 6471 Dyke Road (Attachment 1) in order to restore and rehabilitate exterior features, as well as to remove an existing non-historic rear addition and construct a new, larger rear addition. The existing rear addition is two-storey and is 40 m² (429.6 ft²) in floor area; the proposed addition is two-storey and is approximately 85 m² (914.7 ft²) in floor area and will accommodate a pool and sauna room in the lower level.

The McKinney House was constructed in 1911 and is an excellent example of Foursquare Edwardian-era architecture with Craftsman influences. The house became a protected heritage property in 1988 through Heritage Designation Bylaw No. 5186. In 1993, the house was moved from its original location at 5791 Steveston Highway to its current location, and Bylaw 5186 was repealed and replaced with Heritage Designation Bylaw 6130. The Statement of Significance which describes the heritage value of the building is included in Attachment 2.

Surrounding Development

The property at 6471 Dyke Road is surrounded by the following sites.

- To the North: Townhouses (known as “Princess Lane”) on a site zoned “Town Housing (ZT43) – London Landing (Steveston)”.
- To the East: City-owned London Farm heritage site, protected by Heritage Designation Bylaws No. 3515, 3528 and 3711, on a site zoned “Agriculture (AG1)”.
- To the West: A two-family dwelling on a site zoned “Heritage Two-Unit Dwelling (ZD1) – London Landing (Steveston)”.

Development Information

The attached Development Application Data Sheet (Attachment 3) provides a comparison of the proposed development with the applicable requirements.

Related Policies & Regulations

2041 Official Community Plan and Steveston Area Plan

The City’s 2041 Official Community Plan Section 4 “Vibrant Cities” includes city-wide direction and policy to “preserve, promote and celebrate community heritage”.

The Steveston Area Plan seeks to “conserve significant heritage resources throughout the Steveston area”. Policy 4.1 (h) specifies that the Standards and Guidelines for the Conservation of Historic Places in Canada (“S&Gs”), prepared by Parks Canada, be used for heritage resource management. The S&Gs are applied under the “Analysis” section to assess the impact of the

proposed interventions (i.e. alterations) on the heritage value and character-defining elements of the McKinney House, as identified in the Statement of Significance for the property.

Heritage Procedures Bylaw 8400

Under Section 4.1.3 of the City's Heritage Procedures Bylaw 8400, a Heritage Alteration Permit is required for any exterior alterations to a property that is protected through a Heritage Designation Bylaw. As the house at 6471 Dyke Road is protected under Heritage Designation Bylaw No. 6130, a Heritage Alteration Permit is required.

Public Consultation

A development sign has been installed on the subject property. The owner has also spoken to the immediate neighbours to the north and west about the proposed alterations and has provided written correspondence from the neighbours in support of the proposal (Attachment 4).

Richmond Heritage Commission

The application was presented to the Richmond Heritage Commission on September 27, 2017 and was supported. An excerpt of the Richmond Heritage Commission meeting minutes is included in Attachment 5.

Zoning Compliance/Variations

The applicant requests to vary the provision of Richmond Zoning Bylaw 8500 to reduce the minimum required rear yard setback from 5.0 m to 4.2 m.

Staff support the requested variance for the following reasons:

- *The requested variance is minor as only the northwest portion of the proposed rear addition will encroach onto the minimum required setback of 5.0 m due to the curved building form.*
- *The second storey of the new rear addition will be set back at a distance of 5.1 m from the property line shared with the townhouse development adjacent to the north.*
- *6' high wooden fence and 8' cedar hedging will be provided along the rear and side property lines surrounding the rear addition to minimize overlook impact on the adjacent neighbours.*
- *The immediately adjacent neighbours provided written correspondence in support of the proposed development.*

In order to ensure that the proposed rear yard landscaping works are completed and adequately maintained, the applicant is required to provide a landscape security of \$5,170 before the issuance of a Building Permit.

Analysis

Existing Legal Encumbrance

A flood plain covenant was registered on the title of the subject property in 1992. The existing flood plain covenant will be replaced with a new flood covenant to reflect the current Flood Plain Construction Level requirement of 2.9 m.

Heritage Impact Assessment

The following is a detailed list of the proposed alterations.

- Extensive repair of all 31 historic wood window sashes in the front, side and rear facades of the main and upper storeys and replacement of hardware and lower wood sashes that are beyond repair as necessary on a like-for-like basis
- Replacement of all six (6) attic wood sashes that are rotten with double-glazed wood sash windows on a like-for-like basis
- Installation of two (2) new wood windows to replace the smaller wood windows at basement level in the front façade and repair of the nine (9) existing basement windows and the garage door
- Installation of one kitchen window on the main floor in the west façade, where there is none existing
- Replacement of the existing aluminum basement door in the west façade with a new wood door with true-divided lite wood bars and clear tempered glass
- Removal of the non-historic gate from the porch and glazing enclosure of the upper front balcony to restore their original appearance, and restoration of the wood railings for the porch
- Two new wood French doors to replace the two existing non-historic doors in the front façade to provide access to upper floor balcony
- Removal of a 1990s rear addition to be replaced with a new addition that is compatible but distinguishable from the heritage house
- Painting of all existing facades, and the new rear addition, in colours selected from the Benjamin Moore Historic Colours collection

The guidelines that apply to heritage resources in Steveston are the Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada ("S&Gs"). The standards are principles that apply to all historic places and features, whereas the guidelines are specific to each type of historic place and/or materials; together they are applied to assess the overall impact of proposed alterations on the heritage value and character-defining elements of historic places.

National Standards

The following are applicable S&G "standards" (Attachment 6) most relevant to the proposed alterations to the McKinney House.

- Do not remove, replace or substantially alter its intact or repairable character-defining elements.

- Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
- Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
- Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

The proposal is supportable because the porch and balcony will be restored, most of the wood windows will be retained and restored, the existing cladding materials will be retained and repainted, and the new rear addition is compatible, subordinate to, and distinguishable from the main house.

National Guidelines

The following are excerpts from the S&G “guidelines” (Attachment 7), which are most relevant to proposed exterior alterations to the McKinney House.

- Repairing or replacing materials to match the original as closely as possible both visually and physically.
- Repairing windows, doors and storefronts by using a minimal intervention approach. Such repairs might include the limited replacement in kind, or replacement with an appropriate substitute material, of irreparable or missing elements, based on documentary or physical evidence.
- Reinstating an open porch or balcony that was enclosed.
- Designing a new addition in a manner that draws a clear distinction between what is historic and what is new.
- Designing an addition that is compatible in terms of materials and massing with the exterior form of the historic building and its setting.

The applicant has provided a report by a qualified consultant for the existing conditions of all wood window sashes and hardware and restoration work, as well as the fabrication and installation of two new basement windows on the front façade, and one in the west façade to provide light into a kitchen. This involves cutting into the lap siding but is supportable because the number, location, size and style of the windows is compatible with the design of the heritage house overall.

The proposal includes the removal of enclosures from the front porch and balcony to restore the architectural features to their original appearance, and a new wood barrier to meet the British Columbia Building Code. The proposed work is consistent with the national guidelines.

The existing rear addition is not historic, utilitarian and has no heritage value. Staff support its replacement with the proposed new addition with a design that is compatible with the style, form, massing, and finishes of the heritage home. Specifically, the new portion is a contemporary interpretation of an Arts & Crafts style, which blends well with Arts & Crafts-influenced features of the home such as support columns, hipped-shape roof and wood shingles.

Details of the proposed pool and sauna room will be reviewed through the building permit application process to ensure that they meet any applicable requirements including safety, engineering and environmental requirements.

The choice of paint colours is appropriate and supported by staff; the proposed “Newburyport Blue” and “Monterey White” are chosen from Benjamin Moore’s Historic Colour collection.

Conclusion

The proposed alterations are consistent with the Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, and the proposed variance for the rear yard setback is minor and potential overlook concerns is minimized through additional landscaping and fencing.

Staff recommend that the Heritage Alteration Permit be endorsed, and issuance by Council be recommended.



Minhee Park
Planner 2, Policy Planning

MP:cas

- Attachment 1: Location Maps for Subject Site at 6471 Dyke Road
- Attachment 2: Statement of Significance for the McKinney House
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letter/Email Correspondence from Immediate Neighbours
- Attachment 5: Excerpt from the September 27, 2018 Richmond Heritage Commission Minutes
- Attachment 6: Excerpt from the National Standards
- Attachment 7: Excerpt from the National Guidelines

The following are to be met prior to the issuance of a Building Permit:

1. Submission of a Letter-of-Credit for the rear yard landscaping in the amount of \$5,170
2. Discharge of the flood plain covenant registered on title under BF171515
3. Registration of a replacement flood covenant on title
4. Engineering infrastructure improvements, which include but are not limited to:

Water Works

1. At the Developer's cost, determine the loading and service line capacity requirement due to development, and complete.
2. At the Developer's cost, the City is to upgrade the water service line to 25 mm at minimum, or larger if determined by engineer, with water meter and meter box as per bylaw 5637.

Storm Sewer Works

There is currently no established drainage for the property. As per the City's Building Regulation Bylaw section 4.1.1 (a), a building permit cannot be issued to a property which is not being serviced by a City storm sewer or does not have approval for the installation of an alternative storm water disposal system. The installation of a storm service connection will be required and it will be reviewed and approved through the building permit process. Environmental staff review will be required via the building permit approval process because the existing drainage system fronting the property is a Riparian Management Area ditch. The applicant may be required to obtain the services of a Qualified Environmental Professional (QEP) to conduct the required environmental review.

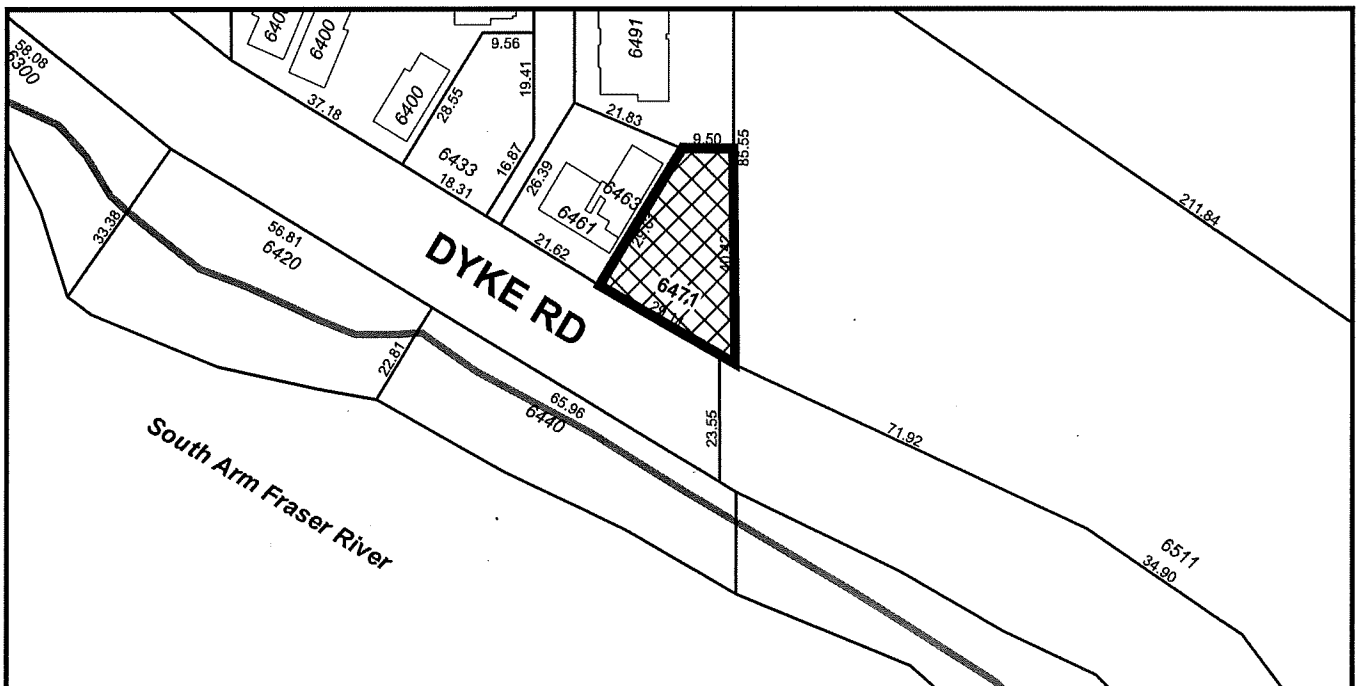
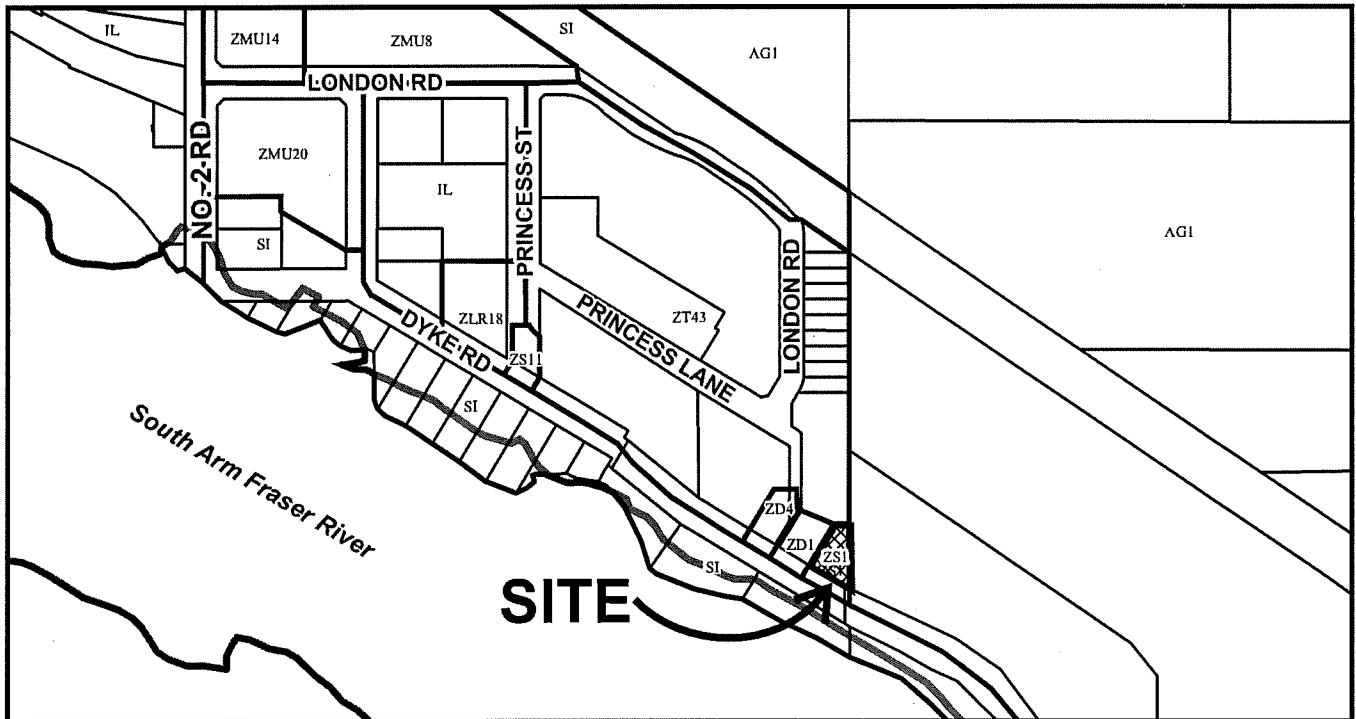
Sanitary Sewer Works

1. At the Developer's cost, a professional engineering report which confirms that the sanitary system can support the additional loading for the pool and hot tub; otherwise,
2. At the Developer's cost, the City is to upgrade the downstream sanitary infrastructure to allow for the additional loading.

Signed Date



City of
Richmond



HA 17-775892

Original Date: 07/13/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 17-775892

Original Date: 07/13/17

Revision Date:

Note: Dimensions are in METRES



McKINNEY HOUSE

STATEMENT OF SIGNIFICANCE

JULY 2017

DONALD LUXTON
AND ASSOCIATES INC



CNCL - 174

STATEMENT OF SIGNIFICANCE



Current Address: 6471 Dyke Road, Richmond, British Columbia

Original Owners: James and Jane McKinney

Date of Construction: 1911

Description of Historic Place

The two and one-half storey McKinney House is located at 6471 Dyke Road along the Fraser River in the historic Steveston neighbourhood of Richmond. The Foursquare style, Edwardian-era, Sears, Roebuck and Company Catalogue residence was constructed in 1911, originally along Steveston Highway, and moved to its present location in 1993. Situated on a large, south-facing lot, the house is characterized by its hipped-roof with symmetrical hipped dormers, decorative bevelled glass windows, and full-width verandah.

Heritage Value of Historic Place

The McKinney House is valued as one of the oldest remaining houses in Steveston and for its association with original owners and prominent residents James and Jane McKinney. The house is also significant as an excellent example of a Sears, Roebuck and Company Catalogue house exhibiting Foursquare Edwardian-era architecture.

Steveston, located at the southern-most end of the city of Richmond, began its modern development in the nineteenth century as an agricultural community. In 1880, William Herbert

Steves, the son of Manoah Steves, the first newcomer in the area, bought land and began to develop a townsite that would rival that developing in Vancouver. Steveston's surrounding agricultural area thrived, producing a wide range of crops. Dairy farming, as well as vegetable and berry growing, were also highly successful. James and Jane McKinney, who had arrived in the area from Ontario, were well-known landowners in early Steveston, buying large swaths of land in the young municipality of Richmond. In addition to traditional farming pursuits on their land, the McKinneys also grew and bred plants, leading to the establishment of the larger of two loganberry wineries in Richmond, the Myrtina (Myrtena) Winery, during the 1930s. The McKinneys built this home in Steveston in 1911 along Steveston Highway, where it was surrounded by newly settled farms and newly-built farmhouses. Their home has been connected to the greater Steveston community for more than century.

The McKinneys were among the early citizens to settle in Steveston. James McKinney arrived in the 1890s as a tax collector and customs agent for the federal government and capitalized on the fervor surrounding the Gold Rush and the subsequent real-estate boom. Though briefly leaving Steveston for Vancouver, James, Jane, and their six children soon moved back, ordering *The Hamilton* home from the Sears, Roebuck and Company Catalogue in 1908. McKinney made significant upgrades to the original Sears plan with the goal of constructing an unrivalled residence in Steveston. The McKinney House arrived from Chicago in 1911, as the pre-war economic boom was reaching its peak. The house was a known centre of community life in the area, as the McKinneys were active residents, assisting in the founding and building of the South Arm Presbyterian Church, volunteering with the Liberal party and the Kiwanis club, and hosting Liberal functions, Red Cross teas and fashion shows in the house. The McKinneys remained in the house until 1948, when it was sold to the Scollon family. In 1992, the house was purchased by Curtis and Eileen Eyestone, who subsequently moved the residence to its current location along Dyke Road.

The McKinney House is an excellent example of Foursquare Edwardian-era architecture, with Craftsman influences. The symmetrical design of Foursquare houses originated as a reaction to the more elaborate and flamboyant Victorian styles, which often included ornate mass-produced elements. The typical Foursquare house was constructed from quality local materials, most often fir and cedar in British Columbia. The interior layout was oriented for the maximum amount of interior room space, while large and plentiful windows provided the maximum amount of light and views. The house features a hipped-roof with symmetrical hipped dormers, decorative bevelled glass windows on the ground floor, and a full front verandah with four square tapered porch columns. The McKinney House is a prominent local landmark, and a significant surviving example of Richmond's historic housing stock.

Character-Defining Elements

The elements that define the heritage character of the McKinney House are its:

- residential use for more than a century;
- residential form, scale and massing as expressed by its two and one-half storey height with square plan and hipped-roof;
- wood-frame construction including narrow lapped siding on the ground floor and twin-coursed shingling on the second floor;
- features of the Edwardian-era Foursquare style including: its symmetrical design, hipped-roof structure with hipped roof dormers on each side, bellyband, bay window with hipped-roof on the east elevation, full-width front verandah with hipped roof and balcony above,

STATEMENT OF SIGNIFICANCE: MCKINNEY HOUSE, 6471 DYKE ROAD, RICHMOND

- square tapered verandah columns and closed balustrade, its closed soffits with dentil coursing, closed soffit ceiling and tongue and groove wooden deck;
- wooden windows including double-hung, casement, and decorative bevelled and stained glass assemblies; and
 - two symmetrical exterior masonry chimneys on both the east and west elevations.

RESEARCH SUMMARY

ADDRESS: 6471 Dyke Road, Richmond, British Columbia

ORIGINAL OWNERS: James and Jane McKinney

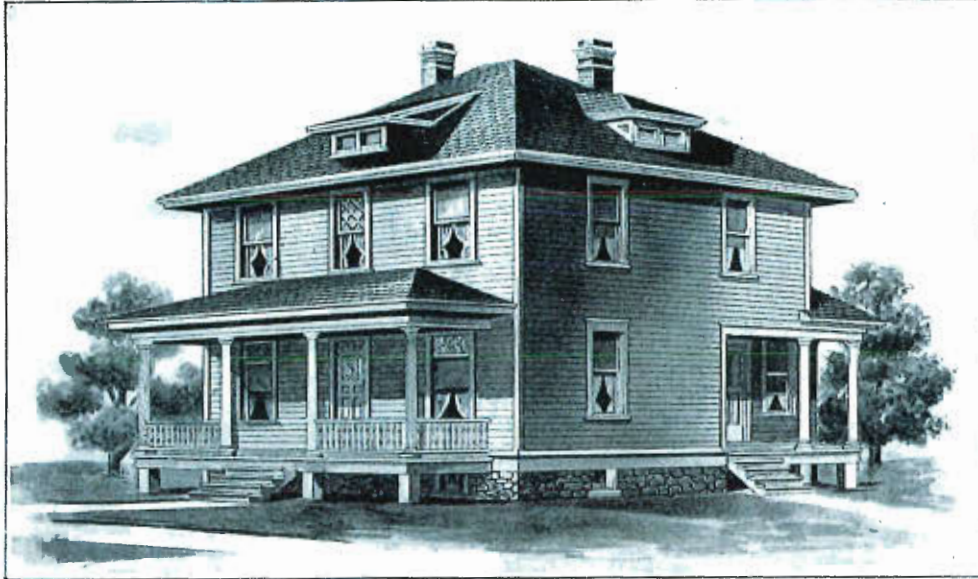
DATE OF CONSTRUCTION: 1911, ordered from a 1908 Sears, Roebuck and Company Catalogue



Ca. 1914 image of the McKinney House, shortly after its completion, City of Richmond Archives

\$2,065⁰⁰ Completely BUILDS AND FINISHES This \$3,000.00 Ten-Room Residence

As Proven by Our FREE Plans, Specifications and Complete Itemized Bill of Materials.
THESE PLANS ARE FREE OF CHARGE TO YOU ON CONDITIONS EXPLAINED ON PAGE 2.



MODERN HOME No. 102

This house contains ten conveniently and economically arranged rooms as shown on the two floor plans.

The arrangement of this house is as follows:

FIRST FLOOR.

Parlor.
Large Reception Hall.
Living Room or Library.
Dining Room.
Kitchen.
Pantry.
Front Porch, 7 feet by 25 feet.
Rear Porch, 4 feet by 15 feet 6 inches.

SECOND FLOOR.

Bedroom.
Bedroom.
Bedroom.
Bathroom or Storeroom.
Large Hall.
Length of building 36 feet, exclusive of porches; width, 32 feet, exclusive of porches.

This house is one of the most economical to build. Being practically square, every inch of space can be utilized to the very best advantage. It has proven to be a favorite in all parts of the country. It is the best house ever built in recent years under \$3,000.00. The material we specify is always the best. Send for the plans (blue prints), specifications and bill of materials which we will send you free on conditions as explained on page 2.

Any of the houses shown in this book can be arranged with bathroom for a small additional charge. Write for particulars.

Sears, Roebuck & Co., Chicago, Ill.

-12-

BOOK OF MODERN HOMES

Sears, Roebuck and Company Hamilton house plan, 1908

STATEMENT OF SIGNIFICANCE: MCKINNEY HOUSE, 6471 DYKE ROAD, RICHMOND

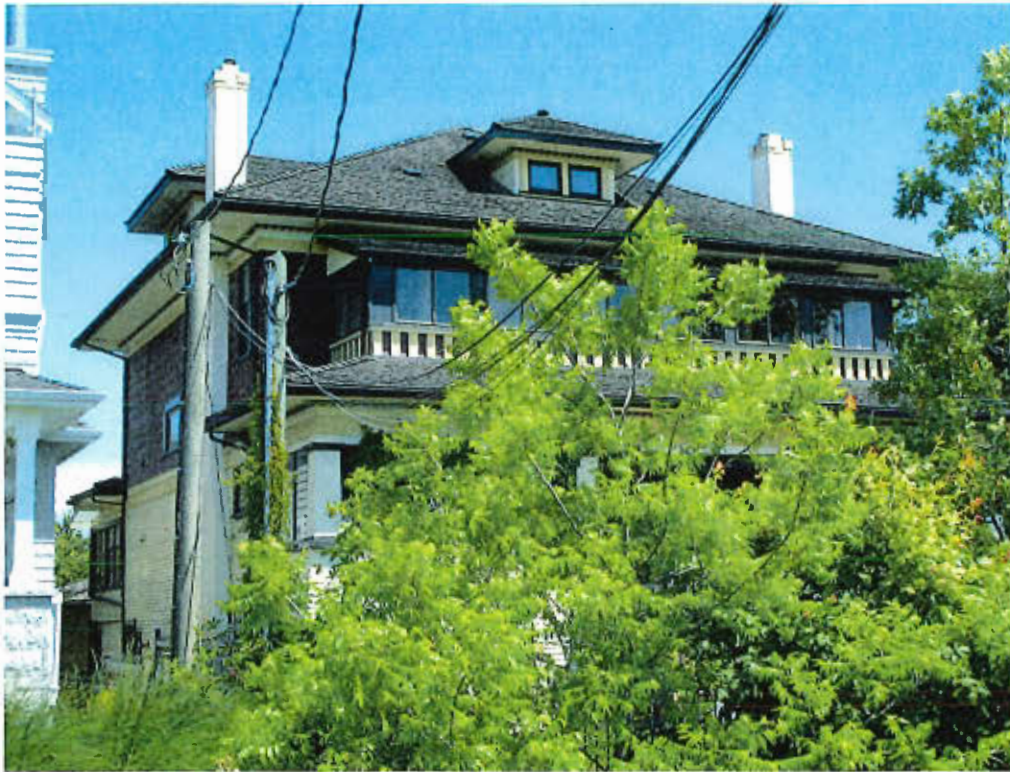


Moving of the McKinney House, August 1, 1993, *The Review*



DONALD LUXTON & ASSOCIATES INC. JULY 2017

STATEMENT OF SIGNIFICANCE: MCKINNEY HOUSE, 6471 DYKE ROAD, RICHMOND



DONALD LUXTON & ASSOCIATES INC. JULY 2017



City of Richmond

Development Application Data Sheet

Development Applications Department

HA 17-775892

Attachment 3

Address: 6471 Dyke Road

Applicant: David Lin

Owner: Ramzi Astifo and Fatin Herbert

Planning Area(s): Steveston – London/Princess Node

Floor Area 551 m²

	Existing	Proposed	
Site Area:	620 m ²	620 m ²	
Land Uses:	Single Detached Housing	Single Detached Housing with Secondary Suite	
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential	
Zoning:	“Single Detached Heritage (ZS1) – London Landing (Steveston)”	“Single Detached Heritage (ZS1) – London Landing (Steveston)”	
Number of Units:	1	2	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0	0.89	none permitted
Lot Coverage:	Max. 45% (buildings) 70% (non-porous)	36% (buildings) 61% (non-porous)	n/a
Setback – Front Yard (south):	Min. 6.0 m	6.2 m	n/a
Setback – Rear Yard (north):	Min. 5.0 m	4.2 m*	*variance
Setback – Side Yard (west):	1.2 m	2.09 m	n/a
Setback – Side Yard (east):	1.2 m	1.7 m	n/a
Height (m):	15 m	10.72 m	n/a
Lot Size:	620 m ²	620 m ²	n/a
Parking Spaces:	2	2	n/a
Live landscaping	Min. 20%	30%	n/a



223 – 11121 HORSESHOE WAY
RICHMOND B.C V7A 5G7
Ph:(604)271-0220 Fax: (604)271-0224
www.bowerpmi.com

Feb 14, 2018

Ramzi Astifo
6471 Dyke Rd
Richmond B.C


Re: Neighbour approval for renovation of 6471 Dyke Rd.

As management agent for Strata Plan BCS 4226 "Currents", I advise that the strata council has reviewed your plans to renovate and add an addition to your property.

The council thanks you for reaching out to and explaining the work to be performed and approves the work and plans as you have presented them.

Thank you

BOWER PROPERTY MANAGEMENT INC.



Richard Ertner
Strata manager

Park,Minhee

From: Ramzi Astifo <ramzi@pwprofiles.com>
Sent: Thursday, 15 February 2018 21:59
To: Park,Minhee; David Lin
Subject: Fwd: 6471 Dyke Rd
Attachments: 6471 Dyke Rd.docx; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Completed

Sent from my iPhone

Begin forwarded message:

From: "Gale Rocky" <galeroc@shaw.ca>
Date: February 15, 2018 at 9:56:46 PM PST
To: <ramzi@pwprofiles.com>
Subject: 6471 Dyke Rd

Hello Ramzi

Attached please find a note regarding your proposed renovations. I hope this is sufficient for your needs, if not please feel free to contact me again.

Regards
Gale Rocky

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

February 15, 2018

To whom it may concern

This is to inform you that I have been contacted by my neighbour Mr. Ramzi Astifo, and he has explained his plans for renovations of his house and property at 6471 Dyke Road. My home is next door at 6461 Dyke Rd and I would like you to know that I have no objections to this occurring. If you have any other questions or concerns feel free to contact me.

Sincerely

Gale Rocky
604-271-3391

Park,Minhee

From: Ramzi Astifo <ramzi@pwprofiles.com>
Sent: Monday, 19 February 2018 07:52
To: Park,Minhee
Subject: Fwd: 6471 Dyke Road (full plans)

----- Forwarded message -----

From: Sean Lawson <sean@stevestonrealestate.com>
Date: Mon, Feb 19, 2018 at 7:50 AM
Subject: Re: 6471 Dyke Road (full plans)
To: Ramzi Astifo <ramzi@pwprofiles.com>

To whom it may concern,

Please except this email as our official approval of your plans for the renovations and addition to your home neighbouring our home at 6463 Dyke road, Richmond.

We are pleased that this beautiful heritage home will get these updates and improvements ensuring it will remain a fixture of our neighbourhood.

Please feel free to contact me if you require anything further.

Pat Guzzo
and

Sean Lawson
President



StevestonRealEstate

Phone: 604.274.7326

Fax: 604.274.7320

12235 No 1 Road

Richmond, BC

V7E 1T6

Sent from my iPhone

On Feb 15, 2018, at 3:36 PM, Ramzi Astifo <ramzi@pwprofiles.com> wrote:

Hi Sean,

Attached are my most recent plans.

----- Forwarded message -----

From: Ramzi Astifo <ramzi@pwprofiles.com>
Date: Thu, Feb 8, 2018 at 12:52 PM
Subject: Fwd: 6471 Dyke Road (full plans)
To: <lesa@pwprofiles.com>

Excerpt of Minutes
Richmond Heritage Commission
Held Wednesday, September 27, 2017 (7:00 pm)
M.2.004
Richmond City Hall

Development Proposal – Heritage Alteration Permit for 6471 Dyke Road (McKinney House)

Ramzi Astifo, owner, and David Lin, architect, joined the Commission to present on the Heritage Alteration Permit proposed for this property.

Staff provided an overview of this proposal and distributed a memo with the proposed changes. It was noted that this building is protected through a Heritage Designation Bylaw and therefore requires a Heritage Alteration Permit for any changes.

The applicants provided information on the history of this building, its move in the 1990s, the proposed modifications, materials (current and proposed), building envelope issues and rain screen proposal. The applicant and staff noted that specific attention was given to ensure that the proposed composite siding to replace the existing wood siding (damaged and degrading) would match the look of the existing wood. An overview of the new addition and indoor pool at the rear of the house was provided as well.

The applicants noted their desire to keep the building as close to the original construction of the McKinney House and referenced a photo (taken circa 1915) as the intended vision of the proposed modifications to the exterior.

Changes to the building through the Heritage Alteration Permit included replacing and repairing all wood windows, alterations to the exterior cladding, removal of non-historic glazing enclosures, restoring certain elements to its original form, removal of an addition constructed in the 1990s, removing the enclosed balconies to return to the original historic form, removing 2 accessory buildings on the property, and requesting a minor variance to the rear yard setback allow for a small building encroachment for the proposed new addition.

For the new rear addition proposed, staff and the applicant noted that the design of this addition was intentionally designed to be distinctive in form and character from the original house, but has design features incorporated into the architectural detailing that relate to the historic arts and crafts character of the house. It was noted that this approach is in keeping with heritage best practices for building additions.

Discussion ensued on measures being taken to protect the building from the humidity of the pool, as well as potential landscaping, privacy issues and roofing materials.

Members discussed building materials including the wood frame windows and exterior plank siding. In response, the applicant confirmed that they had contracted a wood window manufacturer that specializes in wood window replacement and repair.

It was noted that some of the modifications are to parts of the building that are not referenced in the building's statement of significance or a heritage defining character element of the building.

It was moved and seconded:

That the Richmond Heritage Commission support the Heritage Alteration Permit for proposed modifications to the existing heritage designated site at 6471 Dyke Road as presented to the Commission including the request for variance for the rear setback to accommodate the proposed new building addition.

Carried

THE STANDARDS

The Standards are not presented in a hierarchical order. All standards for any given type of treatment must be considered, and applied where appropriate, to any conservation project.

General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the *heritage value* of an *historic place*. Do not remove, replace or substantially alter its intact or repairable *character-defining elements*. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an *historic place* that, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize an *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any intervention. Respect *heritage value* when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving *prototypes*.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place* and identifiable on close inspection. Document any intervention for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to an *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of an *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the *restoration* period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing features from the *restoration* period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
10	Updating and adapting maintenance activities, as conditions and knowledge about the materials and maintenance products and methods evolve.	
11	Cleaning materials only when necessary, to remove heavy soiling or graffiti. The cleaning method should be as gentle as possible to obtain satisfactory results.	
12	Carrying out cleaning tests, after it has been determined that a specific cleaning method is appropriate.	
13	Protecting adjacent materials from accidental damage during maintenance or repair work.	Allowing character-defining elements to be exposed to accidental damage by nearby work.
14	Repairing or replacing materials to match the original as closely as possible, both visually and physically.	Using inappropriate or untested materials or consolidants, or using untrained personnel for repair work.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
15	Replacing character-defining materials with compatible substitute materials, when the original is found to accelerate deterioration and only after thorough analysis and monitoring confirms that the material or construction detail is problematic. Substitute materials should be as durable as the overall assembly to maintain its expected service life.	Using new materials and new technologies that do not have a proven track record. Replacing deteriorated character-defining elements using new materials or technologies to improve durability, when the original material performs adequately.

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
16	Documenting materials dating from periods other than the restoration period before their alteration or removal. If possible, selected samples of these materials should be stored to facilitate future research.	Failing to document materials that are not from the restoration period before removing them.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
11	Protecting adjacent character-defining elements from accidental damage, or exposure to damaging materials during maintenance or repair work.	
12	Replacing in kind extensively deteriorated or missing parts of windows, doors and storefronts, where there are surviving prototypes.	Replacing an entire functional or decorative element, such as a shutter with a broken louver, or a door with a missing hinge, when only limited replacement of deteriorated or missing part is possible. Using a substitute material for the replacement part that neither conveys the same appearance as the surviving parts of the element, nor is physically or visually compatible.
13	Testing proposed interventions to establish appropriate replacement materials, quality of workmanship and methodology. This can include reviewing samples, testing products, methods or assemblies, or creating a mock-up. Testing should be carried out under the same conditions as the proposed intervention.	
14	Documenting all interventions that affect the building's windows, doors and storefronts, and ensuring that the documentation is available to those responsible for future interventions.	

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
15	Repairing windows, doors and storefronts by using a minimal intervention approach. Such repairs might include the limited replacement in kind, or replacement with an appropriate substitute material, of irreparable or missing elements, based on documentary or physical evidence.	Replacing an entire window, door or storefront when the repair of materials and limited replacement of deteriorated or missing elements is feasible. Failing to reuse serviceable hardware, such as sash lifts and sash locks, hinges and doorknobs.
16	Replacing in kind irreparable windows, doors or storefronts based on physical and documentary evidence. If using the same materials and design details is not technically or economically feasible, then compatible substitute materials or details may be considered.	Removing an irreparable window, door or storefront and not replacing it, or replacing it with a new one that does not convey the same appearance or serve the same function. Stripping storefronts of character-defining materials or covering over those materials.
17	Replacing missing historic features by designing and installing new windows, doors and storefronts based on physical and documentary evidence, or one that is compatible in size, scale, material, style and colour.	Creating a false historical appearance because the new window, door or storefront is incompatible, or based on insufficient physical and documentary evidence.

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
28	Repairing entrances, porches and balconies from the restoration using a minimal intervention approach, such as patching, splicing, consolidating or otherwise reinforcing its materials and improving weather protection.	Replacing an entire entrance, porch or balcony from the restoration period when the repair of materials and limited replacement of deteriorated or missing parts is possible.
29	Reinstating an open porch or balcony that was enclosed.	
30	Replacing in kind an entire entrance, porch or balcony from the restoration period that is too deteriorated to repair, using the physical evidence as a model to reproduce the assembly. The new work should be well documented and unobtrusively dated to guide future research and treatment.	<p>Removing an irreparable entrance, porch or balcony from the restoration period and not replacing it, or replacing it with an inappropriate entrance, porch or balcony.</p> <p>Reinstating an entrance, porch or balcony detail that is damaging to character-defining elements.</p>

REMOVING EXISTING FEATURES FROM OTHER PERIODS

31	Removing or altering a non character-defining entrance, porch or balcony from a period other than the restoration period.	Failing to remove a non character-defining entrance, porch or balcony from another period that confuses the depiction of the building's chosen restoration period.
32	Retaining alterations to entrances, porches or balconies that address problems with the original design, if those alterations do not have a negative impact on the building's heritage value.	Removing alterations to an entrance, porch or balcony that serve an important function in the building's ongoing use, such as a ramp or handrail.

RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD

33	Recreating a missing entrance, porch or balcony, or one of its features, from the restoration period, based on physical or documentary evidence; for example, duplicating a fanlight or porch column.	Constructing an entrance, porch or balcony that was part of the building's original design but was never actually built, or a feature thought to have existed during the restoration period but for which there is insufficient documentation.
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ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
ADDITIONS OR ALTERATIONS TO THE EXTERIOR FORM		
11	Accommodating new functions and services in non-character-defining interior spaces as an alternative to constructing a new addition.	Constructing a new addition when the proposed functions and services could be accommodated by altering existing, non-character-defining interior spaces.
12	Selecting a new use that suits the existing building form.	Selecting a use that dramatically alters the exterior form; for example, demolishing the building structure and retaining only the street façade(s).
13	Selecting the location for a new addition that ensures that the heritage value of the place is maintained.	Constructing a new addition that obscures, damages or destroys character-defining features of the historic building, such as relocating the main entrance.
14	Designing a new addition in a manner that draws a clear distinction between what is historic and what is new.	Duplicating the exact form, material, style and detailing of the original building in a way that makes the distinction between old and new unclear.
15	Designing an addition that is compatible in terms of materials and massing with the exterior form of the historic building and its setting.	Designing a new addition that has a negative impact on the heritage value of the historic building.
HEALTH, SAFETY AND SECURITY CONSIDERATIONS		
16	Adding new features to meet health, safety or security requirements, such as an exterior stairway or a security vestibule in a manner that respects the exterior form and minimizes impact on heritage value.	Constructing a new addition to accommodate code-required stairs or elevators on a highly visible, character-defining elevation, or in a location that obscures, damages or destroys character-defining elements.
17	Working with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to the exterior form without first exploring equivalent health, safety and security systems, methods or devices that may be less damaging to the character-defining elements and overall heritage value of the historic building.
ACCESSIBILITY CONSIDERATIONS		
18	Finding solutions to meet accessibility requirements that are compatible with the exterior form of the historic building. For example, introducing a gently sloped walkway instead of a constructed ramp with handrails in front of an historic building.	Radically altering the building's exterior form to comply with accessibility requirements. Relocating primary entrances when undertaking interventions to accommodate accessibility-related features.
19	Working with accessibility and conservation specialists and users to determine the most appropriate solution to accessibility issues with the least impact on the character-defining elements and overall heritage value of the historic building.	Altering character-defining elements, without consulting the appropriate specialists and users.



