



City Council

Council Chambers, City Hall
6911 No. 3 Road

Tuesday, April 10, 2012
7:00 p.m.

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ITEM

MINUTES

1. *Motion to adopt:*

- (1) *the minutes of the Regular Council Meeting held on Monday, March 26, 2012 (distributed previously); and*
- (2) *the minutes of the Special Council Meeting held on Monday, March 26, 2012.*

CNCL-11



AGENDA ADDITIONS & DELETIONS

PRESENTATION

CNCL-17

Doug Hinton, President of the Association of Consulting Engineering Companies of British Columbia and Jim Young Manager Engineering Design & Construction, to present the 2012 ACEC Award of Excellence. The City together with Aplin & Martin Engineering Consultants won this award for the No. 4 Road Drainage Pump Station and Park Plaza project.

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. 15.)

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
- 5 Year Financial Plan (2012-2016)
- Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy, Zoning Bylaw, and Affordable Housing Operating Reserve Fund Establishment Bylaw
- Aveos Update
- Richmond Public Library Strategic Plan
- No. 3 Road Centre Median Railing Public Art Project - Browngate to Cambie Roads
- Woodward School / Neighbourhood Park Characterization Plan
- Floating Net Shed
- Child Care Grants for Non-Capital Uses

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5. *Motion to adopt Items 6 through 14 by general consent.*



Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-25 (1) *the Finance Committee meeting held on Monday, April 2, 2012;*
CNCL-29 (2) *the General Purposes Committee meeting held on Monday, April 12, 2012;*
CNCL-35 (3) *the Parks, Recreation & Cultural Services Committee meeting held on Tuesday, March 27, 2012;*
CNCL-41 (4) *the Planning Committee meeting held on Tuesday, April 3, 2012;*
CNCL-45 (5) *the Council/School Board Liaison Committee meeting held on Wednesday, March 28, 2012;*
be received for information.



Consent
Agenda
Item

7. **5 YEAR FINANCIAL PLAN (2012-2016)**
(File Ref. No.: 12-8060-8867) (REDMS No. 3456903)

FIN-39

See Page **FIN-39** for full report

FINANCE COMMITTEE RECOMMENDATION

That the 5 Year Financial Plan (2012 –2016) be approved, that the 5 Year Financial Plan (2012 –2016) Bylaw No. 8867 be introduced and given first, second, and third readings and that staff undertake a process of public consultation as required in Section 166 of the Community Charter.



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8. **PROPOSED AMENDMENTS TO AFFORDABLE HOUSING STATUTORY RESERVE FUND POLICY 5008, ZONING BYLAW 8500 AND AFFORDABLE HOUSING OPERATING RESERVE FUND ESTABLISHMENT BYLAW NO. 8206**

(File Ref. No. 08-4057-05) (REDMS No. 3254955 v.8)

GP-9

See Page GP-9 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Affordable Housing Statutory Reserve Fund Policy-5008 (dated December 9, 1991) be amended, as set out in Attachment 2 of the report dated March 20, 2012 from the General Manager of Community Services, entitled, "Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy 5008, Zoning Bylaw No. 8500 and Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206."*
- (2) *That Zoning Bylaw No. 8500, Amendment Bylaw No. 8882 be introduced and given first reading; and*
- (3) *That Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 Amendment Bylaw No. 8883 be introduced and given first, second and third readings.*



Consent
Agenda
Item

9. **AVEOS UPDATE**
(File Ref. No.) (REDMS No.)

CNCL-32

See Page CNCL-32 for details

(General Purposes Committee minutes of April 2, 2012)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Richmond City Council supports the efforts of approximately 350 skilled air-frame maintenance workers laid off by Aveos Fleet Performance Inc. (AVEOS), to be accorded the same job-protection as their counterparts in the operation overhaul centres in Mississauga, Winnipeg, and Montreal; and further, that if the federal government amends the Air Canada Public Participation Act, Richmond City Council supports the addition of the City of Richmond to the Act; and*
- (2) *That the resolution be forwarded to the Prime Minister, the federal Minister of Transportation, the local MPs, the BC Premier, the provincial Minister of Jobs, Tourism and Innovation, the local MLAs, the Mayors of Vancouver, Mississauga, Winnipeg, and Montreal, and the federal and provincial Opposition Leaders.*



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10. **RICHMOND PUBLIC LIBRARY STRATEGIC PLAN**
(File Ref. No.) (REDMS No. 3476713)

PRCS-45

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

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

- (1) *That the Richmond City of Readers Strategic Plan 2011-2014 be updated by the Richmond Public Library in consultation with the community;*
- (2) *That staff identify various sources of funding for the feasibility study for the library system; and*
- (3) *That City staff present a revised Strategic Plan to Council in 2013.*

CNCL-57 NOTE: See Memo for additional information to the Richmond Public Library Strategic Plan Report.



Consent
Agenda
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11. **NO. 3 ROAD CENTRE MEDIAN RAILING PUBLIC ART PROJECT:
BROWNGATE ROAD TO CAMBIE ROAD**
(File Ref. No. 11-7000-09-01) (REDMS No. 3491005)

PRCS-63

See Page **PRCS-63** for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the Call to Artists for the No. 3 Road Centre Median Railing Public Art Project: Browngate Road to Cambie Road as presented in the report dated March 12, 2012 from the Director, Arts, Culture and Heritage, be endorsed.



Consent
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12. **WOODWARD SCHOOL / NEIGHBOURHOOD PARK
CHARACTERIZATION PLAN**
(File Ref. No. 06-2345-20-WOOD1) (REDMS No. 3480276)

PRCS-93

See Page **PRCS-93** for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

- (1) *That the “Woodward School/Neighbourhood Park Characterization Plan” as detailed in the staff report dated February 23, 2012, from the General Manager, Parks & Recreation be approved;*

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- (2) *That staff seek approval for implementation of the plan from School District No. 38 (Richmond);*
- (3) *That the funds held for Thomas Kidd School/Neighbourhood Park be transferred to Woodward School/Neighbourhood Park, and be included in the 5 year Financial Plan (2012-2016); and*
- (4) *That the Woodward School/Neighbourhood Park Characterization Plan be forwarded to the Council/School Board Liaison Committee for information.*



Consent
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13. **FLOATING NET SHED**
(File Ref. No.) (REDMS No. 3471011 v.9)

PRCS-97

See Page **PRCS-97** for full report

**PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

- (1) *That, the General Manager, Community Services and the Manager, Real Estate Services, be authorized to enter into negotiations with the owner regarding the acquisition of the floating net shed with no occupancy expectations provided:*
 - (a) *that the current owner agrees to enter into discussions regarding potential City acquisition without expectations of occupancy, and then,*
 - (b) *that the findings of the Statement of Historical Significance find the net shed to be historically relevant, and then,*
 - (c) *that the findings of a Building Condition Report and Marine Survey are positive;*
 - (d) *that should the owner not agree to the potential City acquisition with no occupancy, that staff report back to the Parks, Recreation and Cultural Services Committee for further consideration;**and report back to Council on the conditions of acquisition;*
- (2) *That staff be authorized to expend no greater than \$17,000 in order to complete a Statement of Historical Significance, Building Condition Report and Marine Survey and that funding be provided from the Council Provision Account; and*
- (3) *That the 5 Year Financial Plan (2012-2016) be adjusted accordingly.*



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14. **CHILD CARE GRANTS FOR NON-CAPITAL USES**
(File Ref. No. 12-8060-20-8877/8878) (REDMS No. 3437469)

PLN-7

See Page **PLN-7** for full report

PLANNING COMMITTEE RECOMMENDATION

That:

- (1) *the Child Care Operating Reserve Fund Establishment Bylaw No. 8877 be introduced and given first, second and third reading;*
- (2) *the Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 be introduced and given first reading; and*
- (3) *the Child Care Development Policy 4017 be amended by replacing the text of the current policy with the text set out in Attachment 8, and of the staff report dated March 14, 2012 entitled “Child Care Operating Reserve Fund Establishment”.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

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NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-59 Flood Plan Designation and Protection Bylaw No. 8204, Amendment **Bylaw No. 8876**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-61 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8738**
(6331 & 6351 Cooney Road, RZ 09-506908)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-63 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8739**
(8691, 8711, 8731, 8751, 8771 & 8791 Williams Road, RZ 10-545919)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-67 Zoning & Development Bylaw No. 5300, Amendment **Bylaw No. 8484**
(8080 & 8100 Blundell Road, RZ 06-340471)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-69 Zoning & Development Bylaw No. 5300, Amendment **Bylaw No. 8488**
(8420 Westminster Hwy & 6140, 6160, 6180 Cooney Road, RZ 05-317846)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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CNCL-73 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8806**
(11531 Williams Road, RZ 11-585249)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.



DEVELOPMENT PERMIT PANEL

15. RECOMMENDATION

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

CNCL-75

CNCL-87

(1) *That the minutes of the Development Permit Panel meeting held on Wednesday, March 28, 2012, and the Chair's reports for the Development Permit Panel meetings held on March 28, 2012, January 25, 2012, August 24, 2011, and July 13, 2011, December 14, 2011, be received for information; and*

(2) *That the recommendations of the Panel to authorize the issuance of:*

(a) *a Development Permit (DP 08-418522) for the property at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road);*

(b) *a Development Permit (DP 11-584276) for the property at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road;*

(c) *a Development Permit (DP 09-498967) for the property at 8080 and 8100 Blundell Road;*

(d) *a Development Permit (DP 09-506909) for the property at 6331 and 6351 Cooney Road; and*

CNCL-84

(e) *a Development Permit (DP 11-584010) for the property at 6180, 6280 and 6300 No. 3 Road,*

be endorsed, and the Permits so issued.



ADJOURNMENT





Special Council Meeting

Monday, March 26, 2012

Time: 4:00 p.m.

Place: Anderson Room
Richmond City Hall

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

Corporate Officer – David Weber

Absent: Councillor Linda Barnes
Councillor Ken Johnston
Councillor Harold Steves

Call to Order: Mayor Brodie called the meeting to order at 4:00 p.m.

RES NO. ITEM

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **SITE CLEAN UP OF AN UNSIGHTLY PROPERTY CIVIC ADDRESS:
12620 NO. 3 ROAD, RICHMOND BC LEGAL DESCRIPTION: LOT 13
SECTION 9 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT PLAN 41607**
(File Ref. No.: 12-8060-05, UP 2011-582348) (REDMS No. 3475995, 3249066, 3403992, 3411507,
3411509, 3402659, 3419261, 3481386, 3490684)

Wayne G. Mercer, Manager, Community Bylaws and Magda Laljee, Supervisor, Community Bylaws provided the most recent set of pictures of the property at 12620 No. 3 Road, taken on Monday, March 26, 2012 by Captain Dave MacDonald, Richmond Fire Rescue (RFR), Fire Prevention (on file City Clerks Office).



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Mr. Mercer indicated that although the condition of the property had significantly improved, it was still considered unsightly, and in dire need of further clean up. He also noted that due to the effort made by the property owner, there would be a reduction in the final remediation costs, currently estimated at \$19,488.00.

In answer to questions, Mr. Mercer provided the following information:

- it is a large property fronting on to No. 3 Road;
- many of the discarded items that had been piled in the driveway had been relocated to the back of the house and under the deck;
- there are still vehicles covered in blackberry bushes;
- the pool still has water in it, and the property owner was advised of the related safety concerns. It was also noted that the pool was surrounded by wood and a significant amount of other debris, and that the owner had the choice of draining the pool, or properly securing it with fencing; and
- safety concerns associated with the debris on the property were a separate issue that would not be dealt with by the Unsightly Premises Regulation Bylaw.

Michael Fairhurst, property owner, 12620 No. 3 Road, made comments about the history of the property, and expressed his belief that the Unsightly Premises Regulation Bylaw impeded democracy and entitlement to quiet enjoyment of property. He also made comments about the conduct of City employees, and stated that if an accusation of unsightliness is going to be made, then it has to be spelled out with more clarity.

The Chair requested Mr. Fairhurst to keep his comments focused on the unsightly appearance of the property at 12620 No. 3 Road.

Mr. Fairhurst then provided the following information:

- although his mother, Verna Fairhurst had accompanied him, he would be speaking on the matter on behalf of both parties;
- the address at 12620 No. 3 Road was his principal residence;
- he has been trying to take care of the property while working and spending time with his elderly mother, who lives approximately a mile away;



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- safety concerns related to the pool are being addressed, orange fencing is proposed for the perimeter of the pool;
- other safety concerns related to fire are being addressed directly with RFR;
- the property is 10 acres in size and is used for farming;
- the rain barrels are kept on the property to collect water for farming use;
- an alternate option is to tear down the house and build a mega house;
- positive and clear direction is needed from City staff regarding the unsightliness of the property; and
- the vehicles on the property are not visible from the street. Mr. Fairhurst indicated that he is currently replacing the garage roof, and the vehicles will go back into the garage once the roof is completed.

Mr. Fairhurst stated that the property is an active working farm property, and that the blackberries and equipment that may be used for farming are being considered as unsightly. He expressed his belief that the nature of the unsightliness is a result of his use of tarps, and that a barn on the property for storage would address the issue of the tarps used to cover up items on the property.

Reference was made to a point on page CNCL-7 of the agenda, about the owner having stated that he does not occupy the building, and comes by daily to check on the property and conduct renovations. Mr. Fairhurst replied that the house was undergoing changes.

The Chair asked Mr. Fairhurst how much more time he would need to complete the clean up of the site. Mr. Fairhurst stated in response that he required very clear direction on what he needs to do in order to address the unsightliness of the property, and that he had a list of things to do from the Fire Department.

The Chair asked Mr. Fairhurst if he had anything further to add. Mr. Fairhurst replied that he may wish to respond to any further comments that would be made. Mr. Fairhurst was excused from the table, and he took a seat in the public gallery.



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Jim Wishlove, Deputy Chief - Technology & Communications, advised that RFR had been to the property at 12620 No. 3 Road, and found a number of outstanding fire safety hazards on the property, including the pool. Deputy Chief Wishlove also noted that RFR would be sending further correspondence in response to the property owner's request for clear direction.

Upon a comparison of applicable photos attached to the staff report, with photos taken today, Council members noted that some improvements had taken place. In response to specific questions about a number of the photos taken of the property at various dates, Ms. Laljee and Mr. Mercer provided the following information:

- improvements have been made on the front steps, however, there is still material stacked up against the house;
- some progress has been made, but not to the level required;
- most of the material has been removed from the driveway, however, much of it has been relocated to the back of the property;
- the freezer that was in the driveway had been relocated, however it should have been removed from the property;
- some of the items remaining on the property may be placed in proper storage;
- the property owner would need to remove all remaining, partially covered items in the driveway; and
- a discarded stove, box spring and mattress had been removed.

During the comparison of photos, it was emphasized that the property owner would be required to remove many of the materials from the property, rather than relocate those materials elsewhere on the property. In conclusion, Mr. Mercer advised that three points of the Order to Comply had been fully complied with, and the rest had been partially complied with. He also stated that staff will provide Mr. Fairhurst with a new Order to Comply, which would clearly itemize what would be required of him with specific direction.

A brief discussion ensued about materials on the property that may be appropriate for farm use. In answer to a query, staff advised that a representative from the Agricultural Land Commission (ALC) had visited the property to identify what materials are consistent with farming, and the Order to Comply was based on that information.



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Given the progress made to date, it was determined that staff would work with the appellant over the course of the next months, providing a more detailed list of items to be addressed to bring the property into compliance.

The Chair asked Mr. Fairhurst if he had any additional comments. Mr. Fairhurst expressed concerns related to removal of farming material, including the barrels on his property that may be used for collection of rain, as well as hoops that may be used as greenhouses for growing plants. The Chair noted that the Order to Comply was made upon taking into consideration that farming was a part of the property.

SP12/2-1

It was moved and seconded

- (1) *That the appeal submitted by Verna and Michael Fairhurst, registered owners of 12620 No 3 Road, against the "Order to Comply" issued on January 12th, 2012 regarding the unsightly condition of 12620 No 3 Road pursuant to the Unsightly Premises Regulation Bylaw No. 7162 and section 17(1) of the Community Charter, be denied;*
- (2) *That on or after June 30, 2012, Walden Disposal Services, as contractor for the City, be authorized to remove all discarded items not consistent with farm use at 12620 No 3 Road in accordance with the "Order to Comply" of January 12th, 2012 issued under the Unsightly Premises Bylaw No. 7162 and section 17(1) of the Community Charter; and*
- (3) *That the final cost of this remediation, estimated at a maximum of \$19,488.00 (including fees and taxes), be invoiced to the registered owners of the property located at 12620 No 3 Road.*

The question on Resolution No. SP12/2-1 was not called as members of Council made various comments about properties used for farming, and how farmers do not have the right to be in violation of the City's Unsightly Property Regulation Bylaw.

The question on Resolution No. SP12/2-1 was then called, and it was **CARRIED**.



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The Chair advised Mr. Fairhurst that he had until June 30, 2012 to complete the clean-up of the property at 12620 No 3 Road, Richmond, otherwise the City would take further action by hiring the contractor to remove and dispose of the remaining materials on the property.

ADJOURNMENT

SP12/2-2

It was moved and seconded
That the meeting adjourn (5:09 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special Meeting of the Council of the City of Richmond held on Monday, March 26, 2011.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza

A 2010 Olympic City and a truly Island City by Nature, the City of Richmond is entirely surrounded by water and as such, Richmond's flood protection system is crucial to the City's well-being. The City operates and maintains 39 drainage pumps stations with a total of 110 pumps that have a combined operating capability of pumping over 1 million Gallons Per Minute. This system can be operated through the City's SCADA system and is monitored on a 24/7 basis.

Fundamental to the City of Richmond's ability to provide flood protection service is a world class system of dikes, gravity mainlines, ditches/canals/sloughs and drainage pump stations. Existing and considerable planned growth in the West Cambie area following Canada Line construction and the 2010 Winter Olympics has resulted in the need to upgrade existing flood protection system capacities.



Completed Pump Station- Back-up Generator Building (Left) and Control Building (Right)

The existing No. 4 Road Drainage Pump Station was constructed in 1974 and accordingly housed ageing and antiquated pumping related equipment. The existing station pumping capacity of 3.3 cubic metres per second was far less than the required capacity upgrade to approximately 6.0 cubic metres per second required to meet the service levels in the re-developed West Cambie area.

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza

The No. 4 Road Drainage Pump Station is located on the popular, highly utilized Fraser River Middle Arm dike/trail system. This pump station site is also immediately adjacent to a current major residential development. The existing pump station area was very basic from a public trail and pump station access viewpoint – this area was transformed into a significant architectural feature with a large public plaza viewing area offering spectacular views associated with the Fraser River Middle Arm and all its amenities.



Public Art on the Control Building

This project presented numerous opportunities involving synergies not normally available on municipal infrastructure upgrade projects.

- A pumping capacity upgrade from 3.3 cubic metres per second to approximately 6.0 cubic metres per second through the use of 4 – 127 HP KSB variable frequency drive pumps
- Removal of the PCB filled BC Hydro transformer, conversion from 480 volt to 600 volt service and associated infrastructure upgrade
- Spectacular architecture complementing the adjacent residential development plan and former industrial nature of the immediate area which is also in plain view from the Canada Line Fraser River Crossing Bridge
- Construction of the large public plaza/pump station maintenance area and a pier over the Fraser River
- Construction of glass MCC and generator rooms to allow full, but protected view from the public.

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza

- Construction of a gantry crane for pump and hatch removals.
- Elevated public viewing platform from the MCC and pump station gantry crane roof tops.
- Use of energy efficient LED lighting where possible.
- Upgrade of the adjacent dike system to meet sea level rise projected to Year 2100
- Construction of a combined pump station access road with a vibrant park trails system
- Installation of a public art feature in the form of an artist's rendering of a historical aerial photograph with industrial picture insets, all inlaid on the two MCC building concrete walls.
- Installation of a permanent back-up generator

This project posed numerous difficulties and challenges to construct. One of the more difficult areas was the installation of a new 1524mm (60") diameter outfall structure at elevations well below the lowest tide. Construction at this depth required numerous worker safety related challenges most of which were addressed through installation of a temporary cofferdam, acquisition of temporary working space and coordination with log-boom storage.

Particularly challenging to the project was the need to provide a bypass system to deliver a minimum of 50% of the existing station capacity. This portion of the project was delivered by City forces by cutting a section of the concrete transmission box culvert and installation of three submersible FLGT pumps powered by a portable generator via a portable Motor Control Centre, sonar level detection and a SCADA system. No flooding was experienced during the construction period.



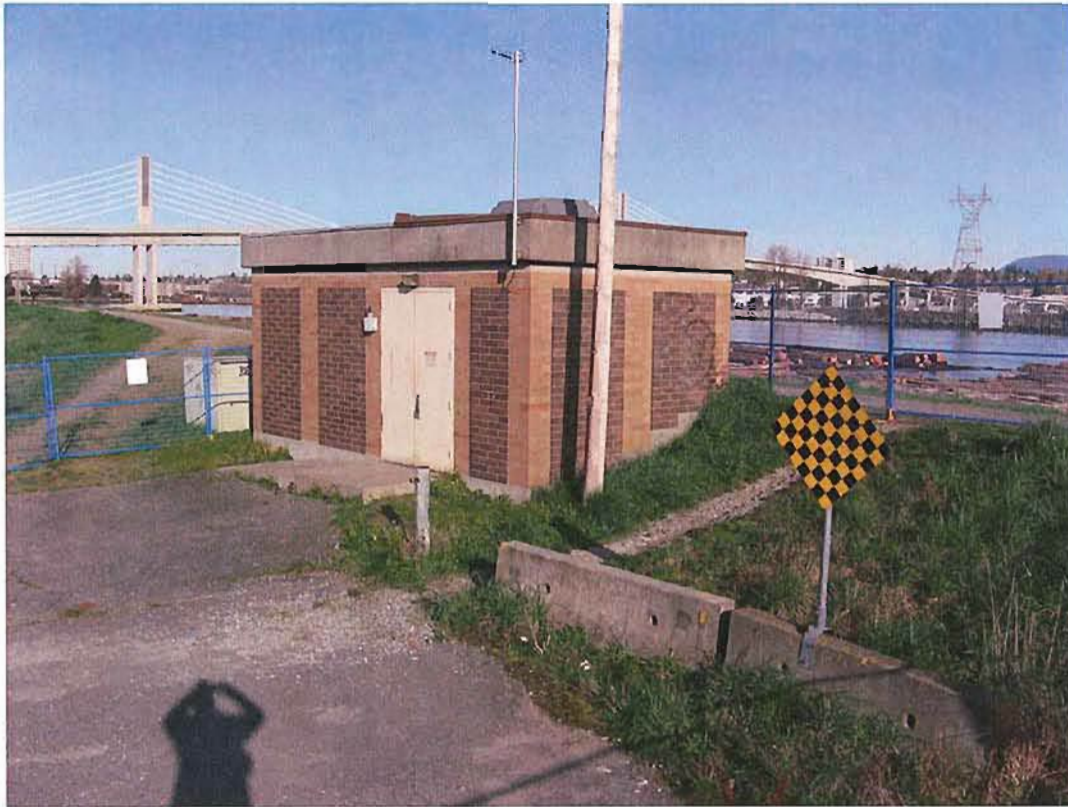
Cofferdam construction

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza

Schedule was a significant factor during the construction process. The City was very fortunate to receive Flood Protection Program base funding to complete the work – a significant stipulation was that all work had to be complete by March 31, 2011. This meant all design and construction had to be complete within a period of 9 months. The work was 95% complete by the imposed deadline and slightly under budget with final costs coming in slightly under the \$4.8 million budget.

The City project management team for the Cambie Drainage Pump Station project were Mile Racic, Pat Talmey, Jim V. Young, P. Eng., Aplin & Martin (Robert Wridgway, P. Eng., and Terry Cheng, EIT) were the lead designers and construction was completed by Merletti Construction Ltd. The completed project cost was approximately \$4.6 million and was substantially complete in May 2011.