City of Richmond

Heritage Alteration Permit

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

File No.: HA 17-775892

To the Holder: David Lin

Property Address: 6471 Dyke Road

Legal Description: LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 11588

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☒ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☐ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to exterior alterations and new construction in Attachment 1, Plan #1 to Plan #10.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the minimum rear yard setback from 5.0 m to 4.2 m.
4. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
5. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2018

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

David Lin Design Studio

915 Elder Street White Rock, B.C. Canada V8B 4K4
Tel: (604) 981-1307 email: bgrange@mls.com

GENERAL NOTES

1. ALL WORK SHALL COMPLY TO BRITISH COLUMBIA BUILDING CODE 2012 (HEREINAFTER REFERRED AS B.C.B.C. 2012).
2. NEW WORK SHALL BE IN ACCORDANCE WITH THE B.C.B.C. 2012.
3. ALL EXISTING AND NEW WORK SHALL BE CONSTRUCTED AND VERIFIED WITH ARCHITECTURAL DRAWINGS.
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Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6
WEST N.W.D. PLAN LMP

Drawing Title:

SITE PLAN

Date: March 12, 2018

Scale: AS SHOWN

Drawn: CC

Reviewed: DL

A1

plan#1

PROJECT DATA			
Address:	6471 Dyke Road, Richmond, B.C. V7E 3R3		
Zoning:	ZS1		
Description:	LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6 WEST N.W.D. PLAN LMP		
Use:	SINGLE FAMILY DWELLING WITH SECONDARY SUITE		
Lot Size:	620.0 sq. ft. (1877.0 sq. ft.)		
Lot Coverage:	Proposed 10% (162.0 sq. ft.)	Proposed 10% (162.0 sq. ft.)	2096.37
Density:	Proposed 100% (162.0 sq. ft.)	Proposed 100% (162.0 sq. ft.)	91.1%
		Existing Main Floor	1077.08
		Existing Upper Floor	1259.87
		Existing Atrium	814.34
		Subtotal	5095.25
		Discontinuous Basement	-208.87
		Discontinuous Main Floor	-222.37
		Subtotal	-431.24
		Addition Basement	592.40
		Addition Main Floor	322.29
		Subtotal	914.69
		Extra Covered Porch	186.27
		Total Proposed	5933.37
Covered Deck:	Proposed 10% (162.0 sq. ft.)	Proposed 10% (162.0 sq. ft.)	853.97
		Proposed 60% (97.2 sq. ft.)	587.4
		Proposed 70% (108.0 sq. ft.)	467.8
		Proposed 80% (129.6 sq. ft.)	468.31
		Proposed 90% (140.4 sq. ft.)	468.31
		Proposed 100% (162.0 sq. ft.)	468.31
		Proposed 110% (178.2 sq. ft.)	468.31
		Proposed 120% (194.4 sq. ft.)	468.31
		Proposed 130% (210.6 sq. ft.)	468.31
		Proposed 140% (226.8 sq. ft.)	468.31
		Proposed 150% (243.0 sq. ft.)	468.31
		Proposed 160% (259.2 sq. ft.)	468.31
		Proposed 170% (275.4 sq. ft.)	468.31
		Proposed 180% (291.6 sq. ft.)	468.31
		Proposed 190% (307.8 sq. ft.)	468.31
		Proposed 200% (324.0 sq. ft.)	468.31
		Proposed 210% (340.2 sq. ft.)	468.31
		Proposed 220% (356.4 sq. ft.)	468.31
		Proposed 230% (372.6 sq. ft.)	468.31
		Proposed 240% (388.8 sq. ft.)	468.31
		Proposed 250% (405.0 sq. ft.)	468.31
		Proposed 260% (421.2 sq. ft.)	468.31
		Proposed 270% (437.4 sq. ft.)	468.31
		Proposed 280% (453.6 sq. ft.)	468.31
		Proposed 290% (469.8 sq. ft.)	468.31
		Proposed 300% (486.0 sq. ft.)	468.31
		Proposed 310% (502.2 sq. ft.)	468.31
		Proposed 320% (518.4 sq. ft.)	468.31
		Proposed 330% (534.6 sq. ft.)	468.31
		Proposed 340% (550.8 sq. ft.)	468.31
		Proposed 350% (567.0 sq. ft.)	468.31
		Proposed 360% (583.2 sq. ft.)	468.31
		Proposed 370% (599.4 sq. ft.)	468.31
		Proposed 380% (615.6 sq. ft.)	468.31
		Proposed 390% (631.8 sq. ft.)	468.31
		Proposed 400% (648.0 sq. ft.)	468.31
		Proposed 410% (664.2 sq. ft.)	468.31
		Proposed 420% (680.4 sq. ft.)	468.31
		Proposed 430% (696.6 sq. ft.)	468.31
		Proposed 440% (712.8 sq. ft.)	468.31
		Proposed 450% (729.0 sq. ft.)	468.31
		Proposed 460% (745.2 sq. ft.)	468.31
		Proposed 470% (761.4 sq. ft.)	468.31
		Proposed 480% (777.6 sq. ft.)	468.31
		Proposed 490% (793.8 sq. ft.)	468.31
		Proposed 500% (810.0 sq. ft.)	468.31
		Proposed 510% (826.2 sq. ft.)	468.31
		Proposed 520% (842.4 sq. ft.)	468.31
		Proposed 530% (858.6 sq. ft.)	468.31
		Proposed 540% (874.8 sq. ft.)	468.31
		Proposed 550% (891.0 sq. ft.)	468.31
		Proposed 560% (907.2 sq. ft.)	468.31
		Proposed 570% (923.4 sq. ft.)	468.31
		Proposed 580% (939.6 sq. ft.)	468.31
		Proposed 590% (955.8 sq. ft.)	468.31
		Proposed 600% (972.0 sq. ft.)	468.31
		Proposed 610% (988.2 sq. ft.)	468.31
		Proposed 620% (1004.4 sq. ft.)	468.31
		Proposed 630% (1020.6 sq. ft.)	468.31
		Proposed 640% (1036.8 sq. ft.)	468.31
		Proposed 650% (1053.0 sq. ft.)	468.31
		Proposed 660% (1069.2 sq. ft.)	468.31
		Proposed 670% (1085.4 sq. ft.)	468.31
		Proposed 680% (1101.6 sq. ft.)	468.31
		Proposed 690% (1117.8 sq. ft.)	468.31
		Proposed 700% (1134.0 sq. ft.)	468.31
		Proposed 710% (1150.2 sq. ft.)	468.31
		Proposed 720% (1166.4 sq. ft.)	468.31
		Proposed 730% (1182.6 sq. ft.)	468.31
		Proposed 740% (1198.8 sq. ft.)	468.31
		Proposed 750% (1215.0 sq. ft.)	468.31
		Proposed 760% (1231.2 sq. ft.)	468.31
		Proposed 770% (1247.4 sq. ft.)	468.31
		Proposed 780% (1263.6 sq. ft.)	468.31
		Proposed 790% (1279.8 sq. ft.)	468.31
		Proposed 800% (1296.0 sq. ft.)	468.31
		Proposed 810% (1312.2 sq. ft.)	468.31
		Proposed 820% (1328.4 sq. ft.)	468.31
		Proposed 830% (1344.6 sq. ft.)	468.31
		Proposed 840% (1360.8 sq. ft.)	468.31
		Proposed 850% (1377.0 sq. ft.)	468.31
		Proposed 860% (1393.2 sq. ft.)	468.31
		Proposed 870% (1409.4 sq. ft.)	468.31
		Proposed 880% (1425.6 sq. ft.)	468.31
		Proposed 890% (1441.8 sq. ft.)	468.31
		Proposed 900% (1458.0 sq. ft.)	468.31
		Proposed 910% (1474.2 sq. ft.)	468.31
		Proposed 920% (1490.4 sq. ft.)	468.31
		Proposed 930% (1506.6 sq. ft.)	468.31
		Proposed 940% (1522.8 sq. ft.)	468.31
		Proposed 950% (1539.0 sq. ft.)	468.31
		Proposed 960% (1555.2 sq. ft.)	468.31
		Proposed 970% (1571.4 sq. ft.)	468.31
		Proposed 980% (1587.6 sq. ft.)	468.31
		Proposed 990% (1603.8 sq. ft.)	468.31
		Proposed 1000% (1620.0 sq. ft.)	468.31

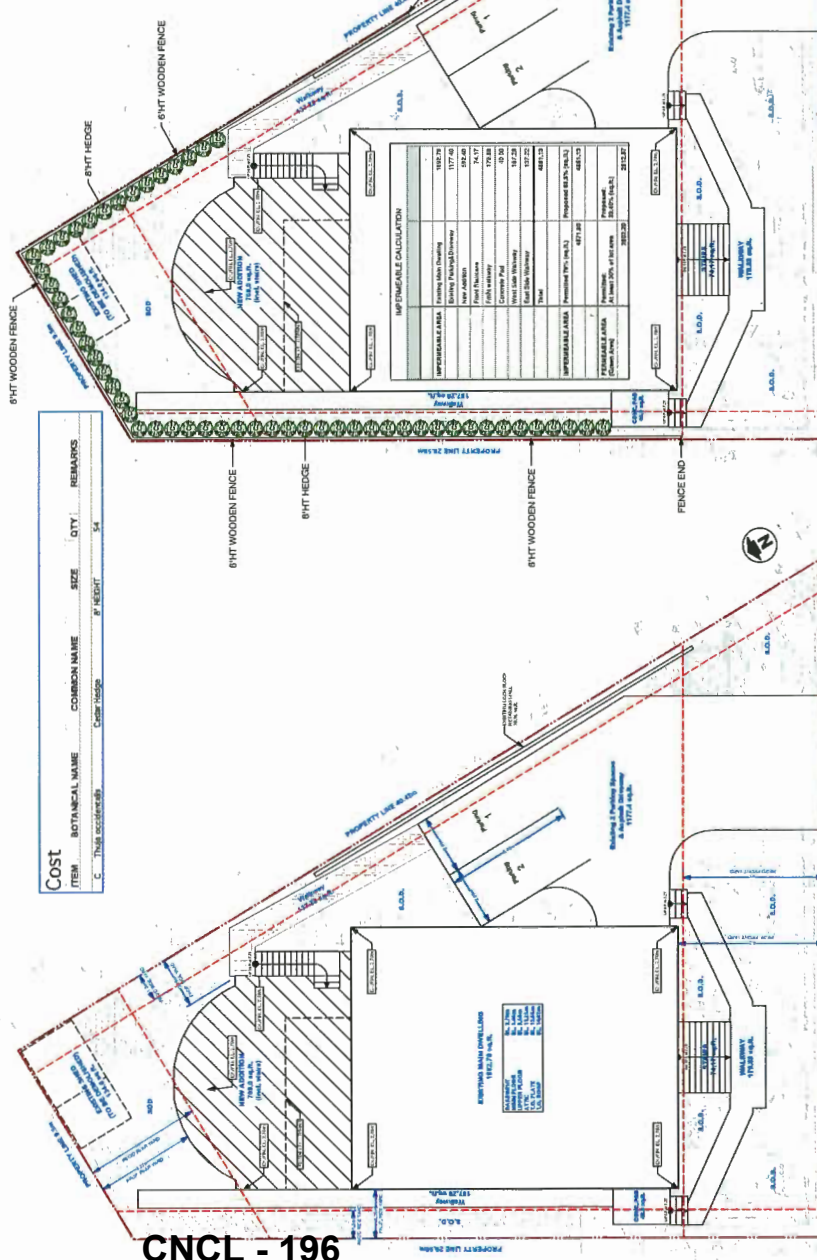


④ CONTEXT AERIAL



③ CONTEXT PLAN

ITEM	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
1	C. Thunbergii	Cedar Hedge	8' HEIGHT	14	



② LANDSCAPE PLAN

① SITE PLAN

HA 17-775892

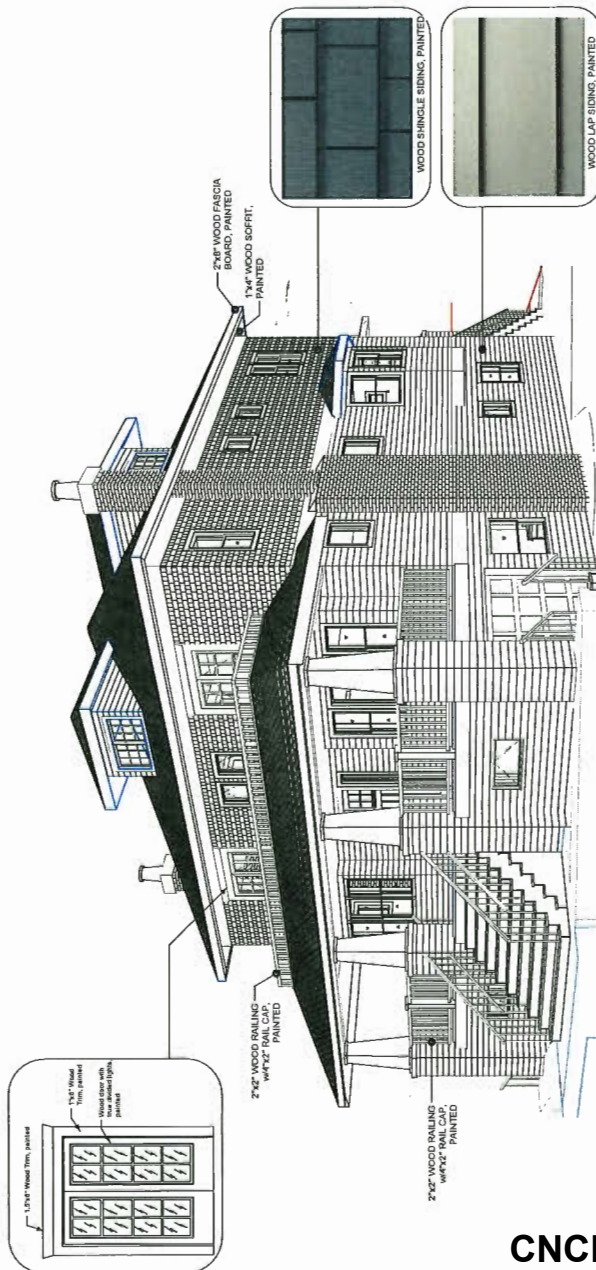
David Lin Design Studio

918 Fisher Street, White Rock, B.C., Canada, V4B 4C4
Tel: (604) 961-1307 email: lindsay@dlm.com

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6
WEST, N.W.D. PLAN LMP

Drawing Title:
**DESIGN
RATIONALE**

Sheet No.:	A2		
Date:	March 12, 2018	Scale:	AS SHOWN
Drawn:	CC	Reviewed:	DL



① PROPOSED FRONT ELEVATION

CNCL - 197



② McKinney House 2004



③ McKinney House 2016

HA 17-775892 plan # 2

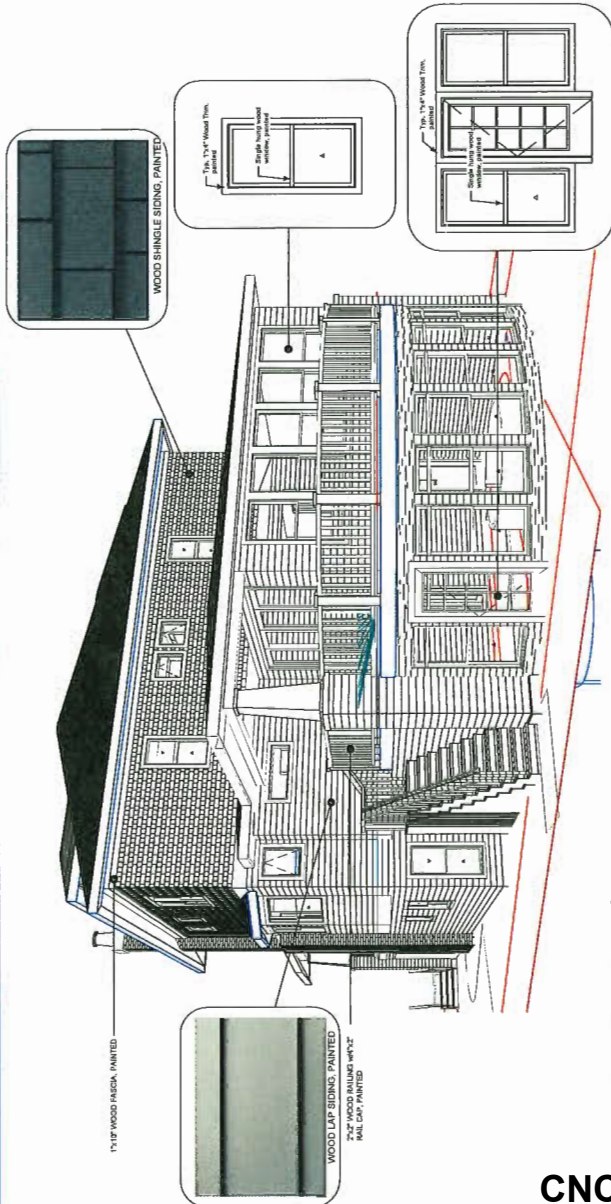
David Lin Design Studio

916 Fisher Street, White Rock, B.C. Canada, V4B 4V4
Tel: (604) 961-1307 email: bagroup@dmn.com

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6
WEST, N.W.D. PLAN LMP

Drawing Title:
**DESIGN
RATIONALE**

Date:	March 12, 2018	Sheet No.:	A3
Scale:	AS SHOWN	Drawn:	
Drawn:	CC	Reviewed:	
Reviewed:	DL		



① PROPOSED REAR ELEVATION



② EXISTING REAR ELEVATION

CNCL - 198

HA 17-775892 plan #3

BUILDING FINISHES

- ① EXISTING CEDAR SHAKE ROOF
- ② WOOD SHINGLE OR LAP SIDING, PAINTED
- ③ WOOD WINDOW, DOUBLE-GLAZED
- ④ WOOD FRENCH DOORS, DOUBLE-GLAZED
- ⑤ WOOD GARAGE DOOR, WHITES
- ⑥ CONCRETE FOUNDATION WALL
- ⑦ 4" WOOD TRIM, PAINTED
- ⑧ 6" WOOD TRIM, PAINTED
- ⑨ 4" WOOD TRIM, PAINTED
- ⑩ 4" WOOD TRIM, PAINTED
- ⑪ 2" WOOD FASCIA OR EPS TRIM, PAINTED
- ⑫ WOOD POST, TYP.
- ⑬ 48" HT. WOOD RAILING
- ⑭ BRICK, PAINTED

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 8
WEST, N.W.D. PLAN LMP

Drawing Title:

**SOUTH
ELEVATION**

Sheet No.:

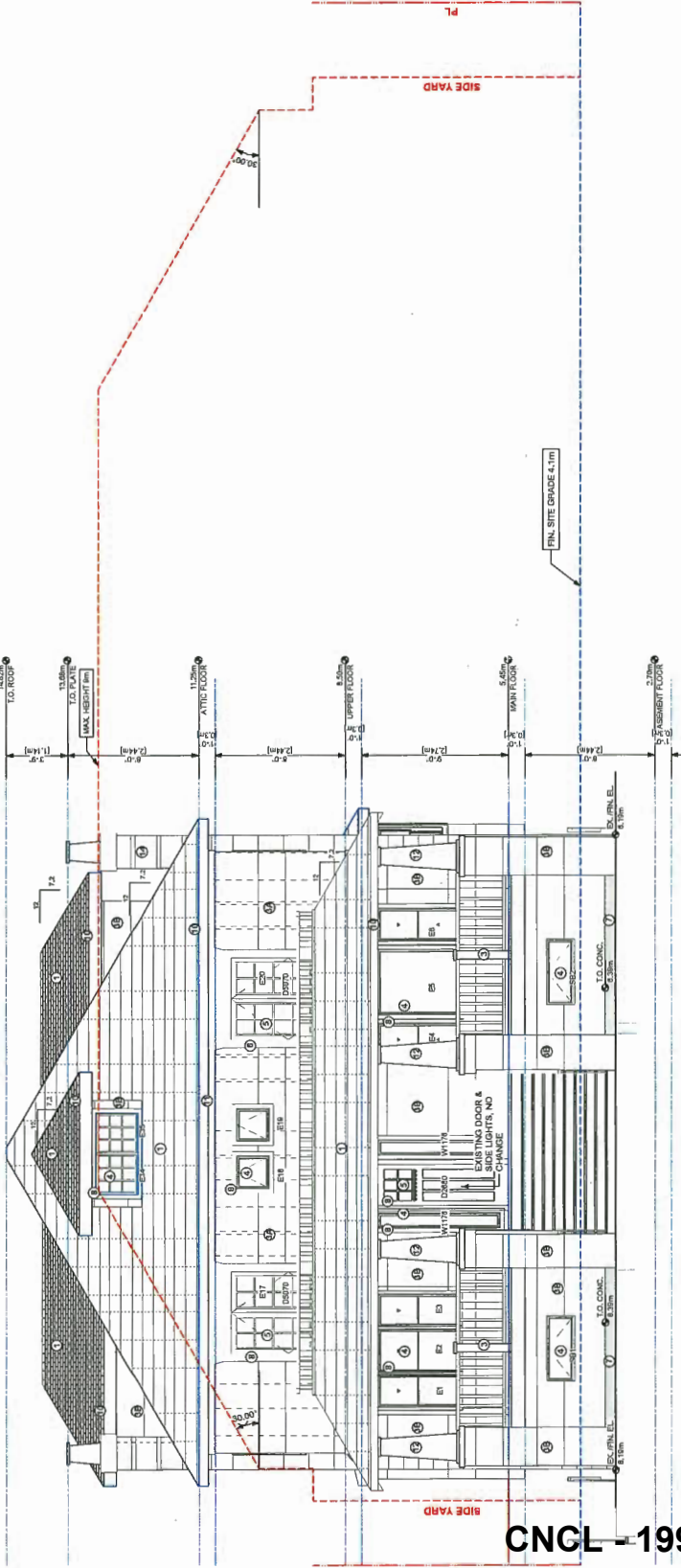
Date: March 12, 2019

Scale: AS SHOWN

Drawn: CC

Reviewed: DL

A4



HA 17-775892

plan #4

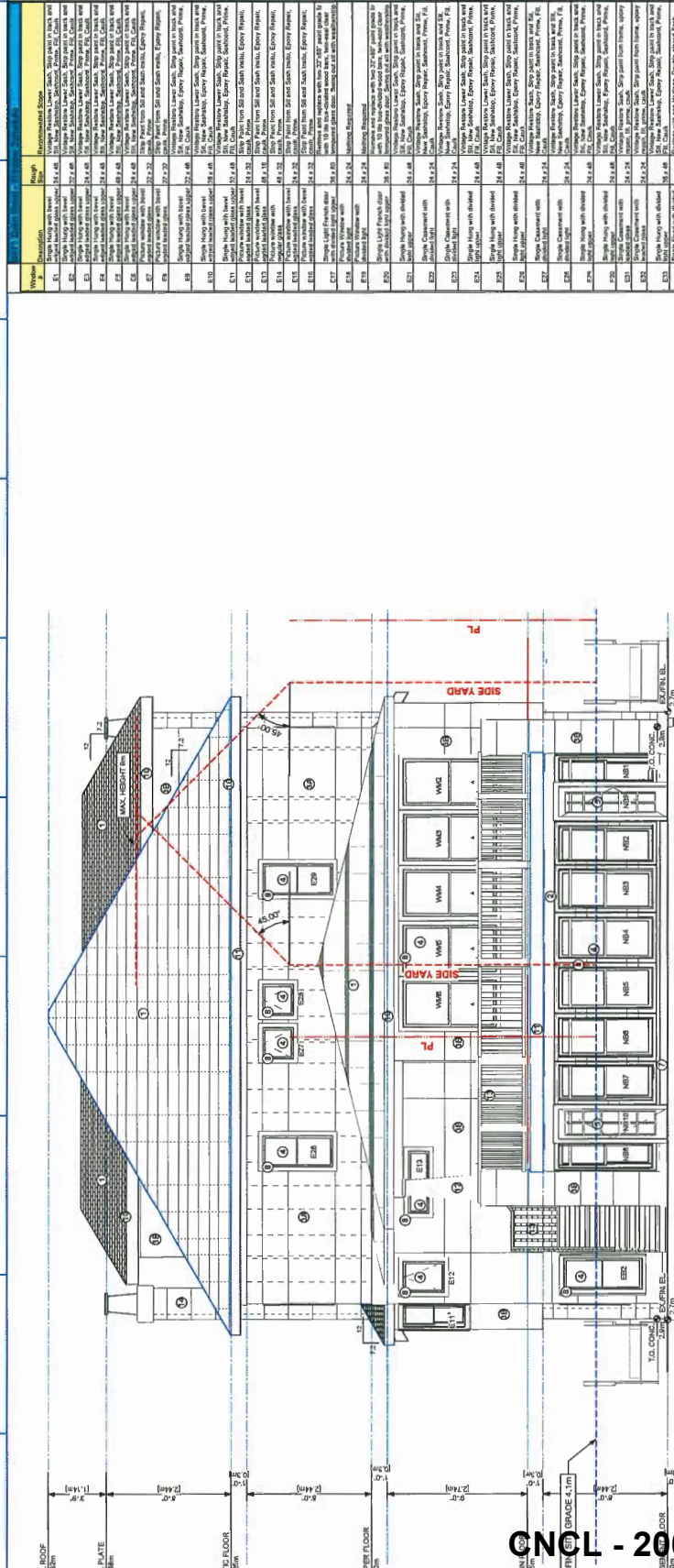
- BUILDING FINISHES**
- 1 EXISTING CEDAR SHAKE ROOF
 - 2 WOOD SHINGLE OR LAP SIDING, PAINTED
 - 3 WOOD WINDOW, DOUBLE-GLAZED
 - 4 WOOD FRENCH DOORS, DOUBLE-GLAZED
 - 5 WOOD GARAGE DOOR, WHITE
 - 6 CONCRETE FOUNDATION WALL
 - 7 4" WOOD TRIM, PAINTED
 - 8 4" WOOD TRIM, PAINTED
 - 9 4" WOOD TRIM, PAINTED
 - 10 4" WOOD TRIM, PAINTED
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 - 98 4" WOOD TRIM, PAINTED
 - 99 4" WOOD TRIM, PAINTED
 - 100 4" WOOD TRIM, PAINTED

PROJECT TITLE:
 ZS-1 RESIDENCE
 6471 Dyke Road Richmond,
 B.C., V7E 3R3
 LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 8
 WEST N.W.D. PLAN LWP

DRAWING TITLE:
 NORTH
 ELEVATION

Sheet No.:
 Date: March 12, 2018
 Scale: AS SHOWN
 Drawn: CC
 Reviewed: DL

A5



1 PROPOSED NORTH ELEVATION
 Scale 1/4" = 1'-0"



2 EXISTING NORTH ELEVATION
 3 EXISTING NORTH ELEVATION

BUILDING FINISHES

- ① EXISTING CEDAR SHAKE ROOF
- ② WOOD SHINGLE OR LAP SIDING, PAINTED
- ③ WOOD WINDOW, DOUBLE-GLAZED
- ④ WOOD FRENCH DOOR, DOUBLE-GLAZED
- ⑤ WOOD GARAGE DOOR, VOLUTES
- ⑥ CONCRETE FOUNDATION WALL
- ⑦ 4" WOOD TRIM, PAINTED
- ⑧ 8" WOOD TRIM, PAINTED
- ⑨ 2" X 8" WOOD TRIM, PAINTED W/METAL
- ⑩ 2" X 4" WOOD FASCIA OR EPS TRIM, PAINTED
- ⑪ WOOD POST, TYP.
- ⑫ 4" X 4" WOOD RAILING
- ⑬ BRICK, PAINTED



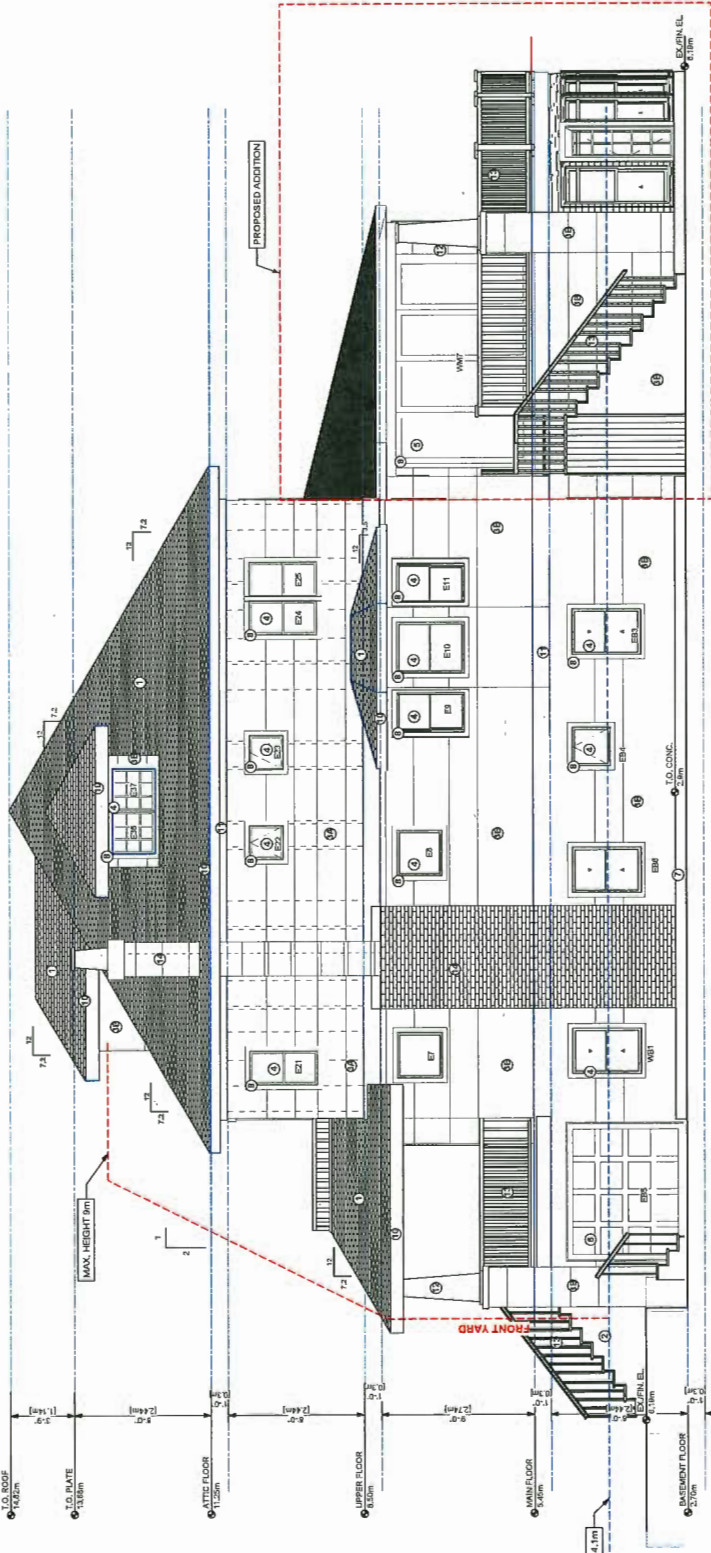
Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 8
WEST: N.W.D. PLAN LMP

Drawing Title:

**EAST
ELEVATION**

Date:	March 12, 2018
Scale:	AS SHOWN
Drawn:	CC
Reviewed:	DL

A6



① PROPOSED EAST ELEVATION



③ EXISTING NORTHEAST CORNER



② EXISTING EAST ELEVATION

CNCL - 201

HA 17-775002

plan #6

BUILDING FINISHES

- ① EXISTING CEDAR SHAKE ROOF
- ② WOOD SHINGLE OR LAP SIDING, PAINTED
- ③ WOOD WINDOW, DOUBLE-GLAZED
- ④ WOOD FRENCH DOORS, DOUBLE-GLAZED
- ⑤ WOOD GARAGE DOOR, WHITE
- ⑥ CONCRETE FOUNDATION WALL
- ⑦ 4" WOOD TRIM, PAINTED
- ⑧ 8" WOOD TRIM, PAINTED
- ⑨ 2" X 4" WOOD TRIM, PAINTED WINDMILL GUTTER
- ⑩ 2" X 4" WOOD FASCIA OR EPS TRIM, PAINTED
- ⑪ WOOD POST, TYP.
- ⑫ 48" HT. WOOD RAILING
- ⑬ BRICK, PAINTED

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6
WEST, N.W.D. PLAN LWP

Drawing Title:

**WEST
ELEVATION**

Sheet No.:

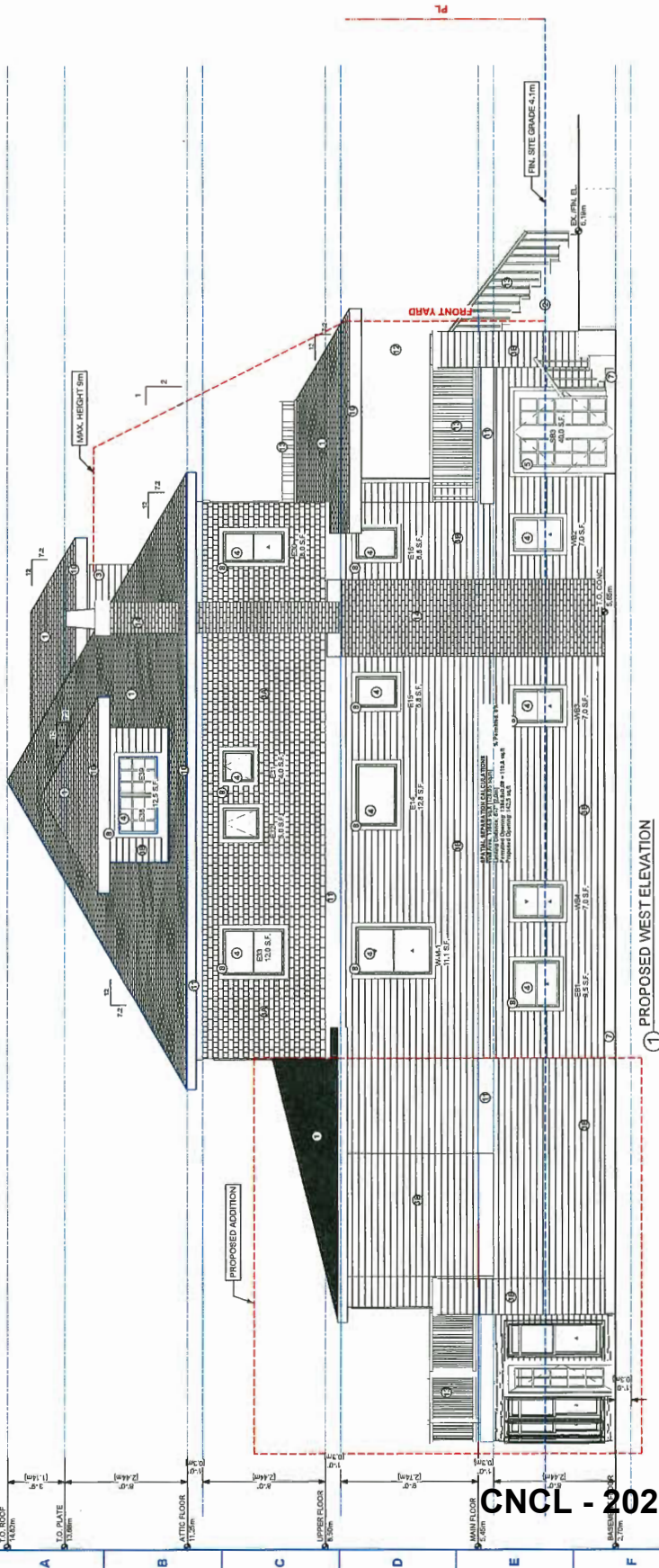
Date: March 12, 2018

Scale: AS SHOWN

Drawn: CC

Reviewed: DL

A7



③ EXISTING SOUTHWEST CORNER



② EXISTING NORTHWEST CORNER

CNCL - 202

HA 177-392 plan #7

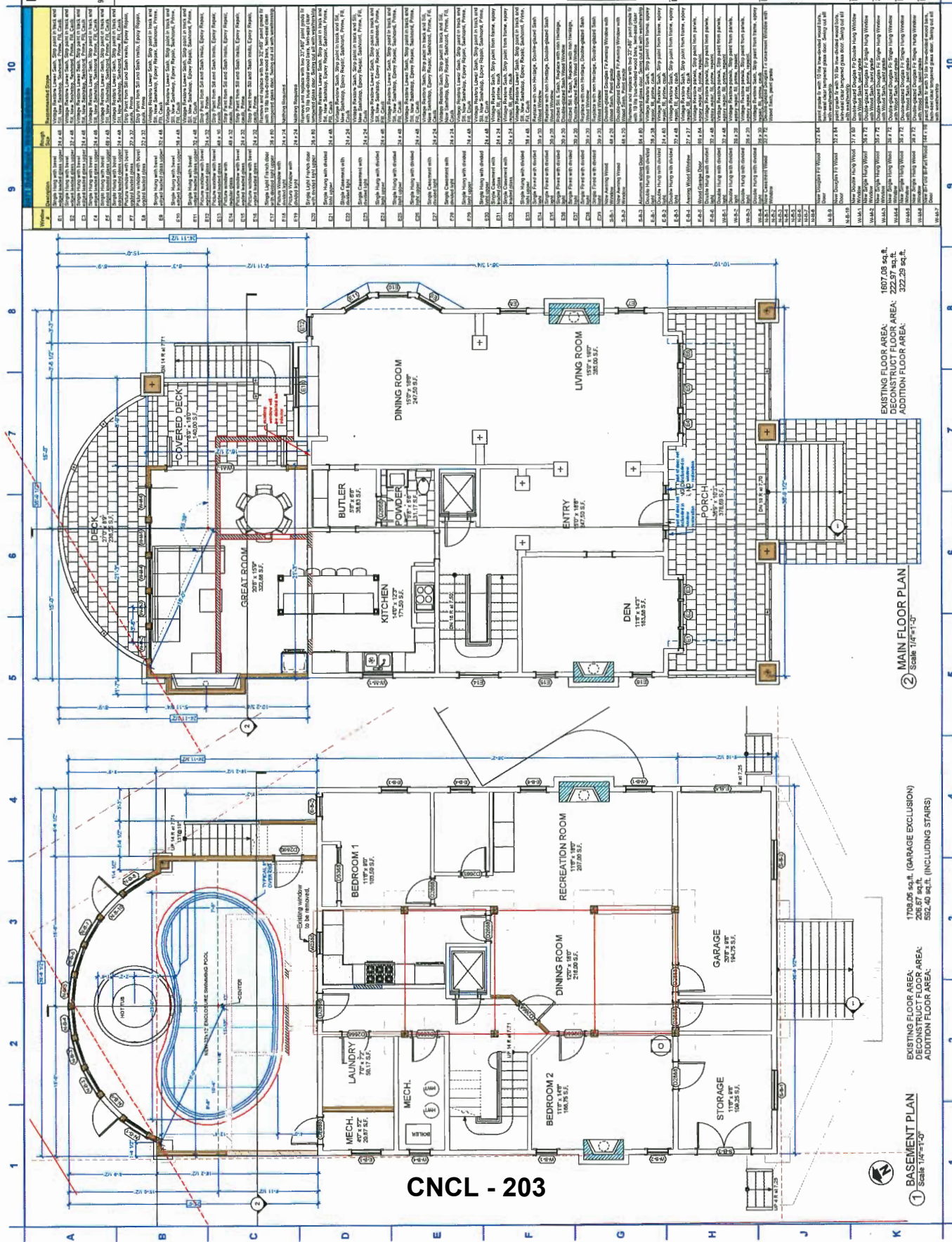
116 Finlay Street, White Rock, B.C., Canada, V4B 4K4
Tel (604)961-1307 email: tsagroup@msn.com

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 8
WEST N.W.D. PLAN LMP

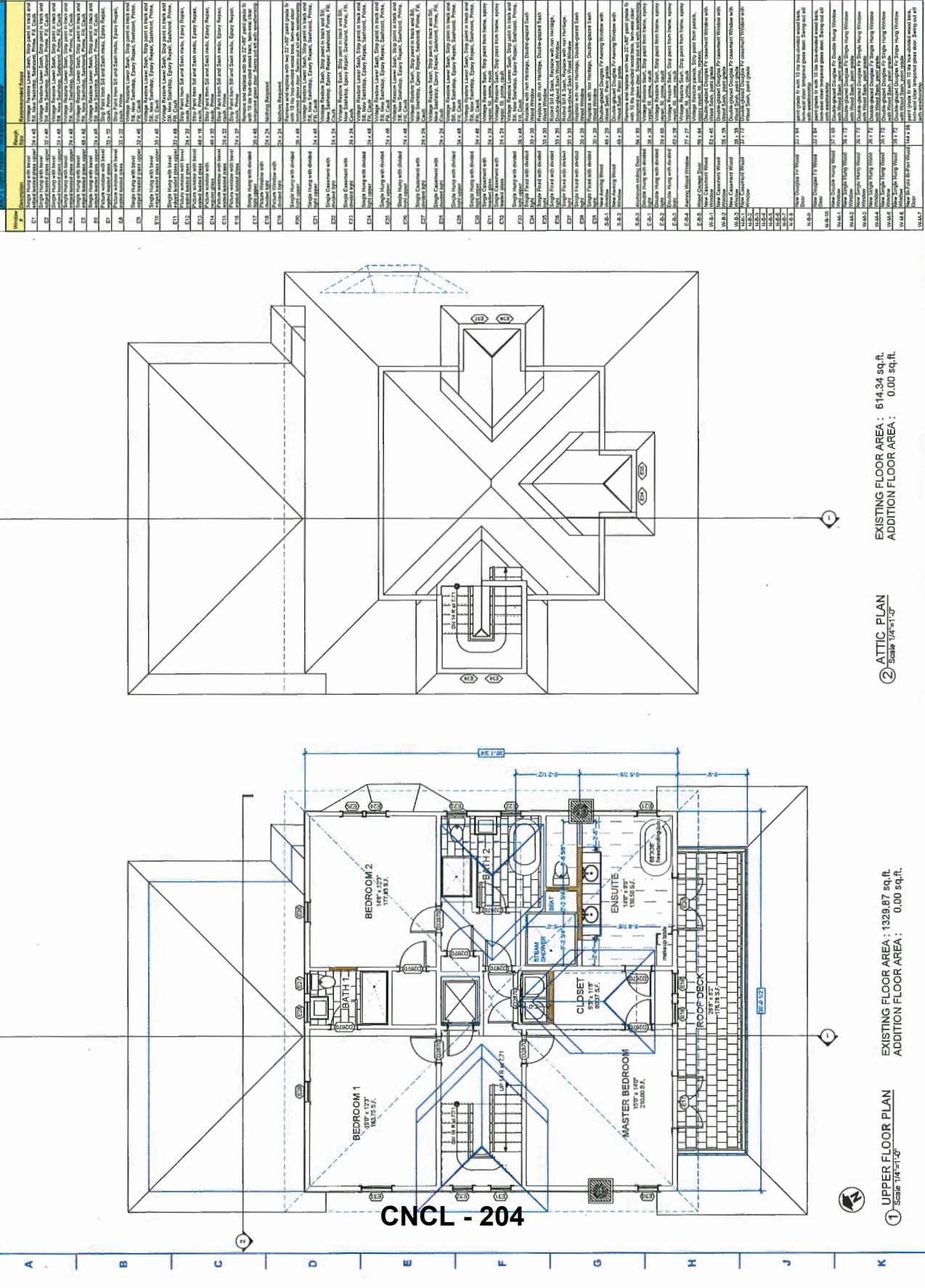
FLOOR PLANS

Date: March 12, 2018 Scale: AS SHOWN Drawn: CC Reviewed: DL	Sheet No.: <h1>A8</h1>
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plan #8



CNCL - 203



EXISTING FLOOR AREA : 614.34 sq.ft.
ADDITION FLOOR AREA : 0.00 sq.ft.

② ATTIC PLAN
Scale 1/4"=1'-0"

EXISTING FLOOR AREA : 1329.87 sq.ft.
ADDITION FLOOR AREA : 0.00 sq.ft.

① UPPER FLOOR PLAN
Scale 1/4"=1'-0"

CNCL - 204

HA 17-775892

plan #9

FLOOR PLANS

A9

Sheet No.:
Date: March 12, 2018
Scale: AS SHOWN
Drawn: CC
Reviewed: DL

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 8
WEST, N.W.D. PLAN LIP

WALL LEGEND
EXISTING WALLS
DEMOLITION WALLS
ADDITIONAL WALLS
ADDITIONAL ROOF

Drawing Title:

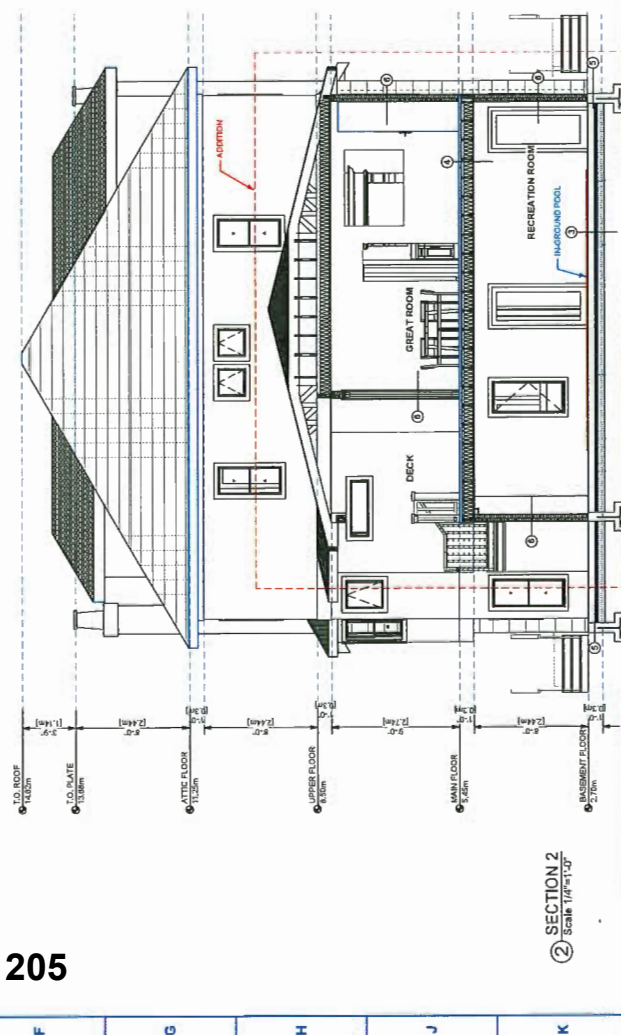
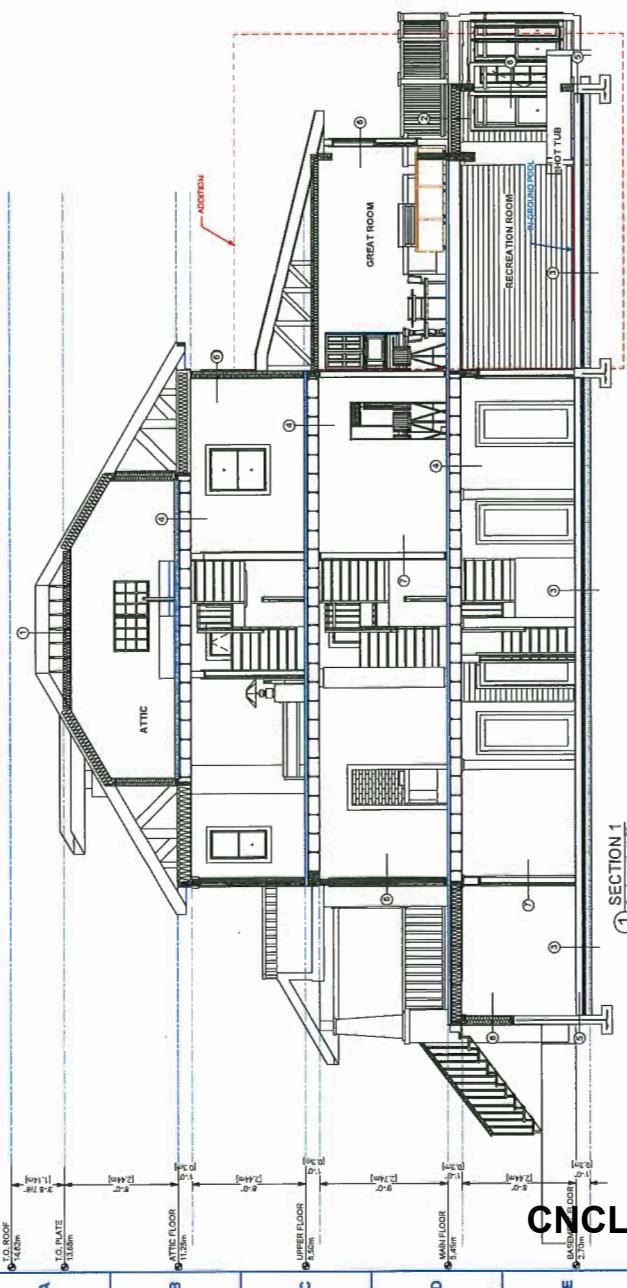
16 Finlay Street, White Rock, B.C., Canada, V4B 4K4
Tel (604)961-1307 email: tsagroup@msn.com

- [illegible]

Project Title:
ZS-1 RESIDENCE
6471 Dyke Road Richmond,
B.C., V7E 3R3
LOT 1 SEC. 18 BLOCK 3 NORTH RANGE 6
WEST, N.W.D. PLAN LMP

SECTIONS & ROOF PLAN

Sheet No.:	A10		
Date:	March 12, 2018	Scale:	AS SHOWN
Drawn:	CC	Reviewed:	DI



CNCL - 205

③ ROOF PLAN
Scale 3/16"=1'-0"

HA 17-775892 plan #10



City of Richmond

Report to Committee

To: Planning Committee

Date: February 27, 2018

From: Barry Konkin
Manager, Policy Planning

File:

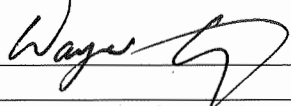


Re: **Advisory Committee on the Environment 2017 Annual Report and 2018 Work Program**

Staff Recommendation

1. That the staff report titled "Advisory Committee on the Environment 2017 Annual Report and 2018 Work Program", dated February 27, 2018 from the Manager, Policy Planning, be received for information; and
2. That the Advisory Committee on the Environment 2018 Work Program, as presented in this staff report, be approved.

Barry Konkin
Manager, Policy Planning

BK:ke
Att. 2

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

Staff Report

Origin

The Advisory Committee of the Environment (ACE) was originally formed by Council in 1993. The role of ACE is to advise Council on environmental issues of concern to the community, and to promote effective means to achieve a sustainable environment. This report summarizes the activities of the Committee in 2017 and recommends a 2018 Work Program for consideration and approval by Council. ACE reviewed and endorsed the proposed work program at its meeting held on February 21, 2018.

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

3.1. Growth and development that reflects the OCP, and related policies and bylaws.

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

4.1. Continued implementation of the sustainability framework.

4.2. Innovative projects and initiatives to advance sustainability.

Summary of 2017 Annual Report

The detailed 2017 Annual Report is contained in Attachment 1. Highlights are as follows:

- Received updates on the Riparian Area Strategy and upcoming initiatives intended to achieve increased compliance with provincial regulations.
- Reviewed and provided comments on the Lulu Island Dike Master Plan – Phase 2.
- Received regular updates from Parks staff on construction works and programming information for the Garden City Lands project.
- Received information on the BC Energy Step Code and provided comments on its proposed implementation in Richmond.
- Provided input to the development of the Urban Forestry Management Strategy for the City.

Summary of the Proposed ACE 2018 Work Program

The detailed 2018 Work Program is contained in Attachment 2. Highlights are as follows:

- Sustainability initiatives, plans and strategies – receive information and provide feedback on the Ecological Network Management Strategy, Riparian Management Areas, Invasive Species Action Plan and sustainable energy best practices.

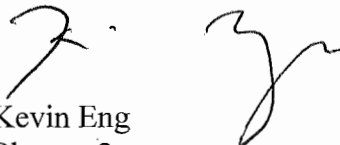
- Projects – Presentations to ACE about construction works for city projects (i.e., Garden City Lands) and applicable updates on the development of the Urban Forestry Management Strategy.
- Education and awareness – Organize a sustainability best practices activity/tour for ACE members to provide opportunities for further learning and awareness.
- Information sharing – Provide regular updates and information sharing amongst the Council and staff liaisons and Committee members.

Financial Impact

None.

Conclusion

The Advisory Committee on the Environment serves an important role to Council to provide advice and guidance on achieving a sustainable environment. The 2017 Annual Report for ACE is submitted for information and the 2018 Work Program is recommended for Council Approval.