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza



Original Pump Station

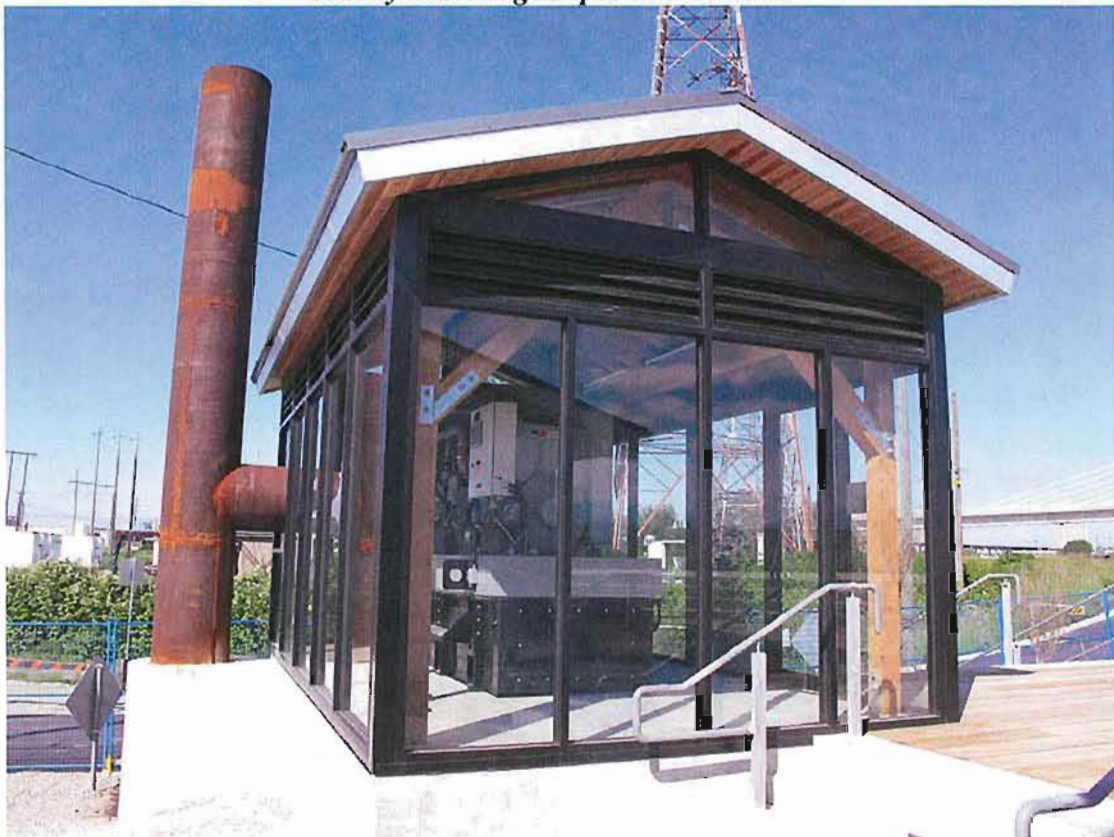


Flood Box Demolition/Construction

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza



Gravity Discharge Pipes and Headwall

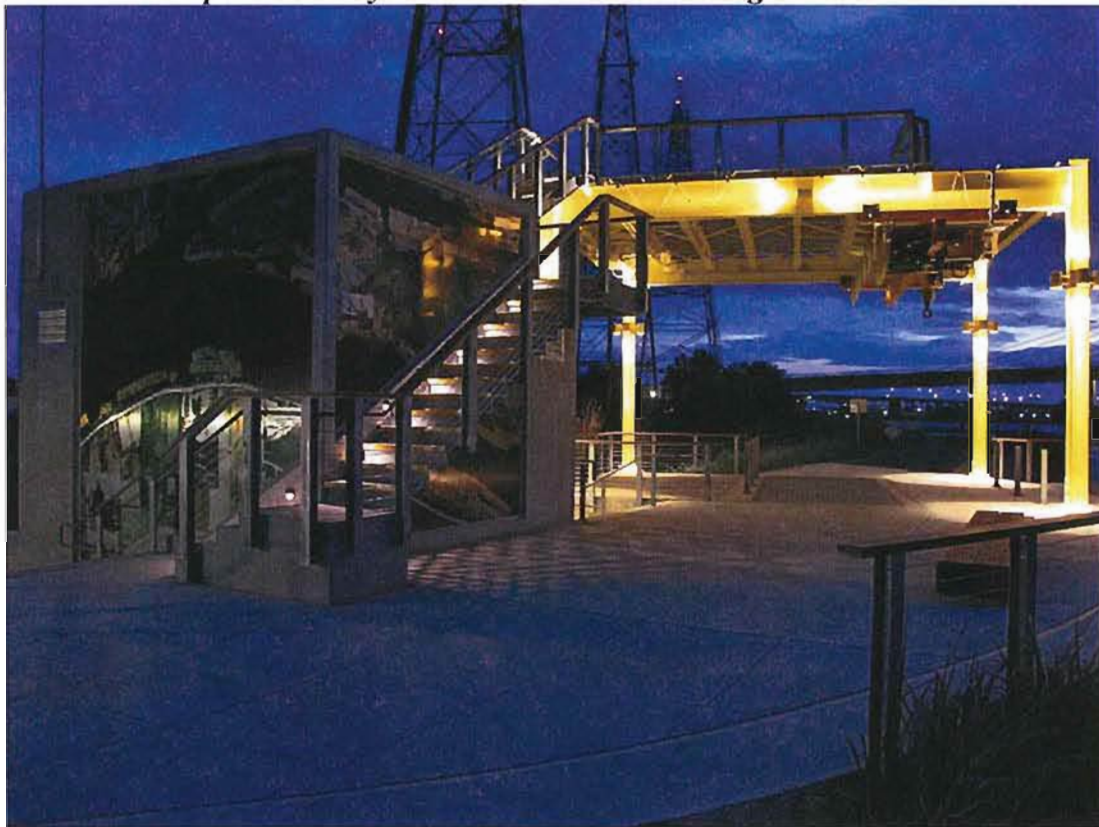


Completed Back-up Generator Building

Association of Consulting Engineering Companies (Award of Excellence 2012)
No. 4 Road Drainage Pump Station and Park Plaza



Completed Gantry Crane and Control Building and Public Art



Completed Pump Station



Finance Committee

Date: Monday, April 2, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes

Call to Order: The Chair called the meeting to order at 5:19 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, February 6, 2012, be adopted as circulated.

CARRIED

Finance Committee
Monday, April 2, 2012

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **FINANCIAL INFORMATION ~ 4TH QUARTER 2011**
(File Ref. No.) (REDMS No. 3463943)

It was moved and seconded

That the staff report of Financial Information for the 4th Quarter ended December 31, 2011 be received for information.

The question on the motion was not called, as a brief discussion ensued about a report forthcoming to the June 2012 Finance Committee meeting regarding the 2011 surplus.

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

2. **4TH QUARTER 2011 - FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION**
(File Ref. No.:) (REDMS No. 3485710)

Andrew Nazareth, General Manager, Business and Financial Services, and John Mills, General Manager, Richmond Olympic Oval Corporation, were available to answer questions. A brief discussion ensued about the membership at the Oval, during which Mr. Mills indicated that the membership cycle was slower in the months of November and December, however it has increased in January and February.

It was moved and seconded

That the staff report on Financial Information for the Richmond Olympic Oval Corporation for the fourth quarter ended December 31, 2011, from the Controller of the Richmond Olympic Oval Corporation, be received for information.

The question on the motion was not called, as a brief discussion took place about how the 2012 Oval budget. Mr. Mills also spoke about how costs related to utilities will need to be watched closely.

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

3. **RICHMOND OLYMPIC OVAL CORPORATION - BUDGET FOR FISCAL YEAR 2012**
(File Ref. No.) (REDMS No. 3486284)

In answer to queries from members of Committee, Mr. Mills provided the following information:

- there is an increase in the budget due to labour costs;
- some junior staff positions are being converted to full-time positions;
- additional programming is currently underway. It was noted that programming is designed to cover its own costs; and

Finance Committee
Monday, April 2, 2012

- the food and beverage component is currently underway, and it is anticipated to be completed in June 2012.

It was moved and seconded

That the staff report on the Richmond Olympic Oval Corporation Budget for fiscal year 2012 from the Controller of the Richmond Olympic Oval Corporation be received for information.

CARRIED

4. **5 YEAR FINANCIAL PLAN (2012-2016)**

(File Ref. No.: 12-8060-8867) (REDMS No. 3456903)

In answer to questions, Jerry Chong, Director, Finance, provided the following information:

- statistics presented in the report related to population were provided by Urban Futures Ltd.;
- the projects listed in the Building Program 2012-2016 are included in the Capital Program; and
- Firehall No. 1 is anticipated to proceed in 2013.

It was moved and seconded

That the 5 Year Financial Plan (2012 –2016) be approved, that the 5 Year Financial Plan (2012 –2016) Bylaw No. 8867 be introduced and given first, second, and third readings and that staff undertake a process of public consultation as required in Section 166 of the Community Charter.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:34 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, April 2, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

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General Purposes Committee

Date: Monday, April 2, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes

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

AGENDA ADDITIONS

It was moved and seconded
That the Aveos update be added to the agenda as Item No. 3.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on Monday, March 19, 2012, be adopted as circulated.

CARRIED

General Purposes Committee

Monday, April 2, 2012

BUSINESS & FINANCIAL SERVICES DEPARTMENT

1. **PROPOSED AMENDMENTS TO AFFORDABLE HOUSING STATUTORY RESERVE FUND POLICY 5008, ZONING BYLAW 8500 AND AFFORDABLE HOUSING OPERATING RESERVE FUND ESTABLISHMENT BYLAW NO. 8206**

(File Ref. No. 08-4057-05) (REDMS No. 3254955 v.8)

John Foster, Manager, Community Social Development, accompanied by Dena Kae Beno, Affordable Housing Coordinator, noted that in response to a Council referral to examine Development Cost Charges (DCC) and servicing options for affordable housing projects, staff conducted a review of the existing bylaws and policies and identified that the City's existing Affordable Housing Statutory Reserve Fund Policy, Zoning Bylaw, and Affordable Housing Strategy Fund Bylaw do not adequately reflect the Affordable Housing Strategy.

Ms. Beno then reviewed the proposed changes to the Policy and each Bylaw. It was noted that the proposed changes would provide Council with the flexibility to direct different proportions of developer contributions to be deposited to the Affordable Housing Operating Reserve Fund, and provide financial support for affordable housing developments that meet the City's requirements.

It was moved and seconded

- (1) *That Affordable Housing Statutory Reserve Fund Policy-5008 (dated December 9, 1991) be amended, as set out in Attachment 2 of the report dated March 20, 2012 from the General Manager of Community Services, entitled, "Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy 5008, Zoning Bylaw No. 8500 and Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206."*
- (2) *That Zoning Bylaw No. 8500, Amendment Bylaw No. 8882 be introduced and given first reading; and*
- (3) *That Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 Amendment Bylaw No. 8883 be introduced and given first, second and third readings.*

CARRIED

General Purposes Committee

Monday, April 2, 2012

LAW AND COMMUNITY SAFETY DEPARTMENT

2. **POLICE SERVICES CONTRACT**

(File Ref. No. 09-5350-01/2012-Vol 01) (REDMS No. 3499999)

A discussion ensued between Phyllis Carlyle, General Manager, Law & Community Safety and members of Committee regarding the details of the Police Services Contract, and in particular about:

- how the City has been presented with a standard form agreement, and has been advised that the Province is not negotiating the agreement with individual municipalities. It was noted that the same agreement has been sent to every municipality;
- the possibility of making a decision about the Police Services Contract after discussions at the Mayors' Consultative Forum, to be held on April 20, 2012;
- concerns related to the future financial impact the Agreement will impose on the City, as the figures presented in the Agreement at this time are preliminary and may be changed by the Province to include additional costs. It was noted that the projections do not factor in salary or facility cost increases;
- concerns about how the agreement does not address the need for accountability in relation to the Integrated Teams;
- the establishment of the Provincial/Local Government Contract Management Committee;
- how the RCMP Officer in Charge (OIC) for Richmond has already been providing to City Council the types of forecasts and reports that are highlighted under the *Accountability* section of the new Agreement;
- concerns about signing a 20 year "open-ended agreement", which the City would not have any control over;
- how under the provisions of the *Police Act*, any change to the present policing model within the City is ultimately the decision of the Province;
- the termination clause in the Agreement which states that there is the ability to terminate the agreement on March 31st of any year, provided that 25 months of notice is given;
- the feasibility of starting discussions with other municipalities about a regional police force;

General Purposes Committee

Monday, April 2, 2012

- implications of not signing the Agreement. It was noted that policing services would continue uninterrupted until a new contract is executed. It was further noted that if the City elected not to execute the proposed agreement, the Province may interpret that as notice to terminate the RCMP policing contract, and the City would then have to negotiate with the Province and seek approval of any future policing model for the City; and
- concerns about how the Five-Year Review process does not allow for Council's direct participation as only one representative would participate in the review on behalf of the entire municipal sector.

It was moved and seconded

That the Police Services Contract report be referred back to staff and that a report come back following the RCMP Mayors' Consultative Forum on April 20, 2012.

The question on the motion was not called, as further comments were made about the issues and concerns raised about the Police Services Contract. It was noted that there may be more clarity on the matter after the RCMP Mayors' Consultative Forum, and that there may be further developments and details available by the April 20, 2012 forum.

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

3. AVEOS UPDATE

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

Mayor Brodie made reference to material (on file City Clerk's Office) circulated at the beginning of the meeting, and provided the following background information:

- Aveos was a part of Air Canada, but is no longer a wholly owned subsidiary;
- Aveos provided maintenance work, with Air Canada being Aveos' main client;
- Aveos unexpectedly went bankrupt, resulting in the termination of approximately 350 employees in the City of Richmond, with a greater number in Winnipeg, Mississauga, and Montreal;
- the Mayors of Montreal, Mississauga and Winnipeg have written to the federal government requesting the Prime Minister to look into the situation, and a Commission has been formed to hold hearings on the matter; and
- the Mayor of Montreal has taken the lead on the matter, and has indicated that the City of Richmond would be part of any solution that would be formulated to address the situation.

General Purposes Committee

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Dan Cooke, Richmond Resident, and International Association of Machinists and Aerospace Workers, and former employee of Aveos Fleet Performance, indicated that he was joined by a group delegation of his co-workers who are also former Aveos employees and Richmond residents. Mr. Cooke indicated that Aveos had a total of 352 employees in Richmond, with 63 being Richmond residents, and a total of 2620 employees across Canada.

Mr. Cooke stated that he was before the Committee to ask for the City's support to (i) send a resolution to the federal and provincial government for the inclusion of the City of Richmond in the *Air Canada Public Participation Act*; and (ii) ask the federal and provincial government to become involved in resolving the situation.

Mr. Cooke then provided details related to the bankruptcy of Aveos, and noted that Aveos employees were offered employment by Air Canada at one point in the past, however those employees would have been required to relocate. Given this choice, most chose to stay with Aveos only to find themselves terminated following Aveos' declaration of bankruptcy.

It was moved and seconded

- (1) *That Richmond City Council supports the efforts of approximately 350 skilled air-frame maintenance workers laid off by Aveos Fleet Performance Inc. (AVEOS), to be accorded the same job-protection as their counterparts in the operation overhaul centres in Mississauga, Winnipeg, and Montreal; and further, that if the federal government amends the Air Canada Public Participation Act, Richmond City Council supports the addition of the City of Richmond to the Act; and*
- (2) *That the resolution be forwarded to the Prime Minister, the federal Minister of Transportation, the local MPs, the BC Premier, the provincial Minister of Jobs, Tourism and Innovation, the local MLAs, the Mayors of Vancouver, Mississauga, Winnipeg, and Montreal, and the federal and provincial Opposition Leaders.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:17 p.m.).

CARRIED

General Purposes Committee

Monday, April 2, 2012

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, April 2, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



Parks, Recreation & Cultural Services Committee

Date: Tuesday, March 27, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

Absent: Councillor Ken Johnston, Vice-Chair
Councillor Linda Barnes

Also Present: Councillor Chak Au
Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, February 28, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 24, 2012 (tentative date) at 4:00 p.m. in the Anderson Room.

COMMUNITY SERVICES DEPARTMENT

1. **RICHMOND 2011 HERITAGE UPDATE**
(File Ref. No.) (REDMS No. 3472212)

Parks, Recreation & Cultural Services Committee

Tuesday, March 27, 2012

Connie Baxter, Supervisor, Richmond Museum and Heritage Services, provided background information.

Discussion ensued regarding the lack of signage identifying the heritage of various buildings in Steveston Village, in particular the Hepworth Building located at 3580 Moncton Street. In reply to a query from Committee, Ms. Baxter advised that staff coordinate some programming with the Steveston business community, however additional efforts could be examined. Jane Fernyhough, Director, Arts, Culture & Heritage, stated that staff would further explore this concept with the Heritage Commission.

Discussion further ensued and Committee expressed their support for signs and/or plaques that identify the heritage value of buildings in Steveston Village.

The Chair commented on parking in Steveston. It was suggested that Heritage staff work with Transportation staff to explore the possibility of constructing a parkade or building on the parking lot adjacent to the Hepworth Building and include provisions to protect and to preserve the building for the future.

The Chair pointed out that he believed the operating cost per visit for particular City programs in Steveston was not feasible given the low public turnout.

Discussion ensued and it was suggested that consideration be given to reallocating staff resources within some City facilities in Steveston. As a result of the discussion the following **referral** was made:

It was moved and seconded

That staff review the Programmer position assigned to the Steveston area and consider reassigning the personnel to Britannia and report back.

CARRIED

It was moved and seconded

That the Richmond 2011 Heritage Update be received for information.

CARRIED

2. **RICHMOND PUBLIC LIBRARY STRATEGIC PLAN**

(File Ref. No.) (REDMS No. 3476713)

Kim Somerville, Manager, Arts Services, provided background information.

Discussion ensued and Committee expressed concern regarding utilizing the 2011 surplus to fund the proposed project as it may delay it. It was noted that identifying alternate available funding sources would allow staff to proceed with the proposed project in a timely manner.

Parks, Recreation & Cultural Services Committee

Tuesday, March 27, 2012

It was moved and seconded

- (1) *That the Richmond City of Readers Strategic Plan 2011-2014 be updated by the Richmond Public Library in consultation with the community;*
- (2) *That staff identify various sources of funding for the feasibility study for the library system; and*
- (3) *That City staff present a revised Strategic Plan to Council in 2013.*

CARRIED

3. **NO. 3 ROAD CENTRE MEDIAN RAILING PUBLIC ART PROJECT:
BROWNGATE ROAD TO CAMBIE ROAD**

(File Ref. No. 11-7000-09-01) (REDMS No. 3491005)

It was moved and seconded

That the Call to Artists for the No. 3 Road Centre Median Railing Public Art Project: Browngate Road to Cambie Road as presented in the report dated March 12, 2012 from the Director, Arts, Culture and Heritage, be endorsed.

CARRIED

4. **BRITANNIA HERITAGE SHIPYARD NATIONAL HISTORIC SITE**

(File Ref. No.) (REDMS No. 3389337 v.7)

Bryan Klassen, Britannia Site Supervisor, provided background information.

In reply to comments from Committee, Mr. Klassen and Ms. Fernyhough advised that the creation of a Britannia Building Task Force was recommended as the group would have a specific role within a finite timeframe. Cathryn Volkering Carlile, General Manager – Community Services, stated that staff were not opposed to amending the terminology from Britannia Heritage Shipyard Building Task Force to Britannia Heritage Shipyard Building Committee.

Also, it was noted that the Seine Net Loft had been altered to accommodate the Lubzinski exhibit, and that the modifications carried out were consistent with the required upgrades to the building.

The Chair referenced the Britannia Heritage Shipyard Business Plan dated September 2000 (copy on file, City Clerk's Office) and requested that staff circulate a copy of the Plan to all members of Council. In addition, the Chair reviewed the composition of the Building Committee as set out on Page 20 of the Plan. He commented on the mandate of the Building Committee, noting that three buildings remain to be addressed: (i) the Seine Net Loft; (ii) the Japanese Duplex; and (iii) the First Nations Bunkhouse.

Discussion ensued regarding amending the terminology from Britannia Building Task Force to Britannia Building Committee and it was noted that the proposed Terms of Reference would also require revision.

Parks, Recreation & Cultural Services Committee

Tuesday, March 27, 2012

Discussion further took place and Committee noted that a revised Terms of Reference should be reflective of Committee's comments and of Council's initial intent for the Building Committee's mandate. As result of the discussion, the following **referral** was made:

It was moved and seconded

That the staff report entitled "Britannia Heritage Shipyard National Historic Site" dated March 9, 2012 from the Director, Arts, Culture & Heritage be referred back to staff to examine the Terms of Reference for the Building Committee to oversee the final three buildings.

The question on the **referral** was not called.

Loren Slye, 11911 3rd Avenue, representing the Britannia Heritage Shipyard Society, noted that the Society supports the proposal and looks forward to working with staff. However, Mr. Slye expressed concern regarding the Society's representation; he noted that the Society would like that the Building Committee's Terms of Reference include two appointed members of the Society.

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

PARKS AND RECREATION DEPARTMENT

5. **WOODWARD SCHOOL / NEIGHBOURHOOD PARK CHARACTERIZATION PLAN**

(File Ref. No. 06-2345-20-WOOD1) (REDMS No. 3480276)

In reply to a query from Committee, Mike Redpath, Senior Manager, Parks, advised that the City requires the School Board's consent for this project as the proposed park improvements occur on their property.

It was moved and seconded

- (1) *That the "Woodward School/Neighbourhood Park Characterization Plan" as detailed in the staff report dated February 23, 2012, from the General Manager, Parks & Recreation be approved;*
- (2) *That staff seek approval for implementation of the plan from School District No. 38 (Richmond);*
- (3) *That the funds held for Thomas Kidd School/Neighbourhood Park be transferred to Woodward School/Neighbourhood Park, and be included in the 5 year Financial Plan (2012-2016); and*
- (4) *That the Woodward School/Neighbourhood Park Characterization Plan be forwarded to the Council/School Board Liaison Committee for information.*

CARRIED

Parks, Recreation & Cultural Services Committee

Tuesday, March 27, 2012

6. FLOATING NET SHED

(File Ref. No.) (REDMS No. 3471011 v.9)

The Chair remarked that an additional recommendation was required in order for staff to report back to the Parks, Recreation and Cultural Services Committee in the event the owner does not agree to the potential City acquisition with no occupancy.

Discussion ensued and Committee expressed concern regarding the acquisition of the Net Shed as there are many City owned heritage assets that have not been maintained and restored due to financial limitations. Also, it was noted that the cost of upgrading the structure to bring it up to code for public occupancy may be prohibitive.

It was moved and seconded

- (1) *That, the General Manager, Community Services and the Manager, Real Estate Services, be authorized to enter into negotiations with the owner regarding the acquisition of the floating net shed with no occupancy expectations provided:*
 - (a) *that the current owner agrees to enter into discussions regarding potential City acquisition without expectations of occupancy, and then,*
 - (b) *that the findings of the Statement of Historical Significance find the net shed to be historically relevant, and then,*
 - (c) *that the findings of a Building Condition Report and Marine Survey are positive;*
 - (d) *that should the owner not agree to the potential City acquisition with no occupancy, that staff report back to the Parks, Recreation and Cultural Services Committee for further consideration;**and report back to Council on the conditions of acquisition;*
- (2) *That staff be authorized to expend no greater than \$17,000 in order to complete a Statement of Historical Significance, Building Condition Report and Marine Survey and that funding be provided from the Council Provision Account; and*
- (3) *That the 5 Year Financial Plan (2012-2016) be adjusted accordingly.*

CARRIED

7. MANAGER'S REPORT

None.

Parks, Recreation & Cultural Services Committee

Tuesday, March 27, 2012

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:55 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, March 27, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



Planning Committee

Date: Tuesday, April 3, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Harold Steves

Absent: Councillor Chak Au
Councillor Linda Barnes

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, March 20, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 17, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair remarked that land use contracts would be discussed as Item 2A.

Planning Committee
Tuesday, April 3, 2012

COMMUNITY SERVICES DEPARTMENT

1. CHILD CARE GRANTS FOR NON-CAPITAL USES
(File Ref. No. 12-8060-20-8877/8878) (REDMS No. 3437469)

It was moved and seconded

That:

- (1) the Child Care Operating Reserve Fund Establishment Bylaw No. 8877 be introduced and given first, second and third reading;*
- (2) the Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 be introduced and given first reading; and*
- (3) the Child Care Development Policy 4017 be amended by replacing the text of the current policy with the text set out in Attachment 8, and of the staff report dated March 14, 2012 entitled "Child Care Operating Reserve Fund Establishment".*

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. ACCESSORY RESIDENTIAL BUILDING HEIGHT IN THE AGRICULTURE (AG1) ZONE
(File Ref. No. 08-4430-03-07) (REDMS No. 3356431)

Holger Burke, Development Coordinator, provided background information. Mr. Burke commented on the rationale to limit the size and use of accessory residential buildings in the AG1 zone, and highlighted that these restrictions do not apply to farm structures. With the aid of display boards, Mr. Burke identified several accessory residential buildings in Richmond's AG1 zone that do not comply with the Richmond Zoning Bylaw 8500.

Mr. Burke advised that staff consulted with the Agricultural Land Commission and the Agricultural Advisory Committee, who are both supportive of Richmond Zoning Bylaw 8500. Also, he stated that consultation with other interested stakeholders indicated that the group wished to return to Richmond's past Zoning & Development Bylaw 5300 in regards to accessory residential buildings in the AG1 zone.

Discussion ensued and it was noted that there are numerous accessory residential buildings in Richmond's AG1 zone that do not comply with the Richmond Zoning Bylaw 8500. As such, Committee requested that Community Bylaws staff enforce Richmond Zoning Bylaw 8500 as it relates to accessory residential buildings in Richmond's AG1 zone.

Planning Committee

Tuesday, April 3, 2012

Bob Sethi, Richmond resident, stated that his family has lived in the Agricultural Land Reserve (ALR) for over eleven years and requested that Council revert back to Zoning & Development Bylaw 5300 in regards to accessory residential buildings in the AG1 zone. He stated that the City did not consult with AG1 property owners prior to introducing new restrictions to accessory residential buildings in the new Richmond Zoning Bylaw 8500. Also, Mr. Sethi stated that there has been support to return to the language utilized in the former Zoning & Development Bylaw 5300 in relation to accessory residential buildings in the AG1 zone.

Mr. Sethi stated that there is no evidence that demonstrates that the construction of accessory residential buildings in AG1 zones results in the destruction of farmland.

Roland Hoegler, 6560 No. 4 Road, stated that concerns regarding accessory residential buildings arose after Richmond Zoning Bylaw 8500 was adopted as many ALR property owners were not aware of the then proposed changes to the AG1 zone. Mr. Hoegler queried the number of accessory residential buildings on properties in the AG1 zone that contravene Richmond Zoning Bylaw 8500 and then queried whether the City had any evidence indicating that these buildings had been converted into illegal suites.

A Richmond resident was of the opinion that the former Zoning & Development Bylaw 5300 functioned well. He queried why the City amended the provisions of accessory residential buildings in the AG1 zone when developing the new Richmond Zoning Bylaw 8500.

In reply to a query from the Chair, Mr. Burke advised that plans for accessory residential buildings are clearly stamped 'No Secondary Suite Allowed.'

It was moved and seconded

That the report from the Director of Development dated March 13, 2012 regarding Accessory Residential Building Height in the Agriculture (AG1) zone be received for information.

CARRIED

2A. LAND USE CONTRACTS

The Chair cited concerns regarding land use contracts throughout Richmond.

In reply to queries from the Chair, Mr. Burke advised that: (i) the City has written to the Minister of Community, Sport and Cultural Development citing concerns regarding land use contracts; (ii) the City submitted a resolution to the Union of British Columbia Municipalities; and (iii) the City is working with Ministry staff to address Richmond's concerns.

Joe Erceg, General Manager, Planning and Development, provided background information and stated that the City does not have the jurisdiction to discharge a land use contract without the consent of the property owner(s).

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Planning Committee
Tuesday, April 3, 2012

Mr. Erceg briefly commented on the City's protocol for applications made on properties with a land use contract and stated that detailed information regarding land use contracts would be provided to Council.

3. MANAGER'S REPORT

(i) *Steveston Boardwalk*

In reply to a query from the Chair, Brian Jackson, Director of Development, stated that the dyke adjacent to the Onni project in Steveston was repaired, however additional geotechnical studies are needed to ensure the stability of the dyke is maintained.

(ii) *Delta Farmland*

Discussion ensued regarding the potential removal of a large portion of agricultural land from the ALR in Delta in order to construct an industrial park adjacent to the Deltaport container terminal. It was noted that a development of that magnitude would have a wide-range of impacts to Richmond.

(iii) *Organic Farm*

Terry Crowe, Manager, Policy Planning, spoke of a group that wished to encourage organic farming in the McLennan area, however the proposal was unacceptable as it required the opening of roads and the provision of water and sanitary services.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:40 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, April 3, 2012.

Councillor Bill McNulty
Chair

Hanish Berg
Committee Clerk



Council/School Board Liaison Committee

Date: Wednesday, March 28, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Vice-Chair
School Trustee Donna Sargent
School Trustee Rod Belleza

Absent: Councillor Linda Barnes, Chair

Call to Order: The Vice-Chair called the meeting to order at 9:00 a.m.

AGENDA

It was moved and seconded

That the Council/School Board Liaison Committee agenda for the meeting of Wednesday, March 28, 2012, be adopted as circulated, with the addition of the "Woodward School/Neighbourhood Park Characterization Plan" as Item No. 16 and the materials from the Closed Agenda associated with Item No. 11.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Council/School Board Liaison Committee held on Wednesday, January 18, 2012, be adopted as circulated.

CARRIED

STANDING ITEMS

1. **JOINT SCHOOL DISTRICT / CITY MANAGEMENT COMMITTEE**
(COR – Dave Sample; RSD – Monica Pamer)
None.

Council/School Board Liaison Committee

Wednesday, March 28, 2012

2. **PROGRAMS**

(COR – Vern Jacques; RSD – Monica Pamer)

None.

3. **SCHOOL PLANNING AND CONSTRUCTION SCHEDULE**

(RSD – Clive Mason)

None.

BUSINESS ARISING & NEW BUSINESS

4. **2012-2015 RICHMOND INTERCULTURAL STRATEGIC PLAN AND WORK PROGRAM**

(COR – Alan Hill)

In reply to queries from Committee, Alan Hill, Cultural Diversity Coordinator, provided the following information:

- there is a School District representative on the Intercultural Advisory Committee;
- the Intercultural Advisory Committee was involved in the consultation phase of the 2012-2015 Richmond Intercultural Strategic Plan and Work Program; and
- the Intercultural Advisory Committee has created subgroups to identify and oversee key actions of the Plan and Work Program.

In reply to a query from Committee, Monica Pamer, Superintendent, School District No. 38, advised that the 2012-2015 Richmond Intercultural Strategic Plan and Work Program would be forwarded to the School District's Executive Team to review. Also, she noted that the Plan and Work Program are compatible with the School District's current activities.

Discussion ensued regarding how the School District could further participate in the Plan and Work Program. Mr. Hill advised that the Plan and Work Program encourage intercultural civic life and as such, there are many potential partnerships opportunities.

In response to a comment, Ms. Pamer advised that she would inquire about the School District's representative's attendance to the Intercultural Advisory Committee meetings.

School Trustee Sargent remarked that the School District would like to partner with the City on mutual interest activities such as the 2012-2015 Richmond Intercultural Strategic Plan and Work Program. She suggested that perhaps the Joint School District / City Management Committee may be the avenue to share such interests.

Council/School Board Liaison Committee

Wednesday, March 28, 2012

It was moved and seconded

- (1) *That the 2012-2015 Richmond Intercultural Strategic Plan and Work Program be received for information; and*
- (2) *That the 2012-2015 Richmond Intercultural Strategic Plan and Work Program be referred to the Joint School District / City Management Committee and report back to the Council / School Board Liaison Committee.*

CARRIED

5. UPDATE ON SNOW GEESE

(COR – Dave Semple)

Dave Semple, General Manager, Parks and Recreation, reviewed the memorandum dated March 9, 2012 entitled “Snow Geese Update.”

Vern Jacques, Acting Director, Recreation, commented on a snow geese educational program developed by the Richmond Nature Park. He stated that Nature Park staff attended several elementary schools and spoke of the ecology of snow geese. Mr. Jacques distributed a photograph of a snow geese display at a local elementary school (attached to and forming part of these Minutes as Schedule 1).

Discussion ensued and it was noted that (i) the School District is concerned regarding the deterioration of the school fields due to the snow geese; and (ii) snow geese over population and domestication is a concern.

In reply to a query from Committee, Mark De Mello, Secretary-Treasurer, School District No. 38, advised that the School District is primarily concerned regarding the cleanliness of the school grounds due to the snow geese. Also, Mr. De Mello stated that students are not utilizing the school fields due to their condition and instead congregate on paved areas, which does not provide the same level of mobility.

It was moved and seconded

That the March 9, 2012 memorandum entitled ‘Snow Geese Update’ be received for information.

CARRIED

6. TRAFFIC SAFETY ADVISORY COMMITTEE - PROPOSED 2012 INITIATIVES

(COR – Victor Wei)

Victor Wei, Director, Transportation, advised that ICBC, Richmond Fire-Rescue and the Richmond RCMP launched a pedestrian safety campaign that targeted four key locations in Richmond (No. 1 Road and Blundell Road, No. 3 Road and Cambie Road, No. 3 Road and Saba Road, and Lansdowne Road and Garden City Road) in an effort to educate pedestrians on road safety.

Council/School Board Liaison Committee

Wednesday, March 28, 2012

Mr. Wei stated that staff are currently looking to engage an expert on pedestrian safety who has successfully carried out a similar campaign elsewhere. He commented on discussions with Coast Mountain Bus Company regarding signage on buses as many of the recent pedestrians struck by vehicles have been transit users. Also, Mr. Wei spoke of the City of Vancouver's expansive pedestrian safety campaign. Mr. Wei advised that the Richmond RCMP, Richmond Fire-Rescue and the BC Ambulance Service are continuing to distribute arm bands and flyers at various Canada Line stations in an effort to further educate the public about pedestrian safety.

Discussion ensued and it was suggested that a joint letter from the Richmond School Board and Richmond City Council to Coast Mountain Bus Company regarding signage on buses may be of value. Mr. Wei advised that he would continue to pursue the matter at a staff level.

It was moved and seconded

- (1) *That the report entitled "Traffic Safety Advisory Committee - Proposed 2012 Initiatives" be received for information; and*
- (2) *That the Council/School Board Liaison Committee be updated on the Traffic Safety Advisory Committee's 2012 Initiatives.*

CARRIED

7. RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2012 INITIATIVES

(COR – Victor Wei)

Mr. Wei provided background information and commented on the expansions and improvement of the City's cycling network. He noted that feedback from cyclists indicated that they were deterred from cycling as they did not feel safe sharing the roads with motor vehicles. Mr. Wei advised that more off-street bike paths like the Crabapple Ridge Bikeway, which connects Terra Nova to Steveston Village via local roads and pathways, would be developed.

In reply to a queries from the Vice-Chair, Mr. Wei advised that (i) Traffic Safety pamphlets are provided to local schools in .pdf format for distribution; and (ii) the pamphlets are available in Chinese.

School Trustee Sargent requested that the pamphlet, and in particular the Chinese version, be highlighted at a future meeting with local elementary school principals.

It was moved and seconded

That the report entitled "Richmond Community Cycling Committee – Proposed 2012 Initiatives" be received for information.

CARRIED

Council/School Board Liaison Committee

Wednesday, March 28, 2012

8. UPDATE ON TRAFFIC CONCERNS AT GARDEN CITY ELEMENTARY

(COR – Victor Wei)

Mr. Wei provided background information and advised that traffic signal improvements have been installed at Garden City Elementary. He stated that the operation begins the week the students return from Spring Break. Also, he advised that the signals will flash for one hour everyday – 30 minutes prior to school commencing and 30 minutes after school has been dismissed.

In reply to queries from Committee, Mr. Wei advised the following:

- a notice of the new traffic signals and an explanation of their operation will be published on the City Board;
- staff will conduct a speed study to measure the effectiveness of the new signals;
- a reduced speed limit along Garden City Road at Garden City Elementary School is not feasible as this is a midpoint of an arterial road; and
- a reduced speed limit along No. 1 Road at Moncton Street is more suitable as No. 1 Road comes to an end at Moncton Street.

It was moved and seconded

- (1) *That the verbal report on Traffic Concerns at Garden City Elementary be received for information; and*
- (2) *That Traffic Concerns at Garden City Elementary be added to the next Council/School Board Liaison Committee agenda for an update.*

CARRIED

9. PLANNING AND COMMUNITY ROADS IN THE HAMILTON AREA PLAN

(COR – Victor Wei - Verbal Report)

With the aid of a map (attached to and forming part of these Minutes as Schedule 2), Mr. Wei reviewed various road improvements in the Hamilton area. He highlighted that the main objective of these upgrades is to provide continued pedestrian access from McLean Avenue to Smith Crescent along Westminster Highway.

Mr. Wei spoke of a TransLink bus operations and maintenance facility at Boundary Road in Hamilton.

The Vice-Chair remarked that an update on TransLink's application is anticipated to be brought forward to the City's Planning Committee in May 2012. Also, she noted that the application would include consultation with the City of New Westminster and School District No. 40 (New Westminster).

Council/School Board Liaison Committee

Wednesday, March 28, 2012

In reply to a query from Committee, Mr. Wei advised that the various road improvements in the Hamilton area are short-term improvements. He advised that a Hamilton area plan update triggered by development would call for a comprehensive transportation plan for the area.

Discussion ensued regarding the future child care facility in Hamilton and it was noted that TransLink has committed to the transfer of land and funds to the City to establish a child care facility in Hamilton as there is a need for this facility.

The Vice-Chair commented on the process for the future child care facility in Hamilton, noting that it would go through the Child Care Development Advisory Committee, which has a School District representative. Also, the Vice-Chair highlighted that there are a lot of resources on the City's website regarding the Hamilton Area Plan Update.

In reply to comments from Committee, Mr. Wei advised that the City would work with the developer to identify long-term needs for the area and once land use planning has been determined, infrastructure needs would be addressed.

It was moved and seconded

That the verbal report on Planning and Community Roads in the Hamilton Area Plan be received for information.

CARRIED

10. **PROMOTING INFORMATION ON LOCAL SITES WITH DISTRICT
IE: GULF OF GEORGIA**

(COR – Dave Semple - Verbal Report)

Discussion ensued regarding the protocol for the distribution of promotional materials on the Gulf of Georgia Cannery to local schools.

Ms. Pamer advised that a copy of the promotional material distribution guideline would be forwarded to Mr. Semple.

11. **LONG RANGE FACILITIES PLAN – PUBLIC MEETINGS**

(RSD – Donna Sargent)

School Trustee Sargent provided background information and noted that although there was low public turnout, she was pleased to have had two meetings.

Mr. De Mello stated that the School District was thankful to have Terry Crowe, Manager, Policy Planning, attend the meetings as he was a great resource and provided information regarding the Official Community Plan.

It was moved and seconded

That the verbal report on Long Range Facilities Plan – Public Meetings be received for information.

**CARRIED
CNCL - 50**

Council/School Board Liaison Committee

Wednesday, March 28, 2012

12. **BOARD/COUNCIL DINNER**

(RSD – Mark De Mello - Verbal Report)

Discussion ensued regarding establishing a mutual date for a School Board and Council dinner.

It was moved and seconded

That a mutual date be chosen so that the School Board and Council can meet over a dinner to discuss items of mutual interest.

CARRIED

13. **COMMUNITY USE OF SCHOOL SPACE**

(RSD – Mark De Mello - Verbal Report)

Mr. De Mello provided background information and noted that the School District would partner with the City to determine whether the needs of the community could be met better.

It was noted that this matter be discussed at the future Board/Council Dinner.

In reply to a query from Committee, Mr. De Mello advised that the School District's surplus properties are currently utilized for their own purposes or are being rented. Also, he commented on utilizing schools that are already open and staffed in an effort to avoid incremental costs associated with making the facility available.

It was moved and seconded

That the verbal report on Community Use of School Space be received for information.

CARRIED

14. **COURTESY BUS RIDER REPORT**

(RSD – Mark De Mello)

Mr. De Mello commented on the termination of bus service to students living within walking distance to Anderson Elementary School as there are now dedicated pedestrian walkways along Granville Avenue, east of No. 4 Road. Also, he stated that the number of students receiving courtesy bus service to Tomsett Elementary School remains high as there is a portion of sidewalk along Odlin Road that remains to be completed.

It was moved and seconded

That the Courtesy Bus Rider Report dated February 15, 2012 be received for information.

CARRIED

Council/School Board Liaison Committee

Wednesday, March 28, 2012

15. SIDEWALK CONSTRUCTION ON ODLIN DRIVE

(RSD – Mark De Mello – Verbal Report)

School Trustee Sargent stated that the School District continues to provide bus service to Tomsett Elementary School students as a portion of sidewalk along Odlin Road remains to be completed. She noted that she would like to see the sidewalk completed at this a cost for the School District.

It was moved and seconded

That Sidewalk Construction on Odlin Drive be referred to staff for follow up and report back to the next Council/School Board Liaison Committee.

CARRIED

16. WOODWARD SCHOOL / NEIGHBOURHOOD PARK CHARACTERIZATION PLAN

(COR – Dave Semple – Verbal Report)

Mr. Semple distributed a copy of the staff report entitled “Woodward School / Neighbourhood Park Characterization Plan”, dated February 23, 2012 (copy on file, City Clerk’s Office).

The Vice-Chair advised that the staff report would be considered at the April 10, 2012 Regular Council meeting.

Discussion ensued regarding the various proposed upgrades and it was noted that the proposed upgrades would be completed by September 2012.

In reply to a query from Committee, Mr. Semple advised that the funding for the asphalt walkway, storm drainage and sports fields is from a developer contribution that was originally intended for improvements at Thomas Kidd Elementary School. He noted that due to community demands, these improvements were made prior to receiving the funds from the developer and were funded from the 2007 Parks Characterization Capital fund. As such, it is recommended that these funds be transferred to the 2012 Parks Characterization account for use at Woodward School / Neighbourhood Park.

The Vice-Chair advised that Errington Elementary School has approached the City for park characterization work. She noted that a staff report is anticipated to be brought before the Parks, Recreation and Cultural Services Committee in June 2012, however the proposal was not approved for the 2012 capital works budget.

School Trustee Sargent requested that a five year characterization plan update on school park sites be provided at the next Joint School District / City Management Committee meeting and the next Council/School Board Liaison Committee meeting.

Council/School Board Liaison Committee

Wednesday, March 28, 2012

It was moved and seconded

- (1) *That the staff report entitled "Woodward School / Neighbourhood Park Characterization Plan", dated February 23, 2012 be received for information; and*
- (2) *That a five year characterization plan update on school park sites be referred to the Joint School District / City Management Committee and a future Council/School Board Liaison Committee meeting.*

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, May 16, 2012 (tentative date) at 9:00 a.m. in the Anderson Room

The Vice-Chair advised that a report on Current Issues That May Be Impacting Richmond Adolescents would be on the next Council/School Board Liaison Committee agenda.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (11:10 a.m.).

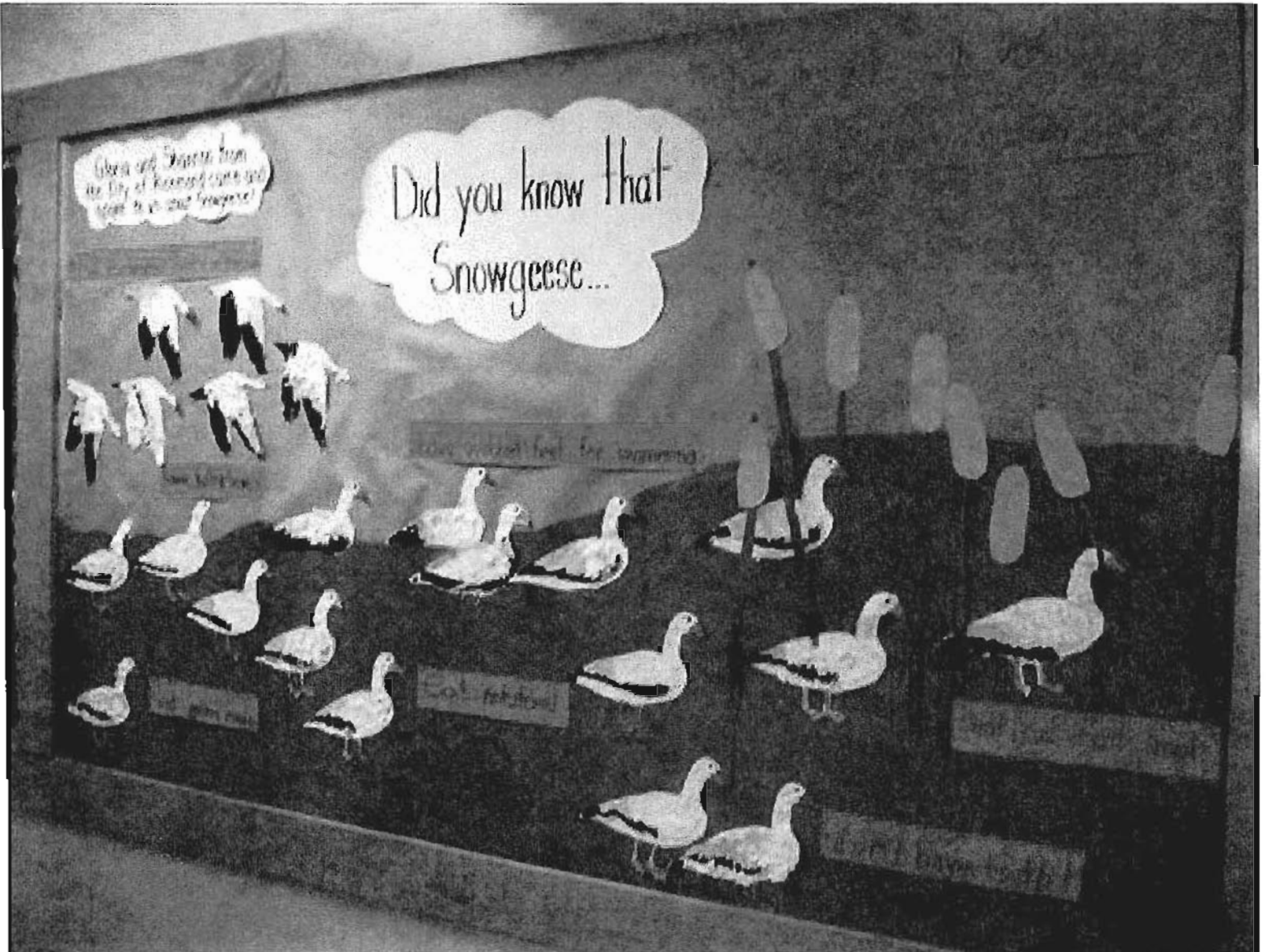
CARRIED

Certified a true and correct copy of the Minutes of the meeting of the City of Richmond Council/School Board Liaison Committee held on Wednesday, March 28, 2012.

Councillor Linda McPhail
Vice-Chair

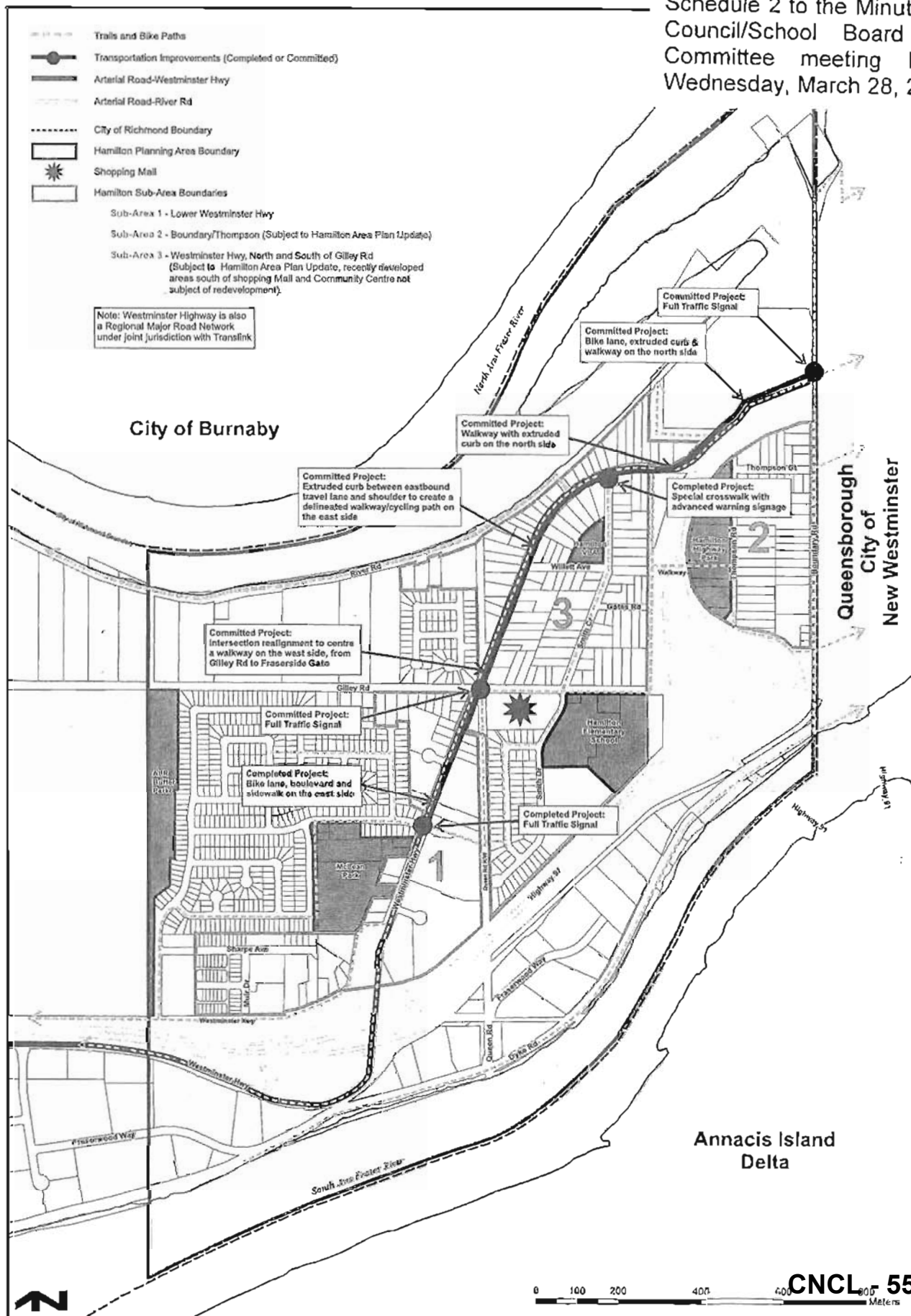
Hanieh Berg
Committee Clerk

Schedule 1 to the Minutes of the
Council/School Board Liaison
Committee meeting held on
Wednesday, March 28, 2012.



TRANSPORTATION

1





City of Richmond

Memorandum

Community Services Department
Arts, Culture and Heritage

To: Mayor and Councillors
From: Kim Somerville
Manager, Arts Services

Date: March 30, 2012

File:

Re: Additional Information to the Richmond Public Library Strategic Plan Report

In the minutes of Parks, Recreation and Cultural Services Committee, dated March 27, 2012, it was moved and seconded:

1. *That the Richmond City of Readers Strategic Plan 2011-2014 be updated by the Richmond Public Library in consultation with the community;*
2. *That staff identify various sources of funding for the feasibility study for the library system; and*
3. *That City staff present a revised Strategic Plan to Council in 2013.*

As requested, staff have identified two alternate funding sources for the Library feasibility study, which would include comprehensive community consultation on the library's services (\$110,000), with the option of repaying the source from one-time additional levels at a later date:

- a. Council Provision (current balance: \$632,506.11)
- b. Library accumulated surplus (pre-audit at 2011: \$449,040)

Should Council wish to commence this process immediately, assigning \$110,000 from one of these accounts at Council on Tuesday, April 10, 2012, would allow staff to proceed.