Kevin Eng
Planner 2

KE:cas

Attachment 1: Advisory Committee on the Environment 2017 Annual Report

Attachment 2: Draft Advisory Committee on the Environment 2018 Work Program

**2017 ANNUAL REPORT
ADVISORY COMMITTEE ON THE ENVIRONMENT**

Advisory Committee on the Environment 2017 Accomplishments		
Projects/Initiatives	Achieved Outcomes	Accomplishments and Comments
Riparian Area Strategy	Received updates from staff on the strategy and upcoming initiatives being brought forward for Council consideration.	<ul style="list-style-type: none"> Environmental Sustainability staff presentation of information on the Riparian Area Strategy, including appropriate background and provincial regulatory information. Provide information on the need for the Riparian Compliance Strategy – Achieve Compliance with Provincial regulations. Next steps include proposed changes to City regulations (i.e., Zoning Bylaw and OCP amendments).
Lulu Island Dike Master Plan – Phase 2	Received information from staff on Phase 2 of the plan and requested feedback.	<ul style="list-style-type: none"> Engineering staff presentation of information on the Lulu Island Dike Master Plan, including an overview of Phase 1 and proposed Phase 2 component of the plan. Questions and comments by ACE in regards to: <ul style="list-style-type: none"> Dike design in response to anticipated sea level rise, seismic events, storm surges and spring freshets. Need to balance dike related works (including necessary tree removal and replacement) with the natural surrounding riparian and foreshore areas that form part of the ecological network of the City.
Garden City Lands Project	ACE received construction and programming updates on the project.	<ul style="list-style-type: none"> Parks staff presentation on construction updates from 2017 works (up to June 2017) on the Garden City Lands Project and proposed future programming. Commitment to provide regular construction and programming updates in future to ACE on this project.
Energy Step Code Implementation	Received information from staff on the implementation of Energy Step Code and provided feedback.	<ul style="list-style-type: none"> Environmental Sustainability staff presentation on the BC Energy Step Code, enacted by the province in April 2017, which provide performance based measures to achieve more energy efficient buildings (new building construction). Staff consulted with ACE on the implementation of the BC Energy Step Code in Richmond.
Ecological Importance of Trees in the City	Improved education and awareness about the importance of trees in the City and provide comments to the City on existing regulations.	<ul style="list-style-type: none"> ACE sub-committee formed on this topic to continue work to identify the importance of trees in the City. ACE reviewed information taken from other municipalities in the region specific to bylaws/regulations on trees. Reviewed potential revisions to existing City regulations (i.e., Tree Protection Bylaw) to enhance tree retention and survival of new replacement trees.
Agricultural Advisory Committee – ACE Liaison	Information shared between the AAC and ACE.	<ul style="list-style-type: none"> The Council appointed ACE liaison to the AAC provided regular briefing reports on activities, projects and initiatives being considered at the AAC to members of ACE.

Advisory Committee on the Environment 2017 Accomplishments		
Projects/Initiatives	Achieved Outcomes	Accomplishments and Comments
Urban Forestry Management Strategy	Received presentation by Parks on the development of the Urban Forestry Management Strategy and provided feedback.	<ul style="list-style-type: none"> • Parks staff presentation on the development of the Urban Forestry Management Strategy for Richmond, including: <ul style="list-style-type: none"> ○ Overall process to develop a strategy in Richmond. ○ Data collection to be undertaken, including a tree canopy survey. ○ Requested ACE's feedback through an online survey. • ACE identified the importance of City-wide data collection for the purposes of a tree canopy study and emphasized the important role trees play in the City's ecological network and overall objective to reduce greenhouse gas emissions in the City. • Comments prepared and approved by ACE and forwarded to Parks staff as part of the consultation being undertaken at this stage.
Information Sharing	Received updates and information from the Council and staff liaisons and other members of the Committee.	<ul style="list-style-type: none"> • Information sharing on the activities and initiatives of the YVR Environmental Advisory Committee.

**DRAFT 2018 WORK PROGRAM
ADVISORY COMMITTEE ON THE ENVIRONMENT**

Advisory Committee on the Environment Draft 2018 Work Program	
Projects/Initiatives	Objectives and Deliverables
Parks Department – Projects and Plans	<ul style="list-style-type: none"> Garden City Lands project construction and programming updates to be provided by Parks staff. Provide comments and feedback on upcoming works and programming when requested.
Ecological Network Management Strategy – Current and Upcoming Initiatives	<ul style="list-style-type: none"> Receive information about the 2018 Ecological Network Management Strategy Update. Presentation from Environmental Sustainability staff on upcoming new initiatives and/or projects in relation to the management of natural areas in accordance with the Ecological Network Management Strategy. ACE to comment and provide feedback when applicable.
Riparian Management Areas – Updates and Initiatives	<ul style="list-style-type: none"> Update and/or presentation from Environmental Sustainability staff on Riparian Management Areas in the City, including: <ul style="list-style-type: none"> Riparian Compliance Strategy approach in accordance with provincial regulations. Information on potential regulatory implications to the City's Zoning Bylaw, Official Community Plan and development processes.
Invasive Species Action Plan	<ul style="list-style-type: none"> Environmental Sustainability staff to provide/present information on the City's Invasive Species Action Plan. Discussion with Environmental Sustainability staff to determine how the issue of pesticides (including current regulations restricting use) is being addressed in the plan and opportunities to improve public education/awareness.
Greenhouse Gas Reduction	<ul style="list-style-type: none"> Information to be provided to ACE on the status of the City of Richmond's Greenhouse Gas reduction targets, including current trends and initiatives that are having an impact (or have the potential to have an impact). Additional information about anticipated federal/provincial regulations and what the impacts may be on emission reduction targets.
Sustainable Energy Policy and Initiatives	<ul style="list-style-type: none"> Receive information about sustainable energy best practices in both new development and opportunities in existing project retrofits. Coordinate with Environmental Sustainability staff to provide feedback on proposed energy related initiatives and regulations.
Trees in the City	<ul style="list-style-type: none"> Continued work by ACE to recognize the ecological, economic and social benefit of preserving and retaining trees in the City. Continue to receive status updates from Parks staff on the development of the Urban Forestry Management Strategy and provide feedback when appropriate.
Sustainability Best Practices Activity/Tour	<ul style="list-style-type: none"> Organizing an activity and/or tour intended for ACE members with a focus on sustainable best practices in action and provides an opportunity for learning and awareness. The staff liaison will be a resource to help organize the activity in consultation with ACE.




City of Richmond

Report to Committee

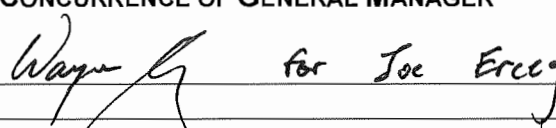


To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: February 27, 2018
File: 01-0100-30-HCOM1-01/2018-
Vol 01
Re: **Richmond Heritage Commission 2017 Annual Report and 2018 Work Program**

Staff Recommendation

1. That the staff report, "Richmond Heritage Commission 2017 Annual Report and 2018 Work Program", dated February 27, 2018, from the Manager, Policy Planning, be received for information; and
2. That the Richmond Heritage Commission 2018 Work Program, as presented in this staff report, be approved.


Barry Konkin,
Manager, Policy Planning

Att. 2

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

Staff Report

Origin

The Richmond Heritage Commission (RHC) was established on May 9, 2005 upon Council approval of Richmond Heritage Commission Bylaw No.7906. The RHC consists of nine members of the public, appointed by Council. Three new members were appointed to the RHC in 2017 for a two-year term to expire on December 31, 2019.

A primary role of the RHC is to provide advice from a heritage perspective to Council, City staff and other stakeholders on issues and projects that impact the heritage value and special character of historic places in Richmond.

In accordance with Richmond Heritage Commission Bylaw No. 7906, this report summarizes the activities of the Commission in 2017 and recommends a 2018 Work Program for consideration and approval by Council.

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

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

2.4. Vibrant arts, culture and heritage opportunities.

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

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

3.1. Growth and development that reflects the OCP, and related policies and bylaws.

Summary of 2017 Annual Report

The detailed 2017 Annual Report of the RHC is contained in Attachment 1. Highlights are as follows:

- Reviewed and provided comments on three (3) development proposals affecting or related to the heritage value and special character of Steveston Village and a heritage-designated property.
- Reviewed and provided comments on the proposed Steveston Area Plan amendments.
- Received regular updates on various City policies and initiatives (e.g., the Dike Master Plan).
- Received five (5) nominations for the annual Richmond Heritage Awards and selected two (2) recipients.
- Provided sponsorship to the Open Doors Richmond, Richmond Heritage Fairs and Oral Histories project.

- Continued to work on marketing and communication materials for the work of the RHC.

Summary of Proposed 2018 Work Program

The detailed 2018 Work Program is contained in Attachment 2. The following is a summary of highlights anticipated for 2018.

- Continue to review and provide recommendations on planning, and other proposals (e.g., public art), in the Steveston Village Development Permit Area and Heritage Conservation Area and on heritage properties, as forwarded to the RHC from staff and Council.
- Participate as a stakeholder in both the Heritage Inventory Update and the Museum Models Evaluation Study.
- Review and finalize a nomination form and evaluation and selection criteria for the Richmond Heritage Awards with guidance from staff.
- Receive nominations for the Richmond Heritage Awards, and select and honour the winners.
- Continue to provide sponsorship to Doors Open Richmond and Richmond Heritage Fairs, as well as the Richmond Historical Society for its multi-year Oral Histories Project.
- Continue to participate in staff-led or other workshops to expand and enhance knowledge and expertise related to heritage, and pursue other educational opportunities as they arise.

Financial Impact

None.

Conclusion

The RHC's mandates are to advise Council on heritage conservation and promotion matters and undertake and provide support for activities that benefit and advance heritage in Richmond.

The 2017 Annual Report for the RHC is submitted for information and the 2018 Work Program is recommended for Council approval.



Minhee Park
Planner 2
(604) 276-4188

MP:cas

Attachment 1: Richmond Heritage Commission 2017 Annual Report
Attachment 2: Richmond Heritage Commission 2018 Work Program

**2017 ANNUAL REPORT
RICHMOND HERITAGE COMMISSION**

Richmond Heritage Commission 2017 Accomplishments		
Projects	Achieved Outcomes	Accomplishments and Comments
Development Proposals	Provided heritage perspective and advice to Council	<ul style="list-style-type: none"> Reviewed and provided comments on a total of three (3) development applications forwarded by staff Received information regarding the Heritage Alteration Permit to allow a Canada 150 Mural on the Steveston Hotel
Heritage Policy	Provided heritage perspective and advice to Council	<ul style="list-style-type: none"> Received information on progress on Council referrals related to Steveston Area Plan amendments and provided comments Received information on the pending Heritage Inventory Update and Museum Models Evaluation Study
Richmond Heritage Awards	Received nominations and selected recipients	<ul style="list-style-type: none"> Received a total of five (5) nominations and selected two (2) winners
Richmond Heritage Services and Sites	Received information and helped support and promote the City's services and sites	<ul style="list-style-type: none"> Received information from staff on programs, initiatives and projects related to City-owned historic places and museums Contributed to the Annual Heritage Update publication prepared by the City's Museum and Heritage Services staff
Community Heritage Partners and Projects	Sponsored and supported community initiatives	<ul style="list-style-type: none"> Provided \$1,000 in sponsorship to Doors Open Richmond and participated in this event Provided \$2,000 in sponsorship to Richmond Heritage Fairs Provided \$350 in sponsorship to the Oral Histories project
Capacity Building	Raised profile of RHC and enhanced knowledge	<ul style="list-style-type: none"> Continued to work on marketing and communication materials including a banner to raise RHC's profile

List of Proposals Reviewed in 2017		
Application No.	Address of property	Application Purpose
DP 16-753377 HA 17-763809	3471 Moncton Street/12040 & 12060 3 rd Avenue/ 3560, 3580 and 3600 Chatham Street	To permit the construction of a mixed-use development ranging from 1 to 3 storeys containing commercial space at grade and approximately 32 residential units
HA 16-723477	12011 & 12111 3 rd Avenue	To permit a reconfiguration of lot lines and alterations to parking layouts and landscaping to create two lots that can function independently of each other
HA 17-775892	6471 Dyke Road	To restore and rehabilitate the exterior features of a heritage-designated house and replace an existing rear addition with a new rear addition

**2018 DRAFT WORK PROGRAM
RICHMOND HERITAGE COMMISSION**

Richmond Heritage Commission 2018 Draft Work Program		
Projects	Results Expected	Accomplishments and Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Continue to review and provide recommendations on planning, and other proposals (e.g., public art) in Steveston Village Development Permit Area and Heritage Conservation Area and other heritage properties
Heritage Policy	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Participate as a stakeholder in the Heritage Inventory Update to be co-led by Museum and Heritage Services and Policy Planning
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Continue to review and finalize a nomination form and evaluation and selection criteria under the guidance of staff Receive award nominations, and select and honour the winners
Richmond Heritage Services and Sites	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Participate in the Museum Models Evaluation Study Receive information from staff on programs, initiatives and projects related to City-owned historic places and museums
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provide sponsorship to the Oral Histories Project of Richmond Historical Society, Doors Open Richmond and Richmond Heritage Fairs
Capacity Building	Raise profile of Richmond Heritage Commission and enhance knowledge	<ul style="list-style-type: none"> Further develop the orientation binder for commissioners Expand and enhance knowledge and expertise related to heritage and pursue other educational opportunities



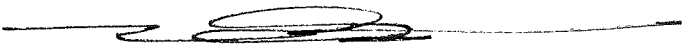
City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** February 23, 2018
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2018-Vol
01
Re: **TransLink Southwest Area Transport Plan – Final Plan**

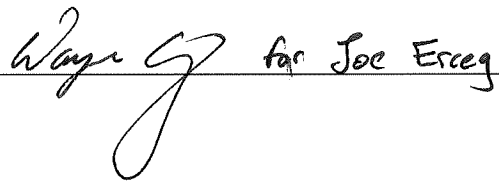


Staff Recommendation

1. That TransLink's Southwest Area Transport Plan, as attached to the report titled "TransLink Southwest Area Plan – Final Plan," be endorsed for implementation.
2. That a copy of the report titled "TransLink Southwest Area Plan – Final Plan" be forwarded to the Richmond Council-School Board Liaison Committee for information.
3. That Traffic Bylaw No. 5870, Amendment Bylaw No. 9816, to revise the posted speed limits on sections of Alderbridge Way and Garden City Road to support the planned transit improvements, be introduced and given first, second and third reading.



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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The development of TransLink's Southwest Area Transport Plan was initiated in February 2015. Staff have provided regular updates on the progress of the Plan with the last report in November 2017 summarizing the Phase 2 consultation results and the next steps to prepare the draft final Plan. At that time, staff were directed to report back with the draft final Plan. This report presents the draft final Plan (Attachment 1).

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

3.3. Effective transportation and mobility networks.

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

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

Analysis

Southwest Area Transport Plan

The Southwest Area Transport Plan includes Richmond, South Delta (Ladner and Tsawwassen) and Tsawwassen First Nation and will encompass the entire multi-modal transportation network (as opposed to just transit) within the identified sub-area of the region. Based on the structure of TransLink's Regional Transportation Strategy and the Mayors' Council 10-Year Plan, the Plan will identify priority strategies and actions related to the themes of invest, manage and partner. Figure 1 illustrates the Plan process; the Plan was finalized in early 2018.

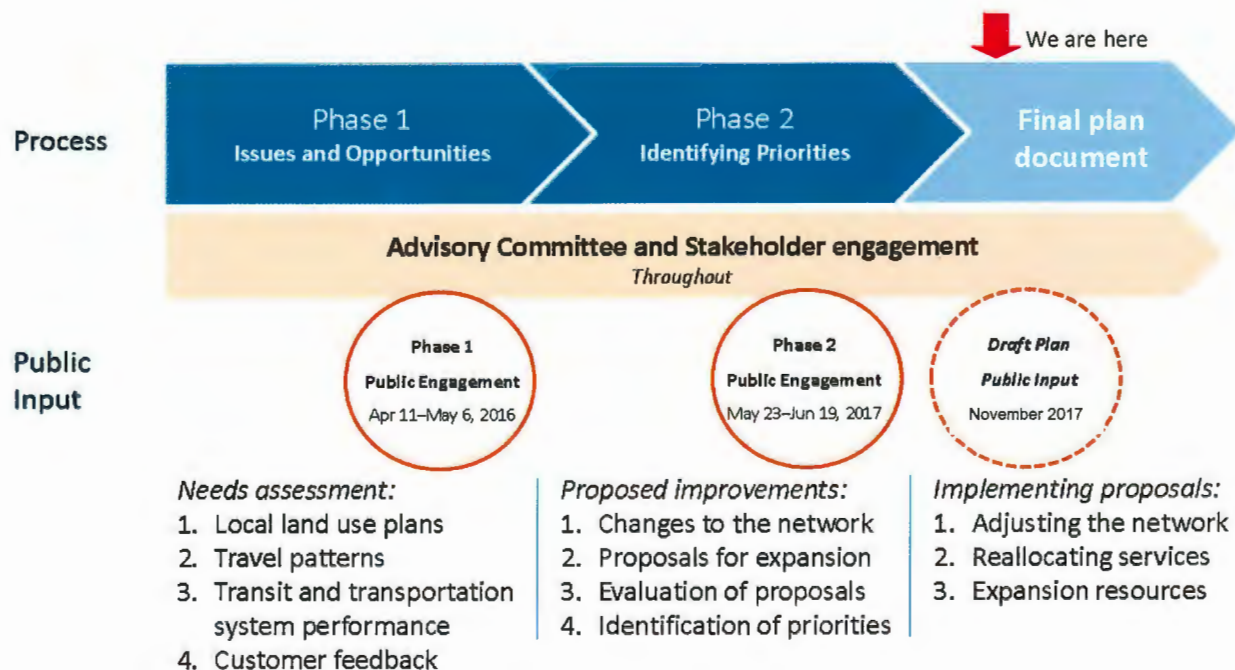


Figure 1: Southwest Area Plan Process
CNCL - 218

Public Input on Draft Final Plan

Following the completion of the Phase 2 consultation in June 2017, a draft of the final Plan was developed and posted on the TransLink website on November 20, 2017. Given the comprehensive public engagement process undertaken in Phase 2, a comparable consultation process was not undertaken at this stage as no additional changes to transit services or other new initiatives were being proposed. Instead, the public was invited to provide comments via e-mail or telephone until December 10, 2017. Comments were received from 25 members of the public. Most of the public feedback included requests to make changes to specific bus routes or introduce new services in ways that were not discussed under previous rounds of public engagement. Examples include two requests to change the routing of the 301 (Surrey Newton Exchange-Richmond City Centre) and one request for a new peak hour only service on Westminster Highway east from No. 3 Road. Given that these suggestions were made at the final phase of the planning process that did not include comprehensive public consultation, TransLink advises that these ideas would be explored further in the future if found to have merit when any network changes for these specific routes are advanced and additional public engagement takes place.

Comments on the draft Plan from the City, as discussed in the report considered by Council at its November 27, 2017 meeting, have been incorporated into the draft Plan (i.e., revise terminology for implementation of transit service recommendations to refer to tiers rather than priorities and include reference to the independent technical review of George Massey Tunnel crossing and future rapid transit south across the Fraser River). In response to feedback from Delta residents, including older adults, regarding a direct bus connection between Tsawwassen and downtown Vancouver, the Plan now includes an action to identify opportunities for innovative partnerships and solutions for seniors and youth travelling north of the Bridgeport Canada Line Station who may benefit from a more direct connection.

The Public Advisory Committee had a final meeting in early February 2018 to receive and offer feedback on the draft Plan, which has been incorporated (e.g., develop one-page executive summary, add text to describe how the Plan fits in with other TransLink policy documents). TransLink staff then circulated the draft final Plan in early March 2018 to the Senior Advisory Committee (which includes Councillor Au and the City's Director of Transportation) to advise of the revisions made in response to the most recent public and advisory committee feedback.

Plan Highlights for Richmond

Overall, the combined transit route proposals (see map on Page 14 of Attachment 1) effectively responded to all of the key requests put forward by the City and would significantly improve transit service in Richmond as well as support the goals and objectives of the Official Community Plan (OCP) to reduce car dependency and greenhouse gas emissions. The transit recommendations would provide:

- Improved service levels (e.g., upgrade of existing routes to Frequent Transit Network status such as the 401, 402 and 403);
- Improved service reliability via splitting and/or realigning long routes (e.g., 407 and 410);
- Improved service to industrial areas and business parks (e.g., Riverside, Crestwood, Fraserwood, Fraserport); and

- New or improved service to neighbourhoods (e.g., new route along Blundell Road, extension of new service to London Landing and north Bridgeport).

The Plan also identifies transit facility and infrastructure initiatives identified in the Mayors' Council 10-Year Vision (e.g., Canada Line upgrades and new bus exchange/layover facility in Steveston) and through technical work and engagement specific to the Plan (e.g., opportunities to improve customer amenities at stations and exchanges).

Priorities for new, or improved, cycling facilities to provide high-quality connections to transit, urban centres and regional transportation gateways are identified (which align with the City's Major Street Cycling Network identified in the Official Community Plan) as well as other cycling-related initiatives (e.g., expand secure bike parking at transit stations and improve cycling conditions on the TransLink-owned Knight Street Bridge).

Consistent with the City's OCP, the Plan notes that improvements to support walking access to transit should be prioritized within urban and neighbourhood centres including around Canada Line stations. Finally, the Plan also identifies candidate roadways in Richmond for addition to the Major Road Network, based on input from staff.

Implementation of Final Plan

TransLink intends to post the draft final Plan on its website in mid-March 2018. Following the anticipated endorsement by all three jurisdictions (Richmond, Delta, Tsawwassen First Nation), the Plan will be revised to acknowledge these endorsements and a full release of the Plan will occur in mid-April 2018 with a media announcement.

Recommended changes that can be implemented by reallocating existing resources will be put forward to be included in TransLink's quarterly service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions as part of future annual investment plans. Individual recommendations may be implemented incrementally over time or all at once (e.g., steadily improving service frequency until it reaches the level identified in this plan, or phasing in network changes). As noted above, additional public engagement would take place prior to the implementation of recommendations that might involve trade-offs or impacts for customers.

Regular monitoring of the Plan will occur to track the status of the Plan and report back on progress. Plan recommendations will be reviewed to ensure land use and transportation planning continue to be coordinated.

Proposed Complementary Amendments to Traffic Bylaw to Support Transit

Based on customer requests, the Plan identifies the implementation of two new bus stops on Alderbridge Way at May Drive to provide more convenient access to the existing commercial development on the north side of Alderbridge Way (i.e., Central at Garden City that includes Walmart) and, in the future, the Garden City Lands to the south. However, as the existing posted speed limit on Alderbridge Way between Shell Road and Garden City Road is 60 km/h, TransLink's Bus Infrastructure Design Guidelines recommend the use of bus bays (a recessed bus stop separated from the adjacent travel lane) rather than a typical bus stop.

Given that Alderbridge Way west of No. 4 Road is within the more urban City Centre and the developments on either side will generate more crossing trips, staff recommend that the posted speed limit be reduced from 60 km/h to 50 km/h between No. 4 Road and Garden City Road, which would obviate the need for the costly pull-out bus bays. The posted speed limit would remain at 60 km/h between Shell Road and No. 4 Road to serve as the transition area between the western end of Highway 91 (at 80 km/h) and the municipal road network (at 50 km/h).

Similarly, for consistency, staff also recommend that the existing posted speed limit of 60 km/h on Garden City Road between Westminster Highway and Sea Island Way¹ be reduced to 50 km/h in recognition of existing bus services and stops as well as continued development along both sides of the corridor, with associated crossing movements, per the City Centre and West Cambie Area Plans.

Both proposed changes to the posted speed limits for Alderbridge Way and Garden City Road require the amendment of Traffic Bylaw No. 5870. The proposed amendments are shown in Attachment 2.

Financial Impact

None.

Conclusion

Following a process that began in February 2015 and included two rounds of extensive public consultation as well as input from three advisory committees (i.e., Technical, Senior and Public Advisory Committees), TransLink has finalized the Southwest Area Transport Plan, which is the first sub-area plan for the region that is multi-modal (i.e., beyond transit and includes walking, cycling, driving, and goods movement). This Plan is the first update of the Richmond Area Transit Plan completed in September 2000.

Overall, implementation of the combined transit, cycling and walking proposals contained in the Plan would significantly improve and support transit service and active transportation in Richmond, which in turn would support the goals and objectives of the *Official Community Plan* to reduce car dependency and greenhouse gas emissions. The complementary recommended amendments to Traffic Bylaw would respond to customer requests and facilitate implementation of transit service improvements recommended by the Plan.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

Att. 1: Final Southwest Area Transport Plan

Att. 2: Traffic Bylaw No. 5870, Amendment Bylaw No. 9816



Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)

¹ Per the City's Traffic Bylaw, the existing 60 km/h speed limit on Garden City Road applies northbound between Westminster Highway and Sea Island Way, and southbound between Sea Island Way and 90 m north of Westminster Highway.

Southwest Area Transport Plan

(DRAFT - FEB 2018)



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Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. Recognizing that the Metro Vancouver region is large and diverse, TransLink divides the region into sub-regions in order to ensure local context and needs are understood and reflected in our planning. To plan for transit service and infrastructure, while also addressing aspects of cycling, walking, driving, and goods movement in Richmond, South Delta, Tsawwassen First Nation as well as important connections to North Delta and other nearby areas, TransLink worked with municipal partners, stakeholders and the public to develop the Southwest Area Transport Plan (SWATP).

The SWATP establishes a “blueprint” for how resources could be used over the next 1–15 years improve transit and transportation in the Southwest Area in a way that is responsive to local needs and consistent with regional objectives.

Area Transport Plans (ATPs) support and inform key planning processes like TransLink’s [Regional Transportation Strategy](#) and the Mayors’ Council [10-Year Vision](#)—which establish the region’s long-term transportation vision, overall goals, targets, policy direction and investment priorities. ATPs also consider municipal land use and transportation plans, to ensure that the local transit network supports existing and expected land use and travel patterns. The planning process considers customer experience, current and projected land use and development, transportation and ridership data, and feedback from the public, stakeholders and local governments.

Recommendations in the SWATP calls for an increase of approximately 35 per cent of transit service or about 180,000 annual service hours once fully implemented. Plan recommendations will be considered for implementation alongside other regional priorities and as funding allows,



with funding levels being set in investment plans that must balance TransLink expenditures and revenues over a ten year period. TransLink’s legislation requires investment plans to be updated every three years at a minimum.

The plan will help to ensure that current and future transportation investment decisions in the Southwest Area are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and the transportation network to provide more travel

options (including transit, cycling and walking) for people who travel in or through Richmond, South Delta and Tsawwassen First Nation.

Major Regional Investments in Rail Rapid Transit

The Regional Transportation Strategy outlines the key policies and investments related to transportation for the region over the next 30-years. Among other things, this long-range plan identifies priorities for major investments in expanding rail transit (e.g. SkyTrain, light-rail transit).

Additionally, the Mayors' Council 10-Year Vision for Transit and Transportation identifies priority investments for rail transit expansion over the next decade, which include extending the Millennium Line along Broadway to Arbutus and building new rail transit in Surrey along King George Boulevard, 104 Avenue, and Fraser Highway.

Local government staff and elected officials expressed their interest in expanding rapid transit across the South Arm of the Fraser River to serve travel between Richmond and Delta, however identifying any additional rail transit expansion is beyond the scope of this Southwest Area Transport Plan. Decisions about these major investments are best considered through these other regional plans.

Developing the plan

The planning process for the Southwest Area Transport Plan involved two phases of work, with stakeholder and public engagement occurring throughout the plan development process.



Phase 1 involved a comprehensive analysis of local transit service and infrastructure, as well as aspects of cycling, walking, driving, and goods movement. Research into travel patterns, land use and other local conditions was also considered. In this phase we gathered perspectives from the community on what's important and opportunities to improve the current transit and transportation network.

Public engagement took place in April and May of 2016, the results of which are detailed in [Appendix B](#).

Phase 2 identified recommendations related to transit service and infrastructure, as well as cycling, walking, and the Major Road Network, in order to make the most of the opportunities identified in Phase 1. In this phase we sought public and stakeholder input on more than 36 proposed changes to bus routes throughout the sub-region, and a proposed network of regionally significant cycling corridors. Our final recommendations for transit and transportation are based on the feedback we received, along with technical analysis and input from our local government partners.

Public engagement took place in May and June of 2017, the results of which are summarized in this plan document, but also presented in more detail in [Appendix C](#). In November and December 2017, a draft plan document was made available for public review and presentations on the draft plan were made to local elected officials of the City of Delta, Tsawwassen First Nation, and City of Richmond. Following this, revisions were made to the document based on feedback received.

Several advisory committees were also formed in order to support the development of this plan. This included members of the public, local government staff, and elected officials from the City of Delta, City of Richmond, and Tsawwassen First Nation.

- **Public Advisory Committee:** Membership comprised of individual citizens with different backgrounds and affiliations from across the Southwest Area. Roles included supporting public and stakeholder engagement process, helping interpret input from broader public, and commenting on materials in advance of public distribution. This group met eight times throughout the planning process.
- **Technical Advisory Committee:** Membership comprised of local government transportation and land use planning staff. Roles included providing review and guidance on technical content and the planning process. This group met ten times throughout the planning process.
- **Senior Advisory Committee:** Membership comprised of local government elected officials and senior-level staff. Roles included providing overall strategic direction, with a focus on the planning process. This group met three times throughout the planning process.

A transportation stakeholder working group was also established to seek input from a broad array of transportation-related organizations, including Ministry of Transportation and Infrastructure, BC Ferries, Vancouver Airport Authority, Port of Vancouver, Insurance Corporation of BC, and HUB Cycling. This group met during each phase of the planning process, with meetings in June 2016 and June 2017.

Public Advisory Committee Members

Anton Metalnikov (Chair)
University Student, Delta

Ruth Mary Adams
Retired Elder, Tsawwassen First Nation

Graeme Bone
Richmond Active Transportation
Committee

Michael Chiu
Richmond Chinese Community Society

Clara Chow
Engaged Citizen, Richmond

Mark Fenwick
General Manager, Tsawwassen Mills

Louise Gaudry
Richmond Centre for Disability

Louise McMahon
Business Person, Delta

Mark Sakai
Business Person, Richmond

Kevin Shackles
Business Person, Richmond

Patrick Thompson
Business Person, Delta HUB Committee

Issues and opportunities

Early in the planning process a lot of technical work was done to understand current context, recent trends, and anticipated future developments that could influence transit and transportation demand in the Southwest Area. The findings from this issues and opportunities work, along with public and stakeholder feedback, informed the development of SWATP recommendations.

Technical work included the following:

1. **Land use analysis:** Looked at historical, current, and planned patterns of development, as well as demographics, to understand where the generators of transportation demand are today and in the future. TransLink's [Transit-Oriented Communities Design Primer](#) provides an overview of how land use and transportation are related, and served as a guide for this analysis.
2. **Travel market analysis:** Examined the [2011 Trip Diary](#) and other available sources of data to better understand travel patterns within, to and from the Southwest Area. This involved looking at the origins and destinations of all trips, and whether those trips are made by transit, driving, walking, or cycling.
3. **Transportation analysis:** Analyzed the transit service for the Southwest Area at the network-level as opposed to diving into the route-by-route details. TransLink's [Managing the Transit Network Primer](#) provides an overview of the key considerations used to ensure a transit network is in place that can support current and future land use and travel patterns. Also conducted analysis related to walking, cycling, driving and goods movement.
4. **Customer perceptions:** Reviewed customer feedback provided over the past several years related to transit service in the Southwest Area, as well as trends in quarterly customer satisfaction and performance reviews, to better understand public perceptions and values related to transit and transportation.
5. **Health and transportation analysis:** Identified health determinants that can be directly or indirectly influenced by transportation (e.g. active transportation, safety, air quality, social cohesion and equity). Information on the built environment, demographics, travel behavior, air quality and emissions were also reviewed to identify issues and opportunities related to these health determinants.

All of this technical work is available in the Appendices supporting this plan, and an overview of our findings is presented in the Issues and Opportunities Summary Map.

“ I have enjoyed meeting and working with both TransLink staff and citizen leaders from the community. The process was well organized, engaging and insightful. Thank you for the opportunity. ”

MARK FENWICK, MEMBER, SWATP PUBLIC
ADVISORY COMMITTEE

Issues and Opportunities Summary Map



*Note: In September 2017, the Province announced an independent technical review of the George Massey Tunnel Crossing, with a report including findings expected in spring 2018. The Mayors' Council and TransLink, consulting with Metro Vancouver, will work collaboratively to provide input to the provincial government's review with a focus on how the project fits into long term regional transportation and land use plans.

Public engagement

Public and stakeholder engagement is a fundamental aspect of developing an Area Transport Plan. Whether engaging with a resident that relies on public transit for their daily commute, or hearing from someone that occasionally travels through an area, understanding the issues and concerns that face Metro Vancouver residents allows TransLink to better understand the communities we serve.

What we did

We used a variety of methods to reach out to the public and stakeholders to make sure they were aware of the planning process and opportunities to provide their feedback. Through in-person discussions, pop-up events, and surveys, we were able to engage with the public to better understand their transportation experience and needs. We began by identifying issues and opportunities for transportation in the Southwest Area, focusing on what works and doesn't work for residents based on their feedback and our technical analysis.

We then incorporated these ideas into specific proposals that were shared with residents in order to gain further feedback and better meet the transportation needs of the Area. Engagements were structured to allow people to speak directly to the issues and concerns that mattered most to them, including providing feedback specific to the routes they use and care about most.

A summary of public and stakeholder outreach and engagement activities is provided below.



Outreach

Phase 1 (April-May 2016)

4 Street Team Efforts distributing 5,500+ posters and postcards to community locations and transit hubs (*English and Traditional Chinese*)
30 print advertisements on the transit system
7 newspaper advertisements (*English and Traditional Chinese*)
9 unique media stories in print, online, and radio
250+ recipients of eNewsletter communication
3.1 million+ impressions of digital ads
23,000+ impressions on social media
4,000+ project webpage visits

Phase 2 (May-June 2017)

10 Street Team Efforts distributing 13,500+ posters and postcards to community locations and transit hubs (*English and Traditional Chinese*)
225 print advertisements on the transit system
4 newspaper advertisements (*English and Traditional Chinese*)
9 unique media stories in print
480+ recipients of eNewsletter communication
1.5million+ impressions of digital ads
70,000+ impressions on social media
15,000+ project webpage visits



Outreach and engagement summary



Engagement

Phase 1 (April-May 2016)

Online Survey (English)

Paper Survey at 10 community locations (English)

5 drop-in information sessions

Meetings with public, technical, and government advisory committees

Elected officials forum

Transportation stakeholder workshop

Phase 2 (May-June 2017)

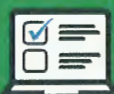
Online survey and discussion guide (English)

Paper survey and discussion guide (English and Traditional Chinese) at 16 collection sites

3 presentations to Tsawwassen First Nations, Delta ProBus Club, and Richmond Chinese Community Society (RCCS)

Meetings with public, technical and government advisory committees

Transportation stakeholder workshop



Participation

Phase 1 (April-May 2016)

- ✓ **2,923** online surveys completed
- ✓ **114** paper surveys completed
- ✓ **2,600+** in-person interactions including:
 - 800+ in-person discussions at Richmond – Brighthouse Station
 - 550+ attendees at the Steveston Cannery Farmers' Market drop-in information session.
 - 280+ in-person discussions at Ladner Leisure Centre
- ✓ **11** pop-up community events to gather input for the proposed plan

Phase 2 (May-June 2017)

- ✓ **3,192** online surveys completed
- ✓ **96** paper surveys completed (including 35 Chinese language surveys)
- ✓ **1,800+** in-person discussions, including:
 - 600+ in-person discussions at Ladner May Days
 - 500+ in-person discussions at Bridgeport Station
 - 400+ in-person discussions at the Steveston Farmers and Artisan Market
- ✓ **10** community consultation sessions hosted by TransLink Planners



What we heard

What we heard in Phase 1

In April and May 2016, we asked people for their opinion on ways to improve transit, cycling, walking, and to motivate less driving for trips within, to, and from the Southwest Area. People were also invited to provide specific feedback on bus services that are most important to them. The following is a summary of the general feedback and themes of what we heard, ranked by order of importance:



How we responded in Phase 1

Engagement with the public, elected officials, local government transportation and land use planning staff, and transportation-related stakeholders, along with the technical analysis described earlier, informed our understanding of the overall issues and opportunities related to transit and transportation in the Southwest Area. This information was then used to develop proposals that would be consulted on in Phase 2 of the planning process.



MORE IMPORTANT + — LESS IMPORTANT

For more details on Phase 1 public engagement and what we heard, refer to [Appendix B: Phase 1 Survey Results](#).

What we heard in Phase 2

In May and June 2017, we shared proposals related to transit service and regionally-significant cycling corridors with the public and asked for their feedback. Public and stakeholder feedback indicated support for most proposals, with survey respondents identifying that 26 of 36 proposals would make travel in the Area better overall than today.

The following are some of the key themes from what we heard related to transit and cycling:

- Support was high for new services or increased frequency to existing services (e.g. New A (Blundell Road), New B (Steveston Highway/Three Road), New C (Tsawwassen Ferry Terminal), New D (Ladner to Langley), 301, 311, 388, 430, C76)
- Concern was expressed about discontinuing services as part of the overall network redesign (e.g. 480, 602, C87, C92, C96)
- Concern about making significant changes to existing routes in serving Tsawwassen, Ladner, and Richmond (e.g. 404, 405, 603, 604, C88)

- General support for splitting longer routes in Richmond to improve service reliability, although some had concerns about increased transfers (e.g. 401, 405, 407, 410)
- Broad support for the regionally-significant cycling corridors that were identified

For more details on Phase 2 public engagement and what we heard, refer to [Appendix C: Phase 2 Survey Results](#).

How we responded in Phase 2

Feedback received during the engagement period was carefully considered, and ways were sought in which to respond to areas of concern. Most proposals received broad support and are being advanced as originally proposed. Proposals that received the lowest levels of support were either modified or abandoned completely. Where warranted, further refinements, based on feedback, were made to some proposals to create even stronger recommendations.

The survey results summary graph on the next page identifies which proposals were revised in response to public feedback. These are indicated by the ● symbol.

“ Being a part of the Public Advisory Committee was a great experience as I got to be involved in such an important project for my community. It was a pleasure to work with the other volunteers, as well as the staff, to be part of the comprehensive public engagement process for this plan. ”

ANTON METALNIKOV, CHAIR, SWATP PUBLIC ADVISORY COMMITTEE

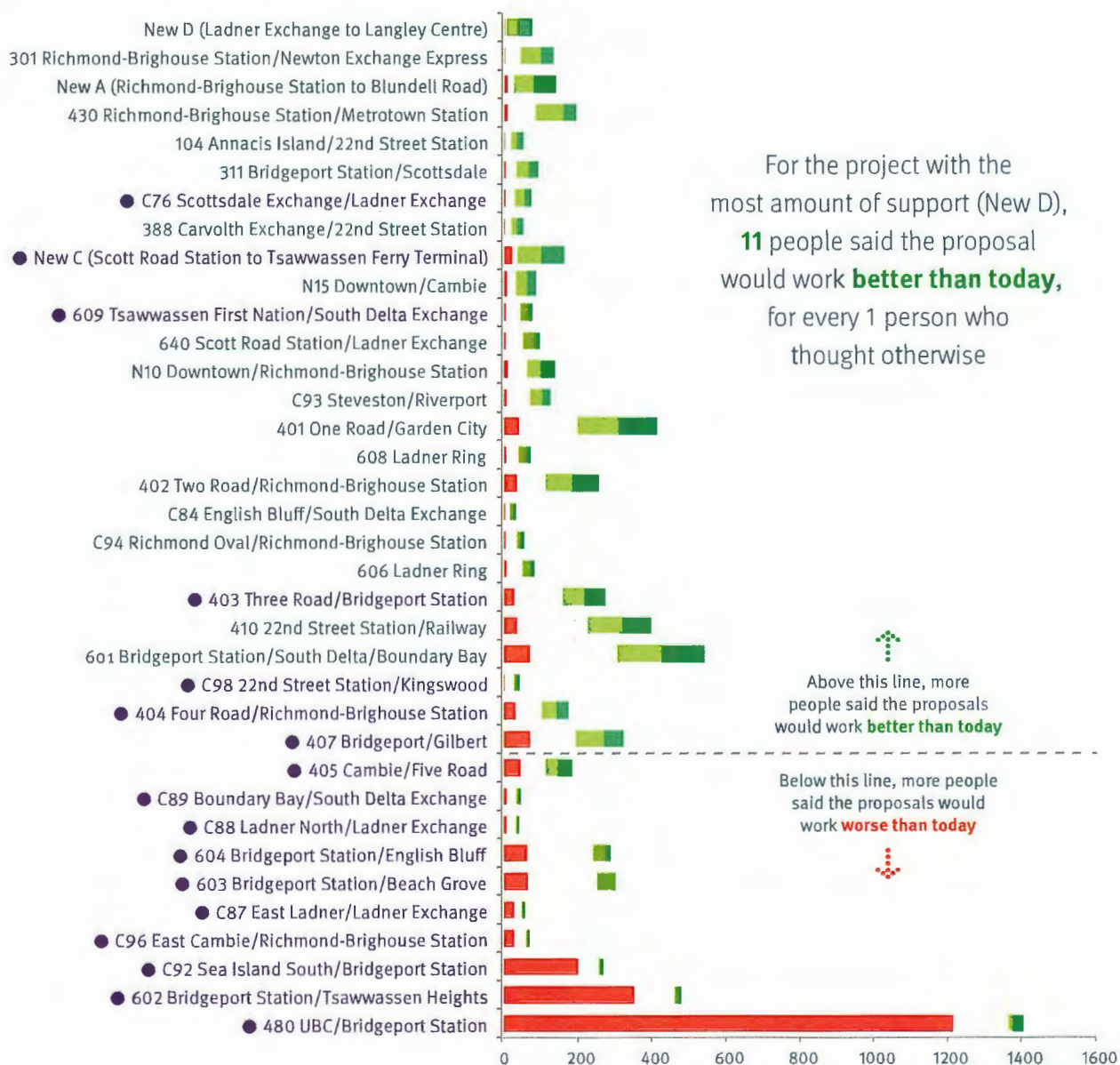
What we heard in Phase 2, and how we responded

Below is a graphic which shows the number of people who provided feedback on proposals for each route, including whether they expressed support or concerns. The graph is sorted based on a ratio of the number of people who said a proposal would result in better service, as compared to the number of people who said it would result in worse service.

Question: Compared to today, how would the proposed change generally work for you?

■ Much worse ■ Worse ■ About the same ■ Better ■ Much better

● Proposals that were modified based on public feedback










Evaluating recommendations

Recommendations have been made for nearly every bus route in the Southwest Area. All recommendations were evaluated using a Multiple Account Evaluation (MAE) process. The MAE process considers seven different “accounts” to identify the potential benefits and impacts for each recommended change to the transit network. Each account is related to something we care about as a region, with measurable criteria. This includes issues of specific interest to the sub-region – such as access to industrial employment areas. All transit recommendations were evaluated against a Business as Usual scenario, where the transit network remains the same as it is today. The evaluation helped inform the grouping of recommendations into three different tiers that generally reflect their relative overall benefits, and helps to set expectations regarding the order in which recommendations might be implemented.

Multiple Account Evaluation (MAE) criteria

The MAE is meant to be used as a decision-support tool, and it is not meant to represent the final word with regard to identifying priorities for the plan

ACCOUNT	CRITERIA
 ECONOMY	<input type="checkbox"/> Access to jobs <input type="checkbox"/> Access to industrial employment areas
 ENVIRONMENT	<input type="checkbox"/> Emissions reduction
 FINANCIAL	<input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
 SOCIAL AND COMMUNITY	<input type="checkbox"/> Customer experience <input type="checkbox"/> Access to transit
 HEALTH	<input type="checkbox"/> Access to transit for seniors, youth, low income <input type="checkbox"/> Neighbourhood impacts
 LAND USE	<input type="checkbox"/> Policy alignment (regional, local) <input type="checkbox"/> Demand areas
 DELIVERABILITY	<input type="checkbox"/> Ease of implementation <input type="checkbox"/> Acceptability

Recommendations

Identifying recommendations for transit and transportation in the Southwest Area is important for ensuring expectations are aligned for TransLink, municipal partners, the public, and stakeholders with regard to how future regional investments may be made.

To this end, recommendations have been identified for the following areas:

1. **Transit service and infrastructure**
2. **Regionally-significant cycling corridors**
3. **Walking access to transit**
4. **Major Road Network**

1. Transit service and infrastructure

The SWATP includes transit network, service and infrastructure recommendations. Some of the recommended transit network changes include more than one service modification and have been grouped together because the changes support each other and may be implemented at the same time. Many proposed network changes were revised and re-evaluated based on feedback received during public engagement and further technical analysis.

The key objectives for transit service recommendations are aimed at:

- Improving Frequent Transit Network (FTN) service along key corridors
- Expanding bus service for growing communities and large areas of employment, including industrial areas
- Providing more reliable and convenient bus service
- Improving late night service, including making NightBus more direct for service to Richmond City Centre and YVR Airport

“Being a part of the PAC helped to connect me with other community members who care about the future of transit in the region. Our different points of view resembled the public we were there to represent.

The SWATP served as a great chance to learn from TransLink, about TransLink – including the goals, the challenges, and the tools used to gain critical input into service planning.

‘Adaptability’ was one of my key takeaways from the SWATP. When the need for new engagement approaches was identified, it was gratifying to see this put into action.”

PATRICK THOMPSON, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

Bus Service Recommendations: 1–15 year implementation



What do the Tiers refer to?

Bus service recommendations are grouped into three different tiers that should generally be understood to reflect the order in which recommendations might be implemented. That is, Tier 1 recommendations would be advanced first, as funding allows and alongside other regional priorities. Tier 2 and Tier 3 recommendations would be considered for implementation based on future funding conditions, but also may require demand for services to grow or conditions to change (e.g. new development, changes to the road network). However, plan recommendations may be implemented as opportunities present themselves; therefore it is conceivable that some Tier 2 or even Tier 3 recommendations could be advanced before all Tier 1 recommendations are implemented.

Bus Transit Service recommendations

LEGEND						Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
Frequent Transit Network service (15 min or better frequency, all day, every day)													
Increase to service frequency													
Reduction to service frequency													
Route(s)	Description	Peak	Off-peak	Peak	Off-peak								
TIER 1													
104	Expanded employment area coverage	12/15	30	12	30	X		X		X		X	
301	Additional frequency	15	30/60	15	30	X							
311	Additional frequency	20/30	-	15/20	-	X							
388	New off-peak service	30	-	30	60					X			
401	Redesign the 401 to become two routes:												
401e	Maintain frequency	9	20/30	9	20/30							X	
401w	Increase frequency to FTN level service (i.e. every 15 minutes or better all-day, every day)	9	20/30	7	15	X						X	
403	Upgrade to FTN	15	15/20	15	15			X					
410, C98	Redesign the 410 to become two routes:												
410e	Connects Granville Ave to 22nd Street Station serving Westminster Highway for all trips	7	10	6	10	X						X	
410w	Connects Richmond-Brighouse Station to Steveston Village	7	10	10	15/20							X	
C98	Extend service west on Blundell Road further into Kingswood Industrial Area, eventually connecting to Riverport and Highway 99 at Steveston Highway when future development allows; also serve Fraserwood	30	60	15	30	X		X		X			
430	Additional frequency	15/20	20/30	15	20/30	X							
601	Increase frequency to meet Frequent Transit Network levels (i.e. every 15 minutes or better, all day, every day), and reroute to Salish Sea Drive when demand warrants	20	20/30	12	15	X		X		X		X	
N10, N15	More direct service:												
N10	More direct connections to Richmond City Centre	-	30	-	30					X		X	
N15	More direct connections to YVR Airport	-	30	-	30					X		X	

LEGEND		Current frequency (minutes)		Target frequency (minutes)		Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
<div></div>	Frequent Transit Network service (15 min or better frequency, all day, every day)								
<div></div>	Increase to service frequency								
<div></div>	Reduction to service frequency								
Route(s)	Description	Peak	Off-peak	Peak	Off-peak				
TIER 2 RECOMMENDATIONS									
407	Redesign the 407 to become two routes:								
407e	Connects Bridgeport Station to Knight Street – Marine Drive via Bridgeport Road	20	30	15	30	X	X		X
407w	Connects Steveston Village to Bridgeport Station via Gilbert Road, Lansdowne Road, and Garden City Road	20	30	15	20	X	X		X
480	Transition the 480 service to be peak-period only, monitoring ridership and adjusting frequency and span of service as other services connecting to UBC improve; re-invest resources to support Tier 1 bus improvements (e.g. 401 to FTN)	12	20	12	-				X
602	Additional express trips during the midday period	20/30	-	20/30	60	X		X	
606, 608, C86	More direct in Ladner:								
606	Restructure service to serve South Ladner to improve legibility and travel time		-		-				X
608	Restructure service to serve North Ladner to improve legibility and travel time		-		-				X
C86	No change	30	30/60	30	30/60				
609, C89	Adjust routing and increase service frequency on 609 to better serve growing TFN community (exact routing to be confirmed) and join with the C89 to also provide better service coverage for Boundary Bay neighbourhood	60	60	30	30/60	X	X	X	X
640	Provide local service to Tilbury Industrial Area all day, every day, increase frequency during evenings, and extend span of service to later in the night	15/20	30	20	30			X	
New C	New limited stop service between Scott Road Station and Tsawwassen Ferry Terminal via SFPR, Tilbury, Ladner Exchange, and Tsawwassen Mills	-	-	60	60		X		X
C76, C87	Better connections into Ladner Village:								
C76	Increase C76 service frequency all day, every day, and extend service into Ladner Village	30	60	20	30	X			X
C87	Discontinue due to very low ridership and improve street crossings at Ladner Trunk Road and 66 Street for improved access to C76 stops; reinvest resources into extending the C76 into Ladner Village	30	30/60	-	-				

LEGEND		Frequent Transit Network service (15 min or better frequency, all day, every day)		Increase to service frequency		Reduction to service frequency		Current frequency (minutes)	Target frequency (minutes)	Improving frequency	New coverage areas	Providing better hours of operation	Improving network directness/reliability
Route(s)	Description	Peak	Off-peak	Peak	Off-peak								
TIER 2 RECOMMENDATIONS continued													
C84	Make service bi-directional	60	60	60	60	X							X
C92	Expand service hours to include evenings and weekends to make the service more useful for South Terminal employees and Burkeville residents	20	30	20	30							X	
C94	Earlier AM service near Richmond Oval	30	30	30	30							X	
New B	New service, which would connect Richmond–Brighthouse Station to Steveston Village	-	-	30	30					X			
New F	New service to Sunshine Hills neighbourhood of North Delta, subject to further planning work and community engagement	-	-	30	60					X			
North Delta	Improve service frequency and hours of operation on local routes in North Delta to meet expected demand			TBD	TBD	X						X	
TIER 3 RECOMMENDATIONS													
402, New A	Upgrade to FTN:												
402	Increase frequency to FTN level service, and extend service along No. 2 Road	12	20/30	10	15	X				X	X		X
New A	New service along Blundell Road, connecting to Richmond–Brighthouse Station	-	-	30	30						X		X
404	Maintain current routing that connects to Richmond-Brighthouse Station, but have the south terminus of the service end at Riverside Industrial Area	30	30	20	30	X							
405	Reroute to connect Bridgeport Station to Riverside Industrial Area via River Drive, Shell Road, Bridgeport Road and No. 5 Road	30	30	20	30	X				X	X		X
C88	Reroute if there is an opportunity for a new transit connection at Hwy 99/Hwy 17A	30	30/60	30	30/60						X		X
C93	Extend service to London Landing area	30	30/60	30	30/60						X		X
C96	Reroute C96 to provide service along Westminster Hwy between No. 4 Road and Garden City Road, Cambie Road, Jack Bell Drive and McNeely Drive	30	-	30	-								X
New D	New service connecting Ladner to Langley	-	-	60	60						X		X
New E	New peak-period express service to connect Southlands and Boundary Bay to Bridgeport Station	-	-	30	-	X				X	X		X

Additional transit service, facility and infrastructure recommendations:

- Improve park and ride by expanding current facilities or creating new facilities
- Identify opportunities to improve customer amenities and accessibility at stations, exchanges and major bus stops
- Consider options for potential future applications of flexible / on-demand transit services
- Identify opportunities for innovative partnerships and transportation solutions for seniors and youth traveling north of Bridgeport Station to Vancouver who may benefit from more direct connections
- Identify opportunities for transit priority to make services faster and more reliable, including for approaches to the Queensborough Bridge

Mayors' Council 10-Year Vision

Transit service and infrastructure priorities have also been identified in the Mayors' Council 10-Year Vision.

These priorities include:

- **Surrey Rapid Transit:** New light rail transit (LRT) on three corridors: 104 Avenue, King George Boulevard and Fraser Highway
- **Canada Line:** Upgrade capacity through the purchase of new rail cars to provide more service, upgrades to stations, and expansion of facilities
- **Richmond B-Line:** New B-Line connecting Richmond City Centre to Metrotown
- **Scott Road B-Line:** New B-Line connecting Scott Road Station to Newton Exchange
- New and improved **bus transfer** opportunities at Hwy 99/Stevedon Hwy and Hwy 99/Hwy17A
- New **bus exchange** and layover facility in Stevedon

2. Regionally-significant cycling corridors

A number of regionally-significant corridors are identified as priorities for new, or improved, cycling facilities. Improvements will provide high-quality connections to transit, urban centres and regional transportation gateways.

These corridors should provide options that are comfortable and accessible for most cyclists. For these corridors, consideration may be given toward implementing off-street paths, on-street lanes physically separated from traffic, striped bicycle lanes, and neighbourhood street bikeways with traffic calming and crossings at major streets, depending on vehicle traffic volumes.

What we heard

- Seven in ten (69%) said the regionally-significant cycling corridors identified for prioritization are the right ones
- One-quarter (25%) of those who choose to share comments said that cycling corridors should be protected and/or separated from vehicle traffic, especially on roadways with high traffic and high speeds (e.g. Steveston

Highway and Westminster Highway in Richmond; Ladner Trunk Road and River Road in Delta)

- Cycling connections between Richmond and Delta, and to the Tsawwassen Ferry Terminal, are important connections that need to be improved

Additional specific cycling-related recommendations

- Explore opportunities for improving the ability for more customers to take bicycles on buses through the George Massey Tunnel and to the Tsawwassen Ferry Terminal
- Explore opportunities for more secure bike parking at transit stations and exchanges, including Bridgeport Station and Richmond–Brighthouse Station
- Explore opportunities to improve cycling conditions and infrastructure for bridge crossings, including the Knight Street Bridge and Westham Island Bridge

“ Thank you to TransLink for having given me the opportunity to participate in the SWATP PAC. I have been impressed by the degree of effort that goes into making plans for our transit system. As a transit user with a disability, I was pleased to be able to share my perspective in an inclusive, “not disability specific” environment. It was also interesting to hear from the many PAC members who could speak to the larger transit network concerns, for example, bike paths. ”

LOUISE GAUDRY, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

Regionally-significant cycling corridors



3. Walking access to transit

Improvements in walking access to transit should be prioritized within urban centres and employment areas, including improving access to Canada Line stations and bus services that operate frequently throughout the day.

TransLink should work with local government staff, stakeholders and the public to identify and address physical barriers to accessing transit for pedestrians, including those with mobility challenges.

Improvements to walking infrastructure in these locations could include things such as new or improved sidewalks on both sides of the street,

universally accessible street crossings, and other improvements needed to support regional connectivity for pedestrians.

Additional specific walking-related recommendations

- Partner with the City of Delta to improve the intersection of Ladner Trunk Road and 66 Street so that residents can access bus stops
- Partner with the City of Richmond and the Ministry of Transportation and Infrastructure to identify opportunities for bus stops and street crossings along Westminster Highway near Fraserwood



Pedestrians on No.3 Road



Pedestrians accessing a bus stop in Ladner Village

“ I really enjoyed the opportunity to participate in the SWATP Public Advisory Committee. I have enjoyed working with both staff and community leaders. I now appreciate and understand the amount of hard work and information gathering needed to deliver a viable transportation system to satisfy our stakeholders. ”

MICHAEL CHIU, MEMBER, SWATP PUBLIC ADVISORY COMMITTEE

4. Major Road Network

The Major Road Network (MRN) is a network of approximately 600 km of road that facilitates the safe and efficient movement of people and goods across the region. It connects the provincial highway system with the local road network and some corridors also serve cyclists and pedestrians.

TransLink, in partnership with local governments, plans the region's MRN. TransLink provides funding for the operation, maintenance and rehabilitation of the MRN, but ownership and operational

responsibility for the MRN remains with the respective local governments. TransLink and local governments also share the cost of minor capital projects to improve MRN roads, to the benefit of drivers, cyclists and pedestrians.

Through the SWATP process, TransLink has worked with local governments to identify road corridors to be considered for possible inclusion in the MRN. The following map shows these corridors. These will be considered as candidates for any future expansion.

Candidates for addition to the Major Road Network (MRN)



Next steps

The Southwest Area Transport Plan has identified recommendations related to transit service and infrastructure, regionally-significant cycling corridors, walking access to transit and the Major Road Network. This is a living document and TransLink will continue to work collaboratively with local government partners to determine if we are on track or need to adjust course to deliver the recommendations in this Plan.

Implementation

There are number of different ways by which recommendations contained in this plan might be implemented. For example, transit recommendations that can be implemented by reallocating existing resources may be advanced through our quarterly transit service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions. Additionally, individual recommendations may be implemented all at once or incrementally over time (e.g. steadily improving service frequency until it reaches the level identified in this plan, or phasing in network changes). Further public engagement would take place prior to the implementation of recommendations that might involve trade-offs or impacts for customers.

Recommendations related to cycling and walking might be implemented through cost-share funding programs offered by TransLink to which local governments can apply for funding to

construct new or improved cycling and walking infrastructure. Additionally, roadway corridors identified by local governments as priorities for moving people and goods in the Southwest Area will be considered for any future expansion of the Major Road Network.

Tracking progress

Following the completion of an Area Transport Plan, regular monitoring takes place to track the status of the plan and report back on progress. Plan recommendations will be reviewed to ensure land use and transportation planning continue to be coordinated.

Thank you

Thank you to everyone who participated in this process by getting engaged and sharing their feedback to improve the future of transit and transportation in Richmond, Delta and Tsawwassen First Nation.



**Traffic Bylaw No. 5870
Amendment Bylaw No. 9816**

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is amended further by deleting Schedule C and replacing it with Schedule A attached hereto as the new Schedule C to Bylaw No. 5870.
2. This Bylaw is cited as “**Traffic Bylaw No. 5870, Amendment Bylaw No. 9816**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>VW</i>
APPROVED for legality by Solicitor <i>BRB</i>

SCHEDULE A to AMENDMENT BYLAW NO. 9816

SCHEDULE C to BYLAW NO. 5870

SPEED ZONES

**Highways On Which Traffic Is Limited To
60 Kilometres (37.28 Miles) Per Hour**

1. Westminster Highway between No. 4 Road and No. 6 Road.
2. Westminster Highway between Nelson Road and Highway 91.
3. No. 6 Road between Cambie Road and Westminster Highway.
4. Vulcan Way from No. 6 Road to a point 46 metres (50.31 yards) east of the Bath Slough Bridge.
5. Alderbridge Way between No. 4 Road and Shell Road.



City of Richmond

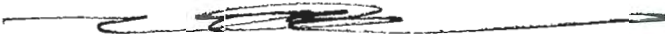
Report to Committee

To: Public Works and Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Re: Public Bike Share - Proposed Pilot Project

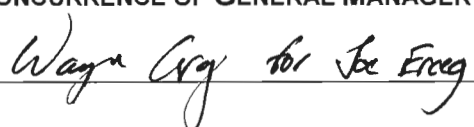


Date: February 28, 2018
File: 10-6500-01/2018-Vol
01

Staff Recommendation

1. That staff be directed to issue a Request for Proposals for the development and operation of a public bike share system as a pilot project, as described in the staff report dated February 28, 2018, from the Director, Transportation; and
2. That staff report back on the responses to the above Request for Proposals with further recommendations prior to the award of any contract(s) and implementation of the pilot program.


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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Administration & Compliance	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Business Licences	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The City has been approached by representatives of several different operators of public bike share systems expressing interest in launching operations in Richmond. This report discusses the opportunity and presents a proposed process to facilitate the introduction of a public bike share system in Richmond.

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

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

3.3. *Effective transportation and mobility networks.*

Findings of Fact

Public Bike Share Systems

Public bike share (PBS) systems involve companies that provide bicycles in various locations in a city for shared use by individuals on a short-term basis. Via digital technology, users can pick up a bicycle in one location and return it to another location within a defined service area. PBS systems have been around for a number of years in many cities around the world, including London, Paris, Washington DC, and several cities in China. In Canada, PBS systems have been operating in Montreal, Toronto, Hamilton, Ottawa, and Vancouver. The Mobi by ShawGO system operating in the City of Vancouver, which is currently the region's only PBS system, launched in Summer 2016.

There are two main models for PBS systems with the difference essentially being the form of technology for locking and unlocking a bike:

- Docked Systems: Require relatively expensive and fixed docking stations that can be difficult to re-site and substantial amounts of space to locate the stations in the public realm (e.g., street right-of-way, sidewalks, parks, parking areas). These systems are digitally accessed by cellular phone or swiping of a credit card at the station and the locking and unlocking technology most typically occurs in the docking station. While this system is visually easy to recognize, the costs for the infrastructure can require government subsidy. The cost to install a docking station is approximately \$3,500 per bike.



Figure 1: Mobi Docking Station in Vancouver

The Mobi system in Vancouver is a station-based model (Figure 1). The City of Vancouver administers a private contract with Vancouver Bike Share Inc., a subsidiary of CycleHop, which is North America's largest "smart bike" bike share operator. The City supported CycleHop with a \$5 million fee for the launch and operation of the PBS system for five years plus in-kind support, including docking station sites. In December 2016, Shaw Communications became the system's presenting sponsor as part of a multi-year partnership that is intended to help ensure the long-term financial sustainability of the service.

- *Dockless Systems*: The bicycles are accessed via a mobile app and equipped with GPS and digital locks so that they can be parked anywhere. Using the mobile app, would-be riders locate a bike near them and then scan a barcode attached to a locking mechanism on the rear tire to release the lock, thereby eliminating the need for a physical bike rack or docking station. At the end of a trip, the bike can be parked where legally permitted to do so or at a designated bike parking area that can be marked both on the app and physically at the parking location. As a result, dockless bike share systems have the potential to be less expensive to implement in a broader range of urban conditions, typically at no cost to cities, and to be more convenient for customers.

Regional Interest in Public Bike Share Systems

Within the past year, several jurisdictions in BC have either implemented or are in the process of seeking implementation of a PBS system including:

- *City of Victoria*: Through a letter of intent with the City of Victoria, China-based U-Bicycle launched a fleet of 150 dockless bicycles in Victoria on September 30, 2017 for a one-year pilot project at no cost to the City. Up to 500 bicycles are planned to be made available by Spring 2018. Bicycles can be parked in public areas wherever it is legal to do so without impeding vehicle traffic or blocking pedestrians on sidewalks. Penalties may be charged for improperly parked bicycles.
- *City of Kelowna*: In January 2018, the City of Kelowna Council approved that the City enter into an agreement with Ontario-based Dropbike for an 18-month PBS pilot project. Staff were directed to bring forward an agreement for the purpose of licensing use of the public right-of-way for a PBS service for Council consideration with the launch of the pilot project anticipated in Spring 2018. Initially, 500 bikes (and up to 1,500 bikes) will be deployed at no cost to the City. Dropbike utilizes dockless bikes that will be parked in "havens" that are virtually defined by GPS to delineate geographical boundaries and visually defined by pavement markings as well as approved by the City to ensure that parked bikes do not impede circulation or accessibility of the public right-of-way (Figure 2).



Figure 2: Dropbike Parking Haven

- University of British Columbia: In early February 2018, UBC issued a Request for Proposals (RFP) seeking a provider of a PBS system for an 18-month pilot (to the end of 2019) with roll-out of the bikes anticipated in Summer 2018. Key elements of the RFP include no capital or operating costs for the University, a minimum of 200 bikes and up to 2,000 bikes, and a service area encompassing the campus plus the surrounding neighbourhood areas.

In addition, as a number of municipalities across the region have been approached by dockless PBS operators, TransLink is collaborating with municipal partners to produce sometime in Spring 2018 regional guidance for the introduction of dockless public bike sharing that would include:

- Regulations: restatement or interpretation of existing legal requirements including helmet use, bicycle safety standards, and personal data security;
- Common Standards: agreed practices for operating in the region including data sharing, pricing and concessions, minimum operational standards, and requirements for equitable access; and
- Areas for Exploration: matters for local determination or requiring testing to increase shared knowledge and inform policy including local bylaw and permit review, parking and public realm management, caps on the numbers of bicycles, readiness of cycling infrastructure, and payment systems (including integration with Compass).

Consultation with Stakeholders

As part of the preparation of this report, staff requested feedback from three local bike shops (Cap's/Krusty's Bikes, Village Bikes, and Steveston Bicycle & Mobility) that also rent bikes as well as Tourism Richmond on any potential impacts should a pilot PBS project be implemented in Richmond. No responses were received from the three bike shops by the requested deadline.

Staff met with a representative from Tourism Richmond who indicated that the agency is supportive of a PBS system that is easily accessible by tourists as the service would help link local tourist attractions (e.g., between hotels and Britannia Shipyard) and align with its planned initiatives to promote cycle tourism in Richmond (e.g., develop themed bike routes for tourists). Tourism Richmond offered a number of suggestions to make a PBS system attractive for visitors.

The concept was also discussed with the Richmond Active Transportation Committee, which is an informal advisory committee to Council that provides input and feedback to the City on projects related to cycling, in-line skating, skateboarding, and low-speed scooters. The Committee is supportive of a PBS service in Richmond provided adequate time is taken to ensure that a launch is successful and the system is sustainable over the long-term. Members also supported designating specific parking areas for PBS bikes only, particularly in the City Centre where there is relatively limited public space and more demand for existing bike racks from non-PBS users.

Analysis

Opportunity for Public Bike Share in Richmond

The Mobility & Access section of the City's *Official Community Plan* (OCP) recognizes the potential for a PBS service to increase local cycling trips and mode share with the following policy:

- i) *support the implementation of a public bike-share system as part of a regional program that integrates with transit service.*

The Canada Line provides a strong anchor for generating bicycle trips within the City Centre and Richmond's flat topography further complements cycling as a convenient mode of transportation. To this end, the key objectives of a PBS service in Richmond are:

1. Support alternate modes of transportation by complementing transit and walking trips;
2. Support and generate renewed interest in cycling;
3. Be affordable and easy to use;
4. Incur no financial costs (capital or operating) to the City;
5. Provide safe and well-maintained bicycles complete with helmets that meet all applicable safety standards in the Province of BC;
6. Provide adequate supply, coverage, locations, and redistribution of bicycles to support the program's viability;
7. Minimize disruption to and maintain accessibility of the public right-of-way;
8. Be able to address issues common to other dockless PBS systems experienced in other cities (e.g., bicycles illegally parked, abandoned or vandalized); and
9. Be able to integrate with existing and future regional public bike share and transit systems.

Proposed Public Bike Share Pilot Project

As the public bike share industry has evolved towards dockless systems that have allowed operators to significantly decrease costs and thereby deploy systems at no cost to the host city and as the City has been approached by multiple dockless PBS operators, staff recommend seeking a single provider through a Request for Proposal (RFP) process to operate a PBS service in Richmond for 12 to 18 months at no cost to the City. The intent of the RFP would be to secure a single operator in the interests of maximizing the success of a pilot program by minimizing the dilution of potential market uptake across multiple providers, better managing the competition for space within the public realm, and minimizing potential impacts to staff resources. Notwithstanding, staff may consider multiple operators pending the calibre of the RFP responses.

A pilot program would allow staff to monitor and assess the long-term feasibility of a PBS program in Richmond. The key considerations of the RFP evaluation framework would be based on the extent of meeting the nine program objectives stated above as well as the following that incorporate suggestions from Tourism Richmond as noted above (see Attachment 1 for more details):

- Operations: Potential usage patterns, coverage and the effects on pedestrian and cyclist safety and comfort. Establishment of a local operations and maintenance centre that monitors and

responds to, within an acceptable time period, bikes that are left or moved to unsuitable locations so that this task does not fall to City staff.

- **Public Realm:** Creation of virtual stations as designated bike parking areas, particularly in the City Centre, to help avoid potential obstructions in the public realm by improperly parked bicycles (Figure 3). These virtual spaces also have the advantage of being easily relocated if required. Station locations should prioritize access to transit and designated cycling routes. All locations would be subject to the review and approval of the Director of Transportation.



Figure 3: Potential PBS Parking Station at Intersection Corner Clearance (Saba Road at No. 3 Road)

- **Distribution:** All bikes to be equipped with GPS tracking devices so that they can be located at all times.
- **Safety:** All bikes to meet applicable safety standards and legislative requirements including the provision of a helmet with each bike.
- **Costs:** Pricing models, user accessibility and affordability, cost recovery for the City, and long-term financial sustainability of the service.
- **Data:** Security and privacy of user data, and City access to real-time information on bicycle locations and usage/condition status as well as trip data.
- **Risk Management:** Operator to indemnify the City and have commercial general liability insurance that names the City as an additional insured.

For the proposed pilot project, staff recommend that the service area be limited to predominantly the City Centre and potentially Steveston as typically, PBS programs have started in urban centres where trip density and traffic congestion make the service an attractive alternative travel mode that also complements transit use.

To reduce any impacts on existing public bike parking, the provider could also identify areas for additional bike racks in the city. Although a dockless PBS system does not require a fixed object such as a bike rack to lock the bike as the wheels are self-locking, a bike rack would better identify PBS bicycles and ensure unrented bikes are parked in an orderly manner.

With respect to potential impacts to local bike shops that also rent bikes, staff note that rental bikes are not their core business. PBS systems and bike shops with rental bikes also have different business models somewhat analogous to those of rental car companies and car-share operators: PBS is typically for very short-term and short distance trips as opposed to rentals for several hours or daily, and PBS typically supports commuter or personal business trips rather than leisure or recreational trips.

Financial Impact

None.

Conclusion

The establishment of a public bike share system that allows residents and visitors to access affordable and convenient bicycles for short distance trips would provide a number of community benefits that support the City's mobility, carbon reduction and economic development goals consistent with the OCP. Staff recommend that a Request for Proposals be issued to secure a provider of a public bike share pilot program for 12 to 18 months at no cost to the City. Following the receipt and evaluation of any proposals, staff would report back with a recommendation.



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



Joan Caravan
Transportation Planner
(604-276-4035)

SH:jc

Att. 1: Request for Proposal Evaluation Considerations

RFP Evaluation Considerations for Public Bike Share Pilot Program

The evaluation of any proposals received will be based on but not limited to the following criteria.

Business Considerations

- Quality of business plan. Provide financial projections to demonstrate long-term system sustainability.
- Alignment with City's program objectives.
- Applicable experience in other cities.
- Provision of potential revenue stream for use of City property, resources and cost recovery.
- Acknowledgement that no duty, responsibility or obligation is required by the City.
- Third party advertising is not permitted.

System Requirements

- Demonstrate rationale for minimum and maximum number of bikes for deployment including phasing strategy.
- System to be compliant with all Province of BC applicable safety standards and legislative requirements.
- System to provide one bicycle helmet per bicycle and address bicycle helmet hygiene.
- All system component specifications and photographs are to be provided including features of bicycles, IT infrastructure, bike parking systems, etc.
- Identify location of designated bicycle parking areas for unrented bikes and potential locations to create bike parking areas without disrupting public realm and pedestrian areas. Parking not permitted on sidewalks, on-street parking spaces, driveways, ramps, or boulevards in undesignated areas.
- System deployment limited to the coverage area identified in RFP. Contact information for public bike share service provider to be clearly shown on all bikes.
- Based on the service area, provide a conceptual layout of bike parking locations and estimated number of bicycles at each location.
- Bicycles to be equipped with GPS tracking system. Details to be provided regarding how bikes are tracked during origin, destination, route, and completion of the trip.
- Identify accuracy of GPS system for bikes and geo-fencing grids.
- Responsive and timely solutions to redistribution of bicycles and/or other issues that arise.
- Provide security deposit to the City to cover potential costs for City crews to be deployed for bike redistribution.
- Indemnity provided to the City and insurance requirements met and documented.
- Provide detail operational plan of how public realm will be managed.
- Operator to address how equitable access to bike share is provided with their system (e.g., how is access provided to people without smartphones).
- Ability to accommodate multiple rentals per app so that one individual can rent multiple bikes (e.g., for family members).
- Where possible, bicycle parking areas to be located where free WiFi is available to accommodate visitors from outside of Canada who may not have data on their phone to use the bike share app.

RFP Evaluation Considerations for Public Bike Share Pilot Program

- Clear directional signage and maps be placed near bike parking areas to allow visitors to easily find the nearest designated bike route and city attractions and destinations.

Maintenance and Operation Standards

- Bikes are to be maintained in a safe and fully functional state of operation at all times (frequency of inspection by provider).
- Any bike that is unsafe or damaged or in need of repair is to be removed in a timely manner.
- Provide redistribution of bike fleet and remove bikes parked at improper locations.
- Establishment of a local operations and maintenance centre that monitors and responds to, within an acceptable time period, bikes that are left or moved to unsuitable locations so that this task does not fall to City staff.
- Reduce use of public bike racks. Supplemental bike rack locations for designated bike share parking to be identified by provider.
- Unrented bikes are not to create any obstruction or hazards within the public right-of-way and keep all pedestrian areas clear and accessible.
- Bikes are to be parked such that they are not likely to tip over.
- All infrastructure installed by the provider to be removed at the end of the trial period and the existing surface condition to be reinstated.
- Provision to end the pilot program should commitments not be kept in a condition acceptable to the City.

Data Security and Sharing

- Details to be provided to the City regarding data sharing of bike trip information.
- Privacy of customer information to be addressed. Respect and protect all user personal and financial information.
- Company to be registered in the Province of British Columbia. Demonstrate compliance with the BC Privacy Act and the Personal Information Protection and Electronic Documents.



City of Richmond

Report to Committee

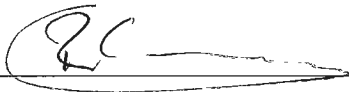

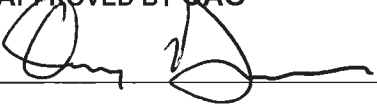
To: Public Works and Transportation Committee **Date:** February 23, 2018
From: John Irving, P.Eng. MPA **File:** 10-6060-03-01/2018-
Director, Engineering Vol 01
Re: **Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774**

Staff Recommendation

That the Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774 be introduced and given first, second and third readings.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO: Corporate Communications Law Water Services Parks Services Community Bylaws	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The Drinking Water Conservation Plan (the “Plan”) was originally prepared by Metro Vancouver in 2004 as the Water Shortage Response Plan and was adopted by the City of Richmond through the Water Use Restriction Bylaw No. 7784. The Plan and bylaw identify staged water use restrictions that manage discretionary uses of water while minimizing impacts on residents and avoiding unnecessary hardships on businesses during periods of high demand, water shortages and emergencies.

In 2016, Metro Vancouver completed a review of the Plan. Proposed changes were presented to member municipalities and were reviewed by City staff. At the January 23, 2017 Regular Council Meeting, Council adopted the following motion:

That the comments on Metro Vancouver’s proposed changes to the Water Shortage Response Plan, as summarized in the staff report titled “Water Shortage Response Plan – Proposed Changes,” dated January 3, 2017, from the Director, Engineering be submitted to Metro Vancouver.

The City’s comments were submitted to Metro Vancouver and the Plan has been revised based on comments submitted by member municipalities. The updated Drinking Water Conservation Plan has been finalized by Metro Vancouver. This report proposes amendments to the City of Richmond’s Water Use Restriction Bylaw No. 7884 to reflect changes in the Plan.

This report supports Council’s 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City’s sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond’s position as a leader in sustainable programs, practices and innovations.

4.1. Continued implementation of the sustainability framework.

4.2. Innovative projects and initiatives to advance sustainability.

This report supports Council’s 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. Safe and sustainable infrastructure.

6.2. Infrastructure is reflective of and keeping pace with community need.

Analysis

Metro Vancouver's Drinking Water Conservation Plan

The Plan identifies four stages of watering restrictions. Stage 1 is activated each year during the summer months. Higher stages, each with more stringent restrictions for outdoor water use, are activated by Metro Vancouver in response to more critical water supply conditions. Stages 2 and 3 are likely to be activated during unusually hot and dry conditions, while Stage 4 may be activated during an emergency to limit water use to essential needs only.

The unprecedented hot and dry summer of 2015 together with a low winter snowpack resulted in record-low storage levels in Metro Vancouver's reservoirs and the activation of Stage 3 of watering restrictions. This was the most significant activation of the Plan to date and the challenges experienced during the summer of 2015 prompted Metro Vancouver to review and update the Plan in 2016 and 2017.

The Plan was updated to align with four key principles:

1. To recognize drinking water as a precious resource that must be conserved;
2. To maintain the environmental, economic vitality and health and safety of the region to the extent possible in the face of a water shortage;
3. To optimize available water supplies and reduce water use; and
4. To minimize adverse impacts to public activity and quality of life for the region's residents.

The revised Plan (Attachment 1) was approved by the Greater Vancouver Water District (GVWD) Board in June 2017 and took effect in November 2017.

Proposed Changes to the Water Use Restriction Bylaw No. 7784

Proposed changes to the City of Richmond's Water Use Restriction Bylaw No. 7784 generally align with Metro Vancouver's revisions to the Plan. One exception is proposed for the watering of City lawns, parks and boulevards and the additional provision proposed is further detailed below.

Proposed Changes to Align with Updates to the Plan

The following changes to Bylaw No. 7784 are proposed to align with updates made to the Plan:

- The activation date for Stage 1 Restriction is revised from May 15 to May 1 annually;
- New general restrictions that apply throughout all restriction stages:
 - All hoses must have an automatic shut-off device;
 - Water must not be unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways and gutters when watering lawns and plants;
 - Artificial playing turf and outdoor tracks must not be watered except for a health or safety reason;
 - Hoses and taps must not run unnecessarily; and
 - Irrigation systems must not be faulty, leaking or misdirected.

- An exemption that allows the City to use water outside of water restrictions for the purpose of protecting public health and safety;
- Lawn sprinkling:
 - Lawn sprinkling during Stage 1 is reduced from 3 mornings per week to 2 mornings per week; and
 - The designated lawn sprinkling day for residential properties with even-numbered addresses during Stage 2 has been changed from Monday to Wednesday.
- The sprinkling of trees, shrubs and flowers (excluding edible plants) which was previously unrestricted during Stages 1 and 2 is restricted to the hours below during Stages 1 and 2:
 - Residential lots: Permitted only from 4:00 am to 9:00 am; and
 - Non-residential and public lots: Permitted only from 1:00 am to 9:00 am.
- Watering of soil-based and sand-based playing fields, which was previously unrestricted, is proposed to be restricted as follows, except when operating in accordance with an approved Water Management Plan or when operating under a local government permit for newly seeded fields:
 - Stage 1: Watering permitted from 7:00 pm to 9:00 am on any day;
 - Stage 2: Watering of soil-based playing fields permitted between 7:00 pm and 9:00 am on any day for no more than 4 days in a 7-day period; watering of sand-based playing fields permitted between 7:00 pm and 9:00 am on any day; and
 - Stage 3: Watering of soil-based playing fields permitted between 7:00 pm and 9:00 am on any day for no more than 3 days in a 7-day period; watering of sand-based playing fields permitted between 7:00 pm and 9:00 am on any day for no more than 5 days in a 7-day period.
- Provisions have been added to allow owners and operators of golf courses and playing fields to apply to the City to operate under approved Water Management Plans;
- Restrictions prohibiting the topping up of ornamental fountains during Stage 2 and Stage 3 have been extended to all aesthetic water features;
- Restrictions for commercial car washing during Stage 3 are introduced to encourage adoption of efficient technologies that reduces water use;
- The use of water to fill or re-fill commercial pools and hot-tubs which was previously prohibited during Stage 3 is proposed to be permitted if operating in accordance with a permit issued by an authorized health authority; and
- Restrictions for the operation of water play parks and pools during Stage 2 and Stage 3 have been introduced.

Proposed Changes for Watering of City Lawns, Parks and Boulevards

The Plan restricts watering of City lawns, parks and boulevards to the same time periods as non-residential properties. The restricted watering times create operational issues for large parks and remotely controlled sprinkling systems throughout the City. These systems were exempt from restrictions in previous versions of the Plan.

Staff recommend permitting the watering of City lawns and boulevards outside of prescribed hours when operating under an approved Water Management Plan in Stages 1 and 2, similar to provisions provided for golf courses and playing fields. The Water Management Plan ensures that watering operations are designed to align with the key principles of the Plan by optimizing available water supplies, reducing water use and minimizing adverse impacts to public activity. Similar provisions are being proposed for the City of Surrey.

Public Communication and Next Steps

If Amendment Bylaw No. 9774 is adopted, Stage 1 watering restrictions will take effect on May 1, 2018. Staff will develop and implement a comprehensive communication strategy prior to May 2018 to ensure that residents and business owners are aware of the proposed changes. The strategy will include aspects of Metro Vancouver's regional communication pieces and will include social media, news releases and the City's website.

Financial Impact

None.

Conclusion

The Drinking Water Conservation Plan and the City's Water Use Restriction Bylaw No. 7784 have been effective tools for managing water demand during times of shortages or emergencies. Metro Vancouver's amendments to the Plan will further improve demand management and promote water conservation. Staff recommend that the City's Water Use Restriction Bylaw No. 7784 be amended to be consistent with regional initiatives with one additional provision introduced for the watering of City lawns, parks and boulevards.


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Att 1: Drinking Water Conservation Plan

Att 2: Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 8774

metrovancouver



Metro Vancouver Drinking Water Conservation Plan



Published date: This Plan is to come into force and take effect on November 1, 2017

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1 Overview of the Drinking Water Conservation Plan

The Greater Vancouver Water District (GVWD) was created and constituted under the provincial statute the *Greater Vancouver Water District Act*, to supply drinking water to the Metro Vancouver region. The GVWD is governed by an Administration Board (the Board) consisting of representatives from the local government members of the GVWD. The Board appoints a Commissioner (the GVWD Commissioner) who provides management and oversight of the activities of the GVWD. The GVWD operates under the name “Metro Vancouver”.

Metro Vancouver, working together with the local government members of the GVWD, provides clean, safe drinking water to the region’s population of 2.5 million. Metro Vancouver’s *Drinking Water Conservation Plan* (DWCP) is a regional policy developed with local governments and other stakeholders to manage the use of drinking water during periods of high demand, mostly during late spring to early fall, and during periods of water shortages and emergencies. The DWCP helps ensure our collective needs for drinking water are met affordably and sustainably now, and in the future.

There are two complementary documents to the DWCP. One is the Board’s *Drinking Water Conservation Policy* which describes: 1) the GVWD Commissioner’s decision-making process for activating and deactivating Stages of the DWCP; and 2) the implementation process for local governments.

The second complementary document is Metro Vancouver’s *Drinking Water Management Plan*, which sets out the following three goals:

1. Provide clean, safe drinking water.
2. Ensure the sustainable use of water resources.
3. Ensure the efficient supply of water.

The water restrictions, as outlined in the DWCP, provide regional direction for meeting Goal 2 – Ensuring the sustainable use of water resources.

The DWCP applies only to local government members of the GVWD and the use of drinking water from the GVWD’s water system. Jurisdictions that are not local government members of the GVWD are encouraged to follow the restrictions in the plan to help conserve drinking water and demonstrate leadership and consistency to water users across the region. The DWCP restrictions do not apply to the use of rain water, grey water, any forms of recycled water, or water from sources outside the GVWD water system. If water is supplied from an alternative source other than the GVWD water system, such users are encouraged to display signs indicating the alternative water source.

Underlying the development and implementation of the DWCP are the following four principles:

1. Recognize drinking water as a precious resource that must be conserved.
2. Maintain the environmental, economic vitality and health and safety of the region to the extent possible in the face of a water shortage.
3. Optimize available water supplies and reduce water use.
4. Minimize adverse impacts to public activity and quality of life for the region’s residents.

2 Metro Vancouver's role in ensuring the sustainable use of water resources

2.1 Managing the region's drinking water responsibly

Metro Vancouver is responsible for storing, treating and delivering clean, safe drinking water through its local governments to over 2.5 million people in the Metro Vancouver region of British Columbia.

Metro Vancouver's water system includes three watersheds and associated dams and reservoirs, treatment facilities, an extensive transmission system, plus the performance of related operational and maintenance tasks to manage this infrastructure.

Metro Vancouver distributes water to local government members on a cost recovery basis.

Local governments then deliver drinking water, through their infrastructure, directly to individual properties. All individual billing and enforcement of water use restrictions is undertaken by each respective local government.

Metro Vancouver manages the region's water system in accordance with Provincial regulations and Federal guidelines. In addition to meeting those regulations and guidelines, Metro Vancouver is responsible for developing long-range plans for managing the region's drinking water and operating the water system. The system is operated in alignment with priorities identified in Metro Vancouver's *Board Strategic Plan*, under the region's *Drinking Water Management Plan* and in consideration of the principles of sustainability through decision making that considers social, economic, and environmental values.



2.2 Water conservation in Metro Vancouver

Water conservation is a major component of Metro Vancouver's planning to ensure the sustainable use of water resources. Helping water users such as residents, businesses, schools, and local governments to use only what they need helps ensure an efficient and relatively cost effective water system.

Most precipitation in Metro Vancouver occurs between November and April. Dry summer months lead to an increase in water use, particularly for the outdoor uses described in the DWCP. Assisting water users to develop sustainable water use habits year round makes a significant difference in lowering daily demand and sustaining reservoir levels during dry months. Lowering demand through water conservation practices also defers the need to invest in expanding the infrastructure, even as the region's population grows by approximately 35,000 residents annually.

The DWCP describes the staged restrictions related to outdoor water use that water users should follow to:

- Prevent water from being wasted;

- Prepare for and respond to drought and emergency conditions;
- Ensure drinking water can be delivered to all users during the summer when rainfall levels are lowest and the demand for water is highest;
- Adapt to a changing climate;
- Support fish habitat and ecosystems;
- Minimize the costly expansion of the water system infrastructure; and
- Maintain adequate water pressure to keep the system operating safely and effectively.

More information on Metro Vancouver's water conservation initiatives, improvements and expansion to the delivery system, and planning for future water supply can be found at metrovancover.org.

3 Drinking Water Conservation Plan – Stages 1 through 4

Each stage of the DWCP is designed to reduce demand for drinking water through specific water restrictions which become more restrictive with higher stages. The following general restrictions apply to all stages of the plan in addition to the specific water restrictions contained in each stage:

- All hoses must have an automatic shut-off device
- Water must not unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways, or gutters when watering lawns and plants
- Artificial playing turf and outdoor tracks must not be watered except for a health or safety reason
- Hoses and taps must not run unnecessarily
- Irrigation systems must not be faulty, leaking, or misdirected

In most cases, the stages of the plan will be activated in successive order, but they can also be activated immediately in any order.

Stage 1 reduces demand in summer months, and is automatically in effect on May 1 until October 15.

Stages 2 and 3, activated and deactivated by the GVWD Commissioner, are likely to be activated during unusually hot and dry conditions to maximize conservation.

Stage 4, activated and deactivated by the GVWD Commissioner during an emergency to immediately limit water use to essential needs only.

The decision to activate more restrictive stages of the DWCP is based on measured facts, reasoned predictions, and historical patterns, with a goal of ensuring the sufficient supply of water until the concerns that caused the more restrictive stages are over, typically in the early fall with the return of seasonal rainfall.

3.1 Stage 1 Water Restrictions

Stage 1 comes into effect automatically each year – on May 1 until October 15 – to prevent drinking water wastage and ensure water users employ efficient and effective watering practices.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Even-numbered civic addresses: on Wednesdays and Saturdays from 4 am to 9 am Odd-numbered civic addresses: on Thursdays and Sundays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Even-numbered civic addresses: on Mondays from 1 am to 6 am and on Fridays from 4 am to 9 am Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am and on Fridays from 4 am to 9 am
	Watering new lawns or lawns being treated for European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 1 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
GOVERNMENTS/ SCHOOLS/PARKS	Watering lawns and grass boulevards	Even-numbered civic addresses: on Mondays from 1 am to 6 am and on Fridays from 4 am to 9 am Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am and on Fridays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 1 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation

User	Water Use	Restriction
GOVERNMENTS/ SCHOOLS/PARKS	Watering soil-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Flushing water mains	Prohibited

3.2 Stage 2 Water Restrictions

Stage 2 restrictions conserve drinking water to ensure the existing supply will last until the return of seasonal rainfall or until the water shortage situation is over. These restrictions are designed to conserve enough drinking water to avoid or delay moving to Stage 3 as long as possible.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Even-numbered civic addresses: on Wednesdays from 4 am to 9 am Odd-numbered civic addresses: on Thursdays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"> - For a health or safety reason - Preparing a surface for painting or similar treatment - Aesthetic cleaning by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Even-numbered civic addresses: on Mondays from 1 am to 6 am Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 1 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering golf courses	Fairways watering anytime on any one day in a 7-day period, except if operating under an approved local government water management plan

User	Water Use	Restriction
NON-RESIDENTIAL	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"> - For a health or safety reason - Preparing a surface for painting or similar treatment - Aesthetic cleaning by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Even-numbered civic addresses: on Mondays from 1 am to 6 am Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a local government permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 1 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 4 days in a 7-day period from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited

3.3 Stage 3 Water Restrictions

Stage 3 restrictions respond to serious drought conditions, or other water shortage, and achieve further reductions in drinking water use by implementing a lawn watering ban and additional stricter measures.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Local government permits issued in Stages 1 or 2 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"> - For a health or safety reason - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Local government permits issued in Stages 1 or 2 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering golf courses	Fairways watering prohibited except if operating under an approved local government water management plan
	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"> - For a health or safety reason

User	Water Use	Restriction
NON-RESIDENTIAL		<ul style="list-style-type: none"> - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing	Prohibited except if: <ul style="list-style-type: none"> - A facility that installed an automatic vehicle wash system before November 1, 2017, is operating on a basic wash and rinse cycle only - A facility that installed an automatic vehicle wash system after November 1, 2017, is operating using a water recycling system that achieves a minimum 60% water recovery rate over the full wash cycle - A hand wash and self-service facility, is operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Local government permits issued in Stages 1 or 2 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 3 days in a 7-day period from 7 pm to 9 am except if: <ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Watering sand-based playing fields	No more than 5 days in a 7-day period from 7 pm to 9 am, except if:

User	Water Use	Restriction
GOVERNMENTS/SCHOOLS/PARKS		<ul style="list-style-type: none"> - Watering newly over-seeded fields if in compliance with a local government permit - Operating under an approved local government water management plan
	Flushing water mains	Prohibited
	Operating water play parks	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

3.4 Stage 4 Water Restrictions

Stage 4 is an emergency stage that limits both indoor and outdoor water uses as much as possible to ensure an adequate supply of drinking water for human consumption, use in firefighting and to protect the quality of drinking water within the water system for public health.

Stage 4 is activated based on the rare occurrence of a significant emergency, such as an earthquake, flood, wild land and interface fire, severe weather, or a prolonged regional power outage that causes significant impacts to the water system infrastructure (e.g. damage to major water transmission lines, pump stations, or treatment plants).

In addition to the following outdoor water restrictions, Metro Vancouver could request that industrial water users implement voluntary reductions or reschedule production processes that consume large amounts of water until Stage 4 is deactivated.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All local government permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for a health or safety reason
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All local government permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited

NON-RESIDENTIAL	Watering golf courses	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for health or safety reason
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing	Prohibited
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	All local government permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Watering soil-based playing fields	Prohibited
	Watering sand-based playing fields	Prohibited
	Flushing water mains	Prohibited
	Operating water play parks	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

3.5 Stage activation

Stage 1 comes into effect automatically on May 1 until October 15 each year.

Stages 2, 3 and 4 are activated and deactivated by the GVWD Commissioner.

The following factors guide the GVWD Commissioner's decision to activate or deactivate stages of the DWCP:

- Available storage capacity of the Capilano and Seymour Reservoirs and alpine lakes;

- Water allocated to Metro Vancouver by BC Hydro from the Coquitlam Reservoir;
- Hydrologic forecasting parameters including temperature, rainfall, snowpack, and snowmelt;
- Seasonal water demand trends (measured and charted daily);
- User compliance with the restrictions; and
- Water transmission system performance and ability to deliver water during periods of high demand.

Once the GVWD Commissioner makes the decision to activate or deactivate a stage, all local governments are alerted within 24 hours, which triggers public notification and enforcement.

The GVWD Commissioner has the authority to activate, extend or deactivate stages at any time.

3.6 Public notification

Metro Vancouver and local governments are responsible for communicating information to water users about the restrictions in clear and plain language including:

- Providing public access to the restrictions in both a full and abbreviated version;
- Distributing communications materials;
- Promoting the annual start date of the restrictions;
- Notification of activation or deactivation of stages;
- Responding to queries; and
- Recording feedback for consideration in future reviews.

3.7 Monitoring and enforcement

Local governments incorporate the DWCP restrictions into local government bylaws, where each local government is responsible for monitoring and enforcing the restrictions in their communities. Local governments will ensure that their respective enforcement and penalties for violations of the water restrictions increase with each successive stage of the DWCP to reflect the severity of the situation requiring the activation of an advanced stage.

Local governments may use a variety of tools to promote and ensure bylaw compliance including educational materials, using verbal and written warnings, issuing tickets and imposing fines.

3.8 Updating the Drinking Water Conservation Plan

The DWCP is reviewed periodically to reflect population growth, climate change, new technologies and changes in water system infrastructure. Proposed changes are discussed with local governments responsible for plan implementation and enforcement, and with stakeholders. All updates are reviewed and approved by the Board.

4 Exemption for local governments for health and safety reasons

Metro Vancouver encourages all local governments to follow the watering restrictions in the DWCP to conserve water and demonstrate leadership. However, Metro Vancouver recognizes that local governments have important decisions to make regarding protecting public health and safety, and that certain circumstances may require the use of drinking water in a manner that is not consistent with the DWCP restrictions. Therefore, local governments have the authority to use water during any stage and are exempt from the restrictions in the DWCP for activities that are necessary for the purpose of protecting public health and safety. Examples include:

- Flushing water mains where a significant health or safety concern is identified;
- Washing down public spaces where significant health concerns are raised, or on the recommendation of the local health authority;
- Wetting forest and park perimeters or boulevards as part of a fire prevention strategy during extreme hot and dry weather, or on the recommendation of the local fire authority; and
- Protection of publicly funded infrastructure such as community playing fields or swimming facilities, on the recommendation of the city manager of the local government having jurisdiction.