Kim Somerville
Manager, Arts Services
(604-247-4671)

pc: TAG
Amarjeet Rattan, Director, Intergovernmental Relations
Greg Buss, Chief Librarian, Richmond Public Library

KS:ks



**Flood Plain Designation and Protection Bylaw 8204, Amendment
Bylaw 8876**

The Council of the City of Richmond enacts as follows:

1. Flood Plain Designation and Protection Bylaw 8204, as amended, is further amended by deleting Section 4.3 (b) and replacing with the following:

“4.3(b) the underside of the floor system, or the top of a pad supporting any space or room of a building or structure, is at or above the elevation of the fronting City sidewalk existing at the time of application, (or if no sidewalk, the road) providing pedestrian access that is adjacent to that parcel.”
2. This Bylaw is cited as “Flood Plain Designation And Protection Bylaw 8204, Amendment Bylaw 8876”.

FIRST READING

MAR 26 2012

SECOND READING

MAR 26 2012

THIRD READING

~~MAR 26 2012~~

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8738 (RZ 09-506908)
6331 and 6351 Cooney Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 19.8 thereof the following:

“19.8 High Rise Apartment (ZHR8) – Brighthouse Village (City Centre)

19.8.1 PURPOSE

The zone provides for high rise apartment and live/work dwellings.

19.8.2 PERMITTED USES

**HOUSING, APARTMENT
LIVE/WORK DWELLINGS**

19.8.3 SECONDARY USES

**HOME BUSINESS
HOME-BASED BUSINESS
BOARDING AND LODGING**

19.8.4 PERMITTED DENSITY

1. The maximum floor area ratio is 2.67.

19.8.5 PERMITTED LOT COVERAGE

1. The maximum lot coverage is 70% for buildings.

19.8.6 YARDS & SETBACKS

1. The minimum public road setback is 3.0 m from Cooney Road.
2. The minimum side yard setback along the north property line is 2.7 m.
3. The minimum side yard setback along the south property line is 7.5 m.
4. The minimum rear yard setback is 1.5 m.

19.8.7 PERMITTED HEIGHTS

1. The maximum height for buildings is 41 m.
2. The maximum height for accessory buildings and structures is 5 m.

19.8.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. There are no minimum lot width, lot depth or lot area requirements.

19.8.9 LANDSCAPING & SCREENING

1. Landscaping and screening shall be provided according to the provisions of Section 6.0.

19.8.10 ON-SITE PARKING AND LOADING

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) The minimum parking aisle width within the parking **structure** shall be 6.5 m; and
 - b) The maximum slope of vehicle ramps within the parking **structure** shall be 12.25%.

19.8.11 OTHER REGULATIONS

1. For the purposes of this zone only, **live/work dwelling** is a **dwelling unit** that may be used as a **home business** or **home-based business** provided that:
 - a) the **dwelling unit** has an exterior access at grade;
 - b) a maximum of 1 non-resident employee is permitted; and
 - c) the **dwelling unit** is designed to reflect the mixed **use** character of the intended **use**.
 2. Signage must comply with the City of Richmond's Sign Bylaw No. 5560.
 3. 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 **High Rise Apartment (ZHR8) – Brighthouse Village (City Centre)**:
- P.I.D. 026-495-139
 Lot A Section 9 Block 4 North Range 6 West New Westminster District Plan BCP20900
- P.I.D. 003-590-160
 Lot 132 except: part subdivided by Plan 36672, Section 9 Block 4 North Range 6 West New Westminster District Plan 26602
3. This Bylaw is cited as "**Richmond Zoning Bylaw 8500 Amendment Bylaw 8738**".

FIRST READING

APR 26 2011

SECOND READING

MAY 16 2011

THIRD READING

MAY 16 2011

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
MAYOR_____
CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8739 (10-545919)
8691, 8711, 8731, 8751, 8771 AND 8791 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 **MEDIUM DENSITY TOWNHOUSES (RTM2)**.

P.I.D. 003-489-655

Lot 7 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

P.I.D. 001-610-953

Lot 8 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

P.I.D. 003-701-484

Lot 9 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

P.I.D. 010-364-706

Lot 10 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

P.I.D. 004-037-235

Lot 11 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

P.I.D. 010-364-722

Lot 12 Section 28 Block 4 North Range 6 West New Westminster District Plan 18216

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8739".

FIRST READING

MAY 24 2011

A PUBLIC HEARING WAS HELD ON

JUN 20 2011

SECOND READING

JUN 20 2011

THIRD READING

JUN 20 2011

OTHER REQUIREMENTS SATISFIED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

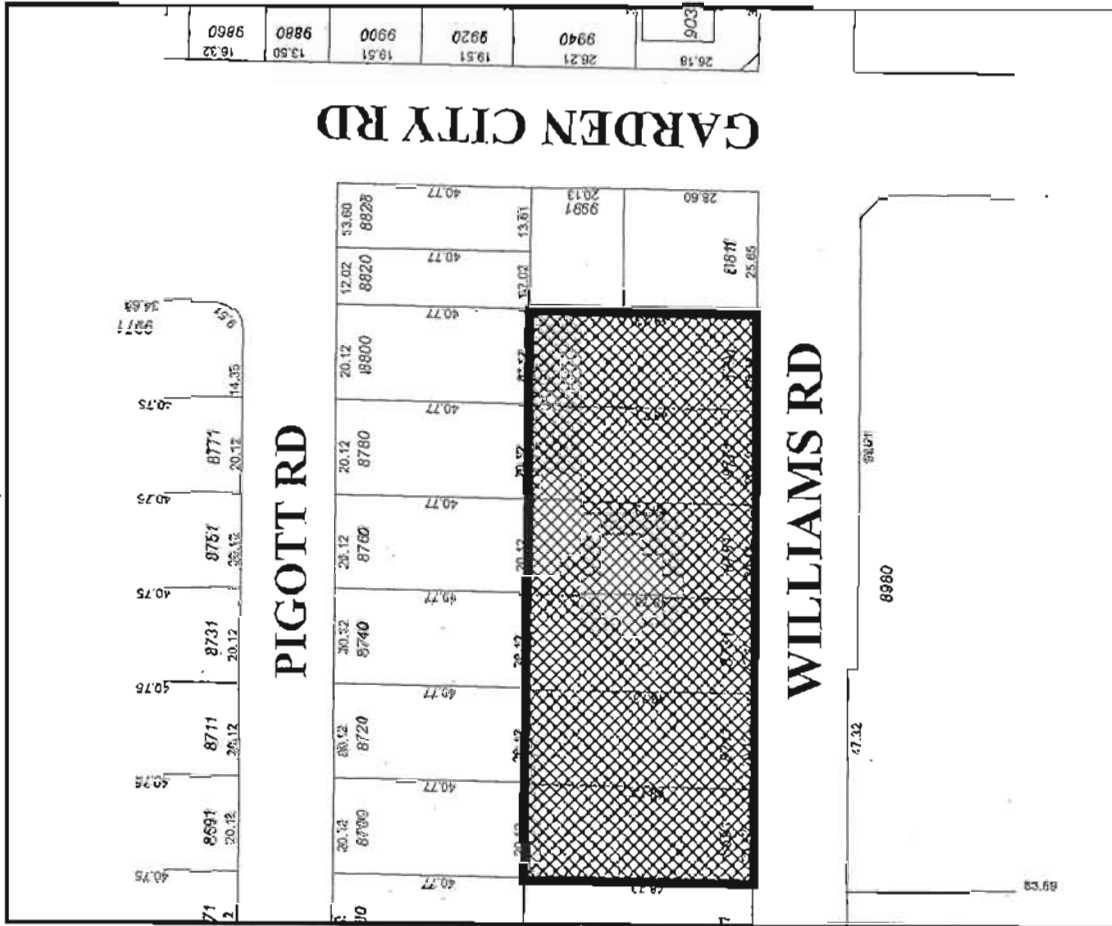
ADOPTED

MAYOR

CORPORATE OFFICER



City of Richmond



RZ 10-545919

Original Date: 09/24/10

Revision Date:

Note: Dimensions are in METERS



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8484 (RZ 06-340471)
8080 & 8100 BLUNDELL ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2-0.6)**.

P.I.D. 000-512-991

Lot 85 Section 21 Block 4 North Range 6 West New Westminster District Plan 21780

P.I.D. 010-522-671

Lot 86 Section 21 Block 4 North Range 6 West New Westminster District Plan 21780

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8484".

FIRST READING

APR 27 2009

A PUBLIC HEARING WAS HELD ON

MAY 19 2009

SECOND READING

MAY 19 2009

THIRD READING

MAY 19 2009

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



RZ 06-340471

Original Date: 07/11/06

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw No. 8488 (RZ 05-317846)
8420 Westminster Highway and 6140, 6160, 6180 Cooney Road.**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.205 thereof the following:

"291.205 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/205)"

The intent of this zoning district is to accommodate medium density, multiple-family residential use in the City Centre.

291.205.1 PERMITTED USES

**MULTIPLE-FAMILY DWELLING;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding secondary
suites.**

291.205.2 PERMITTED DENSITY

- .01 Subject to subsection .04 herein, the maximum **Floor Area Ratio** shall be "1.2"; plus
 - (a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;
 - (b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely used to accommodate **Public Amenity Space**;
- .02 Despite Section 291.205.2.01, the references to "1.2" in that Section in relation to a **building** containing more than 80 **dwelling units** is increased to a higher density of "2.0" if prior to the first occupancy of the **building** the owner provides in the **building** not less than:
 - (a) four **affordable housing units**; and
 - (b) the owner has entered into a **housing agreement** with the City and registered the **housing agreement** against title to the lot, and filed a notice, in the **Land Title Office**.

- .03 Despite Section 291.205.2.01, the references to "1.2" in that Section are increased to a higher density of "2.0" if the owner, at the earliest of the time the Council adopts a zoning amendment bylaw to include the owner's lot in this zoning district has paid into the **affordable housing reserve** the sum of \$4.00 per buildable square foot of the permitted principal **building(s)**.
- .04 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
- a) portions of a **building** that are **used** for off-street parking and loading purposes; unenclosed balconies; covered walkways; bicycle storage areas or garbage & recycling facilities;
 - b) elevator shafts and common stairwells above ground floor level;
 - c) mechanical and electrical rooms, provided that the total floor area of these facilities does not exceed 400 m² (4,230 ft²) per lot.

291.205.3 MAXIMUM LOT COVERAGE:

- .01 **Maximum Lot Coverage:** 60%

291.205.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Public Road Setbacks:** 3.0 m (9.8 ft);
- a) porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 1.0 m (3.3 ft).
- .02 **Lane Setback:** 1.0 m (3.3 ft).
- .03 **Side Yard:** 3.7 m (12.1 ft).

291.205.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 31.0 m (101.7 ft).
- .02 **Accessory Building & Structures:** 10.0 m. (32.8 ft).

291.205.6 OFF-STREET PARKING AND LOADING

- .01 Off-Street parking shall be provided in accordance with Division 400 of this Bylaw.

291.205.7 SIGNAGE

- .01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "High-Density Residential District (R4)".
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/205)**:
- PID: 009-908-307
North 245 Feet Lot "A" Section 9 Block 4 North Range 6 West New Westminster District Plan 14140
- PID: 023-312-297
Lot 37, except Parcel "B" (Bylaw Plan 55608), Section 9 Block 4 North Range 6 West New Westminster District Plan 15292
- PID: 003-718-441
Lot 36 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292
- PID: 010-082-239
Lot 35 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292
3. This Bylaw is cited as "'Richmond Zoning And Development Bylaw 5300, Amendment Bylaw 8488'".

FIRST READING

APR 06 2009

A PUBLIC HEARING WAS HELD ON

APR 20 2009

SECOND READING

APR 20 2009

THIRD READING

APR 20 2009

OTHER REQUIREMENTS SATISFIED

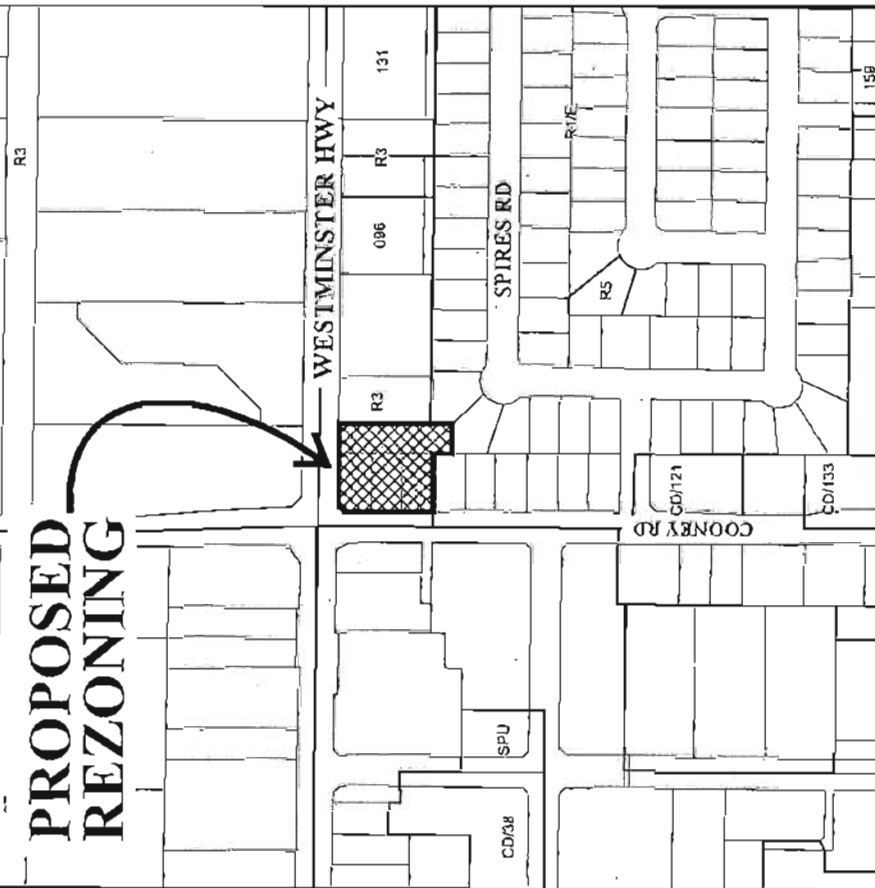
ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>il</i>
APPROVED for legality by Solicitor <i>BO</i>

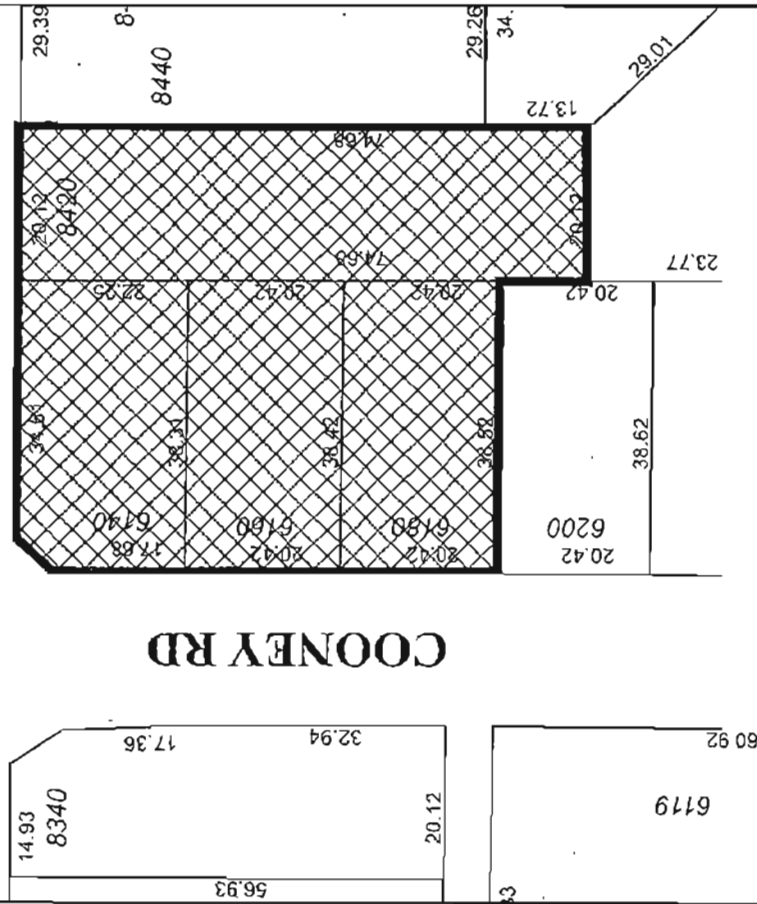
MAYOR_____
CORPORATE OFFICER



PROPOSED REZONING



WESTMINSTER HWY



RZ 05-317846

Original Date: 12/12/05

Revision Date: 02/25/09

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 8806 (RZ 11-585249)
11531 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. 000-782-084

Lot 9 Block 1 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8806**".

FIRST READING

SEP 26 2011

A PUBLIC HEARING WAS HELD ON

OCT 17 2011

SECOND READING

OCT 17 2011

THIRD READING

OCT 17 2011

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



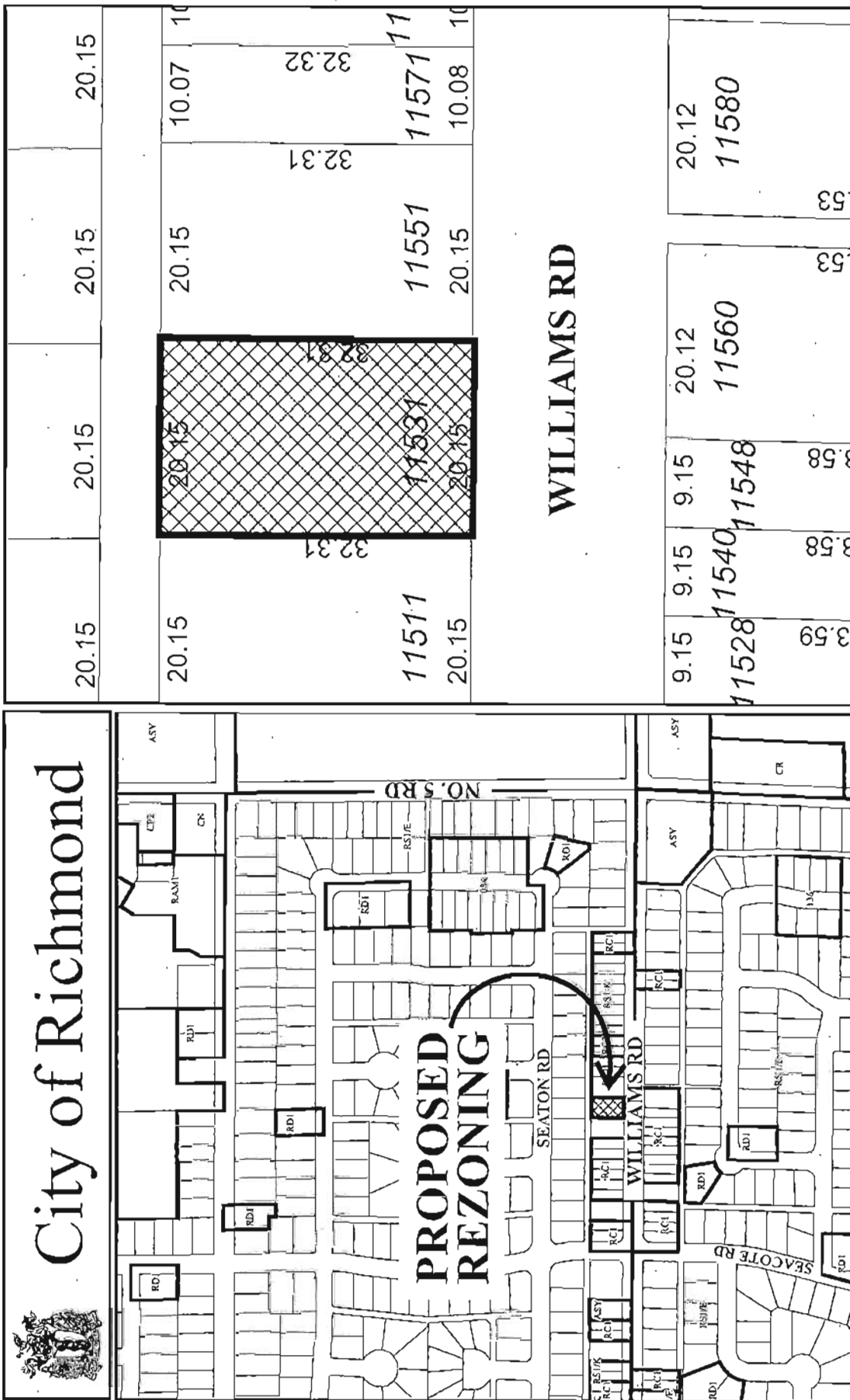
MAYOR

CORPORATE OFFICER



CNCL - 74

Note Dimensions are in METRES





City of Richmond

Report to Council

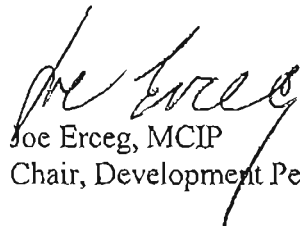
To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: April 4, 2012
File: 0100-20-DPER1
Re: Development Permit Panel Meetings Held on March 28, 2012,
January 25, 2012, August 24, 2011 and July 13, 2011

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 08-418522) for the property at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road);
- ii) a Development Permit (DP 11-584276) for the property at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road;
- iii) a Development Permit (DP 09-498967) for the property at 8080 and 8100 Blundell Road; and
- iv) a Development Permit (DP 09-506909) for the property at 6331 and 6351 Cooney Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on March 28, 2012, January 25, 2012, August 24, 2011 and July 13, 2011.

DP 08-418522 – ATI INVESTMENTS LTD. – 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160 AND 6180 COONEY ROAD)
(March 28, 2012)

The Panel considered a Development Permit application to permit the construction of a 10-storey residential building containing approximately 80 units on a site zoned “High Rise Apartment (ZHR6)”. No variances are included in the proposal.

Architect, Wayne Leung, of W.T. Architects, Inc., provided a brief presentation, including:

- At the April, 2009 Public Hearing, area residents raised a concern regarding the east elevation, and the applicant and architect met with residents to advise that the parapet height has been reduced, and a “green wall” feature was improved to soften the presence of the parking podium to the neighbouring site.
- The proposal features upper terraced decks on the south-facing façade and a terraced residential block along Cooney Road, on the west, with the tallest portion at the corner.
- The four-storey podium along Westminster Highway is clad in brick and painted concrete.
- The indoor amenity room on the fourth level has direct access to the outdoor landscaped roof.
- The children’s play area is located at the fourth level in the sunniest, southeast corner, and includes equipment for children aged two through six years.
- All of the units include aging-in-place features.

Staff supported the Development Permit application and advised that:

- The applicant had responded well to issues of adjacencies.
- Almost two times the required amount of indoor amenity space is provided, and the proposed amount of outdoor amenity space also surpasses the requirements.
- The applicant had responded well to concerns raised at the Public Hearing, by placing the 10-storey tower as far west as possible, providing significant landscaping elements at grade level, and a green wall treatment to soften the exposure of the parkade façade.

Correspondence was received regarding the Development Permit application, including concerns regarding traffic in the area and the potential for the proposed development to block sunlight.

In response, staff advised that:

- The development would improve traffic circulation at the corner of Westminster Highway and Cooney Road with: road widening, a new bike lane, a new wider sidewalk, and a new lane.
- Blocking of the sun was minimized by moving the tower as far west as possible.

Ms. Cecile French, General Currie Road resident, addressed the Panel and inquired whether the children's outdoor play area, on an elevation above street level, would be made secure.

In response, staff advised that lattice fencing would provide security and safety.

In response to Panel queries, Mr. Leung and staff provided the following additional information:

- The parapet height has been reduced.
- The opening pattern has been reorganized to avoid direct viewing into the parkade.
- The number of trees proposed has increased, and the applicant has engaged an arborist to monitor the health of the neighbouring trees.
- The lane along the south end of the neighbouring property will be extended to Cooney Road.
- The upper level terrace includes a trellis structure, and space for outdoor activities.
- The property to the south of the subject site has development potential, and the applicant has improved the façade by wrapping around the corner, and improving the pattern of parkade openings.
- The proposed Public Art feature at the corner of Cooney and Westminster is a combination of a water feature, a sculpture, a glass wall, and light elements.
- Low e-double glazing is proposed as an energy efficient feature.

In response to a Panel query, staff confirmed that the applicant had not applied for a parking variance.

There was agreement that the proposed development should be supported.

The Panel recommends that the Permit be issued.

DP 11-584276 – SOUTHARM LANDS LTD. – 8691, 8711, 8731, 8751, 8771 AND
8791 WILLIAMS ROAD
(January 25, 2012)

The Panel considered a Development Permit application to permit the construction of 31 townhouse units on a site zoned Medium Density Townhouses (RTM2). A variance is included in the proposal to allow tandem parking spaces in 15 of the townhouse units.