5 Members of the Greater Vancouver Water District

The following are the members of the GVWD:

Village of Anmore	City of Maple Ridge	City of Port Moody
Village of Belcarra	City of New Westminster	City of Richmond
City of Burnaby	City of North Vancouver	City of Surrey
City of Coquitlam	District of North Vancouver	Tsawwassen First Nation
Corporation of Delta	City of Pitt Meadows	City of Vancouver
City of Langley	City of Port Coquitlam	District of West Vancouver
Township of Langley		

The Director representing Electoral Area A on the Metro Vancouver Regional District is a member of the GVWD Administration Board.

6 Glossary and terms

In the DWCP:

Aesthetic cleaning – means the use of water for cleaning when it is not for a health or safety reason.

Aesthetic water feature – means a fountain, pond, or other water feature that primarily serves an aesthetic purpose. It does not include ponds that contain fish.

Automatic shut-off device – means a device attached to a water hose that shuts off the supply of water automatically unless hand pressure is applied to operate the device.

Automatic vehicle wash system – includes:

- **Conveyor vehicle wash** – a commercial vehicle washing facility where the customer's vehicle moves through an enclosed conveyance mechanism during the wash.
- **In-bay vehicle wash** – a commercial vehicle washing facility where the customer parks the vehicle inside a bay, and the vehicle remains stationary while a spray mechanism moves over the vehicle to clean it.

Basic wash and rinse cycle – means a process sequence in an automatic vehicle wash system that consists of a single wash stage followed by a single rinse stage and no additional processes or optional stages; typically this is the minimum level of service that a customer can select, where total water usage is less than 200 litres per vehicle.

Board – means the Administration Board of the GVWD.

Commercial cleaning operation – means a company, partnership, or person that offers commercial cleaning services, including pressure washing, window cleaning, and other similar building cleaning services, to the public for a fee.

Commercial vehicle washing – means commercial vehicle washing services offered to the public for a fee, but excludes car dealerships, fleet vehicle washing facilities, and charity car washes.

Drip Irrigation – means an irrigation system that delivers water directly to the root zone of the plant at a low flow rate through individual emission points (emitters) using droplets of water and excludes sprinkler irrigation systems, micro-spray systems, misting systems, and soaker hoses.

Edible plant – means a plant grown for the purpose of human consumption.

European Chafer Beetle – means an invasive insect pest whose larvae feed on the roots of grasses, causing serious damage to lawns. The Chafer Beetle larvae can be treated naturally using nematodes, which typically requires a moist lawn for a period of 2 to 3 weeks from the day of application.

Flushing water main – discharging water from a water main for routine maintenance such as water quality management and measurement of firefighting flow capacity.

Golf course – means the greens, tee areas, and fairways that are designed and maintained as playing surfaces for golf, but does not include rough areas or lawns that are not maintained as playing surfaces.

Governments/Schools/Parks – includes property zoned for local government, provincial, or federal uses including road rights of way, and school, college, and university uses.

GVWD – means the Greater Vancouver Water District.

GVWD Commissioner – the person that the Administration Board of the GVWD appoints as its Commissioner.

Hand wash and self-service facility – a commercial vehicle washing facility where the facility's staff wash the customer's vehicle, or the customer wash their own vehicles with spray wands and brushes.

Health and safety reason – means a precaution necessary to protect health and safety, including the removal of contaminants, bodily fluids, slip and fall hazards, controlling pests, and suppressing and controlling dust.

Impermeable surface – means a material added to the surface of the ground, or on the exterior of a building or structure that is impermeable to water, including but not limited to glass, wood, concrete, asphalt, paving stones, and other similar materials.

Lawn – means a cultivated area surrounding or adjacent to a building that is covered by grass, turf, or a ground cover plant such as clover, including areas such as boulevards, parks, school yards and cemeteries, but excluding golf courses, soil-based playing fields, and sand-based playing fields.

Local government – means the local government members of the GVWD.

New lawn – means a lawn that is newly established either by seeding or the laying of new sod or turf.

Non-residential – includes properties zoned for a permitted use other than a residential use, including commercial, industrial, and institutional uses, and including a property zoned for mixed residential and non-residential uses, but excluding governments/schools/parks.

Non-residential pool and hot tub – means a pool or hot tub permitted to be operated in accordance with health authorities having jurisdiction over pool and hot tub regulation, including pools and hot tubs operated by government agencies, hotels, multi-family strata corporations, and private clubs.

Odd-numbered civic address or Even-numbered civic address – means the numerical portion of the street address of a property, and in the case of multi-unit commercial or residential complex such as townhouses, condominiums or other strata-titled properties, means the numerical portion of the street address that is assigned to the entire complex, and not the individual unit number.

Over-seeded – means the application of grass seed on existing turf, typically in early fall or spring and may also include associated processes such as aeration, weeding, dethatching and fertilization, for the purpose of mitigating against grass thinning.

Residential – means a property zoned for single-family or multi-family residential use.

Residential pool and hot tub – means a residential pool or hot tub installed for the use of the occupants and guests of one single family dwelling or duplex and does not require a permit in accordance with health authorities having jurisdiction over pool and hot tub regulation.

Sand-based playing field – means a playing field that is constructed with a highly permeable sand-based root zone typically 30 to 40 centimetres deep over a drainage system with drain pipes bedded in gravel, and is designed and maintained to be playable year-round.

Soaker hose – means a garden hose or pipe with small holes that allow water to seep into the ground, to the roots of plants, discharging water through the entire length of its porous surface.

Soil-based playing field – means a playing field that is covered with grass, sod or turf that is designed and maintained to be played upon, or that is used for sporting or other community events and activities, but does not include lawns, golf courses, or sand-based playing fields.

Vehicle – a device in, on or by which a person or item is or may be transported or drawn on a highway or other roadway.

Water management plan – a plan proposed by the owner or operator of a golf course, soil-based playing field, and sand-based playing field operators and approved by the local government having jurisdiction. The plan sets out terms such as water use targets during the different stages of the DWCP, restrictions to reduce water use, and reporting requirements for the owner or operator.

Water play park – a recreational facility that is primarily outdoors, including spray pools and wading pools, spray parks, splash pads, and water slides.

Watering lawn – means applying water to a lawn with any device or tool including but not limited to a sprinkler, hose, mister, or drip irrigation.



Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774

The Council of the City of Richmond enacts as follows:

1. The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by:
 - a) deleting subsection 1.1.4 and replacing it with the following:

“1.1.4 If no **restriction stage** is in force on May 1st of any year, **Stage 1 Restrictions** come into force on that date without prior declaration of the **Commissioner** or announcement under subsection 1.1.2.”;
 - b) deleting Section 2.1 to Section 2.7, replacing it with the following and renumbering the remaining sections:

“2.1 General Restrictions

2.1.1 All **persons** must comply with the following general restrictions when **Stage 1 Restrictions**, **Stage 2 Restrictions**, **Stage 3 Restrictions** or **Stage 4 Restrictions** are in force, in addition to the specific **water** restrictions set out for each individual **restriction stage**:

- a) all hoses must have an **automatic shut-off device**;
- b) **water** must not be unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways, gutters when **watering** lawns and plants;
- c) artificial playing turf and outdoor tracks must not be **watered** except for a health or safety reason;
- d) hoses and taps must not run unnecessarily; and
- e) irrigation systems must not be faulty, leaking, or misdirected.

2.2 Stage 1 to Stage 4 Restrictions

- 2.2.1 When **Stage 1 Restrictions** are in force, all **persons** must comply with the watering restrictions specified in Schedule A of this bylaw.
- 2.2.2 When **Stage 2 Restrictions** are in force, all **persons** must comply with the watering restrictions specified in Schedule B of this bylaw.

2.2.3 When **Stage 3 Restrictions** are in force, all **persons** must comply with the watering restrictions specified in Schedule C of this bylaw.

2.2.4 When **Stage 4 Restrictions** are in force, all **persons** must comply with the watering restrictions specified in Schedule D of this bylaw.

2.3 Exceptions to Water Use Restrictions

2.3.1 Notwithstanding the activation of any **restriction stage**, the **City** may use **water** and is exempt from the **water** restrictions applicable to that stage, where use of the **water** is needed to carry out activities required for the purpose of protecting public health and safety, including but not limited to:

- a) flushing water mains where a significant health or safety concern is identified;
 - b) washing down public spaces where significant health concerns are raised, or on the recommendation of the local health authority;
 - c) wetting forest and park perimeters or boulevards as part of a fire prevention strategy during extreme hot and dry weather, or on the recommendation of the local fire authority; and
 - d) protection of publicly funded infrastructure such as community playing fields or swimming facilities, on the recommendation of the **General Manager, Engineering & Public Works.**”;
- c) deleting Section heading **PART THREE: PERMITS** and replacing it with **PART THREE: PERMITS AND WATER MANAGEMENT PLANS;**
- d) inserting the following new subsection 3.1.2 and renumbering the remaining subsections:
- “3.1.2 The owner or operator of a newly over-seeded **soil-based playing field** or **sand-based playing field** may, when **Stage 1 Restrictions** or **Stage 2 Restrictions** are in force, apply to the **General Manager, Engineering & Public Works** for a **permit to water** in accordance with the terms and conditions of the **permit**.”;
- e) deleting newly renumbered subsection 3.1.4 and replacing it with the following:
- “3.1.4 The **General Manager, Engineering & Public Works**, upon being satisfied that an applicant qualifies under subsection 3.1.1 or 3.1.2 and has complied with subsection 3.1.3, may issue a **permit** to the applicant and include terms and conditions in respect to the **permit**.”;
- f) deleting newly renumbered subsection 3.1.9 and replacing it with the following:

“3.1.9 When **Stage 1 Restrictions** or **Stage 2 Restrictions** are in force, a **permit** holder may apply for an extension of a **permit** issued for the purpose of subsection 3.1.1(a) or 3.1.2, but such extension must end on or before 42 days from the original date of issue under Section 3.1. A **permit** issued for the purpose of subsection 3.1.1(b) cannot be extended. When **Stage 3 Restrictions** or **Stage 4 Restrictions** are in force, a **permit** holder may not apply for an extension.”;

g) inserting the following new Section 3.2:

“3.2 Water Management Plans

3.2.1 When **Stage 1 Restrictions**, **Stage 2 Restrictions** or **Stage 3 Restrictions** are in force, a **person** who is the owner or operator of lawns or grass boulevards on **public lots**, **golf courses**, **soil-based playing fields**, or **sand-based playing fields** may apply to the **General Manager, Engineering & Public Works** for approval of a **Water Management Plan**.

3.2.2 Applications for approval of a **Water Management Plan** must be accompanied by supporting documents and information as required by the **General Manager, Engineering & Public Works**.

3.2.3 The **General Manager, Engineering & Public Works**, upon being satisfied that an applicant has complied with subsection 3.2.2, may:

- a) approve the **Water Management Plan** in whole or in part;
- b) amend the **Water Management Plan**; or
- c) impose additional commitments, conditions and restrictions as part of the **Water Management Plan**.

3.2.4 Notwithstanding **Stage 1 Restrictions** or **Stage 2 Restrictions** or **Stage 3 Restrictions**, the holder of an approved **Water Management Plan** is authorized to **water** in accordance with the terms and conditions of the approved **Water Management Plan**. Approved **Water Management Plans** do not exempt holders from **Stage 4 Restrictions**.

3.2.5 Termination or suspension of **Water Management Plans**:

- a) The holder of an approved **Water Management Plan** may terminate such plan by notifying the **General Manager, Engineering & Public Works** in writing. Such termination shall be effective on the date specified in the notice or, if no date is specified in the notice, on the date on which the **General Manager, Engineering & Public Works** receives the notice.

- b) The **General Manager, Engineering & Public Works** may terminate or suspend a **Water Management Plan** for noncompliance with any terms and conditions contained within the **Water Management Plan** by notifying the holder of the plan in writing. Such termination or suspension shall be effective at the time such notification is given to the holder of the **Water Management Plan**.
- c) The **General Manager, Engineering & Public Works** may terminate or suspend a **Water Management Plan** for any reason by notifying the owner or operator in writing at least seven (7) days before the termination or suspension date.
- d) In the event of termination or suspension of the **Water Management Plan**, the requirements of the **restriction stage** currently in place shall apply.”;

h) inserting the following definitions in alphabetical order:

“AESTHETIC WATER FEATURE	means a fountain, pond, or other water feature that primarily serves an aesthetic purpose, but does not include ponds that contain fish.
AUTOMATIC VEHICLE WASH SYSTEM	means either a conveyor vehicle wash or in-bay vehicle wash .
BASIC WASH AND RINSE CYCLE	means a process sequence in an automatic vehicle wash system that consists of a single wash stage followed by a single rinse stage and no additional processes or optional stages, with total water usage being less than 200 litres per vehicle.
CONVEYOR VEHICLE WASH	means a commercial vehicle washing facility where the customer’s vehicle moves through an enclosed conveyance mechanism during the wash.
EDIBLE PLANT	means a plant grown for the purpose of human consumption.
FAIRWAYS	means the part of a golf course between a tee and the corresponding green, but does not include tee areas and greens.
GOLF COURSE	means the greens, tee areas, and fairways that are designed and maintained as playing surfaces for golf, but does not include rough areas or lawns that are not maintained as playing surfaces.
HAND WASH AND SELF-	means a commercial vehicle washing facility where

SERVICE FACILITY	the facility's staff wash the customer's vehicle using spray wands and brushes, or the customer washes their own vehicles with spray wands and brushes.
IN-BAY VEHICLE WASH	means a commercial vehicle washing facility where the customer parks the vehicle inside a bay, and the vehicle remains stationary while a spray mechanism moves over the vehicle to clean it.
PUBLIC LOT	means a property zoned for local government, provincial, federal or regional district uses including, but not limited to, dedicated highways, road rights-of-way, park land, schools, college and university uses.
SAND-BASED PLAYING FIELD	means a playing field that is constructed with a highly permeable sand-based root zone, typically 30 to 40 centimetres deep, over a drainage system with drain pipes bedded in gravel, and is designed and maintained to be playable year-round.
SOAKER HOSE	means a garden hose or pipe with small holes that allow water to seep into the ground, to the roots of plants, discharging water through the entire length of its porous surface.
SOIL-BASED PLAYING FIELD	means a playing field that is covered with grass, sod or turf that is designed and maintained to be played upon, or that is used for sporting or other community events and activities, but does not include lawns, golf courses or sand-based playing fields .
SPRINKLER	means any device that sprays water in the absence of constant human control, which is attached to a hose or pipe located upon or under the surface of the ground, and excludes drip irrigation and soaker hoses .
WATER MANAGEMENT PLAN	means a plan proposed by the owner or operator of a lawn or grass boulevard on public lots, golf course, soil-based playing field or sand-based playing field to establish terms for watering during the different restriction stages to reduce water use and is submitted to and approved by the General Manager, Engineering & Public Works according to Part 3 of this bylaw.”;

- i) deleting the definitions for **PERSON**, **STAGE 1 RESTRICTIONS**, **STAGE 2 RESTRICTIONS**, **STAGE 3 RESTRICTIONS** and **STAGE 4 RESTRICTIONS** and replacing them with the following definitions:

"PERSON	means any individual but does not include a regional district, the provincial government, or any body appointed or created under an enactment of Canada or British Columbia.
STAGE 1 RESTRICTIONS	means the restrictions on water use specified in Schedule A of this bylaw.
STAGE 2 RESTRICTIONS	means the restrictions on water use specified in Schedule B of this bylaw.
STAGE 3 RESTRICTIONS	means the restrictions on water use specified in Schedule C of this bylaw.
STAGE 4 RESTRICTIONS	means the restrictions on water use specified in Schedule D of this bylaw."; and

- j) By adding Schedules A through D attached to and forming part of this bylaw as new Schedules A through D of Water Use Restriction Bylaw No. 7784.
2. This Bylaw is cited as **"Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774"**.

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

SCHEDULE A to BYLAW NO. 9774**SCHEDULE A to BYLAW NO. 7784****STAGE 1 RESTRICTIONS**

Lot	Water Use	Restriction
Residential Lots	Watering lawns	A person may only water at the following times: - Even-numbered civic addresses: on Wednesdays and Saturdays from 4 am to 9 am - Odd-numbered civic addresses: on Thursdays and Sundays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit .
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	A person may only water from 4 am to 9 am if using a sprinkler . A person may water on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
Non-Residential Lots	Watering lawns	A person may only water at the following times: - Even-numbered civic addresses: on Mondays from 1 am to 6 am and on Fridays from 4 am to 9 am - Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am and on Fridays from 4 am to 9 am
	Watering new lawns or lawns being treated for European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit .
	Watering trees, shrubs, decorative planters, and flowers (excluding edible plants and turf at turf farms)	A person may only water from 1 am to 9 am if using a sprinkler . A person may water on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
Public Lots	Watering lawns and grass boulevards	Watering is only allowed at the following times, except when watering in accordance with an approved water management plan : - Even-numbered civic addresses: on Mondays from 1 am to 6 am and on Fridays from 4 am to 9 am - Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am and on Fridays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit .

	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	Watering is only allowed from 1 am to 9 am if using a sprinkler . Watering is allowed on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
	Watering soil-based playing fields	Watering is only allowed from 7 pm to 9 am except: - watering newly over-seeded fields in compliance with a permit ; or - watering in accordance with an approved water management plan
	Watering sand-based playing fields	Watering is only allowed from 7 pm to 9 am except: - watering newly over-seeded fields in compliance with a permit ; or - watering in accordance with an approved water management plan
	Flushing water mains	Prohibited

SCHEDULE B to BYLAW NO. 9774**SCHEDULE B to BYLAW NO. 7784****STAGE 2 RESTRICTIONS**

Lot	Water Use	Restriction
Residential Lots	Watering lawns	A person may only water at the following times: - Even-numbered civic addresses: on Wednesdays from 4 am to 9 am - Odd-numbered civic addresses: on Thursdays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	A person may only water from 4 am to 9 am if using a sprinkler . A person may water on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - For the health or safety of any person ; - To prepare the surface for painting, sealing, or similar treatment; - To prevent or control fires; or - For aesthetic cleaning .
	Topping up or filling aesthetic water features	Prohibited
Non-Residential Lots	Watering lawns	A person may only water at the following times: - Even-numbered civic addresses: on Mondays from 1 am to 6 am - Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am
	Watering new lawns or lawns being treated for European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants and turf at turf farms	A person may only water from 1 am to 9 am if using a sprinkler . A person may water on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
	Watering golf courses	Watering of fairways is allowed on no more than one day in a seven-day period, except if operating under an

Public Lots		approved water management plan .
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: <ul style="list-style-type: none"> - For the health or safety of any person; - To prepare the surface for painting, sealing, or similar treatment; - To prevent or control fires; or - For aesthetic cleaning.
	Topping up or filling aesthetic water features	Prohibited
	Watering lawns and grass boulevards	Watering is only allowed at the following times, except when watering in accordance with an approved water management plan : <ul style="list-style-type: none"> - Even-numbered civic addresses: on Mondays from 1 am to 6 am - Odd-numbered civic addresses: on Tuesdays from 1 am to 6 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside restricted lawn watering days if in compliance with a permit .
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	Watering is only allowed from 1 am to 9 am if using a sprinkler . Watering is allowed on any day at any time if using a handheld hose, soaker hose , water container, or drip irrigation .
	Watering soil-based playing fields	Watering is allowed on no more than four days in a seven-day period and only from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - watering newly over-seeded fields if in compliance with a permit; or - watering in accordance with an approved water management plan
	Watering sand-based playing fields	Watering is only allowed from 7 pm to 9 am, except if: <ul style="list-style-type: none"> - watering newly over-seeded fields if in compliance with a permit; or - watering in accordance with an approved water management plan
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches.
	Topping up or filling aesthetic water features	Prohibited

SCHEDULE C to BYLAW NO. 9774**SCHEDULE C to BYLAW NO. 7784****STAGE 3 RESTRICTIONS**

Lot	Water Use	Restriction
Residential Lots	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside lawn watering restrictions if in compliance with a issued in Stage 1 or Stage 2 . No new permits shall be issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose . A person may water on any day at any time if using a handheld hose, water container, or drip irrigation .
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - For the health or safety of any person ; - To prepare the surface for painting, sealing, or similar treatment; or - To prevent or control fires.
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
Non-Residential Lots	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	A permit holder may water outside lawn watering restrictions if in compliance with a permit issued in Stage 1 or Stage 2 . No new permits shall be issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants and turf at turf farms	Prohibited if using a sprinkler or soaker hose . A person may water on any day at any time if using a handheld hose, water container, or drip irrigation .
	Watering golf courses	Watering of fairways is prohibited except if operating under an approved water management plan
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor	Prohibited except if: - For the health or safety of any person ; - To prepare the surface for painting, sealing, or

	surfaces)	similar treatment; or - To prevent or control fires.
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs operating in accordance with written permission issued by an authorized health authority .
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
	Commercial vehicle washing	Prohibited except if operating under the following conditions: - Facilities that installed an automatic vehicle wash system before November 1, 2017: operating on a basic wash and rinse cycle only; - Facilities that installed an automatic vehicle wash system after November 1, 2017: operating using a water recycling system that achieves a minimum 60% water recovery rate over the full wash cycle; and - Hand wash and self-service facilities : operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute.
Public Lots	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	A permit holder may water outside lawn watering restrictions if in compliance with a permit issued in Stage 1 or Stage 2 . No new permits shall be issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers excluding edible plants	Prohibited if using a sprinkler or a soaker hose Watering is allowed on any day at any time if using a handheld hose, water container, or drip irrigation
	Watering soil-based playing fields	Watering is allowed on no more than 3 days in a 7-day period and only from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a permit ; or - Operating under an approved water management plan
	Watering sand-based playing fields	Watering is allowed on no more than 5 days in a 7-day period and only from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a permit ; or - Operating under an approved water management

		plan.
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches.
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs operating in accordance with written permission issued by an authorized health authority .
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.

SCHEDULE D to BYLAW NO. 9774**SCHEDULE D to BYLAW NO. 7784****STAGE 4 RESTRICTIONS**

Lot	Water Use	Restriction
Residential Lots	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All permits issued for lawn watering are revoked.
	Watering trees, shrubs, decorative planters, and flowers and edible plants	Prohibited
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if ordered by a regulatory authority having jurisdiction, for a health or safety reason.
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
Non-Residential Lots	Watering lawns (mixed-use buildings should follow non-residential lot watering times)	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	All permits issued for lawn watering are revoked.
	Watering trees, shrubs, decorative planters, and flowers and edible plants	Prohibited
	Watering golf courses	Prohibited
	Washing impermeable surfaces (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if ordered by a regulatory authority having jurisdiction, for a health or safety reason.
	Topping up or filling aesthetic water features	Prohibited

	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
	Commercial vehicle washing	Prohibited
	Watering turf at turf farms	Prohibited
Public Lots	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All permits issued for lawn watering are revoked.
	Watering trees, shrubs, decorative planters, and flowers including edible plants	Prohibited
	Watering soil-based playing fields	Prohibited
	Watering sand-based playing fields	Prohibited
	Watering artificial turf and outdoor race tracks	Prohibited
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Re: 2018 Clothes Washer Rebate Program

Date: February 14, 2018
File: 10-6650-02/2018-Vol
01

Staff Recommendation

1. That the City of Richmond partner with BC Hydro to the end of 2018 to offer a combined rebate of \$100 for the spring campaign and up to \$400 in the fall campaign, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers;
2. That the scope of the existing Toilet Rebate Program funding be expanded to include clothes washer rebates; and
3. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute an agreement with BC Hydro to implement the Clothes Washer Rebate Program.

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

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

Staff Report

Origin

BC Hydro and local governments have an interest in encouraging the conservation of water and energy. Through PowerSmart, BC Hydro offers a variety of incentive programs that encourage uptake of energy-efficient technologies, including energy-efficient appliances.

Since 2014, the City has partnered with BC Hydro to implement the Clothes Washer Rebate Program. The program offered a rebate of up to \$200, which was equally cost shared between BC Hydro and the City.

BC Hydro is offering the Clothes Washer Rebate Program again in 2018 and is requesting that the City continue its participation.

This program supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.

4.2. Innovative projects and initiatives to advance sustainability.

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

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

5.2. Strengthened strategic partnerships that help advance City priorities.

This program also supports the 2041 Official Community Plan (OCP), the Corporate Sustainability Framework, as well as the Community Energy and Emissions Plan, which includes "promoting building efficiency through outreach and education and providing incentives for building retrofit action."

Analysis

Clothes Washer Rebate Program

To date, the Clothes Washer Rebate Program has issued 765 rebates at a total cost of \$54,700 to the City resulting in an annual savings in water and energy of 3,114,000 liters per year and 73,750 kilowatt hours per year, respectively. Eleven municipalities, including the City of Abbotsford and the City of Vancouver, participated in the partnership program with BC Hydro in 2017.

2017 Clothes Washer Rebate Program

The proposed 2018 Clothes Washer Rebate Program offered by BC Hydro will run during the spring and fall of this year. It is anticipated that all eleven municipalities that partook last year will participate in this year's partnership program with BC Hydro.

BC Hydro will also partner with Samsung and Home Depot, with each of these organizations offering to match BC Hydro's rebate. The Samsung rebate will apply to eligible Samsung models, and the Home Depot rebate will apply to eligible models purchased at Home Depot. Including recommended City participation, the rebate for an eligible Samsung clothes washer purchased at Home Depot will be up to \$400.

This year's program details are as follows:

- The City partners with BC Hydro to offer a combined Clothes Washer Rebate Program. BC Hydro will offer a \$50 rebate and the City will match this rebate to provide a combined rebate of \$100, for the replacement of an inefficient clothes washer with a new high efficiency clothes washer in the 2018 spring campaign.
- In the 2017 spring campaign, BC Hydro offered two tiers of rebates, \$50 and \$100, which totaled to \$100 and \$200 when combined with the City's rebate. However, the rebate was reduced to \$50 in the fall campaign due to high participation in the spring. BC Hydro is anticipating a large uptake in the 2018 spring campaign and has set the rebate at \$50 per qualifying clothes washer.
- The 2018 fall campaign rebate amount will be determined by BC Hydro at a later date based on participation for the spring campaign. The combined rebate will range from \$100 to \$400, equally cost shared between BC Hydro and the City.
- The proposed spring and fall campaign will run from May 1 to June 30, 2018 and October 1 to November 30, 2018 respectively.

Staff recommend that the City partner with BC Hydro to match rebate offers on high efficiency washing machines for the proposed dates and any future extensions that may be requested.

Roles and Responsibilities

The City and BC Hydro roles and responsibilities are outlined in Table 1. BC Hydro will be responsible for carrying out program administration and associated activities, and the City will be responsible for providing matching funding to supplement the BC Hydro rebate and advertising the rebate program within Richmond.

Table 1: City and BC Hydro Roles and Responsibilities


City of Richmond	BC Hydro
<ul style="list-style-type: none"> • Provide funding to supplement the BC Hydro rebate • Advertise the rebate offer locally 	<ul style="list-style-type: none"> • Answer email and phone inquiries about the program • Receive and process online applications • Provide rebate directly to applicants, and invoice the City for its portion • Provide post campaign reporting to the City

Financial Impact


Staff recommend that the rebates be funded from the approved Toilet Rebate Program. The Toilet Rebate Program has an annual budget of \$100,000, with \$92,200 remaining in 2018. The uptake on toilet and washing machine rebates has a high degree of variability. Staff will monitor participation and report back to Council if there is higher than anticipated participation. BC Hydro will be responsible for all costs associated with program administration.

Conclusion

The City has an opportunity to continue partnering with BC Hydro to provide rebate incentives to residents for purchasing efficient clothes washers through the Clothes Washer Rebate Program. Staff recommend that the City continue to participate in this rebate program which provides a combined rebate of \$100 for the spring campaign and up to \$400 in the fall campaign, equally shared between BC Hydro and the City, and that rebates be funded from the Toilet Rebate Program.


 For Lloyd Bie, P.Eng.
 Manager, Engineering Planning
 (4075)

LB:pm


 Pratima Milaire, P.Eng.
 Project Engineer
 (4039)



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: February 15, 2018

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

File: 10-6175-02-01/2018-
Vol 01

Re: Odour Regulation in British Columbia

Staff Recommendation

1. That a letter be sent to the BC Minister of Environment requesting that:
 - a) The definition of odour as an air contaminant be included in the BC Environmental Management Act and in the BC Organic Matter Recycling Regulation;
 - b) The BC Organic Matter Recycling Regulation include a specific Odour Management Regulation establishing criteria and standards related to concentration and frequency of odorant emissions from composting facilities and define performance criteria for composting facility operations;
 - c) They define a specific standard for how odours shall be measured, monitored, managed, treated, and discharged in a manner that minimizes impacts associated with odorous air contaminants.
2. That a letter be sent to Metro Vancouver requesting that:
 - a) Metro Vancouver update its bylaws and regulations related to composting facilities to establish criteria and standards with clear limits in terms of concentration and frequency for odorant emissions from composting facilities;
 - b) Metro Vancouver appropriately resource its permit procedures with criteria and standards for composting facility permits to bring facilities into compliance with industry best practices for Composting Facilities.

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

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

Staff Report

Origin

The City of Richmond has taken actions to address ongoing odour issues from Harvest Power's organics recycling facility in east Richmond since November 2015. Richmond's work contributed to the following outcomes: provincial changes to the Organic Matter Recycling Regulation; more public input opportunities during the permit renewal process; stringent requirements in the new permit; and, increased community awareness regarding the source of odours in Richmond and who to contact to share concerns.

This report is being brought forward for Council's consideration as it relates to the status of odour regulation in Metro Vancouver and across British Columbia.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. Safe and sustainable infrastructure.

Background

The BC Ministry of Environment and Climate Change Strategy regulates air quality in British Columbia through the BC Environmental Management Act. Regionally, the Province delegated this authority to Metro Vancouver within its regional district boundaries. Metro Vancouver uses the Air Quality Management Bylaw 1082 to regulate air quality and issue air emission permits.

Metro Vancouver receives more complaints about odour than any other type of air emission. Between 2011 and 2015, Metro Vancouver received an average of 1,700 odour complaints per year, which accounted for approximately 80% of all air quality complaints. This amount rose to 3,800 odour complaints in 2016 and 3,725 complaints in 2017.

In 2016, the City sent a letter to the Ministry of Environment requesting that odours be regulated. To date, odour in British Columbia remain unregulated.

Analysis

The following is a summary of recent actions to address odour emissions in regulations. The below discussion also includes an overview of the best practices and measures adopted in other jurisdictions with highly positive results.

Metro Vancouver

The BC Environmental Management Act authorizes Metro Vancouver to establish prohibitions, regulations, fees, conditions, requirements and exemptions for operations, activities, industries, trades, businesses generating air contaminants through operations or works.

Metro Vancouver currently has an Odour Management Framework that includes plans (e.g. Integrated Air Quality and Greenhouse Gas Management Plan), guidelines (e.g. Air Quality Dispersion Modeling Guideline BC) and recommendations. The framework also includes the GVRD Air Quality Management Bylaw 1082, 2008 (the Bylaw).

The Bylaw currently does not explicitly define odour and does not stipulate odour in the definition for air contaminants. The Bylaw also does not currently require specific standards for composting facility odours. Rather, it prohibits the discharge of air contaminants by an industry, trade or business, unless the discharge is conducted in accordance with a Metro Vancouver emission regulation or air quality permit. Bylaw 1082 further prohibits any person from discharging, or allowing or causing the discharge of any air contaminant so as to cause pollution. Metro Vancouver has also not established sectorial regulations to address specific odorous air contaminants.

Stating that “managing odours has become an important priority for the region as the number of odour complaints from the public has increased,” Metro Vancouver has begun working with stakeholders to improve its framework for managing odorous air contaminants. Metro Vancouver’s Climate Action Committee recently received a report with recommendations for how odours can be addressed from a wide range of sources.

Metro Vancouver recently published a Discussion Paper titled, “Regulating Emissions of Odorous Air Contaminants,” which includes issues related to odour from composting facilities. The paper also identified that best management practices, emission control works, enclosures and proactive strategies can be implemented during the design, construction and operation of composting facilities to reduce the generation of odorous air contaminants. For existing facilities, improvements to operating procedures and/or the introduction of pollution prevention and control works, may all assist in reducing the impacts of odorous air contaminant emissions.

Metro Vancouver is seeking preliminary input from stakeholders representing different perspectives on potential regulatory options to improve the management of odorous air contaminants. These options are not mutually exclusive, meaning one or more could be implemented. The options include the establishment of:

- **Outcome-based criteria:** Potential changes could include ambient air quality criteria for odorous air contaminants, complaint criteria, and criteria for on-site field observations for facilities with high odour potential that have been linked to recurring complaints.
- **Performance-based criteria:** Specific air contaminant emission limits at the source. Potential changes could include quantitative emission limits, and quantitative emission limits on individual odorous air contaminants.
- **Technology requirements:** Specify required equipment or control works for odour treatment, or best management practices for new or existing facilities.
- **Economic instruments:** incentives for reducing emissions and tools to recover administrative costs. Potential changes could include fees for the discharge of odorous air contaminants, and increasing existing fees for emissions of total reduced sulphur compounds and ammonia.

- **Bylaws:** Potential changes could include the addition of definitions to Bylaw 1082 and Bylaw 1083 to clarify provisions for regulating odorous air contaminants.

Metro Vancouver is planning workshops and meetings in the coming months to gather feedback on the odour management strategies discussed above. Industry stakeholders and member jurisdictions will be engaged.

The Province of British Columbia

To date, British Columbia does not have a province-wide regulation specific to odour. Odorous air contaminants may be regulated under various regulations and codes or site-specific authorizations such as permits. Current regulations include the Environmental Management Act (EMA), the Organic Matter Recycling Regulation (OMRR) and the Waste Discharge Regulation (WDR), which are the principal pieces of legislation for air quality in BC. These regulations set conditions on how certain classes of activities may be undertaken, but they do not include specific air quality criteria for waste management or composting facility operations. The EMA currently does not include a specific odour definition. However, it is possible to surmise that odour is an air contaminant under paragraph “e” in the definition of “air contaminants,” which states “causes or is capable of causing material physical discomfort to a person.”

The Province manages odours from composting facilities outside Metro Vancouver’s jurisdiction under the BC OMRR, which was enacted in 2002 and amended in November of 2017 (BC Reg 243/2016). The OMRR currently does not include definitions of odour or air contaminants. In Part 5 of the OMRR titled “Composting Facility Requirements,” there are general requirements which include performance and emission criteria for composting facilities. The OMRR section 24, paragraph 2.d states that plans and specifications must include “an odour management plan which stipulates how air contaminants from the composting facility will be discharged in a manner that does not cause pollution,” but there are no specific outcome-based requirements or criteria for odour management in the facilities.

From 2005 through to 2017, the Province undertook reviews of the OMRR and issued Intention Papers (2006, 2011, 2016) with the intention of amending the OMRR to include criteria for Odour Management. However, the amendments of the OMRR have not included any standards or criteria for odour. Similarly, the Province received a report titled “Final Report Odour Management in British Columbia: Review and Recommendations” in 2005 to inform odour management approaches that would be effective in British Columbia, based on a review of successful odour management programs in other jurisdictions. It was found that there are ten different approaches that are used to manage odour, that include:

- Odour Management Regulation;
- Ambient concentration criteria for individual chemicals;
- Ambient concentration criteria for odour;
- Episode duration-frequency;
- Minimum separation distances;
- Odour intensity scales;
- Odour index;
- Complaint criteria;

- Quantitative emission criteria;
- Technology criteria.

To date and despite the Province's reviews developed in the last 13 years, the Province still has not directly regulated odour with clear criteria and standards.

Other Jurisdictions

In 2017, Alberta Health released a report summarizing over 500 peer-reviewed epidemiology and experimental studies assessing odour and health outcomes in humans. The physiological responses reported in scientific papers include watering eyes, headaches, nausea, vomiting, loss of appetite, upset stomach, and throat irritation. Sleeplessness, stress and anxiety are also reported effects and if experienced for prolonged periods, can result in chronic health impacts. The main outcomes include health symptoms, physiological responses, annoyance, mood and psychological health, quality of life, cognition (task performance), athletic performance, and brain activity. In addition to these effects, residents are sometimes unable to enjoy their own property and outdoor activities, such as gardening and barbeques, and report having to close their windows and doors during hot weather.

As it relates to regulations, in different jurisdictions across Canada and internationally, odour issues are addressed through a range of mechanisms, including odour regulations, policies, and guidance documents. Most provinces define air contaminants in their legislation, and some provinces explicitly include odour within the definition (Ontario, Quebec, Prince Edward Island, Newfoundland and Labrador). Other odour management frameworks from across the United States, Europe, Australia, and Germany describe the approaches taken to address odour management in those jurisdictions.

Highlights include:

- Ontario included odour as a contaminant in the Interpretation (definition) of the Environmental Protection Act. Ontario also uses "Best Management Practices for Industrial Sources of Odour" that include procedures to prevent odours.
- Alberta included "Environmental protection orders re odour" in the Environmental Protection and Enhancement Act.
- Quebec has defined odour as a contaminant in the Environmental Definition Act.
- Ontario and the cities of Montreal and Boucherville in Quebec use odour concentration guidelines measured in odour units.
- Manitoba and Saskatchewan use odour units to assess potential impacts from new facilities during the design phase, but not as an enforcement tool to verify compliance when the facility is operating.
- In the Bay Area Air Quality Management District, California, USA, the BAAQMD odour management framework consists of a nuisance law, quantitative ambient concentration limits for individual chemicals and odour, complaint criteria, and quantitative emission criteria.

- King County, Washington, USA: The King County Department of Natural Resources and Parks Wastewater Treatment Division has an Odour Prevention Policy that defines odour prevention levels and includes recommendations for retrofitting existing facilities and for designing new facilities.
- New South Wales, Australia has a very comprehensive policy for assessing and managing odour from stationary sources. It includes an over-arching nuisance law, odour performance criteria, a three-level system of odour impact assessment, avoidance and mitigation strategies, negotiation between stakeholders, performance monitoring and complaint management, and regulation and enforcement options.
- Germany has a unique approach to managing odours that incorporates all of the Frequency, Intensity, Duration, Offensiveness, Location (FIDOL) factors. Several other approaches are also used to manage odours in Germany including an odour nuisance law, minimum separation distances (used primarily for agricultural and waste sources), an odour intensity scale, and quantitative emission criteria. The German odour management program is considered to be successful.
- Canada's Ministry of Environment published Environment Canada's "Technical Document on Municipal Solid Waste Organics Processing" report. The document covers a wide range of topics on composting processes including processing technologies, facility design, odour control, and compost quality.

The best practices of odour management adopted in other jurisdictions have common elements that have contributed to the highly positive results throughout the last 13 years:

- Environmental legislation includes the definition of odour as an air contaminant;
- Specific guidelines or standards exist for odour management with specific emission limits including gases and odorants from composting facilities;
- There is specified criteria regarding how odours and odorous air contaminants can be monitored, managed, treated, and discharged;
- There are technical standards and best practices of operation of composting plants and/or waste management plants.

Based on the findings above, staff believe there are opportunities to request that new or amended legislation be introduced regionally and provincially to address odours from composting facilities. The following recommendations are offered for Council's endorsement:

1. That a letter be sent to the BC Minister of Environment requesting that:

- The definition of odour as an air contaminant be included in the Environmental Management Act and in the Organic Matter Recycling Regulation;
- The Organic Matter Recycling Regulation include a specific Odour Management Regulation establishing criteria and standards with clear limits in terms of concentration and frequency for odorant emissions from composting facilities and define performance criteria for composting facility operations;
- They define specific standards for how odours shall be monitored, managed, treated, and discharged in a manner that minimizes the impacts associated with odorous air contaminants.

2. That a letter be sent to Metro Vancouver expressing the City's expectations that:

- Metro Vancouver update its Odour Management Bylaw for composting facilities establishing criteria and standards with clear limits in terms of concentration and frequency for odorant emissions by composting facilities;
- Metro Vancouver appropriately resource its permit procedures with criteria and standards for composting facility permits to bring facilities into compliance with industry best practices for Composting Facilities.

The recommendations will contribute to the City's objective of eliminating odour issues from composting facilities.

Financial Impact

None.

Conclusion

This report highlights key regulatory actions that can be undertaken to support the City's objective to eliminate odours from composting facilities in Richmond and Metro Vancouver.



Peter Russell
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To: Mayor and Councillors
From: Barry Konkin
Manager, Policy Planning
Gavin Woo, P. Eng
Senior Manager, Building Approvals
Date: March 22, 2018
File: 08-4057-10/2018-Vol 01
Re: **Response to Referral from March 20, 2018 Planning Committee – Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger**

Background/Origin

On March 20, 2018, Planning Committee considered a staff report titled “Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger”. Planning Committee passed a number of motions related to this item:

- “(5) *That staff comment on the possible provision of a second dwelling for farm workers;*
- (6) *That staff comment on the City’s ability to impact and limit the size of farm structures on farmland; and*
- (7) *Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation; and*

Whereas Council has directed staff to further review options on reducing house size and farm home plate area, determining septic field location in relation to the farm home plate, and establishing a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres).

- (a) *That staff be directed to prepare for Council’s consideration a bylaw in accordance with Council’s resolution that would further limit house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for properties zoned Agriculture (AG1) on lots 0.2 ha (0.5 acres) or larger; and*
- (b) *That staff bring forward all building permit applications for residential development in the Agriculture (AG1) zone on properties 0.2 ha (0.5 acres) or larger, received more than 7 days after the passage of Part 7 (a), to determine whether such applications are in conflict with the proposed bylaw to limit house size, farm home plate area, septic field location in relation to*

the farm home plate, and house footprint for properties zoned AG1 that are 0.2 ha (0.5 acres) or larger.”

Information is also included in this memo with updated Building Permit statistics for AG1 zoned properties for 2017 and 2018 year to date.

Discussion and Analysis

Second Dwelling for Farm Workers

The Zoning Bylaw limits the number of dwelling units (house) on properties zoned for agriculture to one single family dwelling only. A separate OCP policy allows Council to consider proposals for an additional dwelling on a case-by-case basis through a rezoning application. The property must be a minimum of 8 ha (20 acres) in area and information is to be submitted to demonstrate an additional house is required for full-time farm workers and is subordinate to the principal house (as verified by a report from a professional agrologist).

Prior to May 2017, the AG1 zone allowed for additional dwellings for farm workers on lots 8 ha. (20 acres) or greater in area provided that the additional dwelling is justified with a report from a professional agrologist to demonstrate that the additional dwelling is required to enable the farm worker(s) to live on site for the farm to operate. The AG1 zone previously permitted:

- a) 1 additional dwelling on a lot between 8.0 ha and 25.0 ha;
- b) 2 additional dwellings on lots between 25.0 and 30.0 ha; and
- c) 3 additional dwellings for a lot over 30.0 ha.

As part of the “Agriculture (AG1)” zoning bylaw amendments approved in May 2017 regulating house size and farm home plate, provisions to allow additional dwellings was removed from the AG1 zone, as the additional dwelling provisions had been seldom used in the decade leading up to 2017, and was deemed to add considerable complications to the farm home plate and house size regulations being considered at that time. Amendments were also adopted to the OCP to consider an additional dwelling for farm workers through a rezoning application.

Staff do not recommend re-incorporating these provisions for additional dwelling units into Richmond Zoning Bylaw 8500 as the site specific rezoning process allows for site specific consideration of:

- a) A farm home plate size and location for an additional dwelling unit.
- b) Dwelling unit size.
- c) Septic field requirements.
- d) How the overall viability of the farm is impacted.
- e) If applications for rezoning are received, staff will work to expedite their review to limit processing times.

Should Council wish to clarify provisions for additional dwelling units for agricultural properties, staff should be directed to report back with a series of amendments to the OCP to include these provisions.

Limits to the Size of Farm Structures on Farmland

Buildings and structures necessary to support farming activities – other than greenhouses – and not accessory to any residential use are a permitted farm use in accordance with the Provincial ALR regulations. The Ministry of Agriculture's Guidelines identify that no less than 35% lot coverage be permitted for agriculture – related buildings and structures. The City's AG1 zone permits agricultural buildings and structures at a maximum 35% lot coverage. Greenhouse buildings are permitted at a maximum 75% lot coverage, both of which regulations are consistent with the Ministry of Agriculture's Guidelines. The City's ability to apply stricter regulations to reduce the overall size or footprint of agricultural buildings and structures is limited due to provincial legislation. Staff are currently reviewing agricultural related buildings and structures in relation to protecting soil based farming and anticipate bringing forward a report to Council for consideration in the first half of 2018.

Moratorium - Temporary Withholding of Building Permits

Section 463 of the BC *Local Government Act* allows a local government to withhold issuance of a building permit where the permit would be in conflict with a bylaw(s) under preparation. These provisions allow a permit to be held for up to 90 days (30 day initial hold for review, and then a further 60 days, if so deemed by Council), during which period the bylaw under preparation must be adopted by Council. Staff reports are required for both the initial 30 day hold and requesting the additional 60 day hold, to obtain Council approval of the withholding of the building permit.

If Council were to proceed with the preparation of a bylaw to further reduce house size and farm home plate area, determine septic field location in relation to the farm home plate, establish a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres), and wished to temporarily withhold the issuance of building permits for such properties while the bylaw was under preparation, a resolution would need to be endorsed by Council as identified in item 7 of the March 20, 2018 Planning Committee motion referenced above. If no direction through resolution to staff to proceed with preparation of a bylaw occurs, no moratorium to withhold building permits under the BC Local Government Act in Section 463 can occur.

Building Permit Information

In 2017, there were a total of 45 building permit applications submitted for single family dwellings in the AG1 zone.

- Between January 1, 2017 and April 3, 2017, a total of 29 building permit applications were submitted prior to the change in the Zoning Bylaw.
- Between April 4, 2017 and December 31, 2017, a total of 16 building permit applications were submitted after the change in the Zoning Bylaw. The average size of the proposed house is 711 m² (7,652 ft²). From these 16 applications that are subject to the change in the Zoning Bylaw, 3 building permits were issued in 2017. Among the 3 issued building permits, the average size of the proposed house is 635 m² (6,830 ft²).

In 2018, between January 1, 2018 and March 19, 2018, a total of 16 building permit applications were submitted. The average size of the proposed house is 920 m² (9,910 ft²).

Conclusion

This memo responds to the March 20, 2018 Planning Committee motions by providing information on additional dwelling units for farm workers, limits to the size of farm structures, procedure to follow to enact a moratorium to temporarily withhold building permits and updated building permit statistics for AG1 zoned properties.



Barry Konkin
Manager, Policy Planning



Gavin Woo, P.Eng
Senior Manager, Building Approvals

BK:rg

pc: SMT
Wayne Craig, Director, Development
John Hopkins, Planner 3
Kevin Eng, Planner 2

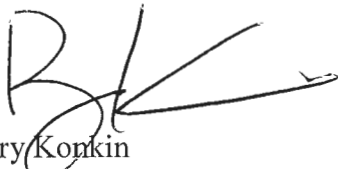


To:	Planning Committee	Date:	March 13, 2018
From:	Barry Konkin Manager, Policy Planning	File:	08-4057-10/2018-Vol 01
Re:	Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger		

Staff Recommendation

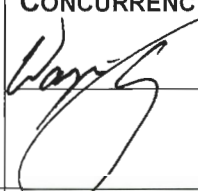

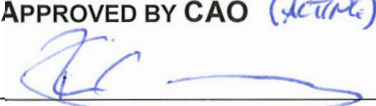
1. That the staff report titled “Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger” dated March 13, 2018 from the Manager of Policy Planning be received for information;
2. That staff be directed to:
 - a. prepare a bylaw based on an option chosen from the potential options presented in the report “Agriculturally Zoned Land: Summary of Public Consultation on Limiting Residential Development in the AG1 Zone for Properties that are 0.2 ha (0.5 acres) or Larger” dated March 13, 2018 from the Manager of Policy Planning; or
 - b. prepare a customized bylaw with specific direction on:
 - i. maximum permitted house size;
 - ii. maximum house footprint;
 - iii. maximum number of storeys;
 - iv. the location of the septic field in relation to the farm home plate; and
 - v. a maximum permitted farm home plate area; or
 - c. maintain the current bylaw regulations for residential development on the City’s agriculturally zoned land (AG1 zone), as adopted by Council on May 17, 2017;
3. That, following Council’s ratification of any option identified in recommendation 2a or 2b at the March 26, 2018 Regular Council Meeting, staff be directed to bring forward appropriate bylaws for consideration of First Reading to the April 9, 2018 Regular Council Meeting; and

4. That a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the Agricultural Land Commission's enforcement actions for non-farm uses.



Barry Konkin
Manager, Policy Planning
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Att. 10

REPORT CONCURRENCE		
ROUTED TO: Building Approvals Finance Law	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER  for <u>JOE FREGG</u>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (Acting): 

Staff Report

Origin

As part of a six month review of bylaws adopted in May 2017 that established limits to residential development on land in the Agricultural Land Reserve, this report responds to Council's direction on December 20, 2017 which stated:

- (1) That staff be directed to:*
 - (a) conduct public consultation regarding the options presented in this report ("Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint") regarding house size, farm home plate and house footprint;*
 - (b) receive comments regarding Provincial involvement to encourage farming;*
 - (c) provide a comparison of the proposed options and the Provincial guidelines on the Farm Home Plate and House Footprint;*
 - (d) provide sample pictures of houses with the proposed maximum sizes;*
 - (e) include the maximum house floor area of 5,380 ft² for houses on agricultural land, as noted in the Provincial guidelines, as an option in the public consultation process; and*
 - (f) include the existing regulations on maximum house size on agricultural land as an option in the public consultation process.*

This report summarizes the feedback received from the public consultation process that took place between February 1 and February 18, 2018, and presents a number of options on how Council can address this issue. The consultation process also encouraged feedback on what actions other levels of government should consider to encourage farming activity.

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

- 3.1. Growth and development that reflects the OCP, and related policies and bylaws.*

This report supports Council's 2014-2018 Term Goal #8 Supportive Economic Development Environment:

- 8.3. The City's agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City's character, livability, and economic development vision.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

- 9.1. Understandable, timely, easily accessible public communication.*

Findings of Fact

On May 17, 2017, Council adopted a number of bylaw amendments to better preserve land for agriculture by incorporating new regulations for residential development on the City's agriculturally zoned land (AG1 zone). These amendments included establishing a maximum floor area for all residential buildings, including the principal dwelling unit and all residential accessory buildings, and creating a maximum farm home plate area for all residential

improvements (e.g., driveway, decorative landscaping, swimming pools, tennis courts). A summary of these existing zoning regulations as adopted by Council can be found in Attachment 1.

As part of the six month review on the implementation of those bylaw amendments, Council reviewed options on December 20, 2017 to further limit house size (floor area) and farm home plate area, septic field location in relation to the farm home plate, and to consider a maximum house footprint limit on parcels of land zoned Agriculture (AG1) that are 0.2 ha (0.5 acre) or larger. On December 20, 2017, Council directed staff to seek public input on these options. The Council-endorsed consultation was conducted between February 1 and February 18, 2018 through an online LetsTalkRichmond.ca feedback form, and three public open houses which were held on February 7 and 8, 2018 at City Hall, and on February 15, 2018 at the East Richmond Community Hall.

Throughout this process, there was a high level of public interest with over 200 people attending the three public open houses, and a total of 525 completed feedback forms received during the public consultation period. Feedback was also received through letters and emails to Council.

Feedback Form Results

A total of 525 feedback forms were received through the online LetsTalkRichmond.ca and through completed hard copies of the feedback form which were submitted directly to staff, and which were manually input into LetsTalkRichmond.ca. Of those feedback forms:

- 504 indicated they were a Richmond resident, provided a Richmond address and/or a Richmond postal code; and
- Of the remaining 21, 11 indicated an out of town address and 10 indicated an out of town postal code.

Staff analyzed the results of the feedback received from the 504 Richmond residents, which was then broken out into responses from those that self-declared they are a non-farming Richmond resident (408) or a Richmond farmer (96).

A comparison of responses between the 408 Richmond respondents who indicated they are a non-farmer and the 96 who indicated they were a farmer, show clear differences in opinion on further establishing limits on residential development in the AG1 zone.

Key findings in the public feedback received include the following:

All Richmond Respondents (504)	Richmond Non-Farmers (408)	Richmond Farmers (96)
60% indicated they wish to have the farm home plate area reduced	73% indicated they wish to have the farm home plate area reduced	90% indicated they <u>do not</u> wish to have the farm home plate area reduced
56% indicated they wish to have the entire septic systems within the farm home plate area	68% indicated they wish to have the entire septic systems within the farm home plate area	93% indicated they <u>do not</u> wish to have the entire septic systems within the farm home plate area

All Richmond Respondents (504)	Richmond Non-Farmers (408)	Richmond Farmers (96)
64% indicated they support a new regulation to limit the maximum house footprint	77% indicated they support a new regulation to limit the maximum house footprint	91% indicated they <u>do not</u> support a new regulation to limit the maximum house footprint
78% indicated they <u>do not</u> support increasing the house height from 2 ½ to 3 storeys	77% indicated they <u>do not</u> support increasing the house height from 2 ½ to 3 storeys	82% indicated they <u>do not</u> support increasing the house height from 2 ½ to 3 storeys
63% indicated they support reducing the maximum house size	76% indicated they support reducing the maximum house size	93% indicated they <u>do not</u> support reducing the maximum house size
Of the 317 respondents who indicated they support reducing the maximum house size: <ul style="list-style-type: none"> 77% indicated support for a house size of 5,382 ft² or less 	Of the 310 respondents who indicated they support reducing the maximum house size: <ul style="list-style-type: none"> 78% indicated support for a house size of 5,382 ft² or less 	Of the 7 respondents who indicated they support reducing the maximum house size: <ul style="list-style-type: none"> 72% indicated support for a house size of 5,382 ft² or less

There was a marked difference in opinion between non-farming Richmond residents and Richmond farmers on:

- the maximum house size (reduce size or maintain current regulations);
- introducing a new regulation on limiting the maximum house footprint (include as a new regulation or do not include);
- the size of the farm home plate area (reduce size or maintain current regulations); and
- the location of the septic field in relation to the farm home plate (inside or outside the farm home plate).

The only question that both non-farmers and farmers generally agreed upon was a lack of support to increase the maximum number of storeys of a house from 2 ½ to 3 storeys.

Attachment 2 compares the feedback form results with those who identified themselves as a Richmond resident, but not a farmer, with those who identified themselves as a Richmond farmer. Those results are then compared with the feedback form results of all Richmond residents.

Other Feedback Form Submissions

Through the consultation process, staff were approached by representatives of two Richmond-based farm operations with significant land holdings in Richmond. These land owners requested that they be permitted to submit a feedback form for each parcel of land they own. Accordingly, the requested forms were provided, and 286 additional feedback forms were received.

All 286 feedback forms provided the same comments which included:

1. Maintain the City's existing maximum farm home plate area regulations;
2. Do not include the entire septic system, including the septic field, within the City's farm home plate area;
3. Do not support a new regulation to limit the maximum house footprint;

4. Do not support increasing the maximum house footprint house height from 2 ½ storeys to 3 storeys; and
5. Retain the existing maximum house size of 1,000 m² (10,764 ft²).

The results of one feedback form from each farming operation were included in the total number of feedback forms received on LetsTalkRichmond.ca. The remaining 284 forms were not included in the overall feedback form results, but have been acknowledged as part of the public input into the process.

Stakeholder and Other Submissions

The following letters were received from identified stakeholder organizations requesting that the City maintain the current AG1 house size regulations in Richmond Zoning Bylaw 8500 (Attachment 3):

- 1 letter from the City of Richmond's Agricultural Advisory Committee (AAC);
- 1 letter from the Richmond Farmers Institute (RFI); and
- 1 letter received from the Richmond Farmland Owners Association.

The letters from the AAC and RFI, which can be found in Attachment 3, were the same letters submitted in March 2017 indicating their respective position on establishing limits on residential development. A representative from both the AAC and RFI indicated that their position has not changed since the March 2017 letters were submitted.

To further clarify the position of the AAC, the following motion was passed at their regular meeting on March 7, 2018:

"The Agricultural Advisory Committee supports the current AG1 zoning limitation on residential development and do not support further changes."

7 members supported / 1 member opposed

The following was received from stakeholder organizations requesting that the City reduce the farm home plate and house size regulations in the AG1 zone (Attachment 3):

- 1 letter received from Richmond FarmWatch.

In addition to the letters received as noted above, Council received a petition from a delegation representing the Richmond Citizens Association at the February 26, 2018 Council meeting. The petition had a total of 5,504 names with the following:

- 4,379 names compiled through a digital petition that included names of individuals from all over the world. Of those names 710 (16%) indicated they were from Richmond. Staff note that no specific addresses were recorded as part of this petition.
- 1,125 names were also submitted as part of a second petition. Of those names:
 - 34 indicated they reside outside of Richmond; and
 - of the 1,091 names from Richmond, this represented 981 distinct Richmond households due to multiple names from the same household.

The main focus of the petition was to request Council to implement a moratorium on new building permit applications on ALR land, and to establish a maximum house size of 500 m² (5,382 ft²) for AG1 zoned properties. A copy of the petition is available for viewing at City Hall, in addition to a copy in the Councillors lounge.

As of March 13, 2018, three additional emails to Mayor and Councillors have been received regarding limits on residential development on farmland. The three emails all request Council to consider a smaller house size limit. A copy of those letters can be found in Attachment 4.

Analysis

Profile of Richmond's AG1 Parcels

As background information in this report, Attachment 5 provides a detailed breakdown on the size of Richmond's AG1 zoned parcels with road access.

House Size and Related Regulations: Options for Consideration

Staff were directed by Council to examine potential further limits to house size (floor area), introducing a maximum house footprint limit, determining septic field location in relation to the farm home plate, and further limits to the farm home plate area on parcels of land zoned AG1 that are 0.2 ha (0.5 acre) or larger. The combination of these factors results in a myriad of potential, functional options. As a result, staff have prepared Table 1 below with 12 separate options all of which consider the various parameters.

Table 1 – Options for Consideration (all measurements are in square feet)												
	Option 1	Option 2		Option 3			Option 4			Option 5		
		A	B	A	B	C	A	B	C	A	B	C
Maximum House Size	5,382	6,500		7,500			8,500			10,764		
Number of Storeys *	2	2.5	2.5	2.5	2.5	3	2.5	2.5	3	2.5	2.5	3
Maximum House Footprint (% of floor area) *	60%	45%	40%	45%	40%	40%	45%	40%	40%	45%	40%	40%
Maximum House Footprint (house size x footprint %)	3,229	2,925	2,600	3,375	3,000	3,000	3,825	3,400	3,400	4,844	4,306	4,306
Maximum Septic Field Area (30% of floor area)	1,615	1,950	1,950	2,250	2,250	2,250	2,550	2,550	2,550	3,229	3,229	3,229
Total House Footprint and Septic Field Area (50% of farm home plate)	4,844	4,875	4,550	5,625	5,250	2,250	6,375	5,950	2,550	8,073	7,535	3,229
Farm Home Plate with Septic Field Inside (minimum 10,764 ft ²)	10,764			11,250	10,764		12,750	11,900		16,146	15,070	
Farm Home Plate with Septic Field Outside (minimum 10,764 ft ²)	10,764											

* Attachment 6, 7, 8 and 9 provide conceptual diagrams for a 2-storey, 2 ½ storey and 3 storey house which are meant to illustrate potential building massing based on the maximum house footprint identified in Table 1.

Some additional notes for Table 1 include:

- The septic field area has been calculated as approximately 30% of the overall house floor area. This is based on a correlation between the house floor area and septic field area of Type 2 septic systems, which are the most commonly used septic systems in Richmond, noted through an examination of agricultural building permits from the past 7 years. This calculation has been used to establish a maximum farm home plate area.
- The septic field area and house footprint should not occupy more than 50% of the farm home plate area to allow for setbacks of buildings, driveways, and other recreational areas. This calculation has been used to establish a maximum farm home plate area.
- A 2 storey house would be limited to a maximum house footprint of 60% of the overall floor area on the first storey with the remaining 40% to be on the second storey. The first storey of the house would include the garage floor area and the 60/40 ratio between the first and second storey allows for adequate articulation of the building. See Attachment 6 for a conceptual diagram of a 2 storey house.
- A 2 ½ storey house would include either:
 - a maximum house footprint of 45% of the overall floor area on the first storey, with 38% on the second storey, and 17% on the ½ storey. The ½ storey would be no more than 50% of second floor area to be in keeping with the definition of a ½ storey in Richmond Zoning Bylaw 8500. The first storey of the house would include the garage floor area and the 45/38/17 ratio between the first, second and ½ storey allows for articulation of the building. See Attachment 7 for a conceptual diagram of a 2 ½ storey house with this type of building massing; or
 - a maximum house footprint of 40% of the overall floor area on the first storey, with 40% on the second storey, and 20% on the ½ storey. The ½ storey would be no more than 50% of second floor area to be in keeping with the definition of a ½ storey in Richmond Zoning Bylaw 8500. The first storey of the house would include the garage floor area and the 40/40/20 ratio between the first, second and third storey allows for some articulation of the building. See Attachment 8 for a conceptual diagram of a 2 ½ storey house with this type of building massing.
- A 3 storey house would have a maximum house footprint of 40% of the overall floor area to be on the first storey, with 35% on the second storey, and 25% on the third storey. The first storey of the house would include the garage floor area and the 40/35/25 ratio between the first, second and third storey allows for articulation of the building. See Attachment 9 for a conceptual diagram of a 3 storey house. Note: the current Zoning Bylaw does not currently permit a 3 storey house in the AG1 zone.
- Staff also note that all options in Table 1 would establish a maximum farm home plate area that is less than what is currently permitted in Richmond Zoning Bylaw 8500. Staff do not suggest reducing the maximum farm home plate area to less than 1,000 m² (10,764 ft²) which is half of the Ministry of Agriculture's Guidelines. The Ministry's Guidelines suggest a minimum farm home plate area of 2,000 m² (21,528 ft²) regardless of parcel size.

Discussion of Options

Table 1 provides 12 different options for Council's consideration and includes the five different house size options based on Council's December 20, 2017 referral to staff.

For the 6,500 ft² house size option (Option 2), there are two sub-options for a 2 ½ storey house, each with a different maximum house footprint (40% and 45% of overall house floor area).

For the 7,500 ft², 8,500 ft², and 10,764 ft² house size options (Options 3, 4 and 5), each have 3 sub-options. The first two sub-options are for a 2 ½ storey house with a different maximum house footprint (40% and 45% of overall house floor area). The third sub-option considers a full 3 storey house with a 40% maximum house footprint. The 3 storey option is based on a reduced maximum house footprint, and the maximum height of the house of 10.5 m (34 ft.).

Some of the conclusions with Table 1 include the following:

1	Option 1	Max. house size	5,382 ft ²
		Max. farm home plate with septic field	10,764 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 (could be included in 2 ½ storey)
		Max. house footprint	60% of the total house floor area
2	Option 2A	Max. house size	6,500 ft ²
		Max. farm home plate with septic field	10,764 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	45% of the total house floor area
3	Option 2B	Max. house size	6,500 ft ²
		Max. farm home plate with septic field	10,764 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	40% of the total house floor area
4	Option 3A	Max. house size	7,500 ft ²
		Max. farm home plate with septic field	11,250 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	45% of the total house floor area
5	Option 3B	Max. house size	7,500 ft ²
		Max. farm home plate with septic field	10,764 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	40% of the total house floor area
6	Option 3C	Max. house size	7,500 ft ²
		Max. farm home plate with septic field	10,764 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	3 storey
		Max. house footprint	40% of the total house floor area

7	Option 4A	Max. house size	8,500 ft ²
		Max. farm home plate with septic field	12,750 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	45% of the total house floor area
8	Option 4B	Max. house size	8,500 ft ²
		Max. farm home plate with septic field	11,900 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	40% of the total house floor area
9	Option 4C	Max. house size	8,500 ft ²
		Max. farm home plate with septic field	11,900 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	3 storey
		Max. house footprint	40% of the total house floor area
10	Option 5A	Max. house size	10,764 ft ²
		Max. farm home plate with septic field	16,146 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	45% of the total house floor area
11	Option 5B	Max. house size	10,764 ft ²
		Max. farm home plate with septic field	15,070 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	2 ½ storey
		Max. house footprint	40% of the total house floor area
12	Option 5C	Max. house size	10,764 ft ²
		Max. farm home plate with septic field	15,070 ft ²
		Max. farm home plate without septic field	10,764 ft ²
		Number of storeys	3 storey
		Max. house footprint	40% of the total house floor area

Should Council wish to consider a bylaw amendment to reduce house size and farm home plate, establish a maximum house footprint, indicate the location of the septic field in relation to the farm home plate, and potentially increase the maximum number of storeys, Council can select one of the 12 options from Table 1 in which staff would prepare the necessary bylaw amendment for Council's consideration at the April 9, 2018 Regular Council meeting.

Alternatively, Council could direct staff to prepare a bylaw based on a customized option for consideration with specific direction on:

1. maximum house size;
2. maximum house footprint (as percentage of overall house size);
3. maximum number of storeys;
4. the location of the septic field in relation to the farm home plate; and
5. maximum farm home plate area.

As another alternative, Council could maintain the current bylaw regulations for residential development on the City's agriculturally zoned land (AG1 zone), as adopted by Council on May 17, 2017.

Single Family Residential Building Massing

Since 2015, there have been a series of bylaw amendments that have been adopted by Council that address single family building massing. Most of those regulations apply to all single family dwellings, including single detached homes on AG1 zoned land. Some of the regulations apply to how a half-storey is defined, how the interior ceiling height is measured, how the residential vertical lot width envelope is measured, establishing a 70 m² (753 ft²) maximum area for residential accessory buildings, establishing projection limits on chimney, fireplaces, bay windows and hatches, and setting a maximum projection for an attached garage.

Of the adopted single family massing regulations already in Richmond Zoning Bylaw 8500, only four do not apply to single detached homes in the AG1 zone. They are:

1. Maximum height of 7.5 m (24.6 ft.) for a flat roof house;
2. Regulations on the minimum percentage for front yard landscaping;
3. Establishing a variation for rear yard setbacks for the first storey elevation; and
4. Limiting the length of a continuous wall oriented to an interior side yard to a maximum length of 55% of the total lot depth.

The four regulations listed above were developed to apply to house massing in an urban environment where single detached homes are in closer proximity to each other on smaller lots compared to lots in the AG1 zone. Regulations such as a farm home plate already establish maximum setback limits, and all homes in the AG1 have a maximum 50 m (164 ft.) setback limit from the road. With respect to front yard landscaping, this may be difficult to apply to the AG1 zone if the septic field area is located within the front yard area, in addition to the number of AG1 zoned lots that have Riparian Management Areas within the front yard. As a result, staff to do not recommend applying these regulations to the AG1 zone.

Temporary Withholding of Building Permits

The *BC Local Government Act* in Section 463 allows a local government to withhold issuance of a building permit where the permit would be in conflict with a bylaw(s) under preparation. The provisions under Section 463 allow a permit to be held for up to 90 days (30 day initial hold for review, and then a further 60 days, if so deemed by Council). Staff reports are required for both the initial 30 day hold and requesting the additional 60 day hold, to obtain Council approval of the withholding of the building permit.

Council utilized this provision in 2017 when bylaws were being established to set limits to residential development on farmland. If Council were to proceed with the preparation of a bylaw to further reduce house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres), and wished to withhold the issuance of building permits for such properties while the bylaw was under preparation, a resolution would need to be endorsed by Council authorizing the following:

Whereas Section 463 of the Local Government Act allows the withholding of building permits that conflict with bylaws in preparation; and

Whereas Council has directed staff to further review options on reducing house size and farm home plate area, determining septic field location in relation to the farm home plate, and establishing a house footprint regulation for all lots in the AG1 Zone on lots larger than 0.2 ha (0.5 acres).

- (1) That staff be directed to prepare for Council's consideration a bylaw that would further limit house size and farm home plate area, determine septic field location in relation to the farm home plate, and establish a house footprint regulation for properties zoned Agriculture (AG1) on lots 0.2 ha (0.5 acres) or larger; and*
- (2) That staff bring all building permit applications for residential development in the Agriculture (AG1) zone on properties 0.2 ha (0.5 acres) or larger, received more than 7 days after the passage of resolution #1 to Council, to determine whether such applications are in conflict with the proposed bylaw to limit house size, farm home plate area, septic field location in relation to the farm home plate, and house footprint for properties zoned AG1 that are 0.2 ha (0.5 acres) or larger.*

Provincial Actions to Improve Agricultural Viability

The protection and use of farmland is regulated by different levels of government (e.g., local, provincial and federal), but is largely a Provincial responsibility regulated by the *Agricultural Land Commission Act*, and the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation*, and various policies of the Provincial Agricultural Land Commission (ALC). The ALC, in cooperation with local government, regulates and administers the use of land that is located within the Agricultural Land Reserve (ALR). Locally, the City of Richmond has the ability to regulate the siting and massing of residential and agricultural buildings and structures.

The City also collects property taxes based on the assessment value and classification provided by the BC Assessment Authority. Farm classifications are given to properties that are farmed and meet BC Assessment's farming requirements which are then regulated by the Province. The Province also has the ability to set other taxes such as the Property Transfer Tax and the Foreign Buyers Tax.

As part of the public consultation on house size, farm home plate and house footprint regulations in the AG1 zone, staff were directed to ask respondents to list what they think other levels of government should be doing to encourage farming. Attachment 10 provides a summary of the feedback received from the LetsTalkRichmond.ca feedback forms. Most of the feedback received related to possible Provincial actions on foreign ownership and taxation.

Some of the most repeated issues involved the taxation of farmland, foreign ownership, and the need for more incentives for farmers and property owners to ensure agricultural productivity. Particular interest was focussed on the Foreign Buyers Tax which was recently increased from 15% to 20%. The Foreign Buyers Tax only applies to areas of the property that is not assessed as farm. If a property is not assessed for farming, then the Foreign Buyers Tax would apply to the entire property. If a property is assessed for farming and has residential improvements, then

the Foreign Buyers Tax applies to the residential improvements plus 0.5 hectares (1.2 acres) of land. If the entire property is assessed for farming and there are no residential improvements, then the Foreign Buyers Tax would not apply at all.

Listed below are some of the key suggestions from the public consultation feedback that staff recommend be forwarded to the Province:

- Restrict foreign ownership by applying the Foreign Buyers Tax to land that is assessed for farming;
- Review how farmland is taxed by:
 - Increasing the minimum farm income threshold required in declaring farm class status;
 - Revisiting the tax structure for farmland that is not farmed; and,
 - Introducing a tax that would prevent farm properties being resold during a short period of time;
- Introducing enforceable provincial regulations on the maximum house size, farm home plate, and setbacks for houses on farmland;
- Provide greater incentives for farmers (existing and new), including more tax reductions, grants and training opportunities; and
- Strengthen the Agricultural Land Commission's enforcement actions for non-farm uses such as illegal fill and unauthorized uses of farmland and farm buildings.

Staff recommend that a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the ALC's authority and enforcement of non-farm uses.

The timing of this is fortuitous as the BC Ministry of Agriculture is currently seeking strategic advice and policy guidance on measures to revitalize the Agricultural Land Reserve and the Agricultural Land Commission. Staff will be forwarding a staff report requesting Council's endorsement on key issues that should be addressed from the City's perspective as part of the review. The Minister of Agriculture has requested all feedback be provided by April 30, 2018.

At the local level, the City is beginning a review of the City's 2003 Agricultural Viability Strategy. This will help to identify emerging issues and determine priorities and action items to ensure that Richmond's agricultural land is protected, and that there are appropriate incentives to encourage farming activities.

Financial Impact

None.

Conclusion

This report summarizes feedback received throughout the public consultation process on options to further limit house size (floor area) and farm home plate area, septic field location in relation to farm home plate and to consider a maximum house footprint limit on AG1 zoned properties of 0.2 ha (0.5 acres) or larger.

Based on feedback received during the consultation period, there is a difference of opinion between non-farmers and farmers on how to address the size of homes on farmland. Non-farmers are of the opinion that the maximum house should be 500 m² (5,382 ft²) or less, with the septic field area located within a reduced farm home plate. Farmers, on the other hand, would prefer the AG1 regulations on limiting residential development to remain and not be changed.

It is recommended that:

1. this staff report be received for information;
2. staff be directed to:
 - a. prepare a bylaw based on an option chosen from the potential options (Table 1) presented in this report; or
 - b. prepare a customized option with specific direction on:
 - i. maximum permitted house size;
 - ii. maximum house footprint;
 - iii. maximum number of storeys;
 - iv. the location of the septic field in relation to the farm home plate; and
 - v. a maximum permitted farm home plate area; or
 - c. maintain the current bylaw regulations for residential development on the City's agriculturally zoned land (AG1 zone), as adopted by Council on May 17, 2017;
3. following Council's ratification of any option identified in recommendation 2a or 2b, staff be directed to bring forward appropriate bylaws for consideration of 1st Reading to the April 9, 2018 Regular Council Meeting; and
4. a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the Province review their policies on foreign ownership, taxation, enforcing their guidelines on house size and farm home plate, providing greater financial incentives for farmers, and strengthening the Agricultural Land Commission's authority and enforcement actions for non-farm uses.



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JH:cas

- Att. 1: Summary of Existing Regulations that Limit Residential Development on Farmland
- 2: Feedback Form Results Summary
 - 3: Copies of letters received from the Agricultural Advisory Committee, Richmond Farmers Institute, Richmond Farmland Homeowners Association, and Richmond FarmWatch
 - 4: Email Correspondence Sent to Mayor and Councillors
 - 5: Profile of AG1 Zoned Parcels
 - 6: Conceptual Diagram of a 2-Storey House (60/40 ratio between storeys)
 - 7: Conceptual Diagram of a 2 ½-Storey House (45/38/17 ratio between storeys)
 - 8: Conceptual Diagram of a 2 ½-Storey House (40/40/20 ratio between storeys)
 - 9: Conceptual Diagram of a 3-Storey House (40/35/25 ratio between storeys)
 - 10: Summary of Feedback Received on Encouraging Farming

Summary of Existing City of Richmond Regulations that Limit Residential Development on Farmland

1. Maximum House Size

For AG1 zoned properties, the maximum house size is regulated by a floor area ratio (FAR) similar to what is used in the City's single-family (RS) zones. However, for the AG1 zone, the maximum house size is eventually capped at:

- 500 m² (5,382 ft²) if the property is less than 0.2 ha (0.5 acres), and
- 1,000 m² (10,763 ft²) if the property is greater than 0.2 ha (0.5 acres).

In calculating the house size under the AG1 zone, the house, garage floor area, and all residential accessory buildings such as sheds, detached garages or workshops are all included.

The only exemptions from floor area calculations under the AG1 zone, which is consistent with the City's RS zones in the urban areas, include the following:

1. one accessory building if it is less than 10m² (108 ft²);
2. 10% of the overall floor area calculated for the lot which can be used for covered areas of the house which must be open on two or more sides and never enclosed. This is intended to allow for covered entry ways and porches and would include a covered area over a driveway. Any covered area beyond the 10% allowance would be included in the maximum allowable floor area calculations for the house; and
3. A maximum of 10m² (108 ft²) of floor area for areas exclusively used for interior entry and staircase purposes that have a ceiling height greater than 5.0 m (16.4 ft.).

The only difference in floor area exemptions between the AG1 zone and the RS zones is that the RS zones provide for a floor area exemption of up to 50m² (538 ft²) for the garage floor area.

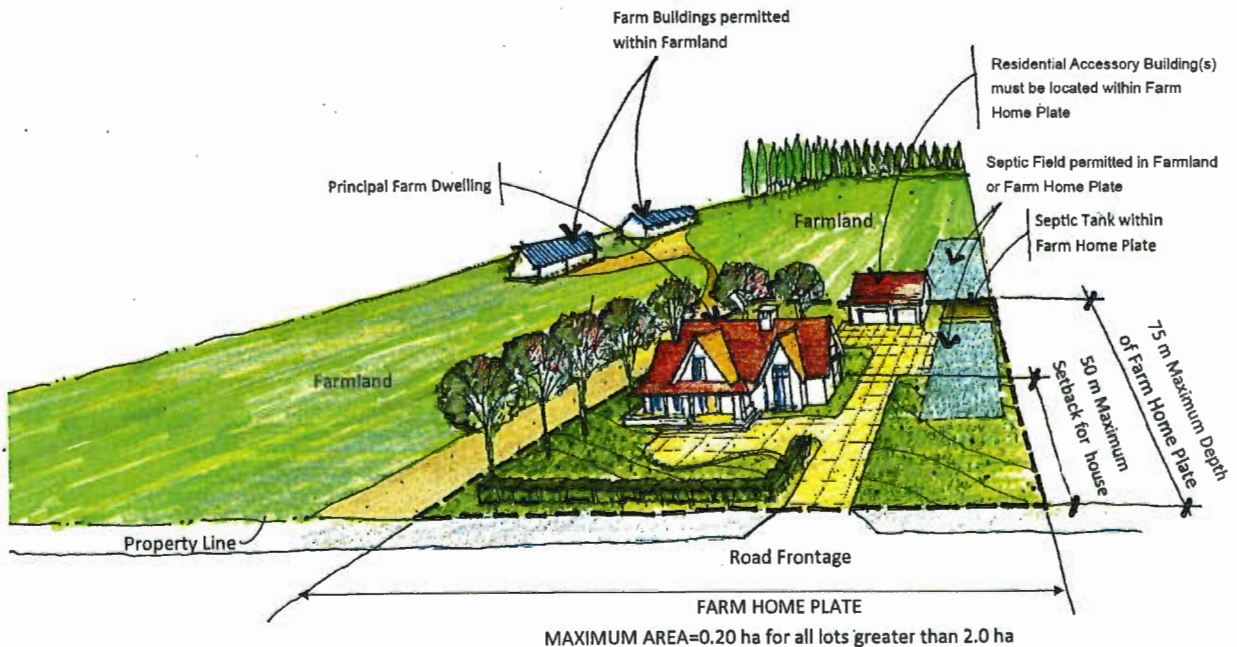
Note: In some municipalities such as Delta and Surrey, the basement floor area may be exempt from the total floor area calculations provided that the majority of the basement floor area is below grade. This is explicitly defined in their respective zoning bylaws as floor area that would be exempt from calculating the overall floor area. In areas where the grade level is at or near the floodplain level which includes most of the agricultural areas in the Greater Vancouver region, a basement may be difficult to achieve.

2. Farm Home Plate

Farm Home Plate Definition: The term 'farm home plate' means the portion of the lot including the principal dwelling unit, any residential accessory buildings or residential accessory structures, including the driveway, decorative lawns and landscaping, artificial ponds and sewerage septic tanks, in one contiguous area. Under the current regulations, the septic field is not included in the farm home plate area. See Figure 1 for an illustration of a typical farm home plate.

Maximum Farm Home Plate Area: The farm home plate regulations are a made-in-Richmond approach that reflects the high number of small agricultural lots, and ensures that every agricultural lot has an area that can be farmed for years to come. For properties that are less than 2.0 ha (4.9 acres), the City's farm home plate regulations are more stringent than the Ministry of Agriculture's Guidelines.

Figure 1: Illustration of a Farm Home Plate

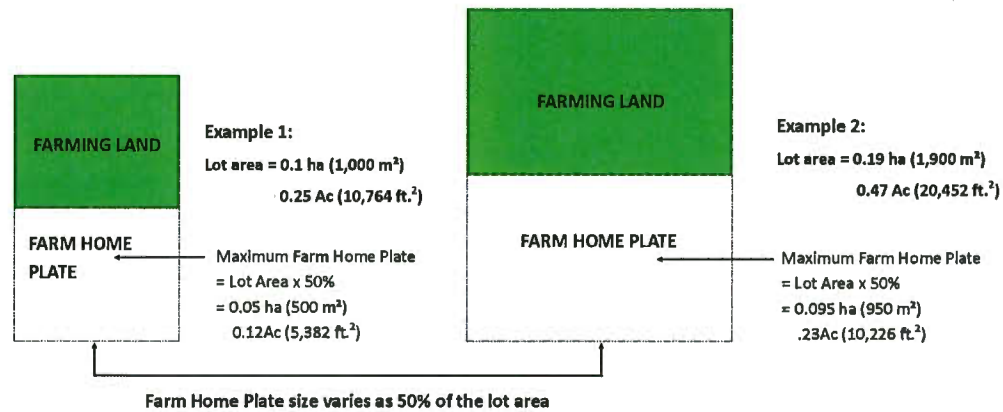


The City's regulations for farm home plate can be broken down into four lot area categories as follows:

1. On lots less than 0.2 ha (0.5 ac.) the farm home plate must not exceed 50% of the lot area as indicated in Figure 2. In this category, a minimum of 50% of the lot would be preserved for farming.

Figure 2: Lots less than 0.2 ha

Maximum Farm Home Plate is 50% of the lot area for the Lots less than 0.2 ha (2,000 m²) or 0.5 Ac (21,528 ft.²).

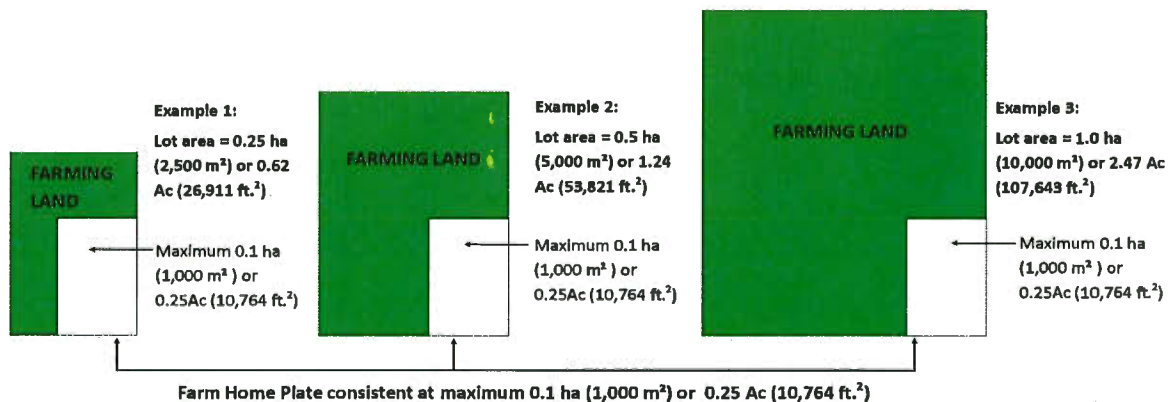


2. On lots that are 0.2 ha (0.5 ac.) to 1.0 ha (2.5 ac.), the maximum farm home plate area is 1,000 m² (10,763 ft.²) as indicated in Figure 3. In this category, the amount of land preserved for farming would range from 50% to 90% of the lot.

Figure 3: Lots between 0.2 (0.5 ac.) to 1.0 ha (2.5 ac.)

Maximum Farm Home Plate is 0.1 ha (1,000 m²) or 0.25 Ac (10,764 ft.²)

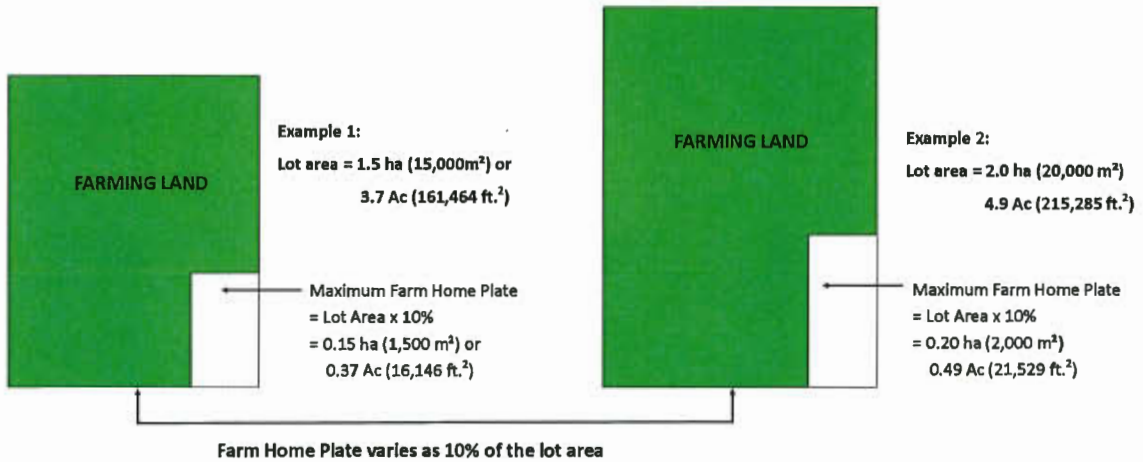
For the Lots between 0.2 ha (2,000 m²) or 0.5 Ac (21,528 ft.²) to 1.0 ha (10,000 m²) or 2.5 Ac (107,643 ft.²)



3. On lots that are 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.), the maximum farm home plate must not exceed 10% of the lot area as indicated in Figure 4. In this category, a minimum of 90% of the lot would be preserved for farming.

Figure 4: Lots between 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.)

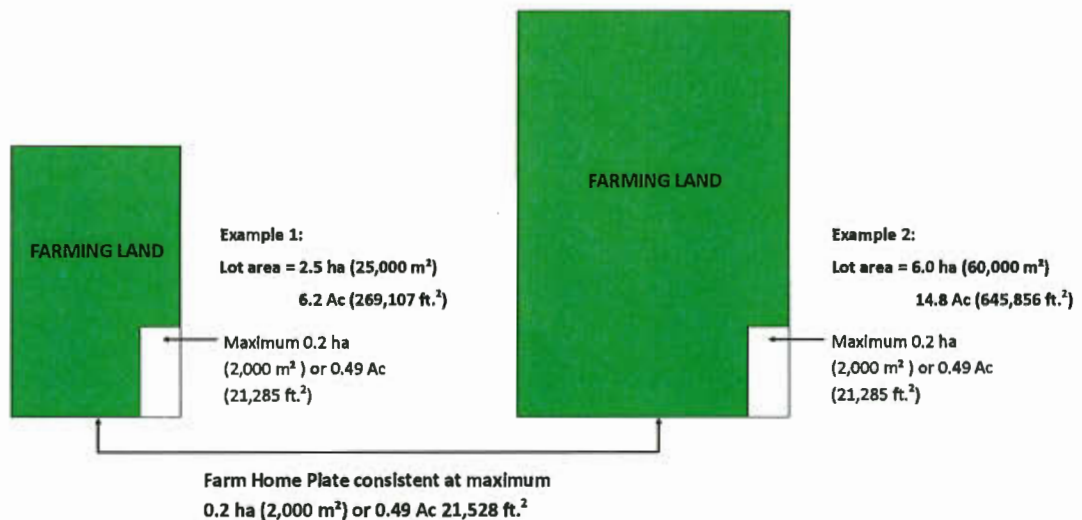
Maximum Farm Home Plate is 10% of the Lot area for the Lots between 1.0 ha (10,000 m²) or 2.5 Ac (107,643 ft.²) to 2.0 ha (20,000 m²) or 4.9 Ac (215,285 ft.²)



4. On lots that are 2.0 ha (4.9 ac.) or greater, the maximum farm home plate area is 2,000 m² (21,527 ft.²) as indicated in Figure 5. In this category, the amount of land preserved for farming would be greater than 90% of the lot.

Figure 5: Lots 2.0 ha (4.9 ac.) or Greater

Maximum Farm Home Plate is 0.2 ha (2,000m²) or 0.49 Ac (21,285 ft.²) for all Lots greater than 2.0 ha (20,000 m²) or 4.9 Ac (215,285 ft.²)



A summary table of the maximum farm home plate and house size regulations can be found below. The number of lots affected include AG1 zoned lots that have road access which is required to support residential development.

Table 1: Summary of Richmond's AG1 Farm Home Plate and House Size Regulations

Lot Size	No. of Lots Affected	Maximum Farm Home Plate (area of land used for residential improvements)	Maximum House Size (total floor area including garage and residential accessory buildings)
Less than 0.2ha (0.5 ac.)	263	50% of lot area (farm home plate would be less than 1,000m ² [10,763 ft ²] of the lot)	*For lots less than 0.128ha (0.32 ac.): • less than 500m ² (5,382 ft ²)
			For lots 0.128ha (0.32 ac.) to 0.2ha (0.5 ac.): • 500m ² (5,382 ft ²)
0.2ha (0.5 ac.) to 1.0ha (2.5 ac.)	490	1,000m ² (10,763 ft ²) of the lot	*For lots 0.2ha (0.5 ac.) to 0.29ha (0.73 ac.): • 716m ² (7,708 ft ²) to 1,000m ² (10,763 ft ²)
			For lots 0.29ha (0.73 ac.) to 1.0ha (2.5 ac.): • 1,000m ² (10,763 ft ²)
1.0ha (2.5 ac.) to 2.0ha (4.9 ac.)	189	10% of lot size (farm home plate would be between 1,000m ² [10,763 ft ²] to 2,000m ² [21,527 ft ²])	1,000m ² (10,763 ft ²)
2.0ha (4.9 ac.) or greater	332	2,000m ² (21,527 ft ²)	1,000m ² (10,763 ft ²)

* Derived from the City's floor area ratio of 0.55 for first 464.5 m² (5,000ft²) of lot size, and 0.30 for the remainder of the lot.

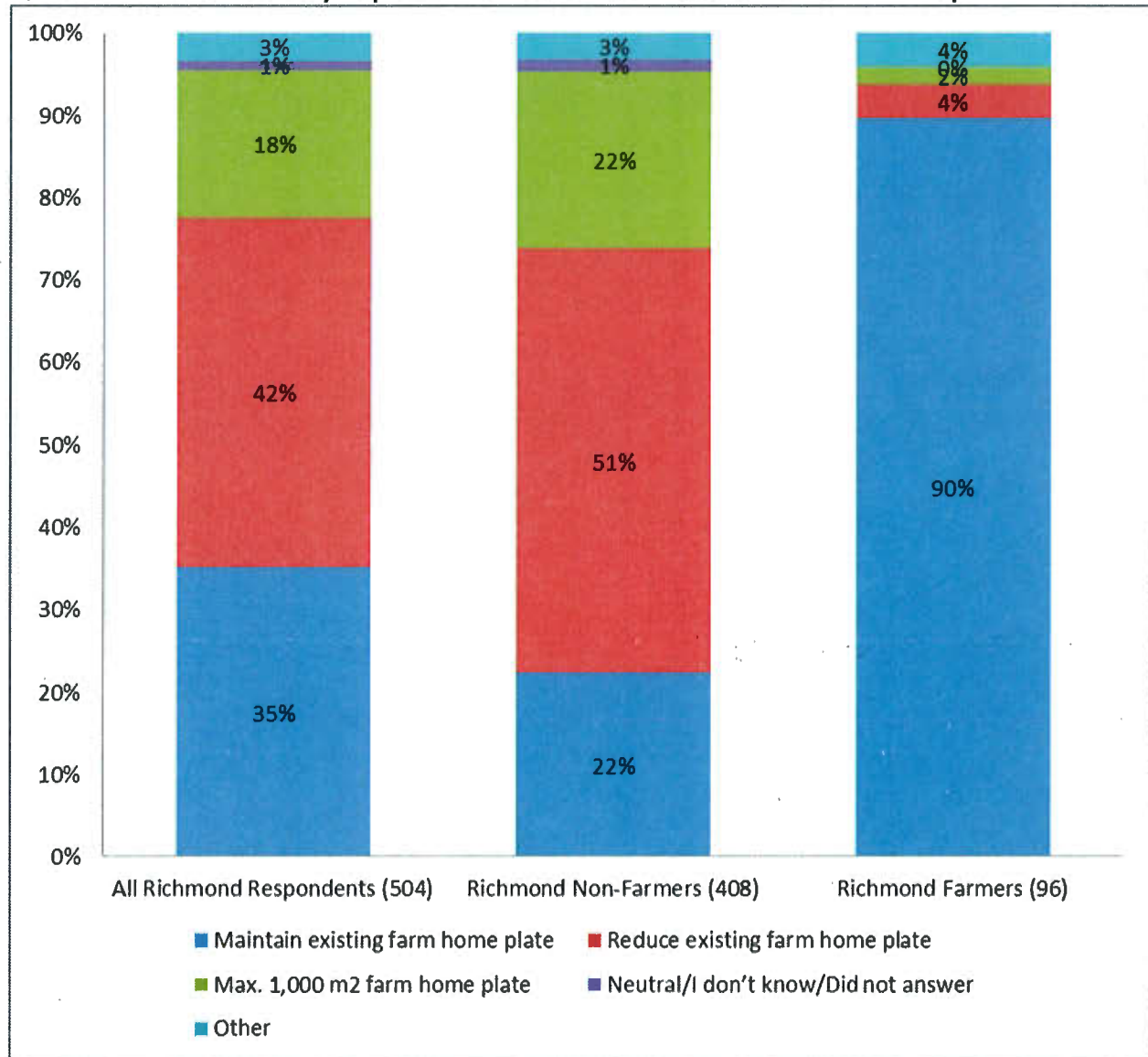
3. Other AG1 Regulations Adopted

The bylaws adopted on May 17, 2017 also established the following:

1. To limit the size of residential accessory buildings, the maximum floor area is 70 m² (753ft²). This floor area would apply to each residential accessory building and would be included in the overall maximum floor area for residential buildings.
2. To ensure that residential improvements are located close to the fronting road providing access to the lot, the farm home plate must not exceed a maximum depth of 75 m from the front property line.
3. To ensure that the house is located close to the fronting road, the back wall of the principal dwelling must not exceed 50 m (164 ft.) as measured from a constructed public road abutting the property.
4. To ensure farm access, the minimum residential side yard setback was increased to 4 m (13ft.) for lots that are less than 0.8 ha (2 ac.). For lots that are greater than 0.8 ha (2 ac.), the minimum side yard setback of 6 m (19.7 ft.) would remain.
5. To limit the number of dwellings on a property, no more than 1 principal dwelling per lot.