Architect, Taizo Yamamoto, of Yamamoto Architect Inc., provided a brief presentation, including:

- Northern two-storey hip roof duplex units are proposed to minimize shadowing, privacy and overlook concerns for the adjacent single-family rear yards.
- Retention of a central large Cherry tree guided the amenity area strategy, which also includes a quiet open play area with a slide and a climbing element.
- The central drive aisle creates an open feeling and provides depth with the introduction of some trees and the whole entry feature has been unified as one (1) permeable paved area.

- Cross-access is provided for the development potential to the east.
- There are two (2) convertible units incorporated into the design and aging in place accessibility features have been incorporated into all units.
- Energy efficient appliances and low water use plumbing fixtures conserve energy and water.
- Materials include Hardi-Plank siding, not vinyl siding, and Hardi-Plank.
- A rhythm of identity to the project is achieved by each unit having its own defined entrance.

In response to queries, Mr. Yamamoto provided the following information:

- Retention trees include a cluster of Cedar, Maple and Weeping Birch in a west passive amenity area, a transplanted Japanese Maple in the Williams streetscape, a large Cherry in the active amenity space, and a Norwegian Spruce in the north-east of the site.
- The play area includes permeable paving, as well as benches on the perimeter.
- A buffer along the rear property line is created with a 5 m rear yard, a fence, an added trellis, hedge and spot tree planting.

The Chair noted that the applicant had addressed the subject of privacy concerns, raised at the June, 2011 Public Hearing.

Staff supported the Development Permit application and variances and advised:

- The architect was commended for addressing privacy concerns expressed by neighbours on a tight site. The roof form was lowered and a generous 5 m rear setback was provided.
- The outdoor amenity area size is double the size required by the Official Community Plan (OCP).
- Mature trees are retained in three (3) locations on the subject site, and instead of the required 32 replacement trees, the applicant is providing 64 replacement trees.

No correspondence was received regarding the Development Permit application.

Mr. Tsang, Pigott Road resident, addressed the Panel, expressing concerns raised at the June, 2011 Public Hearing; such as townhouse construction, shadowing, noise, and setback between the proposed townhouse units, and residences on Pigott Road.

The Chair advised that: (i) the decision to permit townhouse units had been made during the rezoning process; (ii) the Development Permit Panel was charged with issues related to architectural character and form; and (iii) the bylaw requirement for a minimum 3 m setback had been exceeded, with some proposed townhouse units sited at a 5 m setback, and other units exceeding that distance.

Ms. Jen Chao, Pigott Road resident, addressed the Panel and expressed concerns regarding the tandem parking and increased traffic in the neighbourhood.

The Chair advised that each townhouse unit has two (2) parking spaces, there are seven (7) visitor parking stalls provided throughout the site, and that these numbers meet the bylaw requirements.

The Panel acknowledged concerns raised by neighbours and extended appreciation to staff and the architect for responding to the concerns raised during the Public Hearing. Support was also expressed for the way the rooflines were oriented, how the buildings were pulled back from shared property lines, and the plans for fencing to ensure the privacy for the neighbours.

The Panel recommends that the Permit be issued.

DP 09-498967 – OTO DEVELOPMENT LTD. – 8080 AND 8100 BLUNDELL ROAD
(August 24, 2011)

The Panel considered a Development Permit application to permit the construction of eight (8) townhouse units on a site zoned Low Density Townhouses (RTL3). Variances are included in the proposal for a reduced front yard setback for Building 1, and tandem parking spaces in four (4) of the townhouse units.

Architect, Chris Chung, of CMTC Architects, and Landscape Architect, Rebecca Colter, of DMG Landscape Architects, provided a brief presentation, including:

- Two (2) rows of four-unit buildings are being proposed, with three-storey units in the middle and two-storey end units facing Blundell Road and at the back which were stepped down to respect the massing of adjacent developments and provide visual connection to the street;
- Three (3) trees will be preserved on site.
- Proposed building materials, including Hardie-Plank siding and board and batten reflect the character of the surrounding developments.
- An attractive entry to the development is provided through landscaping the frontage.
- Each townhouse units has its own fenced-in yard with a lawn area and planted with either an ornamental Maple tree or an ornamental Pear tree.
- The outdoor amenity at the south-west corner of the site includes an area of grasspave pavers that can accommodate truck turning, and a play area with benches, Fibar surface, and three-play elements designed for children between one to five years old;
- Fencing includes 6 ft. solid wood perimeter fencing, 4 ft. lattice wood fencing between the unit backyards, and open aluminium rail fencing along the street.
- There are 2 ft. to 3 ft. retaining walls around the edge of the property.
- The planting includes mostly native planting materials, which are drought resistant.

Staff supported the Development Permit application and variances and advised:

- The design of the project is innovative and responsive to adjacent areas.
- Some trees are preserved at the back of the property.

- The applicant has responded well to the height issue along Blundell Road by proposing two-storey units facing the street and at the back of the two buildings.
- The front yard variance to move Building 1 closer to Blundell Road by 1m is justified due to the location and size of the amenity spaces provided at the rear of the property which is larger than the bylaw requirement.
- The request for tandem parking is appropriate in view of the location of the project.

Public correspondence was received regarding the application.

In response to Panel queries, Mr. Chung advised:

- Bollards or other safety elements are not needed to prevent damage to the buildings from trucking turning movements near the amenity space and garbage and recycling facilities as the turning radius is deemed sufficient. The corner building post can serve as a bollard.
- No measures are provided to ensure the safety of children going to and using the play area adjacent to the on-site truck turning area, as children should be supervised. A walkway originally proposed could be reintroduced.

In response to a Panel query, staff advised that the two (2) visitor parking spaces meet the bylaw requirement.

The Chair expressed the Panel's appreciation that units have front doors facing Blundell Road.

The Panel expressed support for the project subject to the applicant working with staff to make design changes to address important safety issues, including the need for a safety zone between the children's play area and the truck turning area, and the use of the building's structural post as a traffic safety element.

Subsequent to the Panel meeting, the landscaping design was revised to include bollards and concrete planters at the south-east corner of the east building and along the edge of the amenity area to protect children in the play area and the building from truck turning.

The Panel recommends that the Permit be issued.

DP 09-506909 – W.T. LEUNG ARCHITECTS INC. –6331 AND 6351 COONEY ROAD
(July 13, 2011)

The Panel considered a Development Permit application to permit the construction of a 14-story tower containing 77 apartments and two (2) live/work units on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village". No variances are included in the proposal.

Architect, Wing Leung, of W.T. Leung Architects Inc., provided a brief presentation, including:

- 40% of the apartment units are two (2) bedrooms, and will appeal to families.
- A 14-storey residential tower to the north is separated from the proposed development by 116 ft., or approximately 36 m, more than the Zoning Bylaw requirement.

- A landscaped terrace is featured on the roof deck and provides a children's play area, seating areas for parents/guardians, and urban garden plots for cultivation by residents.
- One (1) indoor amenity area is on the ground level, near the lobby, and another indoor amenity area is part of the fourth level, and is directly linked to the roof deck's outdoor amenity area.
- The low rise roof is treated with textured gravel designs.
- Brick masonry is incorporated as a façade material on the lower elevation.
- Provision exists for a future public art installation on the ground level.

Staff supported the Development Permit application and noted the refinement of the building design. Staff added that the development includes 10 adaptable units that allow for conversion. Staff noted that the primary vehicular access is along the south property line, from the new lane, and that the lane will provide for access to future development to the south.

Correspondence was received regarding the Development Permit application including concerns regarding view and privacy issues and settling.

Mr. Gary Cross, Saba Road resident, addressed the Panel and expressed the following concerns:

- The untidy appearance of the subject site, including graffiti, and compliance with the City's requirements of the applicant/developer to tidy the site and the surrounding area.
- Disruption of the neighbourhood, including dust, during prolonged construction.
- Construction companies may not respect the City's Noise Bylaw and may use heavy power tools late into the night and early on Sunday mornings.
- The inconvenience of closed sidewalks during construction and lack of lighting for the wooden structures around and over sidewalks.

Mr. Wang, Saba Road resident, addressed the Panel and expressed the following concerns:

- An engineering, or a geotechnical, problem has led to the sinking of the land beneath his tower. He remarked that when his tower was built, the surrounding walkway was flat, but that the south side of his tower has sunk and the walkway was repaved, but is sinking again.
- The pre-load and construction for the proposed 14-storey residential tower would create more trouble regarding the sinking problem.

Mr. Walter Debruse, Cooney Road resident, addressed the Panel and expressed concern that the proposed development will add to the shadowing problem, and further affect the lack of sunshine that reaches his garden.

In response to the Chair's direction to address Mr. Cross' concerns, Mr. Leung remarked that:

- He would advise his client that the subject site needs to be weeded and tidied up.
- His client does not desire a long construction period, so the neighbourhood should not be disrupted for more than 27 to 30 months pre-load and construction.

- Dust should be addressed by the contractors, and there is provision in the tender for water to be applied to the site to mitigate any dust problem.
- General contractors hired to construct the development should adhere to the hours of construction as outlined in the City's Noise Bylaw; and
- Hoarding to protect pedestrians during construction is painted white on the interior, and will be lit to enhance sight, and overall protection.

The Chair advised that:

- The City sets standards for graffiti clean-up.
- When a graffiti complaint call is received, the City acts to ensure that within 24 hours of the call those responsible for the graffiti surface eradicate the graffiti. He added that if this procedure is not followed, City workers are dispatched, and the cost of the clean up is charged back to those responsible for the graffiti surface.
- The Chair advised that the geotechnical concerns outlined by Mr. Wang regarding settlement, would be reviewed in the Building Permit process.

The Chair directed:

- Mr. Leung to advise his client of Mr. Cross's concerns, and added that, if the City receives a complaint call from a resident regarding construction sites not adhering to the Noise Bylaw, enforcement officers are dispatched.
- Staff to keep Mr. Wang informed of the process as it moves forward.

Discussion ensued among the Panel, staff and Mr. Leung, and advice was provided that:

- There is an existing sanitary line and a private driveway for the neighbouring property, not a public lane, to the north of the subject site.
- The setbacks comply with the requirements of the Zoning Bylaw, and in the City Centre it is not uncommon to have zero metre sideyard setbacks.
- Details of the rooftop outdoor amenity area include: (i) a garden; (ii) a lawn area; (iii) a play area; (iv) a paved area appropriate for a barbeque; (v) a seating area that can accommodate large shade umbrellas; (vi) and landscaped edges.
- The ground floor plan includes: (i) a water feature on either side of the front entrance; (ii) a footbridge spanning the water; (iii) and a corner space that could accommodate a future Public Art feature.
- Privacy is provided for residents of the residential tower to the north through the proposed building setback, and tall planting and a green wall will alleviate views from the lower apartment units in the adjacent tower; in addition to a green wall and windows in the stairwell of the parkade; there will be a planter box pattern to animate the parkade façade.
- The proposed building setback exceeds the minimum 24 m required between residential towers as outlined in the Official Community Plan (OCP).

- As part of a development's normal procedure, adjacent sites can allow a developer to conduct a survey of their buildings, and to use monitoring equipment on their buildings, to assess the impact on surrounding sites before, during and after the pre-load period.
- As part of the City's Building Permit process a geotechnical report must be provided to detail how the site, and neighbouring sites, will be impacted by construction. This standard procedure provides geotechnical assurance for construction safety.

There was agreement that the design elements, including the generous amenity space, the rooftop gardens, and the live/work units, demonstrated that much thought had gone into the design of the proposed development, and that there would be minimum impact on the adjacent residential tower, due to the distance between the two (2) structures.

The Chair noted that staff would follow up on the settlement concern stated by Mr. Wang, and that all comments by speakers were a matter of record.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel

Date: April 4, 2012
File: 0100-20-DPER1

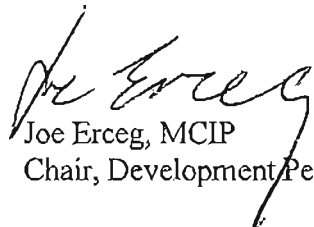
Re: Development Permit Panel Meeting Held on December 14, 2011

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 11-584010) for the property at 6180, 6280 and 6300 No. 3 Road;

be endorsed, and the Permit so issued.


Joe Erceg, MCIP
Chair, Development Permit Panel
SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on December 14, 2011.

DP 11-584010- FAIRBORNE HOMES LTD. – 6180, 6280 AND 6300 NO. 3 ROAD
(December 14, 2011)

The Panel considered a Development Permit application to permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space on a site zoned Downtown Commercial (CDT1). A variance is included in the proposal to reduce residential vehicle parking to 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Architect, Martin Bruckner, of IBI/HP Architects, and Landscape Architect, Peter Kreuk, of Durante Kreuk Ltd., provided a brief presentation, including:

- West facing balconies are angled, the south tower is slightly splayed outward and overhangs the future bus mall sidewalk, and north tower elements cantilever over the Canada Line station to provide visual drama and break down the massing into seemingly smaller pieces.
- Metal cladding is predominant on the structures' exterior, with some painted concrete. Blue and clear glass; green and silver spandrel glass; colour and fritted glass provide accents.
- The preliminary Public Art Plan includes over \$200,000 with works featured on the west wall of the parkade, as well as at the end of the Canada Line elevated guideway.
- Each residential unit has a balcony, except those units on the south side, overlooking the future bus mall, which instead have patio doors to achieve a feeling of 'outside'.
- The No. 3 Road streetscape is oriented toward public transportation elements with pedestrian friendly grades, decorative pedestrian paving, plus high quality landscaping; the interface with the future bus mall features benches and a variety of planted materials; these features are continued around the development, creating a feel of urban fabric.
- There are common roof decks for residents on the fourth and ninth floors.
- The planting materials are low-water demanding plants that provide seasonal interest.

Staff supported the application and the requested parking variance. Staff advised:

- The teamwork of City staff and the design team resulted in a project with a unique design.
- The applicant had to balance the City's objectives for the public transit terminus station, with the needs of the Fairborne Homes, the Scotiabank and TransLink.
- Ground plane improvements provide enhanced amenities to the general public, and especially in front of the Canada Line station.
- Connectivity and flow between the Canada Line station and the bus mall is enhanced, which significantly addresses the existing separation between the station and the bus stops.

- The reduced requirement of one (1) parking stall per dwelling unit is equal to the City Centre Zone 1 parking rate, which is applied to most sites in proximity to Canada Line stations.
- Electrical outlets for cars, 10 bike lockers and 20 bike racks for Canada Line are provided.

Mr. Thomas Tam, Saba Road resident, addressed the Panel and expressed concern regarding traffic issues in the alley connecting to Saba Road.

In response to Panel queries, Mr. Bruckner and Mr. Kreuk advised:

- An acoustic report will determine glazing to achieve indoor sound level CMHC standards.
- Height and glazing type attenuate noise for dwelling units, which start at the fourth floor.
- Bearing in mind the City's no pesticide policy, clean plant material has been chosen, manufactured soil is used, and proper air circulation and flow has been designed.
- Raised planting beds are featured on the ninth storey roof, with terraces and other elements.
- The building separation provides a liveable interface with adjacent residential buildings.
- The chosen building form of two (2) separate residential blocks with a lower connecting element provides the least disruption and the least impact to the surrounding towers, but it is inevitable that as the City Centre is built out, there will be some impact to view.

In response to a Panel queries, Victor Wei, Director of Transportation advised:

- The requested parking variance falls within the scope of the City Centre Area Plan.
- "Class 1" bike parking is secure and located indoors and "Class 2" bike parking spaces are not secured and located outdoors.
- Lane improvements include widening and the addition of a pedestrian walkway.
- The proposed development will have a minimal impact on the alley, and with the planned improvements, the lane was capable of handling future traffic.
- Traffic signalization improvements will create a gap between No. 3 Road and Buswell Street that will enhance flow in and out of the lane.

No correspondence was received regarding the Development Permit application.

The Panel acknowledged the appeal of the landscaped areas, the overall attention to detail, and the positive way in which the applicant handled the density on the site.

The Panel recommends that the Permit be issued.



Development Permit Panel

Wednesday, March 28, 2012

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 14, 2012, be adopted.

CARRIED

2. Development Permit 08-418522

(File Ref. No.: DP 08-418522) (REDMS No. 3467319)

APPLICANT: ATI Investments Ltd.

PROPERTY LOCATION: 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road)

INTENT OF PERMIT:

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Applicant's Comments

Wayne Leung, Architect, W.T. Architects, Inc., advised that he represented the applicant and provided the following details to describe the proposed ten-storey residential building, containing 80 units, and parking for 112 cars, at a Cooney Road location at Westminster Highway:

- the design abides by all the City's requirements, as outlined in the staff report;
- at the April, 2009 Public Hearing area residents raised a concern regarding the east elevation, and the applicant and architect met with residents to advised that the parapet height has been reduced, and a "green wall" feature was improved to soften the presence of the parking podium to the neighbouring site;
- the proposed structure rises ten stories, and featured upper terraced decks on the south-facing façade and a terraced residential block along Cooney Road, on the west;
- the tallest part of the proposed structure is at the corner of Westminster Highway and Cooney Road;
- the proposed building wraps around the parkade, with units fronting both Westminster Highway and Cooney Road;
- the proposed four-storey podium along Westminster Highway is clad in brick, as well as painted concrete;
- at the corner location where Westminster Highway meets Cooney Road, there is an opportunity for a sculptural glass wall with water as a public art feature;
- the roof treatment of the parkade includes a terrace deck feature, and sustainability features including landscaping elements, including planters;
- residents enjoying the indoor amenity room on the fourth level have direct access to an outdoor roof terrace with gardens that connects to the landscaped roof and the children's play area located one half level below;
- the children's play area is located at the sunniest, southeast corner, and includes equipment for children aged 2 through 6 years;
- aging-in-place principles are used in each units, and features such as backing for future grab bar rails and lever handles ensure units are convertible.

Staff Comments

Brian J. Jackson, Acting General Manager, Planning and Development, advised that the applicant had responded well to issues of adjacencies. In addition applicant was providing almost two times the amount of indoor amenity space than is required, and had provided outdoor amenity space that surpasses the bylaw requirements as well. He noted that the proposed development takes advantage of the sun.

He stated that the applicant had responded well to concerns raised at the Public Hearing, by placing the 10-storey tower as far west as possible, and that concerns regarding adjacency were addressed by significant landscaping elements at grade level. In addition, the planned green wall treatment includes metal screens to facilitate climbers to soften the exposure of the parkade façade.

Mr. Jackson remarked that staff supports the application.

Panel Discussion

In response to queries by the Panel directed to the applicant and to staff, Mr. Leung and Mr. Jackson provided the following additional information:

- the parapet has been reduced;
- the patterns of openings has been reorganized to ensure that there is no direct viewing into the parkade;
- the number of trees proposed has been increased, and the applicant has engaged an arborist to monitor the health of the neighbouring trees;
- the lane along the south end of the neighbouring property at 8440 Westminster Highway will be extended to Cooney Road
- the upper level terrace includes a trellis structure, and space where outdoor activities such as a BBQ can take place;
- the property to the south of the subject site has development potential, and the applicant has adjusted the elevation;
- the south elevation wraps around the corner, at the lane location, and features an improved pattern of parkade openings;
- the proposed public art feature at the corner of Cooney and Westminster is a combination of a water feature, a sculpture, a glass wall, and light elements;
- low e-double glazing is proposed as an energy efficient feature, but triple glazing is not proposed.

Gallery Comments

Cecile French, 8580 General Currie Road inquired whether the children's outdoor play area, on an elevation above street level, would be made secure.

Mr. Jackson advised that lattice fencing would provide security and safety.

Correspondence

Maria Kwong (Schedule 1)

Mr. Jackson advised that Ms. Kwong had concerns regarding traffic in the area and the potential for the proposed development to block sunlight.

Mr. Jackson noted that the following improvements that form part of the proposed development would improve any traffic issues or concerns: (i) road widening; (ii) a new bike lane; (iii) a new, wider sidewalk; and (iv) a new lane to the south of the subject site. He added that these improvements would improve traffic circulation at the corner of Westminster Highway and Cooney Road.

Mr. Jackson stated that by moving the tower as far west as possible, the applicant had minimized the blocking of the sun

In response to a query from the Panel, Mr. Jackson confirmed that the applicant had not applied for a parking variance.

Panel Discussion

There was agreement that the proposed development should be supported.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

CARRIED

3. Development Permit DP 11-585139

(File Ref. No.: DP 11-585139) (REDMS No. 3408808)

APPLICANT: Western St. Albans Venture Ltd.

PROPERTY LOCATION: 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road)

INTENT OF PERMIT:

1. Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.

Applicant's Comments

Wayne Fougere, Fougere Architecture Inc. described the proposed development of 23 townhouse units, located on Jones Road, at St. Alban's Road. He provided the following details:

- the proposed townhouse units are three storey, and the site is maintained low in the ground in order to save as many trees as possible;
- on-site healthy trees will be retained at the subject site's northeast corner, and a healthy Beech tree at the southwest corner is also being retained;
- the retention of these on-site trees could only have been done by pushing the site down in the ground;

- the townhouse units backing onto an existing multi-unit building to the east of the proposed development have a lower elevation than their neighbours to the east; and
- the design has a 'rowhouse' concept that fronts both Jones and St. Alban's Roads.

Staff Comments

Mr. Jackson advised that while corner sites are always a design challenge, the applicant has responded appropriately to street fronts and property adjacency issues. Despite constraints with the four-storey, multi-unit residential building located to the east of the subject site as well as a single-family residence at the east entrance of the subject site, the siting of the townhouse units as far away as possible from these structures, has minimized the impact of the proposed development on residents of the single-family home.

Mr. Jackson noted that by pushing the proposed development further from the property line that separates it from the single-family dwelling, the applicant is proposing a 3.2 meter setback for the side yard which exceeds the two meter requirement, and is associated with a requested variance to reduce the road setback from 4.5 meters to 3.0 meters.

Mr. Jackson stated that given the above details, as well as the applicant's efforts to save on-site trees, staff supports the application.

Panel Discussion

In response to queries by the Panel directed to the applicant and to staff, Mr. Fougere and Mr. Jackson provided the following additional information:

- three grading details ensure that neighbouring residents enjoy privacy: (i) the proposed first habitable floor in the townhouse units will be at a lower elevation than the neighbours' first floor; (ii) and the only outdoor living space for the townhouse units is below the lowest living level of the neighbours' homes; and (iii) the townhouse units do not have outdoor living space above the ground level;
- the children play area is in a sunny spot, features open grass, and has play equipment catering to children two through 6 years of age;
- some decorative paving is used on the road surface in order to define the pedestrian area;
- the grade meets the City's objectives, with all living space in the proposed townhouse units above the flood plain; units fronting St. Alban's Road are at least one foot above the highest point of the street, and four steps are used to access these units;
- an wrought aluminum decorative fence, painted to match the railings on the townhouse units, provide a feature at the corner of Jones and St. Alban's Road; and

- due to the busy nature of St. Alban's Road, access to the site is provided from Jones Road, and the access is a safe distance from the busy intersection of Jones and St. Alban's Roads.

Correspondence

Sophie Qiam Lu (Schedule 2)

Mr. Jackson advised that the correspondent had written to advise that she was unable to attend the meeting, but that she had indicated that the Panel would arrive at a decision.

Gallery Comments

Cecile French, 8580 General Currie Road, posed three questions: (i) would an on-site Cedar tree in declining health be replaced with a healthier tree; (ii) would the proposed townhouse units be setback from Jones and St. Alban's Road equidistant as new townhouse units were setback from Blundell Road; and (iii) with regard to traffic/pedestrian safety, would vehicles accessing the Jones road entrance to the subject site be allowed "left only" turns?

Mr. Jackson addressed each query and supplied the following information: (i) staff will meet with Ms. French in order to identify the tree in question, and will review the applicant's plans regarding trees to be retained, and trees to be replaced; (ii) the setback distance for the proposed townhouse units do equal setbacks from other recent townhouse developments in the area, and the upper floors of the proposed townhouses will project closer to the road frontages, than will the ground floors; and (iii) the Jones Road access to the subject site allows for right and left turns.

Kay Ogilvie, 8520 General Currie Road posed two queries: (i) what is the height of the proposed townhouse units; and (ii) would the proposed units fronting the streets rise higher than the proposed units that are at the back of the subject site.

Mr. Jackson and Mr. Fougere advised that: (i) the three-storey townhouse units rise to a maximum height of 12 metres, or, 36 feet; and (ii) the proposed units at the back of the subject site, those closest to the building where Ms. Ogilvie lives, are slightly lower in height than 12 metres. Mr. Jackson added that proposed development's side yard setback of 3.2 meter exceeds the required 2 meter setback.

Mr. Ogilvie, 8520 General Currie Road requested information regarding the distance of the proposed townhouse units from the property line separating the subject site from the adjacent Queen's Gate multi-residence building. His question related to his function as a member of Block Watch, and the accessibility for emergency vehicles. He also inquired regarding the how far balconies on the proposed townhouse units would protrude.

Mr. Jackson advised that the proposed townhouse units are setback from the Queen's Gate building by 5.3 meters, and that the balcony features of the proposed townhouse units are setback 3.2 meters.

Development Permit Panel
Wednesday, March 28, 2012

Panel Discussion

There was agreement that the proposed development should be supported.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.*

CARRIED

4. **New Business:** None.

5. **Date Of Next Meeting:** Wednesday, April 11, 2012

6. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:17 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 28, 2012.

Dave Semple
Chair

Sheila Johnston
Committee Clerk

**Schedule 1 to the Minutes of
the Development Permit
Panel meeting of Wednesday,
March 28, 2012.**

To Development Permit Panel
Date: <u>MAR - 28 / 2012</u>
Item # <u>2</u>
Re: <u>DP 08-418522</u>

From: Maria Kwong [mailto:mariakwong@yahoo.com]
Sent: March 17, 2012 8:44 PM
To: DevApps
Subject: DP08-418522 March 28 2012 3:30pm Hearing

Property Location: 6140 Cooney Road
Applicant: ATI Investments Ltd.
Intent of Permit: 10 storey residential highrise

Dear Sir:

I received the Notice of Application For a Development Permit DP 08-418522 from Mr David Weber. Unfortunately, I will be at work and will be unable to attend the March 28 3:30pm hearing. I would like to email my feedback.

I thought that a highrise had already been approved for that location since the ground preparation has already taken place. I am glad to see that feedback is still being considered.

I am opposed to the highrise development.

- 1) Traffic. That intersection is busy enough as is. There is already the "Jade" at the northwest corner, "Rosario Gardens" at the southwest corner. Adding another highrise at the southeast corner will add to Cooney Road's traffic.
- 2) Blocking sunlight. Cooney Road is a narrow road. Adding another highrise will further block out sunlight for the lower storey residences in the surrounding area.

Thank you.

- Maria Kwong 604-303-6424

CNCL - 94

03/19/2012

Schedule 2 to the Minutes of
the Development Permit
Panel meeting of Wednesday,
March 28, 2012.

To Development Permit Panel	
Date:	MARCH 28, 2012
Item #	3
Re:	DP-11-585139

Hi Edwin,

Thank you for your reading.

I received the letter from Richmond City Hall about the Development Permit Panel meeting. However, I am not able to attend in person due to my work. Sorry about that and I believe you will make the wise decision to Richmond's development and all residents here.

I just leave my note in your front door box and will give you a call to make sure you get it on Monday morning...

Best regards

Gaphier, Lian Lu (778.238.1517)

Mar 25, 2012





Finance Committee

**Anderson Room, City Hall
6911 No. 3 Road**

Monday, April 2, 2012

Immediately Following the General Purposes Committee meeting

Pg. # ITEM

MINUTES

- FIN-3** *Motion to adopt the minutes of the meeting of the Finance Committee held on Monday, February 6, 2012.*



BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **FINANCIAL INFORMATION – 4TH QUARTER 2011**
(File Ref. No.) (REDMS No. 3463943)

FIN-7

See Page **FIN-7** for full report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the staff report of Financial Information for the 4th Quarter ended December 31, 2011 be received for information.



2. **4TH QUARTER 2011 - FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION**
(File Ref. No.:) (REDMS No. 3485710)

FIN-27

See Page **FIN-27** for full report

Designated Speaker: John Mills & Andrew Nazareth

STAFF RECOMMENDATION

That the staff report on Financial Information for the Richmond Olympic Oval Corporation for the fourth quarter ended December 31, 2011, from the Controller of the Richmond Olympic Oval Corporation, be received for information.

☐

3. **RICHMOND OLYMPIC OVAL CORPORATION - BUDGET FOR FISCAL YEAR 2012**

(File Ref. No.) (REDMS No. 3486284)

FIN-33

See Page **FIN-33** for full report

Designated Speaker: John Mills & Andrew Nazareth

STAFF RECOMMENDATION

That the staff report on the Richmond Olympic Oval Corporation Budget for fiscal year 2012 from the Controller of the Richmond Olympic Oval Corporation be received for information.

☐

4. **5 YEAR FINANCIAL PLAN (2012-2016)**

(File Ref. No.: 12-8060-8867) (REDMS No. 3456903)

FIN-39

See Page **FIN-39** for full report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the 5 Year Financial Plan (2012 –2016) be approved, that the 5 Year Financial Plan (2012 –2016) Bylaw No. 8867 be introduced and given first, second, and third readings and that staff undertake a process of public consultation as required in Section 166 of the Community Charter.

☐

ADJOURNMENT

☐



Finance Committee

Date: Monday, February 6, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes

Call to Order: The Chair called the meeting to order at 5:11 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, December 12, 2011, be adopted as circulated.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. 2012 CAPITAL BUDGET

(File Ref. No. 03-0900-01/2011-Vol 01) (REDMS No. 3428244)

Andrew Nazareth, General Manager, Business and Financial Services, joined by Jerry Chong, Director, Finance, reviewed the process under which the newly formed Assessor Team considered and ranked each submission for the Capital Budget.

Finance Committee

Monday, February 6, 2012

In response to a query, Mr. Nazareth advised that the 2012 Unfunded Submissions (listed in Appendix 2) were listed by structure type, and were not presented in any priority order .

A discussion ensued amongst members of the Committee and staff about many projects that were recommended as well as the rationale for some that were not recommended at this time, and the following was noted:

- improvements to Nelson Road were supplemental, and the project would receive federal funding as well as contributions from Port Metro Vancouver and TransLink;
- User Fee funds are placed into a Reserve fund for future turf replacement and improvements to sports fields;
- the proposed new major play area at the Terra Nova Northwest Quadrant would be similar to the one at Garden City Park;
- as a result of the City's management of land acquisitions approximately 200 acres have been acquired in the past four years, without impacting the City's reserve funds, and during a recession period;
- video camera vehicle detection would allow residents to view traffic conditions on the internet, and would serve as a traffic management tool as the camera would detect traffic flow and change the traffic lights accordingly;
- the initial cost for the Herbert Road - Afton to Bates proposed walkway is \$250,000, and an additional \$10,000 would be placed annually into the paving program for future replacement of the walkway;
- there is a need for a walkway on Ash Street between Walter Lee and James Whiteside Elementary schools, as there are safety concerns related to students walking on the road in its current state. Staff advised that the walkway would be included in the 2013 Capital Budget, or that Council may choose to allocate funding for the walkway from the 2012 Operating Budget Surplus, which would allow staff to construct it during the 2012 summer while school is not in session;
- improvements to the No. 5 Road and Steveston intersection, including a left turn signal, are included in the Fantasy Gardens site re-development with all associated costs to be covered by the developer;
- emergency stabilization repairs are required at the Phoenix Net Loft as a portion of the structure is becoming unstable;
- the Public Safety Building (former RCMP building) was part of a cascading plan to consolidate city departments within the City Hall Precinct, and had been approved by Council in 2011, however, subsequently this building was included in the Minoru Precinct Plan, and therefore any funding from this project will not be spent until Council makes a final decision on the overall plan for the area;

Finance Committee
Monday, February 6, 2012

- the Emergency Mobile Command Unit Replacement and Upgrade to Emergency Response Capabilities was not recommended as it is not a high priority for this year, and will be brought forward in the future; and
- the City Centre Community Police Office will not impact the operating budget as Council has previously allocated funds from the 2011 budget, to be dispersed over the three years;

It was moved and seconded

That the 2012 Capital Budget be approved and that staff be authorized to commence the recommended 2012 capital projects.

CARRIED

2. 2012 OPERATING BUDGET

(File Ref. No.) (REDMS No.3454492)

Andrew Nazareth, General Manager, Business and Financial Services, joined by Jerry Chong, Director, Finance, provided background information on the 2012 Operating Budget report.

A discussion then ensued about:

- the request for funding for the Child Care Grant program. Clarification was provided that although staff was developing new Terms of Reference for the Child Care Development Grant Program to expand their ability to recommend grants for more than minor capital expenses, an additional \$20,000 was requested to expand the Program and raise the existing level of the grants;
- the request for funding for the Public Art Assistant's salary. Staff noted that currently the position is funded on a part-time basis as funds are available in the administrative budget;
- the comparison of average residential property taxes and business taxes;
- concerns and challenges related to using CPI as a measure for municipal budgeting;
- the decrease in the operating budget which resulted from lower discretionary spending without impacting the level of service provided; and
- how the 2012 Operating Budget was a very prudent budget, with one of the lowest tax increases, and with additional level increases only related to social planning.

It was moved and seconded

That the 2012 Operating Budget as presented in the report dated January 10, 2012, from the Director, Finance, be approved.

The question on the motion was not called as a brief discussion took place about the current status of repayment of funds that had been borrowed for projects in the past.

Finance Committee
Monday, February 6, 2012

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

3. **CITY CENTRE AREA TRANSITIONAL TAX EXEMPTION BYLAW
NO. 8776 - REFERRAL**

(File Ref. No.) (REDMS No. 3433830)

It was moved and seconded

That the report entitled City Centre Area Transitional Tax Exemption Bylaw No. 8776 - Referral, dated January 10, 2012, from the General Manager, Business and Financial Services, be received for information.

The question on the motion was not called, as a brief discussion ensued about the benefits realized by eligible businesses in the City of Richmond as a result of the City Centre Area Tax Exemption. It was noted that in order to mitigate the tax impact, 1/3 of the growth from the City Centre exempted properties has been added back to business and light industrial properties, 1/3 has been allocated to all other remaining tax classes, and 1/3 has been funded by the Appeals Provision account.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:30 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Finance
Committee of the Council of the City of
Richmond held on Monday, February 6,
2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



City of Richmond

Report to Committee

To: Finance Committee

Date: February 13, 2012

From: Jerry Chong
Director, Finance

File: 99 - FILE
LATER/2012-Vol 01

Re: Financial Information – 4th Quarter 2011

Staff Recommendation

That the report of Financial Information for the 4th Quarter ended December 31, 2011 be received for information.

per Jerry Chong
Director, Finance
(604-276-4064)

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Enterprise Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Information Technology	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Sewerage & Drainage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Water Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Community Bylaws	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
RCMP	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Parks and Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Building Approvals	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Project Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

Information for the 4th quarter ended December 31, 2011 is being provided to Council with a global economic overview along with more specific economic updates with respect to Canada, the Province of B.C., the City of Richmond, and the financial activity and position of the City.

Analysis

Global Economic Overview

The outlook for global economic growth has deteriorated in recent months. The euro zone's festering sovereign debt problem still remains to be the dominant risk to the global outlook. Advances in the faster-growing emerging nations are being constrained by both the trade shocks ripping around the world and by prior tightening moves to contain domestic inflationary pressures. Both these drivers, the renewed recession in the euro zone and the slower emerging market growth, have caused global economic forecast for 2012 to be revised down to 2.5% from the previous forecast of 3.2% from September 2011.

Canadian Economic Overview

Canadian economic momentum over the second half of 2011 has been better than expected, led by a rebound in exports. However, the weaker global economy has inevitably put a damper on Canadian exports and consumer and business confidence. According to TD Economics, Canadian Real GDP is expected to be 1.7% in 2012, down from 2.2% in the September 2011 forecast. Some of these factors are important when looking at Canada's economic outlook:

- Canada's debt-to-income ratio rose to a record 153% in the third quarter, according to Statistics Canada. It is estimated that Canada is inching closer to the 160% plus threshold that got the U.S. and the U.K. into so much trouble four years ago.
- The high Canadian household debt-to-income ratio makes the economy more vulnerable to a sharper downturn should there be any unexpected shock such as a deterioration in the labour market, a drop in housing prices, or spike in interest rates;
- Business investment continues to be a contributor to the expansion alongside consumer spending on goods and services;
- Stronger than anticipated housing demand and non-residential construction fuelled by low interest rates is the exception to slow growth;
- Turmoil in financial markets causing commodity prices to slightly come down but is forecasted to hold up at the elevated levels; and
- The Bank of Canada has reaffirmed its 2% inflation target for the next five years. Interest rates not expected to increase until the global turbulence has eased, which is projected to be early 2013.

CANADIAN ECONOMIC OUTLOOK																		
Period-Over-Period Annualized Per Cent Change Unless Otherwise Indicated																		
	2011				2012				2013				Annual Average			4th Qtr/4th Qtr		
	Q1	Q2	Q3	Q4F	Q1F	Q2F	Q3F	Q4F	Q1F	Q2F	Q3F	Q4F	11F	12F	13F	11F	12F	13F
Real GDP	3.5	-0.5	3.5	2.0	1.7	0.5	1.6	2.4	2.0	2.4	2.7	2.8	2.4	1.7	2.2	2.1	1.6	2.5
Consumer Expenditure	-0.1	2.1	1.2	1.7	1.6	1.0	1.8	2.1	2.0	2.2	2.1	2.0	1.9	1.6	2.0	1.2	1.6	2.1
Durable Goods	-6.5	2.1	-1.5	3.0	1.8	-5.0	1.0	2.5	3.5	4.0	2.0	1.9	0.4	0.3	2.3	-0.8	0.0	2.8
Labour Force	2.6	0.8	0.1	0.8	1.0	1.0	1.2	1.2	1.3	1.2	1.3	1.5	1.0	0.9	1.2	1.1	1.1	1.3
Unemployment Rate (%)	7.8	7.5	7.2	7.3	7.4	7.5	7.7	7.7	7.6	7.4	7.3	7.2	7.4	7.6	7.4	--	--	--
Cons. Price Index (Y/Y)	2.6	3.4	3.0	2.7	2.1	1.7	1.4	1.5	1.8	1.8	1.9	1.9	2.9	1.7	1.8	2.7	1.5	1.9
Core CPI (Y/Y)	1.3	1.6	1.9	2.0	1.8	1.5	1.4	1.3	1.5	1.6	1.8	1.8	1.7	1.5	1.7	2.0	1.3	1.8
Housing Starts ('000s)	178	192	205	193	188	175	180	182	178	173	169	167	192	181	172	--	--	--
Productivity: Real GDP / worker (Y/Y)	0.9	0.6	0.9	0.6	0.5	1.2	1.0	0.8	0.7	0.8	0.7	0.7	0.7	0.9	0.7	0.6	0.8	0.7
F. Forecast by TD Economics as at December 2011																		
Source: Statistics Canada, Bank of Canada, Canada Mortgage and Housing Corporation, Haver Analytics																		

Province of B.C. Economic Overview

Central 1 Credit Union reports that the following trends from the quarter reflect B.C.'s economy:

- Real GDP slows to 2.4% growth in 2011, from 3.8% in 2010;
- B.C.'s labour market recorded significant employment growth in December. Annual employment growth in 2011 was 0.8%. Unemployment rate is forecasted to drop to 7.3% for 2012, compared to 7.7% for 2011 and 7.6% in 2010;
- Provincial population is forecasted to expand at 1.1% in 2011 and 1.2% in 2012, dropping from growth levels of 1.7% and 1.6% for 2009 and 2010, respectively;
- Housing starts remain stable and will continue to trend upward due to the repeal of the Harmonized Sales Tax (HST) in 2013;
- The annual 2011 Consumer Price Index (CPI) for B.C. fell to 1.7% in December, which was previously forecasted at 2.3% for 2011.
- Housing prices have plateaued at elevated levels while the sales-to-inventory ratios have transitioned to a buyers' market; and
- Building permits surged in Q4 2011. Year-to-date permit volumes were 6.6% higher than the previous year's volumes.

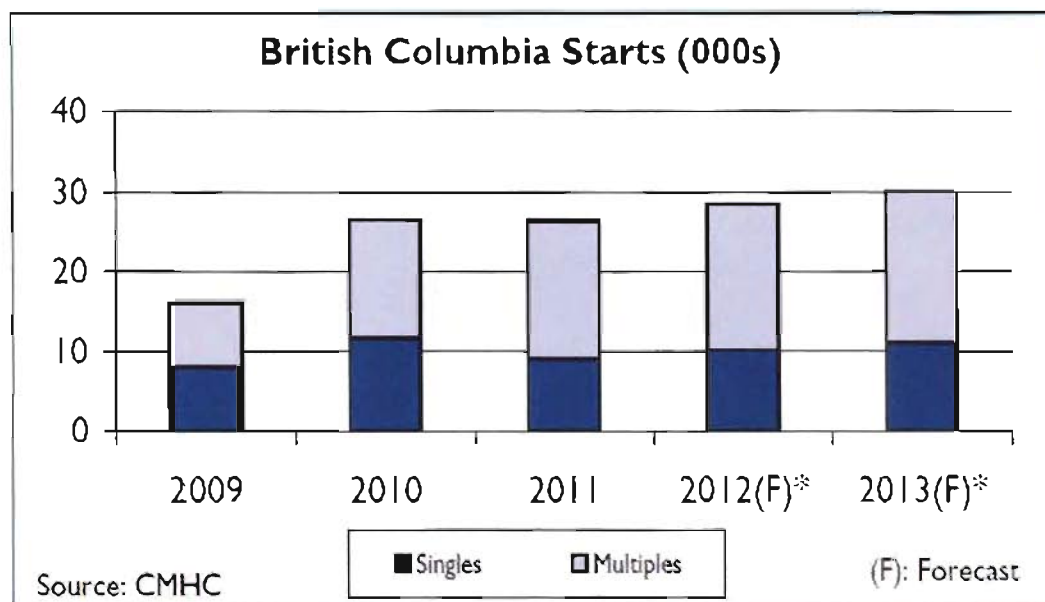
Forecast Summary: British Columbia							
	2009	2010	2011	2012	2013	2014	2015
Real GDP, % change	-1.8	3.8	2.4	2.8	3.5	3.4	3.5
Nominal GDP, % change	-3.4	6.7	4.4	5.6	6.0	5.9	7.0
Employment, % change	-2.1	1.7	0.8	1.7	2.0	2.1	2.7
Unemployment Rate, %	7.7	7.6	7.7	7.3	7.0	6.3	5.2
Population, % change	1.7	1.6	1.1	1.2	1.2	1.2	1.2
Housing Starts, units, 000s	16.1	26.5	25.9	27.6	32.3	33.3	35.1
Retail Sales, % change	-4.4	5.3	2.4	4.2	5.8	5.1	6.1
Personal Income, % change	-0.1	4.9	4.1	3.9	4.2	4.2	5.7
Corporate Pre-tax profits, % change	-21.3	21.2	7.7	16.0	11.3	12.0	11.6
Consumer Price Index, % change	0.0	1.4	2.3	1.7	1.4	2.0	2.5

Forecast commences 2011 Source: Statistics Canada, Central 1 CU

City of Richmond Overview

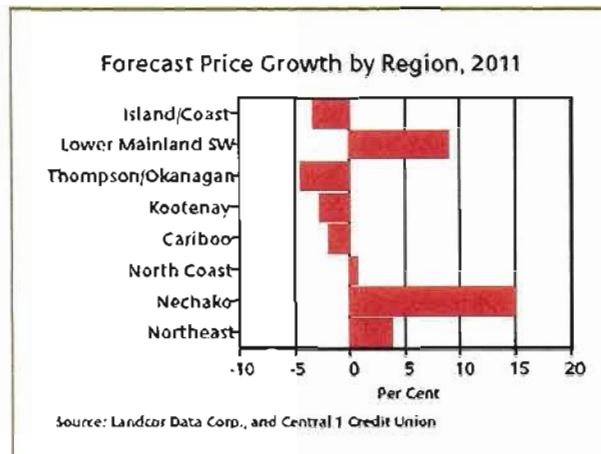
There are similarities in the economic forecasts of Canadian and B.C. outlook with economists all agreeing that the current economy is slow moving. Although this pertains to the City as well, historically the main factors that revolve around the real estate market, such as housing starts, median selling prices, building permits and development applications, play a more important role in determining the City's economic overview.

Based on the most recent provincial forecast made by the Canada Mortgage and Housing Corporation in its *Housing Market Outlook Report*, B.C.'s housing market is expected to move upwards over the course of 2012 and 2013, as home builders are expected to gradually ramp up residential construction in response to positive signals from the resale market and economic developments. This forecast is also expected to hold true for Richmond as evident by the number of demolitions, which has increased for the quarter by 13.0% from 2010 and 17.7% on a year-to-year basis, as well as the year-to-date numbers of building permits issued and development applications received compared to the previous year (only 4.3% and 4.1% decrease respectively). It is estimated that housing starts and net housing units added in Richmond in 2012 and 2013 would gradually increase at similar pace as the provincial forecast below:

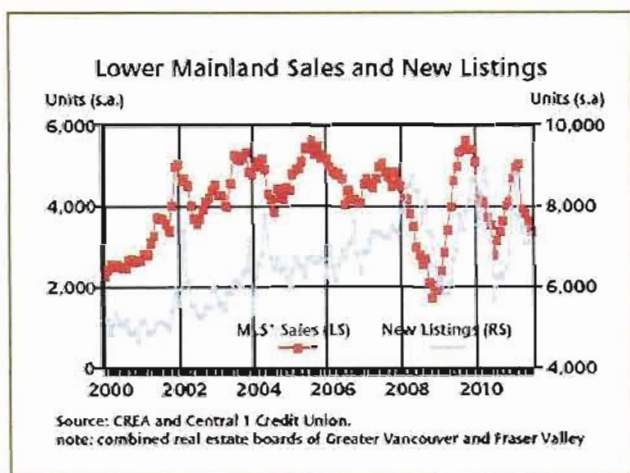
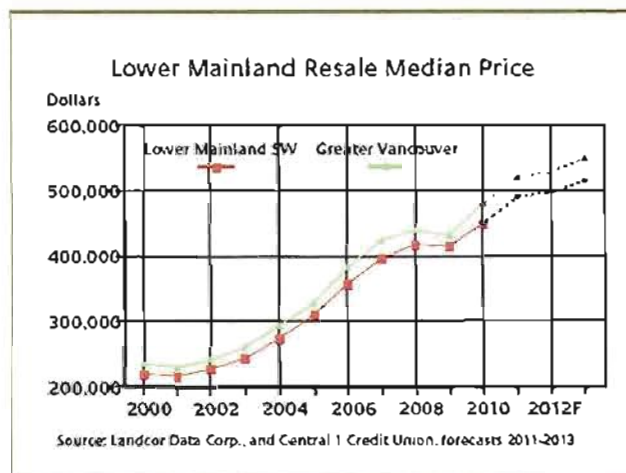


*The point estimate for provincial total housing starts is 28,500 for 2012 and 30,100 for 2013. Economic uncertainty is reflected by the current range of forecasts which varies from 24,500-31,900 units for 2012 and 26,200-34,000 for 2013.

Economists have also realized from recent history that the Lower Mainland's real estate market does not perform and/or act similarly to other parts of Canada and BC as can be seen on the following chart.

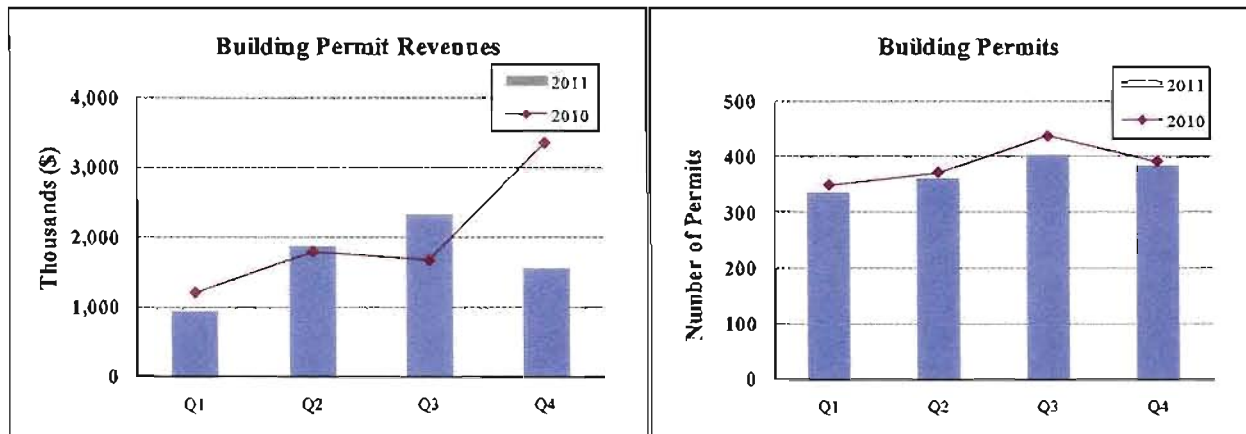


This also holds true for Richmond, where median selling prices have again increased moderately from the previous year. The median selling prices have increased for a single family detached home to \$994,000, a townhouse to \$548,000 and an apartment to \$349,000. This equates to a price growth of 19.0% for single family detached homes, 11.3% for townhouses and 4.9% for apartments in 2011. Despite the increase in the median selling prices, the number of sales for 2011 compared to 2010 has increased by 14.4%.

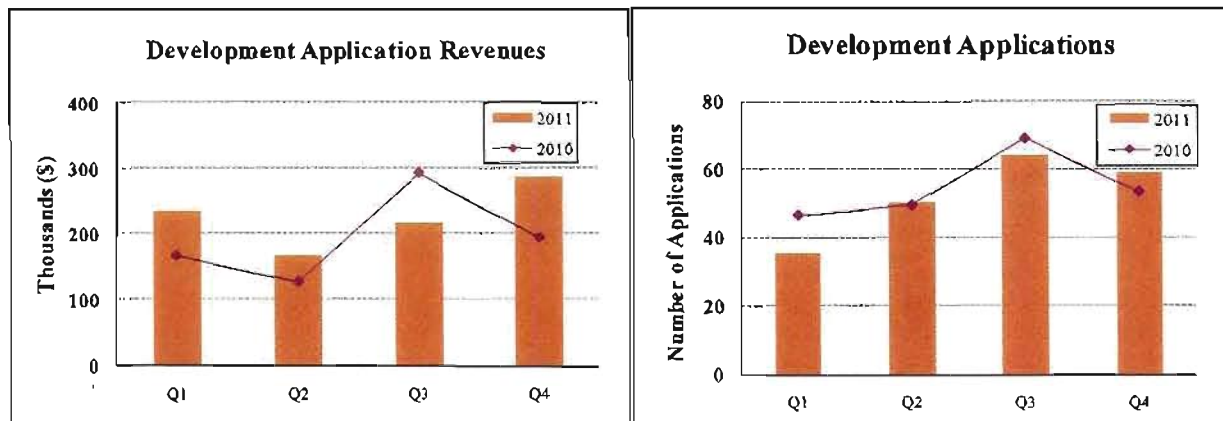


The office space vacancy in Richmond has remained at a stable level in 2011 compared to 2010, with a slight increase of 2.4%. The vacancy rate of the industrial sector has increased from 3.53% in 2010 to 4.56% in 2011.