Farmland Housing Regulations – Feedback Form Results Summary

Question 1 - What would you prefer for the maximum area of the farm home plate?

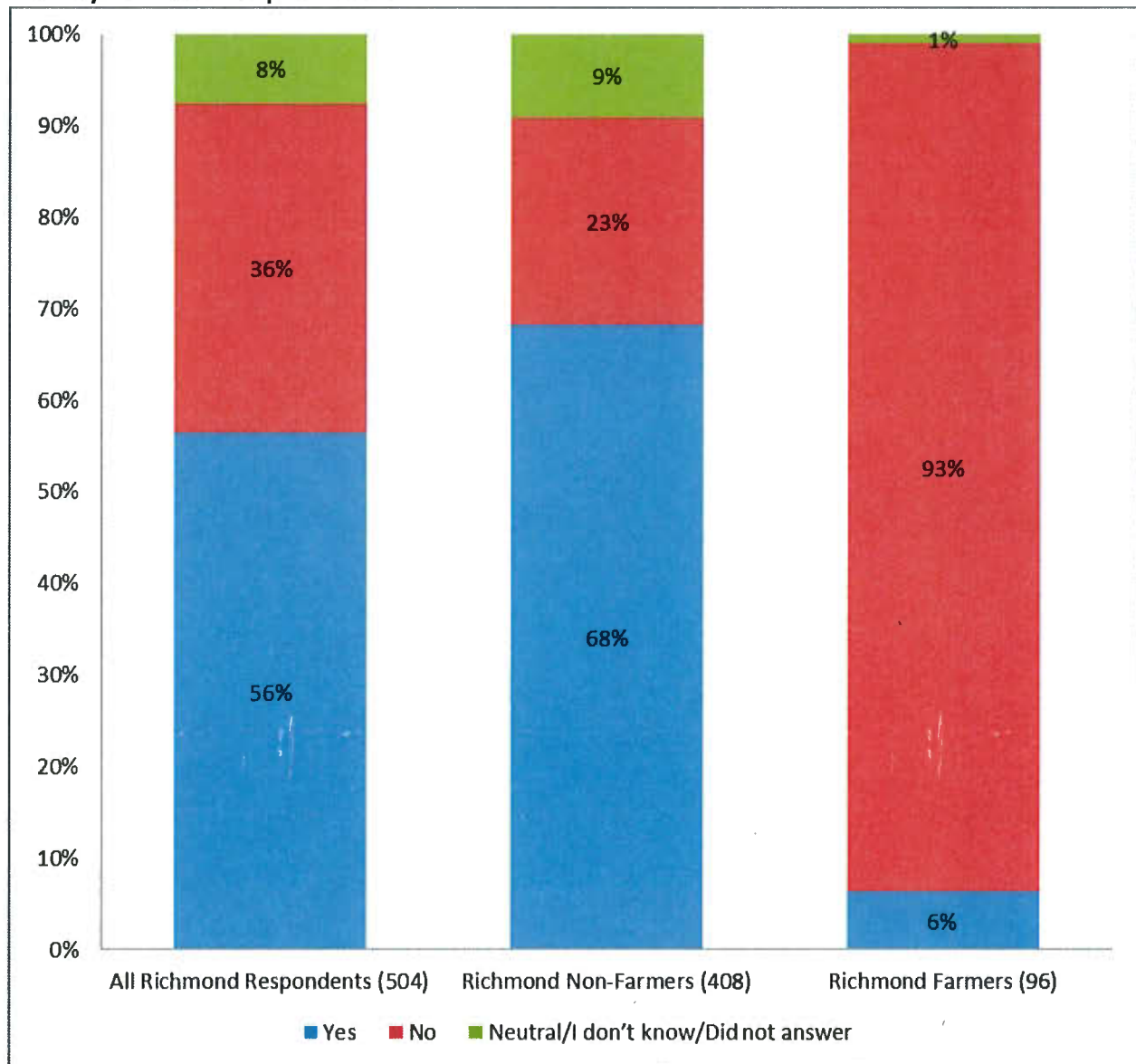


Notes:

- The response 'Max. 1,000 m² farm home plate' was not a set response on the feedback form. There were 90 overall respondents who indicated this response.
- Other comments included:

Other comment	All	Non-farmers	Farmers
Decrease the City's existing maximum farm home plate area regulations	2	2	0
Increase the City's existing maximum farm home plate area regulations	9	6	3
Remove the City's existing maximum farm home plate regulations	2	1	1

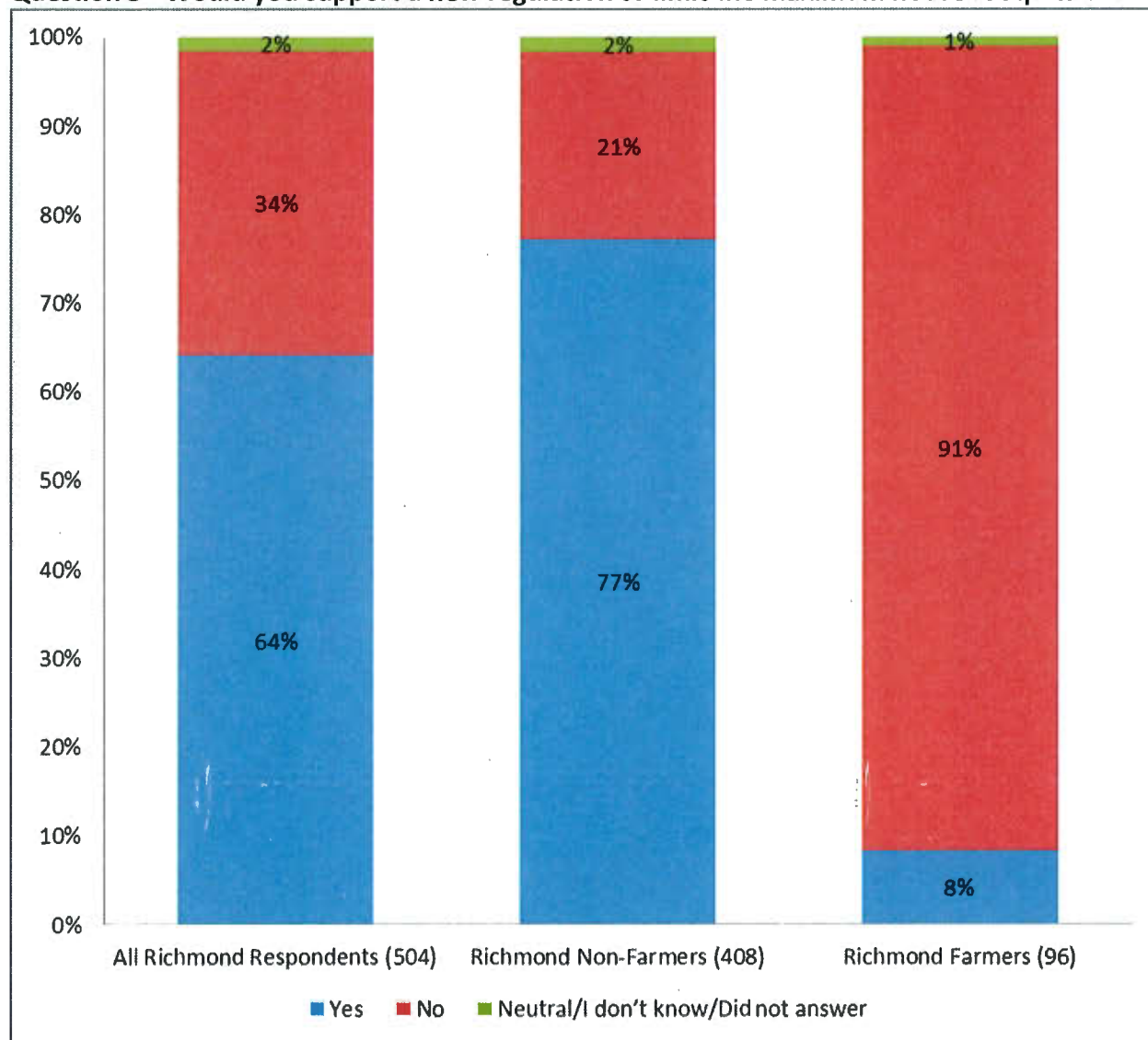
Question 2 - Do you think the entire septic system, including the septic field, should be within the City's farm home plate area?



Notes:

- General comments provided in response to the question included the following:
 - including the entire septic system within the City's farm home plate area will increase the amount of land available for farming (51)
 - the location of the septic system should be determined by the farmer (or property owner) on a case-by-case basis (14)
 - the City's existing farmland housing regulations are sufficient (3)
 - including the septic field within the farm home plate area is not functional (10)
 - Require connection to the City's sanitary sewer system (if within reasonable distance to the property) (6)
 - Require the septic tank in the farm home plate area, but the septic field outside the farm home plate area (4)

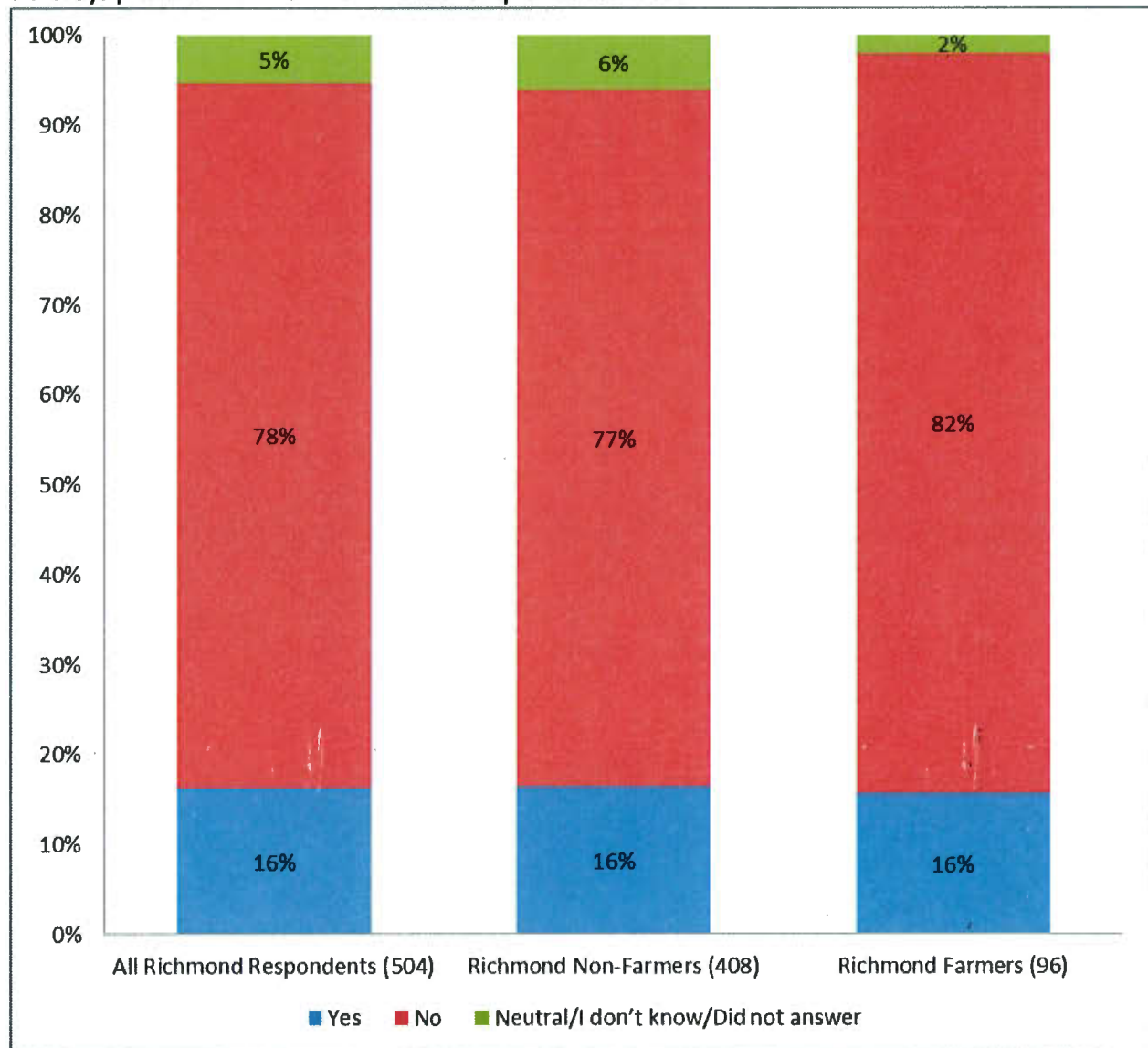
Question 3 - Would you support a new regulation to limit the maximum house footprint?



Notes:

- General comments provided in response to the question included the following:
 - The existing regulations regarding housing on farmland should be more restrictive (76)
 - The maximum house footprint should be approximately 500 m² (5,382 ft²) (3)
 - The existing regulations regarding housing on farmland are adequate (24)
 - The other proposed regulations, including farm home plate area and septic field location, are sufficient (1)
 - There should be different limits to maximum house footprint for a one-storey house and two-storey house to ensure the same buildable floor area (2)

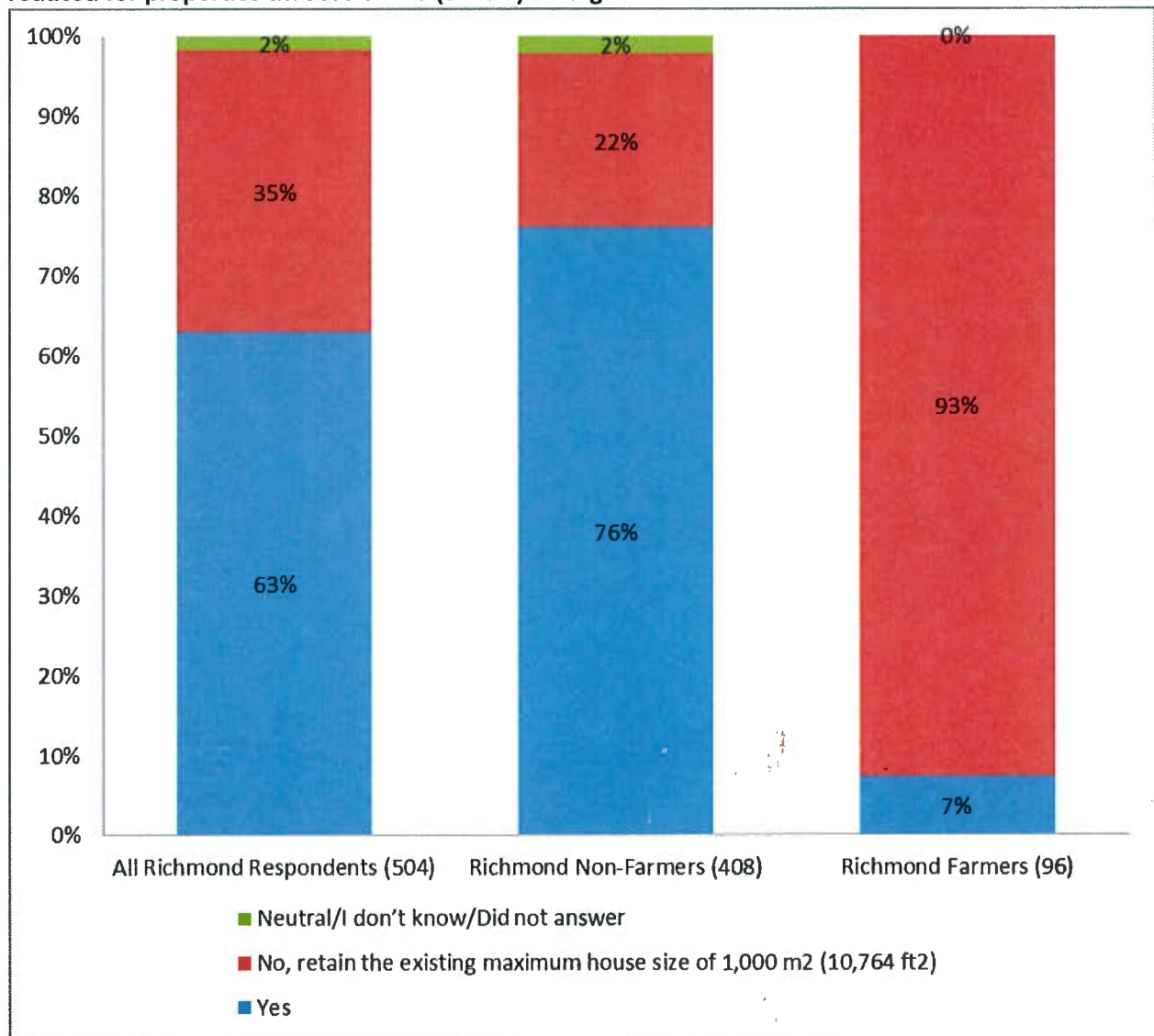
Question 4 - Would you be supportive of increasing the maximum house height from 2 1/2 storeys to 3 storeys provided the maximum house footprint is reduced?



Notes:

- General comments provided in response to the question included the following:
 - increased house heights is not supported and should be consistent with surrounding single-family neighbourhoods (86)
 - reduce the maximum house height further to 2 storeys (5)
 - maintain the maximum house height and provide a maximum house footprint (2)
 - if balanced with a required maximum house footprint (20)
 - increase the maximum house height and do not limit the maximum house footprint (13)

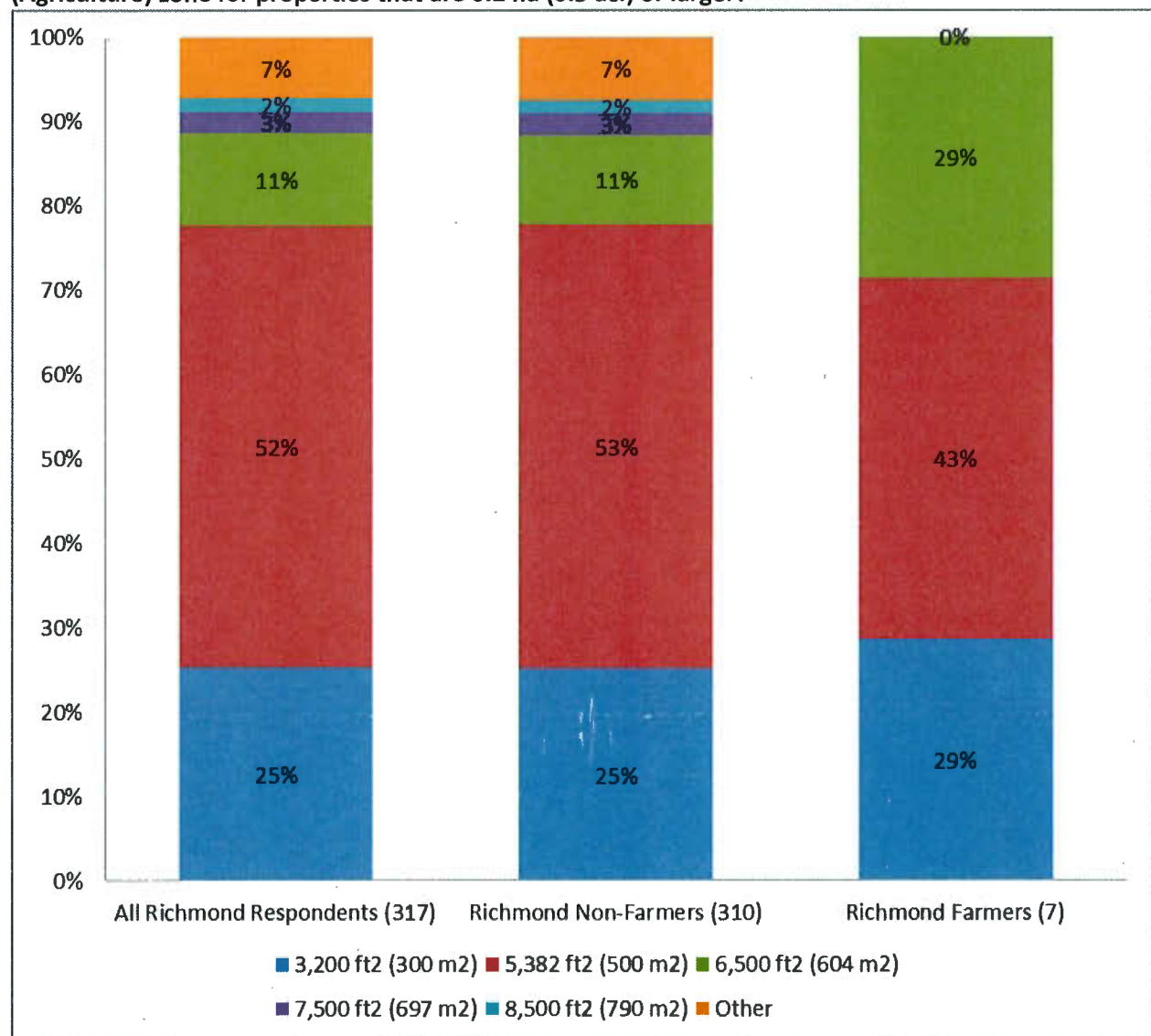
Question 5 - Do you think the maximum house size in the City's AG1 (Agriculture) zone should be reduced for properties that are 0.2 ha (0.5 ac.) or larger?



Notes:

- General comments provided in response to the question included the following:
 - the maximum house size should be reduced (90)
 - maximum house size should not be reduced any further (25)
 - the maximum house size should be increased (4)
 - allow the farmer (or property owner) to determine the size of house to meet their needs (2)
 - Maximum house size should be based on percentage of uses (i.e. living, farming) (1)

Question 6 - If you answers yes to Question 5, which of the following house sizes (total floor area, including garage) do you think would be an appropriate maximum house size limit in the City's AG1 (Agriculture) zone for properties that are 0.2 ha (0.5 ac.) or larger?



Notes:

- The response '3,200 ft² (300 m²)' for maximum house size was not a set response on the feedback form. There were 80 overall respondents who indicated this response.
- Other comments included the following:

Other comments	All	Non-farmers	Farmers
2,500 ft²	1	1	0
4,000 ft²	5	5	0
Not specific, but less than 5,382 ft²	10	10	0
More than 8,500 ft²	3	2	1
No maximum house size limit, instead allow the farmer (or property owner) determine the size of house to meet their needs	1	0	1
No maximum house size limit, instead the total buildable floor area should be proportional to the size of the lot	3	3	0

Richmond Agricultural Advisory Committee

March 11, 2017

Memo to Richmond City Council Re: Proposed Farmland Housing Regulations

The farmers of the AAC are **strongly opposed** to the regulation alternatives proposed by the City. We feel it is important that we come up with a “**made in Richmond**” solution that respects the core nature of our community, that is – a community with a legacy and historic fabric consisting of a well-integrated blend of urban and rural residents. That being said, in respect of the City’s objective to implement some form of regulations that provide reasonable rules with which to administer building applications that protect and preserve Richmond farmland and farming activities we tender the following recommendations.

1) Home Size:

- a) Home size should be limited to 1,150 Square Metres. This size is in line with the current average “approved building permit” applications as specified in the City’s “Open House Summary Presentation”. The document indicates the current average home size in the Richmond ALR / AG1 for 2015/2016 is about 1,100 square meters. We feel it would be highly inappropriate and inconsistent to implement a dramatic reduction in the size of new construction. Implementing the cap of 1,150 square metres will allow fairness and a degree of uniformity to the conditions that currently exist as well as stop the trend of increasing home sizes.
- b) The existing rules have worked well for bona-fide multi-generational farmers, hence we do not want to implement rules that prevent reasonable options to farmers.
- c) Large homes in Richmond’s ALR do not necessarily discourage use of farmland for farming purposes. Cooperation between farmers and non-farming residents that have purchased farmland for the purpose of building a large home often results in the farm back lands being leased to a bona-fide farmer at a low lease rate. The homeowner benefits in reduced taxes on the portion of the land that is farmed and the bona-fide farmer benefits from inexpensive leased farm land on which to farm. In the existing environment it is less likely for a new farmer to purchase Richmond ALR land at current market rates and have an economically viable farming operation. Hence, this symbiotic relationship results in preservation and protection of farmland.
- d) In the case of a farm property owned by a non-farming resident that achieves farm classification by way of leasing its land to a bona-fide farmer, residential property tax rates should be applied to the residential portion of the property and the farm class property tax rate should be applied to the farmed portion of the property.

2) Home Plate Size:

- a. While not in favour of a home plate size restriction we feel the existing building setback limit of 50 metres is effective in preserving land for farming purposes. Therefore, a reasonable home plate size formula should be the lessor of:

- i. 1 Acre or
 - ii. 50 meters x the roadside property width. As an example a property with a 30 metre width x 50 metre setback = a maximum home plate of 1,500 square metres.
 - b. It should be noted that 75% of the ALR / AG1 properties are less than 2 hectares and are narrow in width. We believe the majority of these properties would have a home plate of less than 1 acre because of the setback limitations.
 - c. Regardless of size of the home plate, access of farm vehicles from the road to the farmable portion of the property must be provided in the building site design.
- 3) Homeplate and House Size of Farm Manager's residence:**
- a. For those properties that qualify for a second or third residence there should be a separate home plate and home size equal to the guidelines set out above. Additional residences should not be forced into a common home plate with the primary residence home plate.
- 4) Seasonal Worker Buildings:** should not be included nor affected by these regulations.
- 5) Setbacks:**
- a. The existing bylaw calling for a 50 metre setback on homes plus an additional 50 meters for accessory buildings is adequate, however, it should be amended to increase the setbacks by the width of any Riparian Management Setbacks that may fall within the building setback. By way of example, if there is a 15 metre Riparian setback required on a property then the home setback should be adjusted to 65 meters and the accessory building setback should be adjusted to 115 metres.
- 6) Septic Tanks / Fields:**
- a. The septic tank should be included in the home plate but
 - b. The septic field need not be located in the home plate.

The farmers of the AAC.

Richmond Farmers Institute

Response to the City of Richmond's proposed house size limits for AG1 zoned lands

The farmers of the Richmond Farmers Institute are opposed to further regulations impacting the viability of agriculture in the City of Richmond.

The RFI believes that truly bona fide farmers, whose primary occupation is farming, have behaved responsibly. Farmers have constructed and reside in homes that are appropriate and supportive of agriculture in our community.

We are aware of non-farmers who are purchasing AG1 land with the primary objective of building large residences and their impact on agriculture.

City Council may determine that the course of action needed to resolve this behaviour is to impose limitations on the size of house that can be constructed on AG1 zoned land. Regulations imposed on farm land in Richmond should be carefully considered to specifically address the challenges and needs of farm land in this municipality.

The RFI provides the following guidance when considering the impacts to the livelihoods of generational farmers and their families.

The maximum house size limit should be consistent with recent average house sizes constructed on AG1 zoned lands. A maximum house size of 1000 sq.m provides consistency and will prevent increasingly larger houses from being constructed.

A home plate should be determined using the following criteria:

1. Access for farming equipment to the farmable area of the property needs to be maintained.
2. Residential accessory structures should be limited to a maximum home plate size of 0.4 ha

The current maximum 50m setback for a residence is satisfactory. Additional residential structures within the current 100m setback are also satisfactory. Should a Riparian Management Area be present, the setbacks should be measured from the termination of the RMA.

Septic tanks may be included in the home plate, but septic fields need not be included.

Additional houses for full time farm workers, when appropriately qualified, should each have individual home plates, and be limited by the regulations consistent with the primary residence.

The current 0.6 Floor Area Ratio for residential and farm buildings, except where greenhouses are located on the lot, in which case the maximum FAR would be 0.75, of which at least 0.70 FAR must be used for greenhouses is satisfactory.

Seasonal worker buildings should not be affected by the proposed housing regulations.

The Richmond Farmers Institute



By Hand
Feb 19/18
a: 2018
B/C

February 18, 2018

City of Richmond Planning Committee
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1 Canada

Dear City of Richmond Planning Committee & Staff:

In May of 2017, Richmond Farmland Owner's Association worked extensively and sincerely with Richmond City Council, Pioneer Farming Families and Local Community Groups to create new policies regarding house sizes on our farmland.

These new regulations were evidence-based, pragmatic, and practical, assuring that farming in Richmond would continue for generations to come. This 'Made in Richmond' solution was a fair compromise, developed using evidence-based decision-making. After this implementation, the average home being built in Richmond is 8,192 sqft in size, compared to 12,000 sqft prior to adoption of the policy. Under the modified regulations, only 11 new applications have been submitted and there has been a 32% reduction in home size. This is clear evidence that the current bylaws are working.

The policy created in 2017 has not yet had time to prove itself since the homes currently under construction were approved prior to the 2017 restrictions. A true measure of the success of this new policy is the 32% reduction in home size on those applications that have been submitted after the implementation of the 2017 restrictions. This compromise is working.

Now, barely six months after this updated policy came into effect, we are finding ourselves once again being targeted by individuals who unfortunately do not understand the realities of farming in our community. Due to pressure from special interest groups, Richmond City Council is considering dramatically reducing these home sizes again which is creating economic uncertainty within the local farming community, and putting its long-term sustainability at risk.

We are asking the City of Richmond Mayor and Council to not make any further changes to this policy, as we truly believe that we have reached a balanced and fair solution, which leads the Province by example.

Sincerely,

 Bhupinder Dhiman

Signed on Behalf of the Membership
Richmond Farmland Owners Association

CNCL - 342



FarmWatch Richmond asks Mayor and Council to listen to experts and majority, adhere to Ministry guidelines for home size to Save our Soil

"Estate mansions should be built on a hillside, not on the best soil in the world" - Teresa Geddert, retired farmer

In Richmond, high-capacity, agricultural land reserve (ALR) farmland has been under significant threat for decades. Farms with class 1-3 soil have been regularly removed for non-farming uses.

In the last decade, land speculators and property developers have [been buying farmland](#), driving up prices and building [sprawling, gated, mega-mansions](#) on what were productive strawberry, raspberry and vegetable fields.

Precious farmland needed for growing food continues to be taken out of production at an alarming rate.

In the last year alone, Richmond has seen a net loss of 50 farms, according to a Richmond Finance Department memorandum, *Property Use in Agriculturally Zoned Lands in the City of Richmond*, January 12, 2018.

While 61 properties either lost the farm classification entirely or had a reduced percentage of farming on the property, 11 properties were given farm status.

Of the 61 farms which lost farm status in 2017-2018:

- 17 properties had 100% farm use in 2017 and switched to 100% residential use in 2018.
- 39 properties with mixed farm/residential/other use in 2017 lost their farm use in 2018.
- 5 properties had 100% farm use in 2017 and switched to residential and farm use in 2018.

These statistics are alarming and prove that the residential development we have seen is not for farm use. With residential development squeezing farmers off the land, the number of local farms is declining. Speculative land owners are less likely to issue leases to local farmers. The farm house should be no larger than Ministry of Agriculture guidelines to ensure the property remains farmable in the future.

May 2017 new rules

In 2017, to address the growing problem of mansions taking farmland out of production, Richmond City Council adopted bylaw amendments to preserve land for agriculture.

Amendments included an introduction of various home plate sizes depending on the size of the parcel, as well as two separate house size maximums, 500m² (5382 ft²) for farms less than 0.2 ha (0.5 ac) and 1000m² (10,764 ft²).

Will these new rules make any difference to saving our soil for farming?

Yes, but the rules don't go far enough.

If a large farm house is required for a large farm operation, this is certainly not required on a 0.75 acre parcel. Some farmers we have consulted suggested a larger home size for farms over 10 acres. The 0.5 acre separation for house size has no relevance to needs for farming. The small farms we see that produce food have very small houses with maximized growing space. Even homes of 500m² will have a significant negative impact on a small farm when replacing a house that is 150m². Most of the small farms are right in the city centre. These are the most vulnerable to speculative development as pointed out in the [Ministry of Agricultural guidelines to bylaw development](#). These farms are where it is essential to have house sizes in line with the average of what would be allowed on nearby residential lots.

If Richmond continues with a two-tiered house size bylaw, our suggestion would be 300m² (3,299 ft²) on farms under 10 acres and up to 500m² (5,382 ft²) on farms over 10 acres.

Farmers who want to build larger homes for farming needs can apply for a variance from the City through [Richmond Bylaw 9706](#) (p.4). The only farmers impacted by a house size limit that follows expert recommendations and Ministry of Agriculture guidelines are those involved in real estate development.

We have heard at public hearing that owners of farmland should have the right to recoup their property investment, and that limiting house size to smaller than 10,764 ft. would have a significant financial impact. We wanted to know if this was true so we consulted a financial expert.

When a new home is built, a large building is worth more than a small building because of the construction costs. But, BC Assessment depreciates buildings every year. It is the value of the land that increases over time, while the value of the building decreases over time, unless major improvements are made.

In effect, there is only profit found in building a larger home, if it is being built to sell. This is real estate development, not farm use.

The agricultural land reserve was not created to generate a large return for a land owner as an investment. It was created to minimize residential and non-farm use and prioritize agriculture. People are aware of this when purchasing ALR land on their land title, as per [ALC "buying or owning farmland"](#). Farmland owners do not have a right of financial return on their land as a property investment only.

Farmers that we have consulted with identify farm price escalation as a barrier for farming.

"It's quality not quantity and the same goes for the house; consumers will pay a hefty price for food if things keep going the way they are going" Tim Rempel - Rockweld Farms

"Large gains in land value add another layer of difficulty for kids to take over the farm" - Adam Renner, Adili Farms Ltd.

"The creation of the ALR automatically determined food production over real estate value. There is no way to reconcile the two; one has to be prioritized unless people start paying \$50 per potato." - anonymous Richmond farmer who can't speak up due to land leasing vulnerability

Regarding the consideration for a smaller overall home plate, this will have no major effect on the price of land either. The benefit however is that a much greater portion of the land can be farmed and leased.

The fill that is brought in to cover the entire home plate area often introduces contaminants, illegal material, or invasive plant species to the native soil, and affects the drainage and water systems of the adjacent farmland. We see this effect render remaining farmland unusable or seriously diminished on small Class 1 clay vegetable farms which are more vulnerable than perennial farms such as blueberries.

Richmond FarmWatch recommends a 1000m² home plate including the septic field. We would support the May 2017 bylaw for home plate of up to 2000m² for Richmond's largest farms (over 10 acres), including the septic field, if there was an additional regulation for a maximum 1000m² of fill for the area of the house. The remaining home plate would be at the level of the farming field for better integration of the home plate to the field. This supports farming use and has less of a damaging impact on the soil.

Food security and community needs over the wants of a small special interest group

BC currently produces only [45 per cent of its food](#), according to Dr. Lenore Newman, [Canada Research Chair in Food Security and Environment](#), and a University of the Fraser Valley professor.

Richmond must make saving our soil for food production and saving agricultural jobs a key priority. The history of farming in Richmond, and our unprecedented access to local fresh food so close to an urban area, is a large part of what makes Richmond so special. Our farming community is a large reason for the tourism we receive which benefits local business and Richmond as a whole. Without securing

farmable land for future farmers, Richmond's agricultural economy faces a serious risk of future decline, when in fact there is incredible potential for Richmond to be a leader in regional food production.

Recommendation

Richmond FarmWatch urges Richmond Council show leadership by implementing the following:

1. Maximum Farm Home Plate: Other. 1000m² (possible expansion to 2000m² for larger farms if the maximum fill area remains 1000m²)
2. Septic system within farm home plate. Yes
3. Limit house footprint? Yes
4. Increase house height? No
5. Reduce house size for properties 0.2 ha or larger? Yes and properties under 0.2 ha
6. Appropriate limit for farmhouse size? Other. 300m² (3,299 ft²) (This would require changing the parcels under 0.2 ha (0.5 ac) which are currently 500m² to 300m². Council may wish to consider a two tiered house size based on over 10 acres and under 10 acres.
7. What should other levels of government do?
 - Apply the additional Property Transfer Tax (PTT) (foreign buyers' tax) to farmland.
 - Strengthen the ALR to support the farming economy - jobs, economic spin-offs.
 - Stop farmland speculation to protect the farming industry.
 - Discourage land investors from buying up farms.
 - Step up ALC enforcement.
 - Clarify that houses in the ALR are required to be for farm use.
 - Help new farmers get into farming.
 - Protect farm leasers from instability; incentives to give longer term leases.

Other considerations to strengthen access and ability for leasing farmers to succeed could be implemented during new home permitting process:

- all services required for farming incorporated into the design of the home plate and made available at start of farm field (e.g., access to water for irrigation and electricity for food storage).
- functional access to the farmland for soil amender deliveries and other access needs.
- access to necessary amenities and secure storage for equipment.
- house and footprint design options that allow for suites and temporary dwellings for leasing farmers or farm-workers to live in.

Who we are

Richmond FarmWatch represents farmers, residents and businesses concerned with saving our soil. The organization was originally created in 2013 by South Slough Area farmers - many third and fourth generation - to stop the dumping of construction waste on farmland. Since then the organization has grown to represent a wide array of property owners and residents on ALR farmland, Richmond residents and business owners, and those concerned with saving our soil from all parts of the province.

Richmond FarmWatch requested Richmond Council to strengthen its Soil Bylaw and is very pleased with the increase in Agricultural bylaw monitoring/enforcement that has occurred since that time.

Richmond FarmWatch met with the project manager agriculture specialist for the Massey Tunnel Replacement Project to express concerns about the project's negative impact on farmland and farming in Richmond.

Richmond FarmWatch was a stakeholder and consulted for the ALR/ALC Revitalization with the Agricultural Land Commission and Provincial Agricultural Advisory Committee. We have met with the Minister of Agriculture and have an upcoming meeting with BC Green Party leader Andrew Weaver. Richmond FarmWatch was named as a stakeholder for our submission to the provincial government regarding potential regulations to growing cannabis on ALR land.

Richmond FarmWatch has been consulted by major media outlets in the region as a voice for the protection of farmland.

Hopkins, John

From: MayorandCouncillors
Sent: Monday, 26 February 2018 10:30
To: Konkin, Barry; Craig, Wayne; Hopkins, John; Woo, Gavin
Cc: White, Amelia; Powell, Jo Anne
Subject: FW: Let's Push to Have ALR Lands 100% PROTECTED!!! MAKE it available for FARMING ONLY!!! Apply a 100% Foreign Buyer's Tax !

From: vintageann [mailto:vintageann@shaw.ca]
Sent: Friday, 23 February 2018 15:46
To: MayorandCouncillors; Prime Minister/Premier Ministre; Ahmed.Hussen@parl.gc.ca; Bill.Morneau@parl.gc.ca
Cc: AGR.Minister@gov.bc.ca; FIN.Minister@gov.bc.ca; Diane.Lebouthillier@parl.gc.ca; MAH.Minister@gov.bc.ca; AG.Minister@gov.bc.ca; jody.Wilson-Raybould@parl.gc.ca dian; OfficeofthePremier, Office PREM:EX
Subject: Let's Push to Have ALR Lands 100% PROTECTED!!! MAKE it available for FARMING ONLY!!! Apply a 100% Foreign Buyer's Tax !

In Richmond B.C. the City Council has not been proactive in protecting some of the most arable farmland in Canada from becoming private foreign-owned estates, with mansion sized housing and subsequent property assessments so high that the land will never be owned by farmers again.

Start with a 100% **Farming Only for Richmond's ALR lands** and a modest single house size of 3,000 square feet only!

Why in the world would a farmer need a house of 10,763 square feet? That's larger than many hotels!!!!

ABSOLUTELY NO ALR LANDS should be taken out of the ALR Land reserve to be used for other purposes!!!

The BC Government, The CRA , The RCMP, FINTRAC & Inspectors from the City Of Richmond MUST keep doing regular spot checks and frequent monitoring on what's going on in these "MEGA MANSIONS" being built on ALR Land in Richmond.

Richmond council has inadvertently assisted these illegal & dubious activities, by allowing these huge homes to be built, which are OBVIOUSLY not being used by farmers!

Frequent reports in the news about these mega mansions being used as *illegal casinos, illegal hotels, illegal airbnb's, birth tourism hotels, brothels and for illegal activities abound!*

Both the B.C. Government & Federal Government are now aware of what's been going on here! There's definitely a need for both a Provincial & Federal inquiry.

Mansion Estates or Class A Agricultural Land in the City of Richmond?

23^{Friday}Feb 2018

Posted by Sandy James Planner in Housing, Infrastructure, Landscape, Richmond, Social issues

≈ 3 Comments

Tags

Big Estate Houses on the ALR



This story illustrates the problem of expectations when existing regulations are not enough to achieve a higher purpose, like protecting farmland. In Richmond B.C. the City Council has not been proactive in protecting some of the most arable farmland in Canada from becoming private foreign-owned estates, with mansion sized housing and subsequent property assessments so high that the land will never be owned by farmers again. There was an outcry in the City of Richmond over the size of the houses being placed on farmland and being taken out of farming and turned into private estates. In May 2017 Council moved that house size would be capped to 10,763 square feet on lots that were larger than half an acre. The Provincial regulations for the Agricultural Land Reserve (ALR) says that houses on these larger lots should be no larger than 5,382 square feet, half of the size.

Price Tags Vancouver has written several times about these ALR properties in Richmond which can be purchased without the 20 per cent foreign buyers tax and can also pay lower agricultural property taxes if a minimal farming crop or livestock are raised on the land. We also covered the story of a shell company that purchased a 26 acre piece of farmland in 2014 for \$88,000 in Richmond. Now that the property has a half built mansion on it, with a 2017 assessed property value of \$8.3 million. As Richmond Farm Watch and Richmond resident Laura Gillanders observes "One by one each of these farms is being taken out of production and making sure it is never farmed by a farmer who can live on that land. It goes to show these mansions are not being built for farming." You can take a look on the Farm Watch site at the "Visuals" section

documenting the before and after photos and films of these properties taken out of agricultural production and made into mansioned estates.

As the Richmond News reports it is no surprise that a group called The Richmond Farmland Owners Association *"has launched a campaign and online petition to protect farmers' property rights and land value."* You can hardly blame them. They want the current mansion sized dwelling to now remain as the status quo, seeing a reduction in house size as an impediment to property value. Some argue that the large houses are small compared to the land around them. Council does allow for larger square foot houses when it is for larger extended family groups.

There is a [Change.org](#) petition which can be viewed here where the Richmond Farmland Owners Association says that Richmond is infringing on property rights, and that these rights will be taken away if house sizes are reduced. Meanwhile the group Richmond FarmWatch wants the City of Richmond to follow the provincial guidelines for land in the ALR, and are planning a public rally is to be held at Richmond City Hall Monday, Feb. 26 at 6:30 p.m. and you can see a copy of the petition put out by the Richmond Citizens Association [here](#).

The last word goes to land economist Richard Wozny with Site Economics who passed away earlier this month. Wozny's analysis indicated that a house of 4,200 square feet was in line with farm land values, half the size of the currently approved 10,763 square feet for agricultural land over half an acre.

There is a YouTube video below from March 2017 showing the size of "farm" houses being constructed on agricultural land in Richmond.



Share this:

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-

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City of Richmond~Agricultural Land, not Mini Estates! In "Affordability"

Farm Land or Large Mansions on the Agricultural Land Reserve? In "Architecture"



About Sandy James Planner

City Planner/Place Shaker, author, co-editor of Price Tags, passionate about Green Streets and

Walkability, TEDx Speaker, Director of Walk Metro Vancouver, past chair of International Walk21 Vancouver

Conference, Master Gardener, sparking livable walkable places we all want to live in. Twitter: sandyjamesplan

Blog: sandyjamesplanner.wordpress.com www.walkmetrovan.ca

[View all posts by Sandy James Planner »](#)

Hopkins, John

From: MayorandCouncillors
Sent: Monday, 26 February 2018 10:28
To: Konkin, Barry; Hopkins, John; Craig, Wayne; Woo, Gavin
Cc: Powell, Jo Anne; White, Amelia
Subject: FW: House Sizes on ALR land

From: MayorandCouncillors
Sent: Monday, 26 February 2018 10:28
To: 'De Whalen'
Subject: RE: House Sizes on ALR land

Good morning Ms. Whalen,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor. In addition, your email has been forwarded to Planning and Development staff.

Thank you again for taking the time to bring your concerns to our attention.

Hanieh Berg | Legislative Services Coordinator
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

From: De Whalen [mailto:de_whalen@hotmail.com]
Sent: Saturday, 24 February 2018 14:29
To: MayorandCouncillors
Subject: House Sizes on ALR land

February 24, 2018

Richmond City Hall
6911 No. 3 Road
Richmond, BC

Dear Mayor & Councillors:

This is a written submission to Richmond City Council about maximum allowable house sizes on agricultural land in Richmond.

I would urge Council to amend their current policy and bylaw from allowing houses in excess of 10,000 square feet, to the ALR guidelines which allows for a maximum of around 5,000 square feet. Richard Wozny's analysis pointed to the detrimental effect of taking the price of farmland beyond the reach of farmers if very large houses are allowed to be built on ALR. Once that land is built on it is essentially taken out of the ALR.

I have heard it said that farmers should have carte blanche on house sizes. But the City has already built in a variance process. If farmers wish to build a house larger than the ALR guidelines, they can apply for a variance. Richmond residents and land owners apply to the City every day for variances to the bylaws. There should be no reason why farmers would find it so much more difficult to apply for a variance than everyone else.

On a personal note, I can say that one of the 'farmers' at the public hearing who spoke in favour of very large houses on ALR is a neighbour. They paid \$2.25 million for 1.3 acres, took possession in July 2017 and bulldozed all the trees and the topsoil in August. This 3000 sq. ft beautifully hand-crafted vacant house somehow burned down in October. A charred hulk and a razed back property is now for sale for about \$2.8 million with a promise that the seller can provide house plans to build a new much larger house.

Please, City Council, do the right thing and revert your policy and bylaw to the ALR guidelines.

Sincerely,

Deirdre Whalen
13631 Blundell Road
Richmond BC V6W 1B6

604.230.3158

"Small acts, when multiplied by millions of people, can quietly become a power no government can suppress, a power that can transform the world." Howard Zinn

Kindness is in our power even when fondness is not. Henry James

Hopkins, John

From: MayorandCouncillors
Sent: Monday, 26 February 2018 10:27
To: Konkin, Barry; Hopkins, John; Craig, Wayne; Woo, Gavin
Cc: Powell, Jo Anne; White, Amelia
Subject: FW: House Size Limits on Agricultural Land/Land Within the ALR

From: MayorandCouncillors
Sent: Monday, 26 February 2018 10:26
To: 'Jackie Brown'
Subject: RE: House Size Limits on Agricultural Land/Land Within the ALR

Good morning Jackie,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor. In addition, your email has been forwarded to Planning and Development staff.

Thank you again for taking the time to bring your concerns to our attention.

Hanieh Berg | Legislative Services Coordinator
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Jackie Brown [<mailto:jackiejbrown@shaw.ca>]
Sent: Sunday, 25 February 2018 23:37
To: MayorandCouncillors
Subject: House Size Limits on Agricultural Land/Land Within the ALR
Importance: High

Mayor and Councillors,

I write to express my concern with the building of extremely large houses (I won't refer to them as homes) on Richmond's agricultural land.