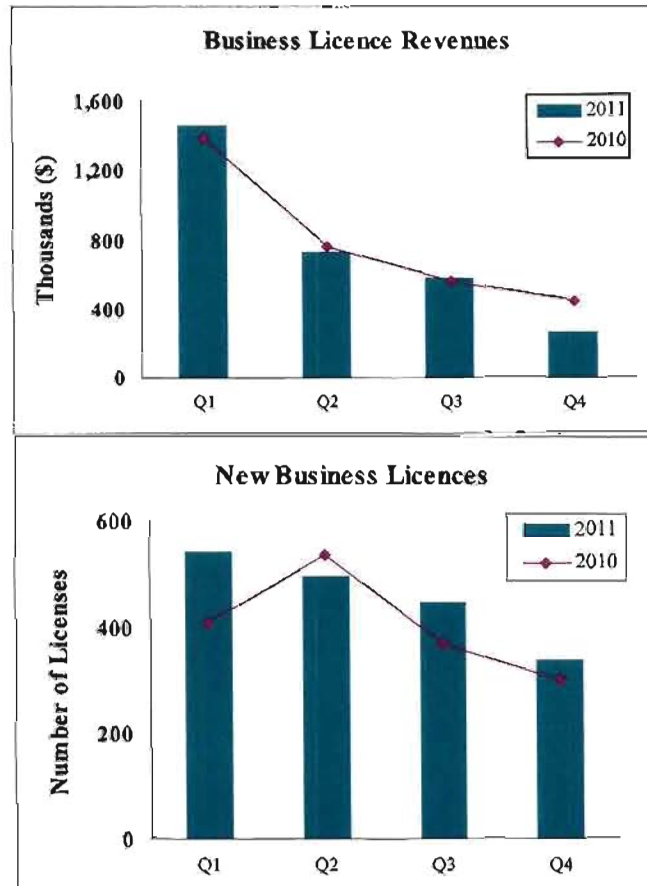
The number of building permits issued remained at a similar level as the previous year; however, the revenues collected for building permits were lower than the same quarter last year by 54.6% and on a year-to-year basis by 16.7%. The overall decrease in building permit revenues is mainly the result of smaller construction projects in the current year in comparison to the higher value mixed-used residential and commercial building construction in the previous year. Despite of the drop when compared to the prior year, the actual permits revenue for 2011 was \$4.41 million compared to a budget of \$4.08 million.



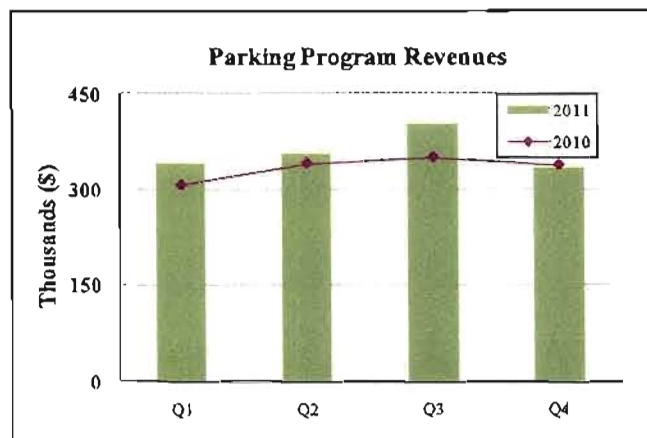
The number of development applications received in the 4th quarter and total for the year 2011 was consistent with the levels in 2010. Total revenues collected in 2011 increased by 15.8% compared to 2010.



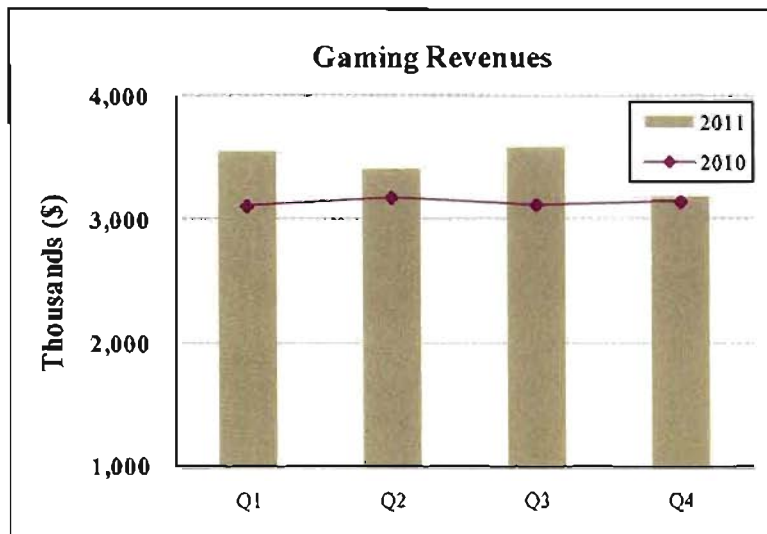
The total number of business licences issued in 2011 is comparable to 2010, with 12,988 and 12,832 licences issued in 2011 and 2010 respectively. The current year-to-date revenues remained at approximately \$3.0M, which is comparable to last year's revenue. The number of new licenses issued increased by 13.5% from 1,606 new licenses issued in 2010 to 1,823 in 2011.



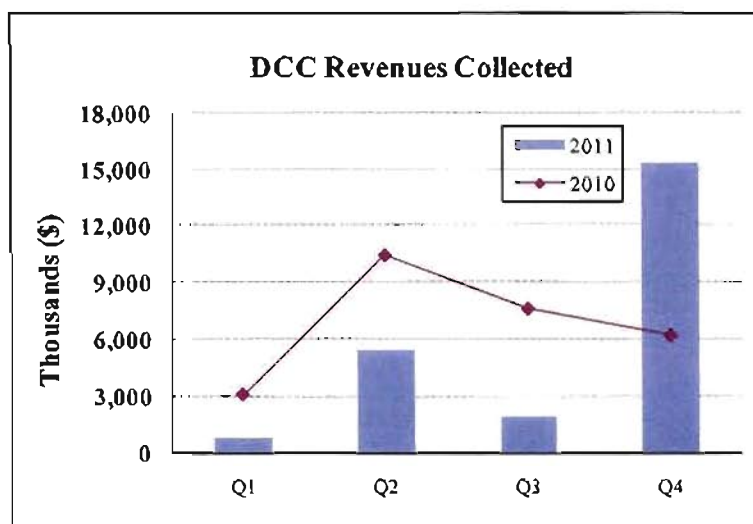
The permit and enforcement (Parking Program) revenues for the 4th quarter of \$0.3M are comparable to the same period in 2010, and the overall 2011 total revenues are higher by 7.3% largely due to the efforts of the parking enforcement staff.



Gaming revenues of \$3.2M for the 4th quarter and \$13.7M for the year have increased from the same periods in 2010, by 1.3% and 9.3%, respectively.



DCC contributions increased significantly in the 4th quarter as a result of the collection of DCC from major developments upon final issuance of building permits. The total of \$23.5M collected for the year is 9.9% lower than the previous year's collection of \$26.1M. This decrease compared to last year can be attributed to the circumstances surrounding DCC activity in 2010 as a result of major developments approved and the push by developers to move quickly before the anticipated increase in DCC rates that occurred in September 2010.



**Statement of (net revenues)/expenditures for
Year ended December 31, 2011**

Operating (in \$'000s)	Budget Year to Date December 31, 2011	Actual Year to Date December 31, 2011 (unaudited)	Variance
RCMP	35,719	35,106	613
Fire Rescue	29,721	28,986	735
Parks & Recreation	24,738	24,304	434
Engineering & Public Works	19,639	18,776	863
Corporate Services	15,249	15,204	45
Project Development & Facility Maintenance	8,630	8,395	235
Library	7,675	7,655	20
Community Services	7,294	6,968	326
Planning & Development Services	5,919	5,019	900
Corporate Administration	4,342	4,329	13
Law & Community Safety	3,149	2,898	251
Business and Financial Services	3,004	2,741	263
Fiscal & Transfer to Reserves	(165,079)	(164,937)	(142)
	\$ -	\$ (4,556)	\$ 4,556

The unaudited surplus of \$4.556 million was mainly attributed to the CAO's cost containment initiative that took place since September 2011 in freezing all of the City's discretionary expenses. The following are the explanations for net expenditure variances at the departmental level.

- RCMP has a favourable variance due to unfilled positions and lower than expected contract costs.
- Fire Rescue has a favourable variance due to unfilled positions and lower than expected contract and operational costs.
- Parks and Recreation has a favourable variance due to surpluses realized by each of the eight community centres. Also contributing to the favourable variance is the lower than anticipated windstorm and snowfall related expenditures because of the favourable weather condition during the year.
- Engineering and Public Works has a favourable variance due to increased receivable work in Roads and the higher than expected revenues in the areas Storm and Engineering.
- Corporate Services was on budget.
- Project Development and Facility Maintenance has a favourable variance due to an unfilled vacant position and cost savings realized from the lower than expected operational costs.

- Library was on budget.
- Community Services has a favourable variance due to unfilled positions and staffing delays.
- Planning and Development has a favourable variance due to the higher than budgeted building permit revenues and servicing agreement fees. Also contributing to the favourable variance is the lower than budgeted salary expense as a result of a previously vacant position that was budgeted for a full year being filled only during the last quarter of the year.
- Corporate Administration was on budget.
- Law and Community Safety has a favourable variance due to unfilled positions in the first quarter and cost savings realized in the lower than expected operational costs.
- Business and Financial Services has a favourable variance due to unfilled vacant positions within the Financial Division.
- Fiscal has a slight variance due to higher than expected corporate expenditures.

Utilities

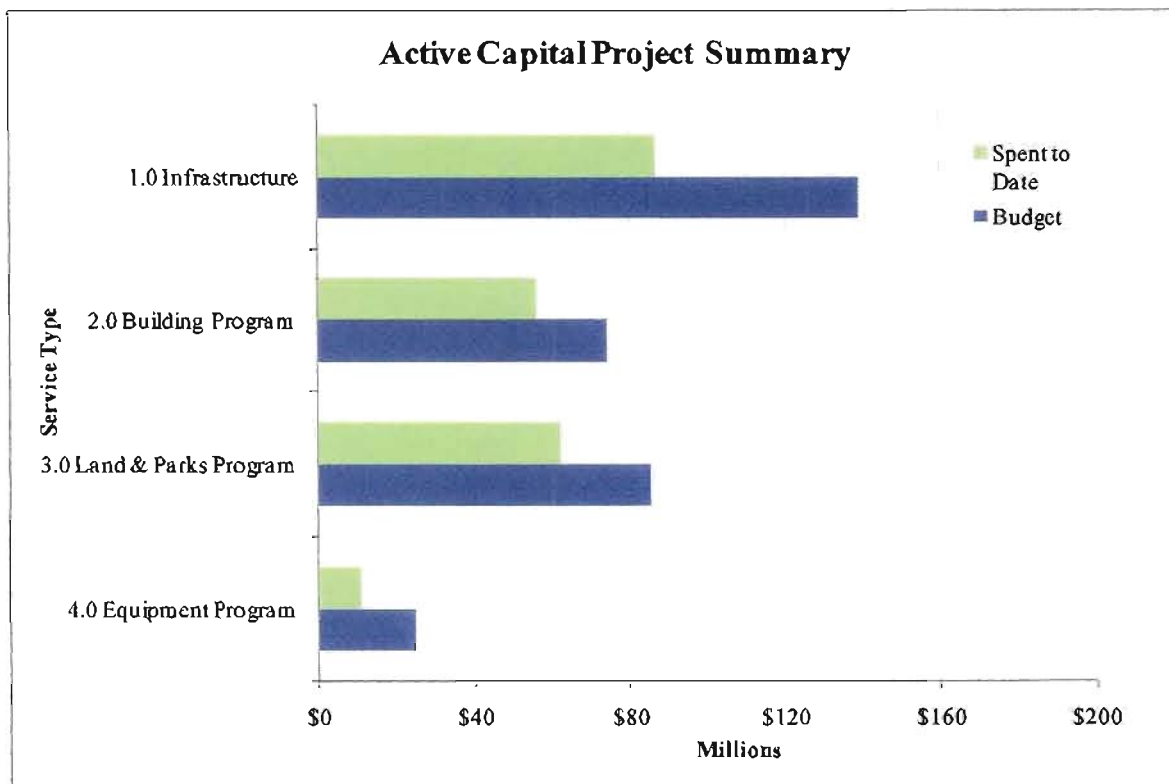
- Water Utility has a surplus of approximately \$0.45M due to sustainable practices that resulted in reduced consumption and lower water purchases. This surplus has been transferred to the water utility rate stabilization provision account.
- Sewer Utility has a surplus of approximately \$0.40M due to less than anticipated maintenance costs resulting from various innovative maintenance practices. This surplus has been transferred to the sewer utility rate stabilization provision account.
- Sanitation and Recycling Utility has a surplus of approximately \$1.05M due to the favourable market conditions for recycling commodities (i.e. sale of recycling materials) that resulted in higher than anticipated net revenues from recycling materials. This surplus has been transferred to the sanitation utility provision account.

Active Capital Project Summary

The 2011 Capital Budget was amended by Bylaw 8809 on September 26, 2011. The amended 2011 Capital Budget of \$75.2M (excluding internal payment transfers and debt repayments) are included in the figures below as are amounts relating to capital projects from previous years' Capital budgets that remain active.

The projects within the Infrastructure, Building, Land & Parks and Equipment Programs are in progress.

Statement of Active Capital Project Expenditures			
\$'000s			
Asset Category	Budget	Spent to Date	Commitment
1.0 Infrastructure	\$138,973	\$86,713	\$52,260
2.0 Building Program	\$74,266	\$56,139	\$18,128
3.0 Land & Parks Program	\$85,137	\$62,207	\$22,930
4.0 Equipment Program	\$24,331	\$10,630	\$13,701
Grand Total	\$322,708	\$215,688	\$107,019



Cash and Investment Portfolio

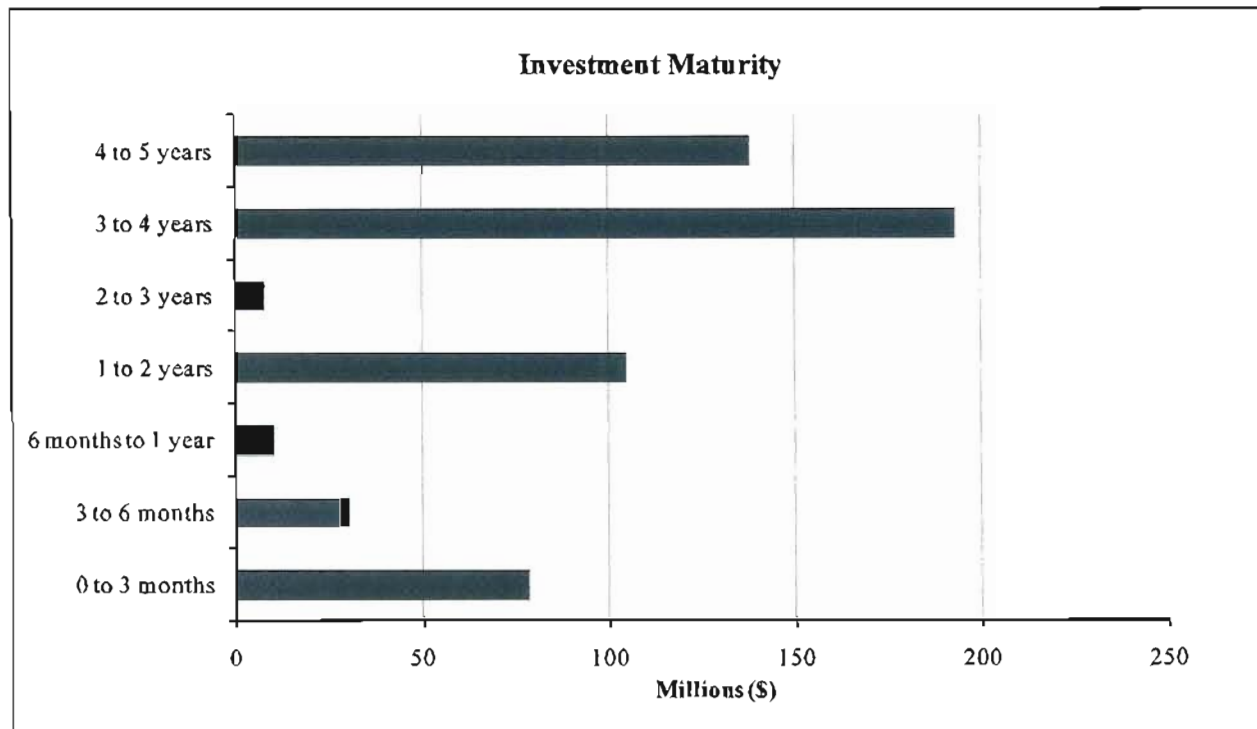
The City's cash and investment portfolio at December 31, 2011 was \$571.2M, with an average actual return on investment for the 4th quarter of 2.34%. The current low interest rate environment and the City's cash flow projections have influenced the terms and types of investments that the City holds, which is reflected in the return.

Investment	Value ('000)	% of Portfolio
Prov Gov and Prov Crown Corp		
Province of Ontario	\$ 52,181	9.13%
Province of BC	\$ 30,294	5.30%
Province of Manitoba	\$ 21,057	3.69%
Total Prov Gov and Prov Crown Corp.	\$ 103,532	18.12%
Fed Gov and Fed Crown Corp		
Canadian Mortgage and Housing Corporation	\$ 299,848	52.49%
Government of Canada	\$ 469	0.08%
Canadian Wheat Board	\$ 391	0.07%
Total Fed Gov and Fed Crown Corp	\$ 300,709	52.64%
Schedule I Banks		
Royal Bank of Canada	\$ 18,138	3.18%
CIBC	\$ 17,969	3.15%
TD Financial	\$ 14,444	2.53%
Scotia Bank	\$ 10,834	1.90%
First Bank	\$ 40	0.01%
Total Schedule I Banks	\$ 61,425	10.75%
Credit Unions		
Vancity Savings Credit Union	\$ 29,387	5.14%
Gulf & Fraser Financial Group	\$ 25,548	4.47%
Coast Capital Savings	\$ 20,037	3.51%
Total Credit Unions	\$ 74,972	13.12%
Pooled Investments		
Municipal Finance Authority	\$ 21,289	3.73%
Total Pooled Investments	\$ 21,289	3.73%
Total Investments	\$ 561,926	98.37%
Cash and cash equivalents	\$ 10,335	1.81%
Funds held in Trust		
Richmond Community Associations	\$ (1,015)	(0.18%)
TOTAL CASH AND INVESTMENTS	\$ 571,246	100.00%

The outlook for the global economy has deteriorated and uncertainty has continued to increase since the 4th quarter of 2011. The sovereign debt crisis in Europe has intensified, conditions in international financial markets have tightened and risk aversion has risen. The recession in Europe is now expected to be deeper and longer than anticipated. While the economy had more momentum than anticipated in the second half of 2011, the pace of growth going forward is expected to be more modest than previously envisaged, largely due to the external environment. Prolonged uncertainty about the global economic and financial environment is likely to dampen Canada's overall rate of growth.

Reflecting all of these factors, on January 17th, 2012, the Bank maintained the target for the overnight rate at 1%. As a result, yields across the Canadian yield curve remained low during the quarter as investors exercised "flight to safety" in the fear of the market uncertainty. Given the elevated level of risk in the growth outlook, it is projected that interest rate is going to remain at the low level in 2012 and will not likely to increase until 2013.

The City continues to be in compliance with its Investment Policy (3702), where the City is required to carry a diversified investment mix with strong credit quality and at the same time meeting the objectives of managing its investment activities in a manner that seeks to preserve capital along and to realize a reasonable rate of return.



Key Indicators (Appendix 1)

This appendix provides information with regard to various financial and market indicators for the year 2011 as compared to 2010.

Contract Awards (Appendix 2)

This report provides Committee members information with regard to the formal contracts awarded by the City during the 4th quarter.

Financial Impact

None


Conclusion

The City of Richmond has been able to avoid the slowdown that has impacted other economies. The unaudited surplus of \$4.56M for the year ended December 31, 2011 is a result of various factors including cost containment measures implemented by the CAO, projects and programs in progress, and vacant positions that have not been filled.



Venus Ngan
Manager, Treasury Services
(604-276-4217)

Key Indicators

<div>  <div> City of Richmond Key Indicators - Dec 31, 2011 </div> </div>						
All \$ in 000s	Q4 2011 Oct-Dec 2011	Q4 2010 Oct-Dec 2010	% Change	Year to Date Jan-Dec 2011	Year to Date Jan-Dec 2010	Year to date % change
Housing Starts						
Number of Housing Starts (number of units)	204	1,514	(86.5%)	1,237	3,179	(61.1%)
Number of Demolitions	122	108	13.0%	653	555	17.7%
Net Housing Units Added	82	1,406	(94.2%)	584	2,624	(77.7%)
Building Permits						
Number of Building Permits Issued	382	391	(2.3%)	1,480	1,547	(4.3%)
Permit Revenues Collected (Includes deferred revenue)	\$1,523	\$3,354	(54.6%)	\$8,665	\$8,007	(16.7%)
Value of Building Construction for Permits Issued	\$103,538	\$433,041	(76.1%)	\$424,367	\$811,759	(47.7%)
Development Applications						
Development Applications Received	52	53	(1.9%)	208	217	(4.1%)
Development Applications Revenue	\$287	\$194	47.8%	\$904	\$781	15.8%
Business Licenses						
Number of New Business Licenses Issued	339	298	13.8%	1,823	1,606	13.5%
Number of Employees Reported - New Licenses	1,515	1,303	16.3%	5,850	5,816	0.6%
Total Valid Licenses Renewed/(Discontinued)	(119)	(56)	112.5%	12,988	12,832	1.2%
Revenue Received for Current Year Licenses	\$262	\$443	(40.9%)	\$3,029	\$3,142	(3.6%)
Revenue Received for Next Year (Deferred)	\$1,223	\$1,306	(6.4%)	\$1,669	\$1,730	(3.5%)
Total License Revenue	\$1,485	\$1,749	(15.1%)	\$4,697	\$4,872	(3.6%)
<i>Year to date valid licenses and revenue include current year licenses issued in the prior year.</i>						
Other Revenues						
Parking Program Revenue	\$333	\$337	(1.2%)	\$1,432	\$1,335	7.3%
Gaming Revenue	\$3,186	\$3,146	1.3%	\$13,728	\$12,563	9.3%
Traffic Fine Revenue to date	\$544	\$1,182	(53.9%)	\$2,176	\$1,182	84.2%
Development Cost Charges Income						
Roads, Water, Sewer DCC's Received	\$7,559	\$3,811	109.3%	\$11,972	\$14,760	(18.9%)
Parks DCC's Received	\$7,710	\$1,475	422.7%	\$11,535	\$11,341	1.7%
Total DCC Fees Received	\$15,269	\$5,086	200.2%	\$23,507	\$26,101	(9.9%)
Uncommitted Reserves						
DCC Reserves to date	\$42,437	\$34,424	23.3%	\$42,437	\$34,424	23.3%
Capital Funding Reserves to date	\$77,220	\$60,772	27.1%	\$77,220	\$60,772	27.1%
Affordable Housing Reserves to date	\$2,198	\$1,530	43.7%	\$2,198	\$1,530	43.7%
Other Reserves to date	\$107,806	\$88,830	21.4%	\$107,806	\$88,830	21.4%
Total Uncommitted Reserves to date	\$229,661	\$185,556	23.8%	\$229,661	\$185,556	23.8%
Taxes to date						
Taxes Collected	\$8,070	\$7,361	9.6%	\$328,767	\$322,685	1.9%
City Portion of Taxes Collected	\$3,954	\$3,607	9.6%	\$161,096	\$158,115	1.9%
Unpaid Taxes - Delinquent & Arrears	\$1,519	\$1,431	6.2%	\$1,519	\$1,431	6.2%
No. of Participants on PAWS (Pre authorized withdrawal)	5,842	5,799	0.7%	5,842	5,799	0.7%
PAWS	\$5,992	\$5,276	13.6%	\$18,580	\$15,926	16.7%
Interest Rate Paid to PAWS	1.00%	1.00%	0.00%	1.00%	1.00%	0.00%
<i>Sources: All data is from City of Richmond records</i>						