There have been too many mansions built on land that should have been retained for farming purposes. There are many examples of land where the City has allowed houses and driveways to be built that exclude any possibility of future farm use (No. 4 Road east of Finn Road) and ridiculously large houses that will not house a farmer and his/her family; these properties simply become estates.

As a lifelong resident of Richmond I grew up on farmland, and still live in my family home within the ALR. Fortunately at this time, much of the surrounding land is still farmed, but not by those who have purchased the land and built mansions on them; it has been leased to local farmers to ensure the landowner receives the tax break. My constant fear is that, because of lack of Council action to prevent it, we will lose this fertile land to more gigantic houses that are built for nothing more than prestige and/or investment.

We cannot afford to lose any more viable farmland to housing. I am imploring you to implement changes to City Bylaws to limit the size of houses built on land within Richmond's ALR to a maximum of 500 m² (5382 sqft), with a moratorium on new applications until the new house size is adopted as a bylaw.

Yours hopefully,

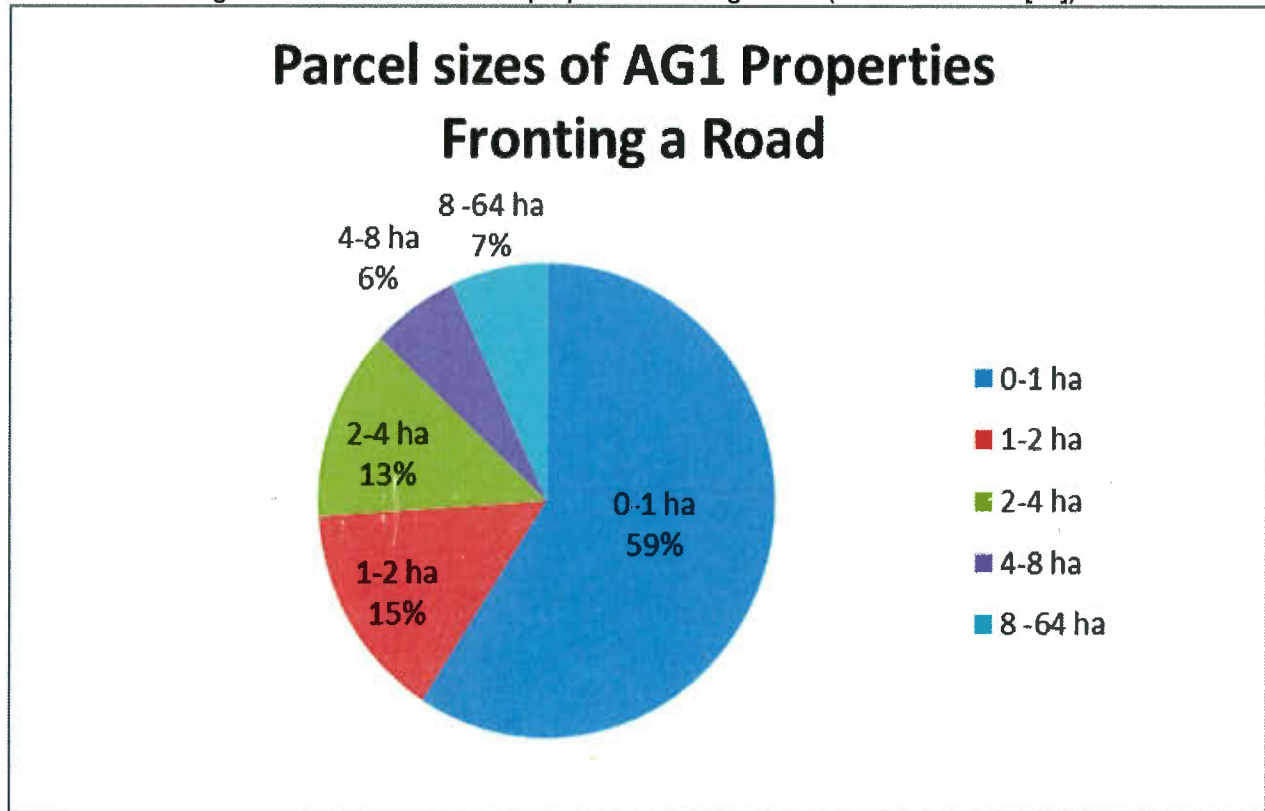
Jackie Brown

Sent from Mail for Windows 10

Profile of Richmond's AG1 Parcels

There are a total of 2,195 parcels in Richmond's Agriculture (AG1) zoned land. However, only 1,274 (58%) of those parcels have residential development potential, as they have frontage on an improved road allowance providing vehicular access (Figure 1).

Figure 1: Parcel sizes of AG1 properties fronting a road (area in hectares [ha])

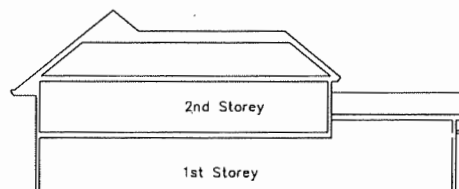
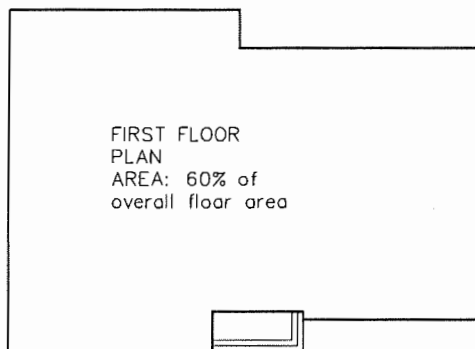
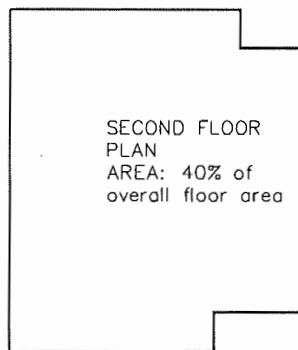


Of the 1,274 AG1 zoned parcels that have residential development potential:

- 753 (59%) are less than 1.0 ha (2.5 acres) with the following sub-sets:
 - 263 are less than 0.2 ha (0.5 acres)
 - 259 are between 0.2 ha (0.5 acres) and 0.4 ha (1.0 acres)
 - 231 are between 0.4 ha (1.0 acres) and 1.0 ha (2.5 acres)
- 189 (15%) are between 1.0 ha (2.5 acres) and 2.0 ha (4.9 acres)
- 166 (13%) are between 2.0 ha (4.9 acres) and 4.0 ha (9.9 acres)
- 166 (13%) are greater than 4.0 ha (9.9 acres)

2 STOREY HOUSE

- FIRST STOREY: 60 % of overall floor area
- SECOND STOREY: 40% of overall floor area

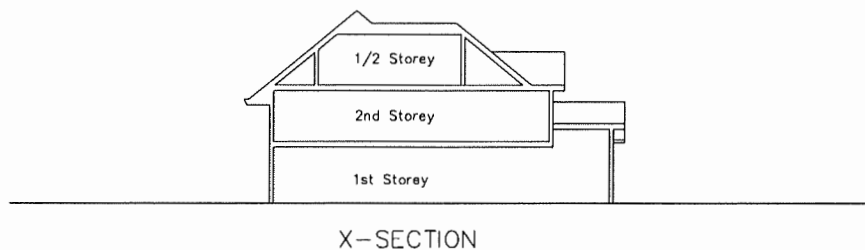
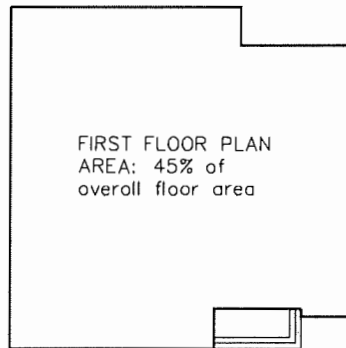
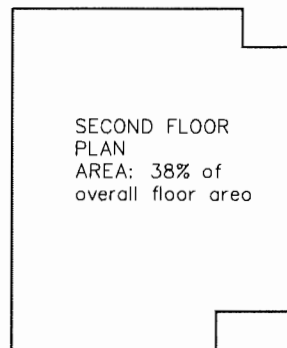
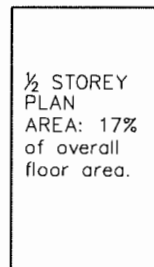


X-SECTION

note: this is a conceptual diagram meant to demonstrate potential building massing

2 1/2 STOREY HOUSE

- FIRST STOREY: 45 % of overall floor area
- SECOND STOREY: 38% of overall floor area
- 1/2 STOREY LEVEL: 17% of overall floor area

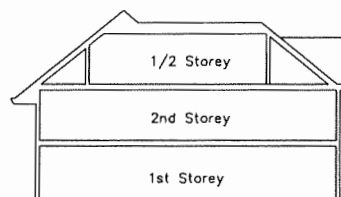
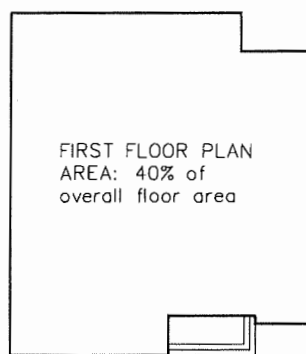
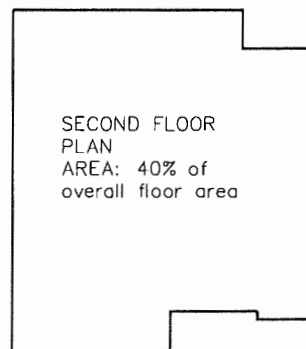
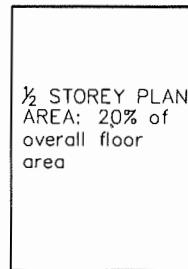


note: this is a conceptual program meant
to demonstrate potential building massing

ENCLOSURE 357

21/2 STOREY HOUSE

- FIRST STOREY: 40 % of overall floor area
- SECOND STOREY: 40 % of overall floor area
- ½ STOREY LEVEL: 20 % of overall floor area



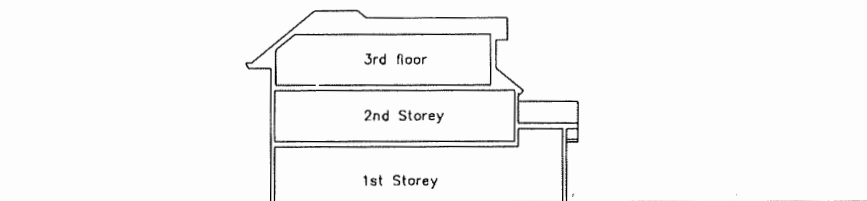
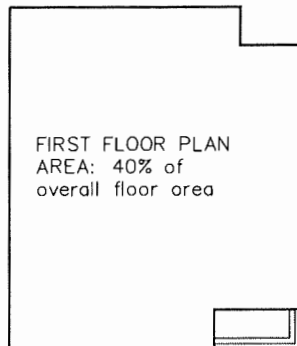
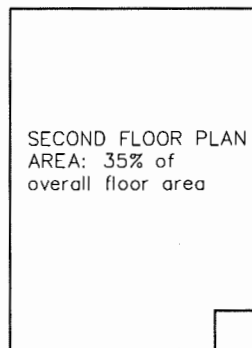
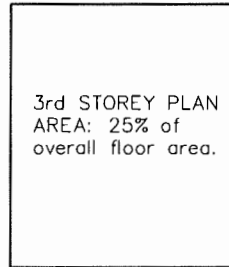
X-SECTION

note: this is a conceptual program meant
to demonstrate potential building massing

ENCLOSURE 358

3 STOREY HOUSE

- FIRST STOREY: 40 % of overall floor area
- SECOND STOREY: 35 % of overall floor area
- THIRD STOREY: 25 % of overall floor area



X-SECTION

note: this is a conceptual diagram meant
to demonstrate potential building massing

CNCL-359

ATTACHMENT 10

Summary of Feedback Received from the LetsTalkRichmond.ca Feedback Forms

No.	Topic	#
1	Foreign buyers tax should be applicable to farmland	120
2	Provide greater incentives for farmers (existing and new), including more tax reductions, grants and training opportunities	82
3	Agricultural Land Commission (ALC) and Agricultural Land Reserve (ALR) regulations should be strengthened, provided greater authority and enforced (including monitoring, inspections, penalties for non-compliance)	81
4	Prevent farmland speculation by applying additional taxes when properties are sold more than once within a short period of time	80
5	Require ALR land to be used for farming purposes only. For example, purchasers or operators of ALR land are required to go through an approval process to demonstrate what will be farmed and how the land will be farmed	70
6	Increase protection for those who lease farmland for farming purposes and require longer lease terms, and incentivize owners who do not farm to lease their land (i.e. tax exemptions).	42
7	Ban all foreign ownership of farmland	36
8	Implement property tax measures to encourage farming: <ul style="list-style-type: none"> • Increase property taxes for properties within the ALR that are not farmed (unless evidence is provided the land cannot be farmed) • Increase the minimum farm income requirements as defined by BC Assessment to classify as a farm • Remove the tax exemptions altogether • Restructure the minimum farm income requirements as defined by BC Assessment to be proportional to the lot size to classify as a farm 	27 11 4 2
9	Restrict the maximum size of house permitted on farmland (City)	22
10	Prohibit and enforce illegal activity on farmland, such as hotels, casinos, air b&b, etc. (City)	13
11	Provide education on the benefits of farming and how to farm, and partner with organizations to promote farming in schools	9
12	Promote local purchasing of goods, for example support programs such as farm-to-school	9
13	Allow the farmer (or property owner) to decide how best to use their land and listen to the expertise of existing farmers	9
14	Limit the length of time a property in the ALR can go unfarmed	6
15	Do not permit the rezoning of ALR land	4
16	Reduce water rates for irrigation of farmland	4
17	Monitor and enforce the illegal dumping of materials on farmland and apply significant fines	4
18	Set a cap on the price of farmland (i.e. \$/acre) and apply a luxury tax if the sale exceeds this amount	4
19	Permit micro-farming or vertical farming and other innovative farming methods	4
20	Do not permit non-farm uses on farmland (i.e. golf courses and religious institutions)	3

21	Do not permit hobby farms (or remove the ability for these farms to receive tax breaks)	3
22	Regulations should focus on farmland that actually has the ability to be farmed	3
23	Apply the empty homes tax	3
24	Stop encroachment of industry on farmland (i.e. Port of Vancouver	2
25	Provide incentives for organic farming (i.e. tax exemptions and grants)	2
26	Assist farmers to expand their market to sell their products	2
27	Develop a registry of current and potential farmers and landowners to improve accessibility to farming	1
28	City should start purchasing farmland and lease to new farmers	1



REVENUE ANTICIPATION BORROWING (2018) BYLAW NO. 9831

The Council of the City of Richmond enacts as follows:

1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$9,500,000 at such times as may be required.
2. The form of obligation to be given as acknowledgement of the liability shall be \$3,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, \$4,500,000 in the form of leasing lines of credit, and \$2,000,000 in the form of commercial credit card facility.
3. All unpaid taxes and the taxes of the current year (2018) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
4. Revenue Anticipation Borrowing (2017) Bylaw No. 9674 is hereby repealed.
5. This Bylaw is cited as **"Revenue Anticipation Borrowing (2018) Bylaw No. 9831"**.

FIRST READING

MAR 12 2018

SECOND READING

MAR 12 2018

THIRD READING

MAR 12 2018

ADOPTED

MAYOR

CORPORATE OFFICER

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



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

The Council of the City of Richmond enacts as follows:

1. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 1.1.2 by deleting Section 1.1.2 and replacing it with the following:

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

“1.3.2 [Deleted]”
3. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 2.1.1(b) by deleting section 2.1.1(b) and replacing it with the following:

“(b) the first **Regular Council Meeting** in November of each year which is not an election year,”
4. Council Procedure Bylaw No. 7560, as amended, is further amended at Section 4.2.1 and 4.2.2 by deleting Sections 4.2.1 and 4.2.2 and replacing them with the following text:

“4.2.1 A rotation of Acting Mayors must be appointed by **council** on a recommendation from the **Mayor**, for the subsequent year, at the first **Regular Council Meeting** in November of each year, and on an as-needed basis thereafter.

4.2.2 During a period when an Acting Mayor is absent or otherwise unable to act, and in the continued absence, or inability of the **Mayor** to act, or when the office of **Mayor** is vacant, the Councillor designated as Acting Mayor in accordance with subsection 4.2.1 for the following period of time must be the Acting Mayor for the current period, and if that designated Acting Mayor is also absent or otherwise unable to act, then the next and subsequent Acting Mayor(s) are to be determined by proceeding in order through the rotation list of Acting Mayors designated in accordance with subsection 4.2.1.”
5. This Bylaw is cited as “**Council Procedure Bylaw No. 7560, Amendment Bylaw No. 9832**”.

FIRST READING

SECOND READING

THIRD READING

PUBLIC NOTICE GIVEN

ADOPTED

FEB 26 2018

FEB 26 2018

FEB 26 2018

MAR 08 2018 MAR 15 2018



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9508 (RZ 15-690379)
10631 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 003-491-323

Lot 23 Block 19 Sections 26 and 35 Block 4 North Range 6 West New Westminster District
Plan 18548

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9508"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

DEC 14 2015

9107 81 NVF

JAN 18 2016

JAN 18 2016

MAR 21 2018



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9571 (RZ 15-704505)
11920/11940 Dunavon Place**

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

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

P.I.D. 000-857-114

Lot 146 Section 2 Block 3 North Range 7 West New Westminster District Plan 48471

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9571"**.

FIRST READING

JUL 25 2016

A PUBLIC HEARING WAS HELD ON

SEP 06 2016

SECOND READING

SEP 06 2016

THIRD READING

SEP 06 2016

OTHER CONDITIONS SATISFIED

MAR 13 2018

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9595 (RZ 16-730029)
9131 Dolphin Avenue**

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

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

P.I.D. 000-648-221

West Half Lot 46 Except: Part Subdivided by Plan 68168, Section 22 Block 4 North Range
6 West New Westminster District Plan 8142

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9595"**.

FIRST READING

SEP 12 2016

A PUBLIC HEARING WAS HELD ON

OCT 17 2016

SECOND READING

OCT 17 2016

THIRD READING

OCT 17 2016

OTHER CONDITIONS SATISFIED

MAR 21 2018

ADOPTED

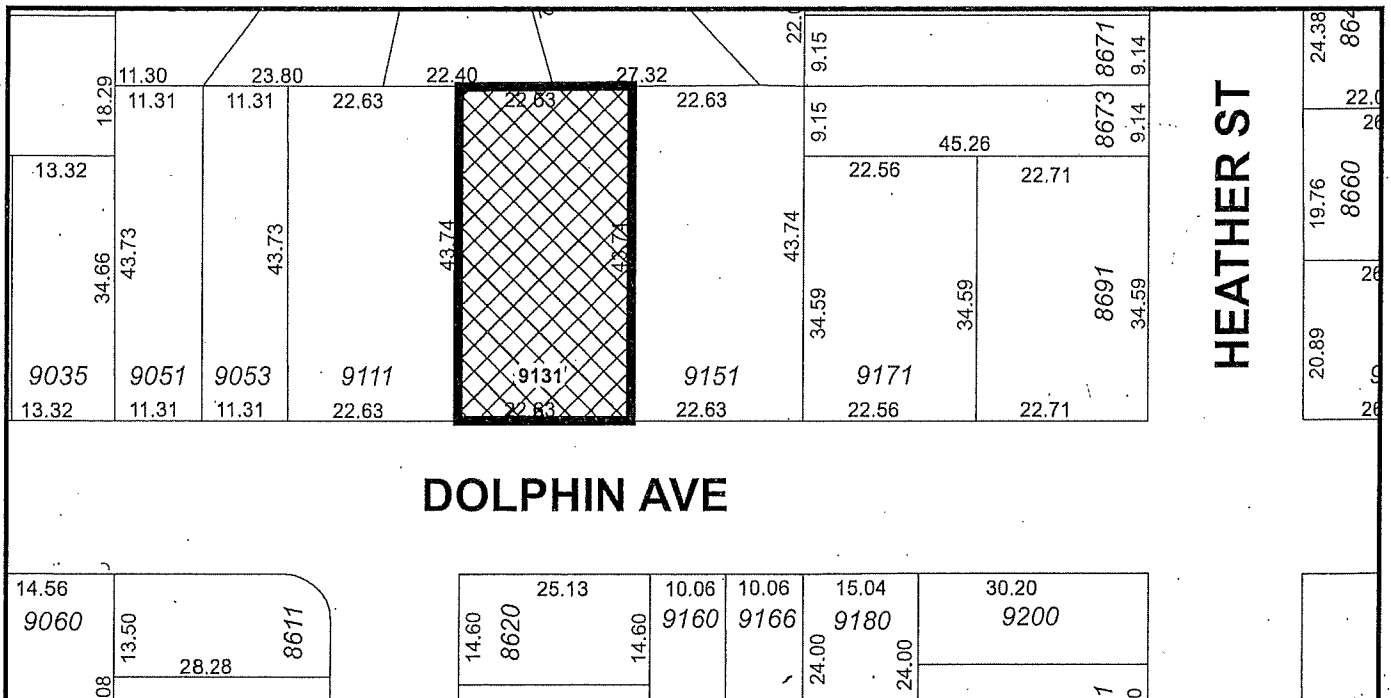
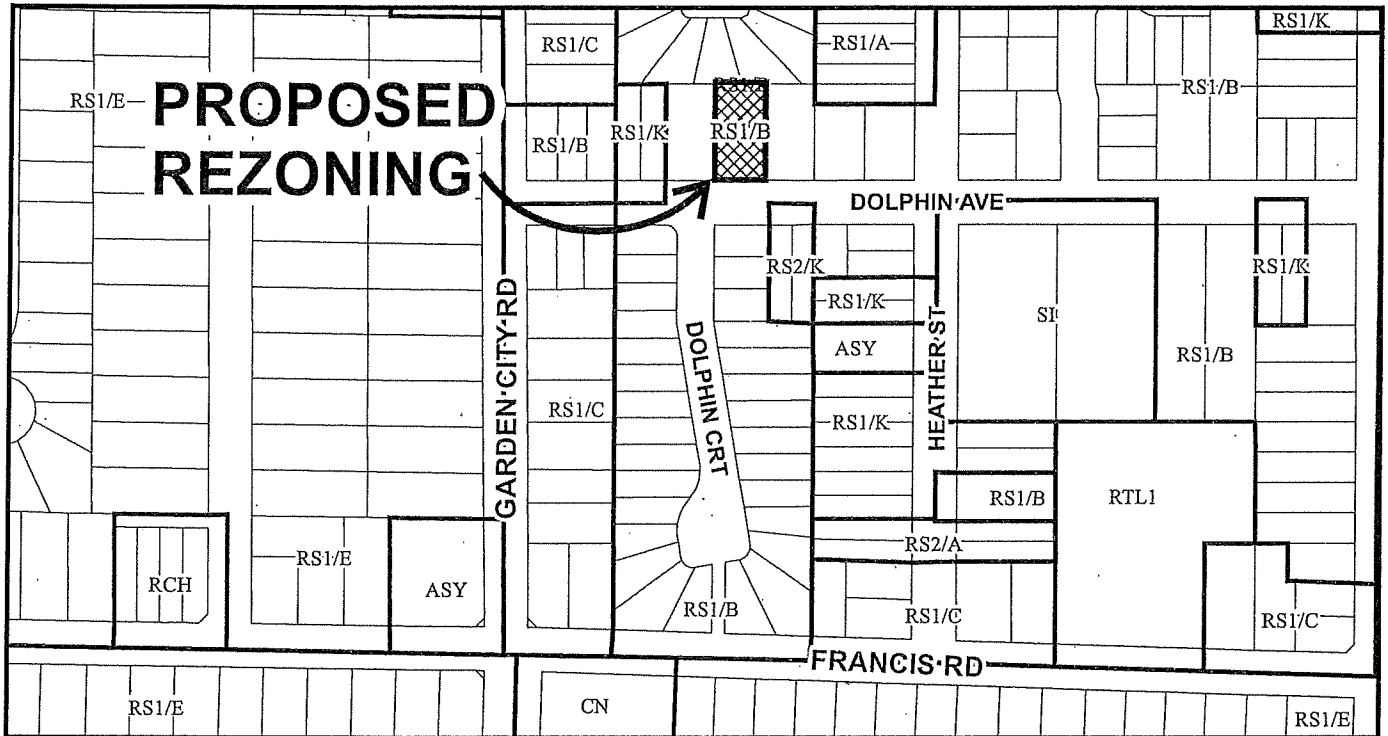
MAYOR

CORPORATE OFFICER





City of Richmond



RZ 16-730029

Original Date: 05/03/16

Revision Date:

Note: Dimensions are in METRES

CNCL - 370



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9661 (RZ 16-732627)
9560 Pendleton Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the table contained in Section 5.15.1A regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZS28	\$2.00"

- b. Inserting the following into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

15.28 Single Detached (ZS28) – Pendleton Road (West Richmond)

15.28.1 Purpose

The **zone** provides for **single detached housing** with a range of compatible **secondary uses**, and provides for a **density bonus** that would be used for rezoning applications in order to help achieve the **City's** affordable housing objectives.

15.28.2 Permitted Uses

- **housing, single detached**

15.28.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**
- **bed and breakfast**

15.28.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit** per **lot**.
2. The maximum **floor area ratio** is 0.40 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².

3. Notwithstanding Section 15.28.4.2, the reference to "0.40" is increased to a higher **density** of "0.55" if:
 - a) the building contains a **secondary suite**; or
 - b) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the **ZS28 zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
4. Further to Section 15.28.4.3, the reference to "0.40" in Section 15.28.4.2 is increased to a higher **density** of "0.55" if:
 - a) an **owner** subdivides bare land to create new lots for single detached housing; and
 - b)
 - i) 100% of the **lots** contain **secondary suites**; or
 - ii) at least 50% of the **lots** contain a **secondary suite** and the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the **ZS28 zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw for the **floor area** permitted on any **lot** not containing a **secondary suite**; or
 - iii) at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the **ZS28 zone**, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.

15.28.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

15.28.6 Yards & Setbacks

1. The minimum **front yard** is 4.5 m.
2. The minimum **interior side yard** is:
 - a) 2.0 m for **lots** of 20.0 m or more in width;
 - b) 1.8 m for **lots** of 18.0 m or more but less than 20.0 m in width; or
 - c) 1.2 m for **lots** less than 18.0 m wide.
3. The minimum **exterior side yard** is 3.0 m.
4. The minimum **rear yard** is 6.0 m. For a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard** is reduced to 1.2 m.

15.28.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 ½ **storeys**, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. The maximum **height** for **accessory structures** is 9.0 m.
3. The **residential vertical lot depth envelope** in Section 15.28.7.1 is:
 - a) calculated from the **finished site grade**; and
 - b) formed by a plane rising vertically 5.0 m to a point and then extending upward and away from the required **yard setback** at a rate of two units of vertical rise for each single unit of horizontal run to the point at which the plane intersects to the maximum **building height**.

15.28.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot** dimensions and areas are as follows, except that:
 - a) the minimum **lot width** for **corner lots** is 20.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	700.0 m ²

15.28.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

15.28.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0.
2. For the purpose of this **zone**, a driveway is defined as any **non-porous surface** of the **lot** that is used to provide space for **vehicle** parking or **vehicle access** to or from a public **road** or **lane**.

15.28.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**SINGLE DETACHED (ZS28) – PENDLETON ROAD (WEST RICHMOND)**".

P.I.D. 003-751-651

Lot 449 Section 26 Block 4 North Range 7 West New Westminster District Plan 66281

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9661"**.

FIRST READING

MAY 23 2017

A PUBLIC HEARING WAS HELD ON

JUN 19 2017

SECOND READING

JUN 19 2017

THIRD READING

JUN 19 2017

OTHER CONDITIONS SATISFIED

MAR 21 2018

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw OCP Bylaw 9000
Amendment Bylaw 9662 (CP 16-733600)
9560 Pendleton Road**

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

1. Richmond Official Community Plan Bylaw OCP Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 003-751-651

Lot 449 Section 26 Block 4 North Range 7 West New Westminster District Plan 66281

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw OCP Bylaw 9000, Amendment Bylaw 9662”**.

FIRST READING

MAY 23 2017

PUBLIC HEARING

JUN 19 2017

SECOND READING

JUN 19 2017

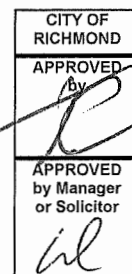
THIRD READING

JUN 19 2017

OTHER CONDITIONS SATISFIED

MAR 21 2018

ADOPTED

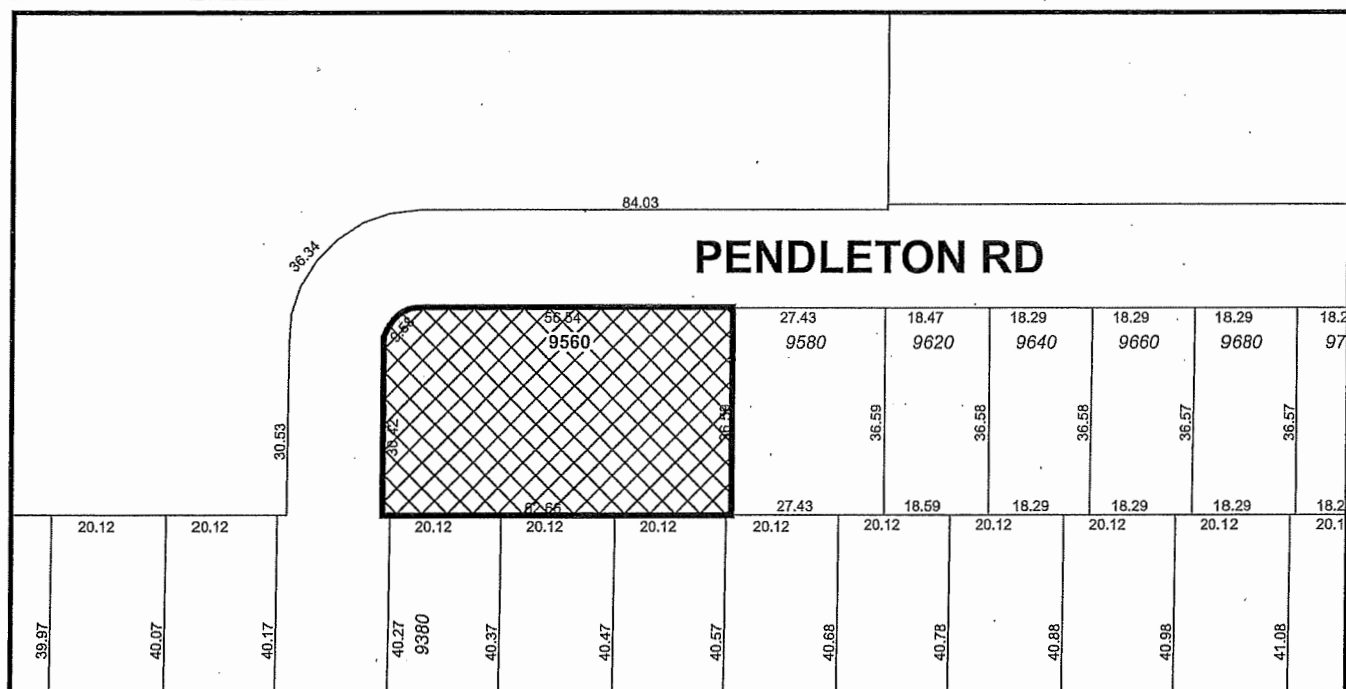
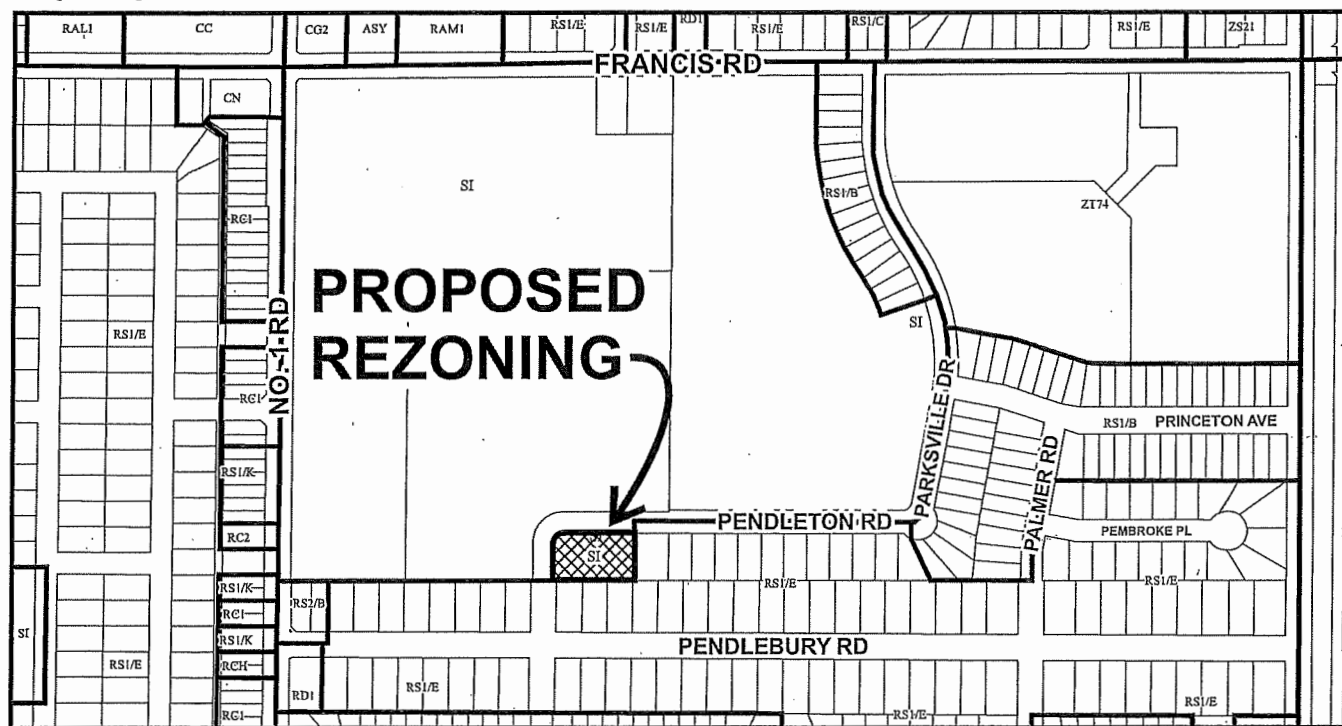


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 16-732627

Original Date: 06/10/16

Revision Date: 04/20/17

Note: Dimensions are in METRES

CNCL - 377



**Development Permit Panel
Wednesday, March 14, 2018**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Robert Gonzalez, Chair
Cecilia Achiam, General Manager, Community Safety
John Irving, Director, Engineering

The meeting was called to order at 3:34 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on February 28, 2018 be adopted.

CARRIED

1. Development Permit 15-718109
(REDMS No. 5503317)

APPLICANT: Douglas L. Massie
PROPERTY LOCATION: 6020 Steveston Highway

INTENT OF PERMIT:

1. Permit the construction of second floor and roof top additions at 6020 Steveston Highway on a site zoned "Neighbourhood Commercial (CN)" and "Agriculture (AG1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) increase the maximum permitted building height from 9.0 m to 10.2 m;
 - (b) reduce the required 3.0 m minimum east side yard setback from 3.0 m to 2.3 m for a mechanical closet that is approximately 3.4 m in height and 3 m in width; and
 - (c) reduce the minimum manoeuvring aisle width from 7.5 m to 6.7 m.

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Applicant's Comments

Douglas Massie, Chercover Massie and Associates Ltd., provided an overview of the proposed development and highlighted the following:

- the subject site is unique as it is split-zoned, (i.e., it has commercial and agricultural zoned portions); however, only the commercial portion is proposed to be developed;
- the site currently contains two commercial units and a child care centre with two classrooms on the ground floor and child care use for the entire second floor;
- the applicant is proposing to add a complete second floor to the existing building for child care use and a small office;
- a child care play area is proposed on the building roof top which will be screened for safety and visual screening;
- the septic field was located in the agricultural zoned portion of the property during the original construction of the child care facility on the ground floor and its size could accommodate the addition of new facilities for the proposed expansion of the existing second floor;
- two stair structures and elevator access to the second floor and roof top children's area will be provided;
- the roof top mechanical units will be screened to mitigate noise and comply with the City's Noise Bylaw;
- some existing building materials will be replaced and new materials will be added to improve the appearance of the building;
- the applicant has agreed to various covenants and agreements to allow the future widening of No. 2 Road and Steveston Highway and the proposed landscape design responds to this future condition; and
- bollards will be installed along the edge of the reduced children's play area opposite the surface parking area adjacent to the south property line to provide safety to children.

Travis Martin, van der Zalm + Associates Inc., briefed the Panel on the main landscaping features of the project and highlighted the following:

- proposed landscaping at the intersection of Steveston Highway and No. 2 Road mimics the landscaping in the City's Fire Hall No. 2 across the street to create a node at the focal intersection and enhance the gateway feel to the intersection;
- a pedestrian walkway is proposed to be installed from the Steveston Highway and No. 2 Road intersection towards the building to enhance pedestrian accessibility to the site;
- special paving treatment is proposed for vehicular entry points into the site;

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- an existing on-site tree on the proposed right-of-way (ROW) along No. 2 Road will be removed due to its poor condition;
- two trees are proposed to be planted on-site in other locations outside of the ROW;
- a solid wood fence is proposed to be installed along the south property line to provide visual and noise buffer to the neighbouring property to the south;
- the existing outdoor children's play area will be reduced in size to accommodate a larger parking area on the south side;
- the larger children's play area proposed on the roof of the building includes a variety of active and imaginative play opportunities as well as areas for seating and socialization;
- different types of ground materials are proposed on the roof top children's play area; and
- trees in movable planters are proposed to be installed on the roof top children's play area to provide shade and opportunities for children to experience seasonal changes.

Panel Discussion

In response to a query from the Panel, Mr. Massie advised that the roof top mechanical equipment units are located quite a distance away from neighbouring residential homes and will not pose potential noise concerns. In addition, Sara Badyal, Planner 2, noted that the proposed new roof top equipment has been reviewed by an acoustic engineer and an acoustic report has been received which confirms that the new equipment will comply with the City's Noise Bylaw.

In response to a further query from the Panel, Mr. Massie acknowledged that the proposed slight increase in building height will not pose a concern to the existing single-family home to the east of the site due to the single-family home's significant setback from its west property line.

Staff Comments

Wayne Craig, Director, Development, advised that there are three proposed variances associated with the project and noted that (i) the height variances are limited to the access routes to the roof top play area and will allow for the more intensive use of the building, (ii) the proposed service closet setback variance on the east side yard is limited to a distinct area both vertically and horizontally, and (iii) the proposed drive aisle setback variance along the No. 2 Road and Steveston Highway frontages is a function of the statutory right-of-way (ROW) that the applicant is required to provide for future widening of No. 2 Road and Steveston Highway.

Mr. Craig further noted that there will be a City Work Order required prior to Building Permit issuance for a bus pad installation along Steveston Highway.

In response to a query from the Panel, Mr. Craig confirmed that the City's Transportation staff have reviewed the proposed variance for minimum manoeuvring aisle width and noted that similar variances have been granted to other commercial projects.

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Gallery Comments

None.

Correspondence

None.

Panel Discussion

In response to a comment from the Panel, Mr. Massie stated that the agricultural zoned portion of the subject site has been well developed by the owner and planted with fruit bearing trees. He added that the owner hoped the area could provide gardening opportunities for children in the day care facility and is envisioned to become a future demonstration farm to children in the community.

In response to a query from the Panel, Mr. Massie confirmed that there are no proposed changes to the existing septic field on the agricultural zoned portion of the subject site.

The Panel then expressed support for the project, noting the creative design of the project particularly the proposed roof top children's play area.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of second floor and roof top additions at 6020 Steveston Highway on a site zoned "Neighbourhood Commercial (CN)" and "Agriculture (AG1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase the maximum permitted building height from 9.0 m to 10.2 m;*
 - (b) *reduce the required 3.0 m minimum east side yard setback from 3.0 m to 2.3 m for a mechanical closet that is approximately 3.4 m in height and 3 m in width; and*
 - (c) *reduce the minimum manoeuvring aisle width from 7.5 m to 6.7 m.*

CARRIED

2. **Date of Next Meeting: March 28, 2018**

Development Permit Panel
Wednesday, March 14, 2018

3. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:50 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 14, 2018.

Robert Gonzalez
Chair

Rustico Agawin
Committee Clerk



City of Richmond

Report to Council

To:	Richmond City Council	Date:	March 22, 2018
From:	Joe Erceg Chair, Development Permit Panel	File:	01-0100-20-DPER1- 01/2018-Vol 01
Re:	Development Permit Panel Meetings Held on April 12, 2017, September 27, 2017, October 11, 2017 and January 31, 2018		

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) An Environmentally Sensitive Area (ESA) Development Permit (DP 16-735007) for the property at 6020 No. 4 Road;be endorsed, and the Permit so issued.


Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

WC:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on April 12, 2017, September 27, 2017, October 11, 2017 and January 31, 2018.

DP 16-735007 – ALEX SARTORI – 6020 NO. 4 ROAD

(April 12, 2017, September 27, 2017, October 11, 2017 and January 31, 2018)

The Panel considered an Environmentally Sensitive Area (ESA) Development Permit application to permit the construction of a Single Family Residential Dwelling on a site zoned “Agriculture (AG1)” and designated as an ESA.

The application was considered at the Panel meetings held on April 12, 2017, September 27, 2017, October 11, 2017 and January 31, 2018.

At the Panel meeting held on April 12, 2017, the application was considered and no variances were included in the proposal. Rosa Salcido, of Vivid Green Architecture, Inc., and Chloe Lee, of Bouthouse Design Group, Inc., provided a brief presentation, noting: (i) the house would have six bedrooms and a secondary suite with two bedrooms; and (ii) the house would be located at the western portion of the site to minimize impacts to the Environmentally Sensitive Area (ESA), which would be enhanced with native planting.

Alex Sartori, of Sartori Environmental Services, reviewed the key findings of the “Biologist’s Environmental Assessment”, recommending that a redefined ESA be enhanced and maintained in perpetuity; (ii) protective fencing be installed; (iii) invasive plant species be removed; (iii) native species be planted; and (iv) the ESA be irrigated for long-term maintenance.

Staff advised that the Arborist’s Report and Biologist’s Report recommendations focused on protecting, preserving and enhancing the most valuable environmental assets. A required legal agreement would ensure that the ESA would be retained, enhanced and maintained in perpetuity.

Sam Burlo addressed the Panel, expressing concerns regarding: (i) the ESA designation not being warranted due to the soil quality; (ii) drainage problems and impact to the environment caused by grade difference between the property and road; and (iii) Birch trees as invasive and having a short life span and could be replaced with Cherry trees.

Helmut Kramer addressed the Panel, expressing concern regarding: (i) paved area in the adjacent property to the north; (ii) the proposed house size; and (iii) the extent of proposed paving.

Gerhard Meuter addressed the Panel, expressing concern regarding: (i) the proposed house size; and (ii) increased site grading causing flooding of neighbouring properties during winter.

The Panel referred the application back to staff for further discussions with the applicant to:

1. Consider redesigning the proposed development to minimize its encroachment into the ESA.
2. Investigate and address potential impacts of the proposed development to neighbouring properties’ drainage.

3. Review and reconcile data provided by staff and the applicant regarding the extent of the proposed development's impacts to the ESA.
4. Clarify the rationale for the proposed location of the septic field.
5. Further explain how the proposed landscaping would enhance the redefined ESA and mitigate the development's impacts to the ESA.

Subsequent to the April 12, 2017 Panel meeting and separate from the Development Permit application, on May 17, 2017 Council adopted a bylaw that introduced maximum farm home plate area and maximum house size restrictions into the Agriculture zones.

At the Panel meeting held on September 27, 2017, the revised application was considered and a variance was included in the proposal for an increased farm home plate size as a result of the changes to the AG1 zone. Stephen Sims, of Sartori Environmental Inc., and Ms. Lee, briefed the Panel on changes made to the proposal, noting:

- The size of the house was reduced to comply with the recent changes to maximum house size in the AG1 zone.
- The south driveway was removed and replaced with approximately 550 square meters of new ESA planting.
- Hard surfaces and structures were removed from the septic field design, which would be covered with grass.
- The previously proposed porte cochere was removed.
- Proposed Birch trees were replaced with native Cherry trees.
- Native species are proposed for all plantings on the ESA.

In response to Panel queries, Ms. Lee and Mr. Sims noted: (i) ESA planting would provide more suitable habitat for insects, birds and animals; and (ii) invasive species would be removed.

Staff noted: (i) significant revisions to the design included reducing paving and increasing ESA planting by approximately 6,000 square feet; (ii) staff supported the farm home plate size variance request as the application was received in 2016 prior to the enactment in 2017 of bylaws related to the farm home plate area and the house size has been reduced to comply with the new bylaw; and (iii) staff requested the driveway be located as far south as possible to minimize vehicular conflict at the intersection of No. 4 Road and Westminster Highway which has contributed to the larger farm home plate area.

In response to Panel queries, staff noted that: (i) relocating the house closer to No. 4 Road and reducing driveway area would reduce the home plate area; (ii) the paved area at the garage was reduced as much as possible; (iii) permeable paving was proposed for infiltration; (iv) moving the house to the minimum required setback from No. 4 Road would impact the proposed native planting buffer along No. 4 Road; and (v) the project's environmental consultant could assess the benefits of relocating the house in terms of potential increase and enhancement of ESA.

Anne Lerner expressed appreciation for the Panel's comments to ensure that the applicant complies with the City's maximum farm home plate area; which would positively impact future applicants' compliance to the recently enacted City bylaw related to the farm home plate area.

At the Panel meeting held on October 11, 2017, the application was referred back to staff to provide the project design team more time to work with staff for the purpose of investigating opportunities for further changes to the design of the proposed development to eliminate the proposed variance to the City's maximum farm home plate area.

At the Panel meeting held on January 31, 2018, the revised application was considered and no variances were included in the proposal. Richard Zhang, of Bouthouse Design Group Inc., and Mr. Sartori, briefed the Panel on changes made to the proposal, noting:

- The reduced house and farm home plate area now fully comply with the AG1 zone.
- The house and septic field were shifted west to reduce impacts on the ESA.
- The septic field design was simplified and would be covered with grass.
- The driveway was moved, but is still south of the mid-point of the lot.
- The grading plan was adjusted.
- The vegetated portion of the ESA has been increased from 27 percent to 60 percent.
- Birch trees were no longer proposed in response to public comments.
- The ESA is proposed to be planted with native species, protected fencing, irrigated, and an invasive plant species management plan is proposed.

In response to Panel queries, Mr. Sartori advised that: (i) the three-year monitoring by a Qualified Environmental Professional is intended to ensure new plant survival and invasive plant control in the ESA; and (ii) in lieu of Birch trees, a dense mix of native riparian trees, shrubs and ground cover species are proposed to be planted in the ESA.

Staff noted that: (i) the applicant has worked with staff to address the Panel's concerns; (ii) the revised proposal has significantly increased the extent of planting on the subject site; and (iii) the City will hold the landscape security for the duration of the three-year monitoring period for the ESA landscaping area.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends the Permit be issued.