All \$ In 000s	Q4 2011 Oct-Dec 2011	Q4 2010 Oct-Dec 2010	% Change	Year to Date Jan-Dec 2011	Year to Date Jan-Dec 2010	Year to date % change
Employees						
Number of City Employees (City and Library)	1,883	1,884	(0.1%)	1,883	1,884	(0.1%)
Fire Rescue Responses	2,278	2,263	0.7%	9,141	9,048	1.0%
RCMP - Calls for Service Handled	17,396	18,449	(5.7%)	72,423	84,658	(14.5%)
Affordable Housing						
Affordable Rental Units	6	16	(62.5%)	21	46	(54.3%)
Secondary Suite/Coach House Units	7	4	75.0%	24	29	(17.2%)
Market Rental Units	135	-	0.0%	135	8	1587.5%
Unspent Funds Allocated to Capital Projects to date	\$9,145	\$9,262	(1.3%)	\$9,145	\$9,262	(1.3%)
Investments						
Total Investments	\$571,246	\$513,466	11.3%	\$571,246	\$513,466	11.3%
Interest Earned on Investments						
Average City Rate of Return on Investments	2.34%	2.83%	(0.49%)	2.56%	2.74%	(0.18%)
<i>Sources: All data is from City of Richmond records</i>						
Market Indicators						
Median Residential Selling Prices - Richmond						
Single Family Detached	\$965	\$854	13.0%	\$994	\$835	19.0%
Townhouse	\$530	\$497	6.7%	\$548	\$493	11.3%
Apartment	\$343	\$343	0.0%	\$349	\$333	4.9%
Number of Sales (all housing types)	713	1,080	(34.0%)	5,403	4,722	14.4%
<i>Source: Real Estate Board of Greater Vancouver</i>						
Unemployment Rate-Greater Vancouver	6.5%	6.7%	(0.2%)	7.4%	7.4%	(0.0%)
<i>Regional Unemployment Rate (3 month moving average)</i>						
<i>Source: Statistics Canada & BC Stats (Data not available for Richmond)</i>						
Economic Development						
Total sq. ft space Office YTD	4,241,927	4,365,067	(2.8%)	4,241,927	4,365,067	(2.8%)
Total sq. ft vacant space available Office YTD	816,210	797,384	2.4%	816,210	797,384	2.4%
Vacancy rate - Office (in %) YTD	19.24%	18.27%	5.3%	19.24%	18.27%	5.3%
Total sq. ft space Industrial YTD	36,306,863	36,208,363	0.3%	36,306,863	36,208,363	0.3%
Total sq. ft vacant space available Industrial YTD	1,332,255	1,279,446	4.1%	1,332,255	1,279,446	4.1%
Vacancy rate - Industrial (in %) YTD	4.56%	3.53%	29.0%	4.56%	3.53%	29.0%
<i>Source: Cushman & Wakefield Ltd. - Market Report</i>						
Richmond Population Estimate Year End*	2011	197,631	2010	196,801		
<i>*Note: These population estimates are published by BC Stats. Amounts rounded to the nearest thousand.</i>						

**Contract Awards > \$ 25,000
October 1, 2011 – December 31, 2011**

	Contract Name	Award	Amount	Description	Department or Division
1.	4181 P - On-Line Event Application & Approval Web Application Software	Mountain Interactive	\$43,200	The system will allow an Event Organizer to apply for permission to host an event in the City through an online form. This system will facilitate the approval process and the communication between City staff and Event Organizers.	Enterprise Services
2.	4258 Q - Supply and Delivery eight (8) Mid-Sized (4) four Door Sedans	Metro Motors Maple Ridge Chrysler	\$40,242 \$68,428	Vehicle replacements per replacement plan.	Fleet
3.	4272 Q - Supply & Delivery of Eleven (11) Mini-Vans	Maple Ridge Chrysler Dams Ford Lincoln	\$ 127,850 \$ 166,848	Vehicle replacements per replacement plan.	Fleet
4.	4278 Q - Supply and Delivery of two (2) Full Size Cargo Van	Dams Ford Lincoln	\$ 53,686	Vehicle replacements per replacement plan (Cultural Centre and Library)	Fleet
5.	4298 T - RCMP CSB; Interior Glazing	Columbia Glazing Systems	\$80,240	Interior glazing for the RCMP Community Safety Building	Project Development
6.	4355 F - People Soft HCM 9.1 Upgrade - Technical Consultant	L. Parker Consulting Services	\$43,200	To restructure and simplify the existing Acting/Auxiliary Pay program in order to eliminate the process dependencies that caused over/under pay, and to provide flexibility in allowing potential contractual changes	Information Technology
7.	4356 F - ROO: Exterior Video Sign Base	Colter Developments	\$141,356	Supply & install of a concrete base for the exterior sign at the Oval.	Project Development & Facilities Services
8.	4357 F - Supply and Installation Multi-Room Air Conditioning System for City Hall Tower Communication Closets	Airon Heating and Air Conditioning	\$81,500	To provide 24/7 air conditioning in Cityhall Network Communication closets required by higher load from Voice over IP Network switches.	Information Technology
9.	4358 F - Supply and Installation of Roadworks - Cambie Rd	Progressive Contracting (Brighthouse) Ltd.	\$86,155	Supply and installation of roadworks (curb & gutter, sidewalk and asphalt) along the south side of Cambie Road (from No. 4 Road to approx. 200m +/- west)	Engineering
10.	4359 F - Supply As-Built Digital Electrical Drawings for Traffic Signals on No 3 Road - Restoration Project	DMD & Associates	\$26,947	The As-built Digital Electrical Drawings.	Engineering
11.	4360Q - Supply and Install one 3" Water Meters at 4771 Garry Street	PJB Mechanical	\$28,500	Volunteer water meter installation for townhouse complex, as part of Volunteer Multi-Family Water Meter Program	Engineering
12.	4361 F - National Water and Wastewater Benchmarking Program	AECOM Canada Ltd	\$31,450	The City participates in this program that measures our water, sanitary, and storm utilities performance against 40 other cities in Canada. It helps us plan our maintenance and capital replacement programs and allows comparison with other cities.	Engineering

	Contract Name	Award	Amount	Description	Department or Division
13.	4362 F - Supply and Delivery of three (3) 2012 Electric four (4) Door Sedans	Dueck Lansdowne Pontiac Buick	\$136,530 (less rebate of \$16,800)	Purchase of electric vehicles for vehicle replacements via a consortium purchase.	Fleet and Environmental Programs
14.	4363 F - Supply and Delivery of one (1) Dodge Ram 5500 Cab Chassis	Richmond Chrysler Jeep	\$39,604	Vehicle replacement per replacement plan to support operations.	Fleet and Environmental Programs
15.	4364 F - Supply and Installation of Steel Piles for Imperial Landing Site	Cullen Construction Ltd	\$79,800	Installation of the floating docks at Imperial Landing	Parks
16.	4365 F - Paving for Garden City Tennis Courts	Imperial Paving	\$37,190	Construction of a two new tennis courts at Garden City Park	Parks
17.	4366 F - Supply and Delivery of Eighty (80) Telephones for City Hall and Replacement Use	Telus Communications	\$26,270	IP Telephones purchased to replace aging digital phones at City Hall and the Works Yard	Information Technology
18.	4367 F - Supply and Delivery of Gensis Software for Voice Network and 911 Reporting Tool	Telus Communications	\$78,897	This is a full suite of products; one of which allows the Telecom team to manage moves, adds and changes for the phone system; another is manage and record 911 calls, ACD reporting, Traffic management and Call Accounting reports for the Organization.	Information Technology
19.	4368 F - Supply and Installation Exhaust Fan at Watermania	Airon Heating and Air Conditioning	\$28,790	Supply & Install of an Exhaust Unit in the Slide Tower at Watermania to reduce heat, humidity and to improve air quality.	Project Development & Facilities
20.	4369 F - Peoplesoft Financial Maintenance and Support Fees	Bal Global Finance Canada Corp	\$39,175	Additional PeopleSoft Financial License increase based in original contract agreement.	Information Technology
21.	4370 F - Senior Inspection Services for the Engineering Dept	Cormax Consulting	\$70,000	Services required due to vacancies.	Engineering
22.	4375 Q - Supply and Delivery of two (2) Citrix Netscaler Enterprise and one (1) Citrix Netscaler Platinum	CDW	\$61,394	Complete the Microsoft Exchange 2010 E mail system upgrade and provide a backup in case of problems with the hardware of the Citrix remote access system	Information Technology
23.	4372 F - Lighting Project at Thompson Community Centre	Commercial Lighting	\$30,000	Lighting re-lamp and retrofit	Sustainability
24.	4373 F - Environmental Investigation and Site Analysis of real property	Golder Associates	\$30,994	Environmental investigation and site analysis conducted in relation to the purchase of real property.	Real Estate
25.	4374 F - Exterior restoration and rehabilitation of Japanese Association Building	Birmingham & Wood	\$25,000	Architectural services for the rehabilitation of the Japanese Association Building.	Project Development & Facilities Services
26.	4375 Q - Supply and Delivery of two (2) Citrix Netscaler Enterprise with Gold Support	CDW	\$36,143	These devices will be part of the new Exchange 2010 (email) system that replaces the obsolete Exchange 2003 system still in use.	Information Technology
27.	4376 Q - BC Hydro Gas Meter upgrade program at Richmond Ice Centre	SES Consulting	\$33,000	Real time energy monitoring and baseline energy investigation.	Sustainability
28.	4377 F - Terra Nova Mound - Phase II	Space 2 Place	\$25,000	Consulting advance design for Terra Nova Park play environment.	Parks

	Contract Name	Award	Amount	Description	Department or Division
29.	4379 F - Regional Voter Turnout radio ad campaign for Municipal government group	i2i Advertising & Marketing Ltd	\$45,769	To book and purchase radio advertising in support of regional voter turnout initiative for civic election. Project was co-funded by 14 municipalities. Richmond's actual share of contract was \$4,637.65.	Communications
30.	4380 Q – LCC Parkade: Parkade Restoration	Polycrete Restorations Ltd	\$105,818	Restoration of the Library Cultural Centre Parkade.	Project Development & Facilities Services
31.	4381 Q - Supply and Delivery of Storage Tek SL500 Upgrade to four (4) drives	RCR Technologies	\$35,456	Upgrade (from two to four) tape drives for producing backup tapes of City data for off-site storage.	Information Technology
32.	4382 F - RCMP TI: Supply and Install Lockers	Shanahans Ltd	\$41,565	Lockers for the tenant improvement space within the RCMP CSB.	Project Development & Facilities Services
33.	4383 Q - Supply and Install Black Mando Sport Impact Flooring to West Lobby of Men's Bathrooms @ Richmond Ice Centre	Fast Track Floors Ltd	\$28,526	Supply & install of sport impact flooring to west lobby of men's bathroom at RIC.	Project Development & Facilities Services
34.	4384 F - RCMP CSB: Supply and Installation of a Telephone system (Voice Over IP Phone System) at RCMP @ No 5 Rd	Receiver General of Canada	\$80,000	Supply & install of voice-over IP phone system at the RCMP CSB.	Project Development & Facilities Services
35.	4550 T - Springfield Watermain Replacement - Phase 1	Targa Contracting Ltd.	\$1,988,640	This is required to replace ageing asbestos cement watermains that are nearing the end of their useful service life.	Engineering
36.	4585 T - ROO: Construction Services for Team Rooms & Admin Offices	Turner Construction	\$535,034	Construction services for the new ROO administration offices and the creation of 2 new team rooms.	Project Development & Facilities Services
37.	4595 P - Security Information Event Management Appliance and Software	Herjavec	\$65,560	Log Management equipment to monitor security and hardware events on network devices, for legal retention of security incidents.	Information Technology
38.	4599 Q - Supply and Delivery of Street Banners	The Flag Shop	\$42,275	Purchase of 926 street banners for the 2012 Richmond Street Banner Program.	Parks & Recreation
39.	4612 P - Supply and Installation of Shelter for Vector Trucks	Lindome Structures	\$100,800	Snow shed storage structure addition to house vector trucks in the winter. This ensures the equipment remains available for emergency response to clear drains to avoid flooding after snow events and avoids space challenges and safety concerns in Fleet garage.	Engineering/Fleet
40.	4626 F - Disposal, processing and marketing services for yard trimmings and organics collected under residential organics program (2010 to 2019)	Fraser Richmond Soil and Fibre Ltd	Estimated Annual Cost \$500,000	Processing and marketing services for organics material collected curb side. Material is composted and marketed as a soil amendment product.	Environmental Programs



City of Richmond

Report to Committee

To: Finance Committee

Date: March 27, 2012

From: George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

File:

Andrew Nazareth
General Manager, Business and Financial Services
& Chief Financial Officer, Richmond Olympic Oval

Re: 4th Quarter 2011 - Financial Information for the Richmond Olympic Oval Corporation

Staff Recommendation

That the report on Financial Information for the Richmond Olympic Oval Corporation for the fourth quarter ended December 31, 2011 from the Controller of the Richmond Olympic Oval Corporation be received for information.

George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

Andrew Nazareth
General Manager, Business and Financial Services
& Chief Financial Officer,
Richmond Olympic Oval



DATE: March 27, 2012

TO: George Duncan
Chief Executive Officer, Richmond Olympic Oval Corporation

Andrew Nazareth
Chief Financial Officer, Richmond Olympic Oval Corporation

John Mills
General Manager, Richmond Olympic Oval Corporation

FROM: Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

Re: Richmond Olympic Oval Corporation – 4th Quarter 2011 Financial information

Origin

Section 7.3 of the Operating Agreement between the City of Richmond (the “City”) and the Richmond Olympic Oval Corporation (the “Corporation”) requires reporting with respect to business plans, budgets, audited financial statements, and quarterly comparisons of actual results to budget along with projections to fiscal year end. This staff report deals with the fourth quarter business plan and financial results for the 3 months ended December 31, 2011 (“Q4”).

Business Plans and Planning

Highlights of the activities undertaken by Oval staff during Q4 are described below.

Community Use

The Corporation continued to provide facility access to the Richmond community. Richmond organizations and residents represented a majority of the usage of the ice, track and court areas during prime time, including: 84% of ice usage, 54% of track usage and 74% of court usage. In terms of membership usage, the Oval had 4,168 active members at the end of Q4 – 78% of which were Richmond residents – and averaged 740 member scans per day.

Registered programs experienced strong growth in Q4 2011 as revenue from this area increased by 56% compared to Q4 2010. Drop-in fitness classes and Fitness Centre usage are continuing to show strong growth as evidenced by increased attendance figures.

Some new partnerships with local sport organizations were formed in the last quarter in 2011, including an official announcement of the DRIVE basketball partnership on November 16, 2011.

Negotiations with the Richmond Soccer Association (RSA) also wrapped up, with agreements expected to be finalized in 2012. These partnerships will deliver comprehensive youth player development models supplementing high school and community coaching and competition. Additionally the following services , nutritional consulting, sports psychology, performance testing, sports rehabilitation, strength and conditioning training will be available to athletes at all levels.

Sport Development and Events

Strong attendance at the Oval's complimentary introductory group training programs, delivered in mid-December, validated demand estimates for strength, fitness and flexibility training in sport-specific groups.

Partnerships with LifeMark are expanding to include two contract Sport Dieticians who provide consultations to clients. LifeMark's Sport Medical are further integrated with the Oval resulting in greater client referrals between each organization.

The Oval signed a Memorandum of Understanding (MOU) with the Canadian Sport Centre Pacific, a BC-based delivery partner, which is jointly aimed at strengthening the Canadian sport system. This strategic alliance outlined areas for 'Collaborative Work' (including the Oval's stewardship of the Ignite Program, and the hosting of national teams and events) and the 'Transfer of Best Practices and Knowledge'.

The Volleyball Centre of Excellence introduced a new boys program to complement its already strong girls programs. Twelve boys are enrolled in the weekday daytime and sixteen are in the weekend high performance program. Events hosted by the Volleyball Centre included: two parent education evenings, an Atomic Jamboree, a UBC Coaching Symposium (60 Coaches) and the Junior Girls High School Provincial Championships (16 teams).

The Oval continues to host a variety of local and national events. Some of the events that took place in Q4 included the following: Western Marine Trade Show, Dairy Farmer Film Shoot, Glen Sutor Football Camp, American Housewife Film Shoot, Panther Cheer Competition, and the Toyota Product Launch.

Governance

A meeting of the Corporation's Board of Directors and the Annual Information Meeting for the Richmond Olympic Oval Corporation took place on November 30, 2011. In addition, meetings of the Audit & Finance Committee and the Business & Budget Planning Committee took place during Q4.

Comments on the Financial Results for Q4

Basis of Accounting – The unaudited financial statements and budget have been prepared in accordance with Public Sector Accounting Board ("PSAB") standards. The statements are prepared on the following basis:

- 1) \$1,700,000 has been transferred to the Capital Reserve in accordance with the Richmond Oval Agreement between the City and the Oval.
- 2) The 2011 approved budget is based on uninterrupted operations, the first such fiscal year since the Oval opened in 2008.
- 3) The 2010 Annual Distributable Amount from the 2010 Games Operating Trust ("GOT") of \$2,739,000 was deferred and amortized to revenue at a rate of 1/12 per month.
- 4) Effective July 1, 2011, the Sport Hosting department from the City was transferred over to the Corporation along with separate funding that is attached to that function through the hotel tax. The funding is recognized as deferred revenue until it is spent at which time the revenue and expense are both recognized. In Q4, \$94,000 of expenses pertaining to Sport Hosting were incurred. The identical amount of revenue was recognized.
- 5) In the fourth quarter of 2011, the CEO of the Oval implemented a spending freeze whereby requests for purchases of discretionary items required prior approval from the City's Discretionary Spending Committee. This added level of oversight contributed to the overall favorable variance in the fourth quarter.

Analysis of Significant Variances of actual results compared to Budget for Q4 of Fiscal Year 2011:

Q4 result was budgeted at a **net income** of \$376,000 and the actual results show a net income before transfers of \$707,000 a favorable variance of \$331,000.

Revenues

Memberships, admissions and programs revenue of \$1,219,000 had a negative variance of \$60,000 (5%) when compared to budget. The anticipated incremental growth in revenue for each quarter flattened somewhat in Q4, but overall the year to date revenues were on track.

Sport Hosting revenue of \$94,000 was recognized to offset the expenditures during Q4.

Other Revenue of \$236,000 was recorded during the quarter which mainly included sponsorship revenue, space leasing, parking, and interest revenue.

Expenses

Aggregate Member Care Services, Event Services, and Fitness Services costs over the fourth quarter of 2011 were \$414,000 which is \$34,000 (8%) under budget primarily due to salaries being under budget.

Sports Services costs for Q4 were \$289,000 which was \$4,000 (2%) under budget due to managing auxilliary staff resources.

Facility Operations costs for Q4 were \$757,000 which was \$202,000 (21%) under budget primarily due to utilitles being under budget by \$135,000, wages being under budget by \$27,000 and supplies being under budget by \$38,000.

Sport Hosting expenses for Q4 were \$94,000 which included salaries and other expenditures pertaining to Sport Hosting related activities.

Marketing expenses for Q4 were \$74,000 and were \$80,000 (52%).under budget.

Administration and Finance expenses for Q4 were \$654,000 which was \$18,000 (3%) under budget.

Summary

The three month period ending December 31, 2011 was budgeted at a net income of \$376,000 and the actual results show a net income, before transfers of \$425,000 to the Capital Reserve, of \$707,000; a favorable variance of \$331,000. This is mainly due to favorable variances as discussed above. Overall for 2011, the Oval earned an unaudited net income of \$560,000, after transfers of \$1,700,000 to the reserves.



Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

cc: Shana Turner
Director, Administration & Corporate Services, Richmond Olympic Oval Corporation

RICHMOND OLYMPIC OVAL CORPORATION

Statement of Operations

For the year ended December 31, 2011

Unaudited, prepared by management

	QTR 4				Year ended December 31,			
	2011				2011			
	BUDGET	ACTUALS	\$ Variance Fav/(Unfav)	% Variance Fav/(Unfav)	BUDGET	ACTUALS	\$ Variance Fav/(Unfav)	% Variance Fav/(Unfav)
REVENUES								
2010 Games Operating Trust Fund	625,000	684,850	59,850	10%	2,500,000	2,739,398	239,398	10%
Contribution from City of Richmond	755,625	755,625	-	0%	3,022,500	3,022,500	-	0%
Memberships, admissions and programs	1,278,829	1,218,748	(60,081)	-5%	4,151,554	4,133,135	(18,419)	0%
Sport Hosting (Note 1)	-	94,403	94,403	-	-	157,689	157,689	-
Interest and other	242,325	235,867	(6,458)	-3%	881,337	872,684	(8,653)	-1%
	2,901,779	2,989,492	87,713	3%	10,555,391	10,925,406	370,015	4%
EXPENSES								
Member care services	258,279	225,796	32,482	13%	1,040,713	817,460	223,253	21%
Event services	38,062	31,990	6,072	16%	152,252	140,144	12,108	8%
Sport services	293,538	289,118	4,420	2%	1,185,405	1,084,509	100,896	9%
Fitness services	151,425	156,252	(4,827)	-3%	598,011	568,388	29,623	5%
Facility Operations	959,019	757,498	201,521	21%	3,624,623	3,032,427	592,196	16%
Marketing	153,739	73,592	80,146	52%	614,960	389,938	225,022	37%
Sport Hosting (Note 1)	-	94,403	(94,403)	-	-	157,689	(157,689)	-
Admin/Finance	671,925	653,926	17,999	3%	2,738,464	2,474,594	263,870	10%
	2,525,986	2,282,575	243,411	10%	9,954,428	8,665,147	1,289,281	13%
Net income before transfer to reserves	375,793	706,917	331,124		600,963	2,260,259	1,659,296	
Transfer to reserves	-	425,000			-	1,700,000		
Net income after transfer to reserves	375,793	281,917	(93,876)		600,963	560,259	(40,704)	

- Numbers may be off due to rounding.

- Also see attached comments on the results for the Fourth Quarter of Fiscal Year 2011.

Note 1 - Effective July 1, 2011 the Sport Hosting department (along with the funding) was transferred over from the City of Richmond to the Oval Corporation. The funding is recognized as deferred revenue until spent at which time the revenue and expense are both recognized.



City of Richmond

Report to Committee

To: Finance Committee

Date: March 27, 2012

From: George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

File:

Andrew Nazareth
General Manager, Business and Financial
Services
& Chief Financial Officer, Richmond Olympic
Oval

Re: Richmond Olympic Oval Corporation - Budget for fiscal year 2012

Staff Recommendation

That the report on the Richmond Olympic Oval Corporation Budget for fiscal year 2012 from the Controller of the Richmond Olympic Oval Corporation be received for information.

George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

Andrew Nazareth
General Manager, Business and Financial Services
& Chief Financial Officer,
Richmond Olympic Oval



DATE: March 27, 2012

TO: George Duncan
Chief Executive Officer, Richmond Olympic Oval Corporation

Andrew Nazareth
Chief Financial Officer, Richmond Olympic Oval Corporation

John Mills
General Manager, Richmond Olympic Oval Corporation

FROM: Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

Re: Richmond Olympic Oval Corporation – Budget for fiscal year 2012

Origin

Section 7.3 of the Operating Agreement between the City of Richmond (the "City") and the Richmond Olympic Oval Corporation (the "Corporation") requires reporting with respect to business plans, budgets, audited financial statements, and quarterly comparisons of actual results to budget along with projections to fiscal year end. This staff report deals with the 2012 annual budget.

Analysis

2011 Results

In 2011, the Corporation out performed its budget substantially by earning an unaudited net income of \$2,260k before transfers to reserves. The favorable variance in 2011 was partly attributable to salary savings due to vacancies and prudent management of the casual labour staffing, savings in utility costs in the budget, more funding than planned was received from the 2010 Games Operating Trust ("GOT"), and savings in the marketing and operations budget.

Note that in the fourth quarter of 2011, the CEO of the Oval implemented a hiring freeze and a spending freeze on discretionary items whereby purchases of discretionary items were to go to a special Committee prior to approval. This added level of oversight contributed to the overall favorable variance.

The Corporation also took part in a re-lamping project beginning in 2011 and entered into an agreement with BC Hydro whereby BC Hydro will subsidize the Corporation a portion of the total

project costs based on annual electrical savings. As a result of these types of initiatives, the Corporation has been able to contain certain budget expenditures (ex. utility budget) in 2012 versus having to increase the budget.

2012 Outlook

Highlights anticipated in 2012 include the launch of the climbing wall, the unveiling of a new 5,000 square foot training centre to accommodate the needs of aspiring youth and Olympic calibre athletes alike, the addition of high performance program options for adult recreationalists and seasoned athletes looking to take their personal performance levels beyond traditional fitness, the opening of a permanent cafe on the ground floor, and the launch of an outdoor LED message screen.

Successful events that have already taken place at the Oval in 2012, include: Richmond Celebrates Hockey Day in Canada (16,000 participants), Canadian Junior Short Track Championships, Vancouver Sun Harry Jerome Indoor Track Classic, Karate National Championships, Futsal Fiesta, and The Province Gran Forza Track Meet. Confirmed events in 2012, include: the 2012 Reebok Crossfit Games (April 27-29), International Shotokan Karate Federation of BC National Championships (May 11-13), Wheelchair Basketball Nationals (May 18-20), the Challenge Cup Hockey Tournament (May 18-21), the North American Chinese Basketball Association Tournament (May 25-28), the 2012 FCABC Conference and Fire Service Expo (June 1-4), Corporate Champions of Vancouver Summer Games (June 9-10), Canadian Cancer Society Relay for Life (June 16), the Wheelchair Rugby Canada Cup (June 20-23), Lancover (video game expo; June 29 – July 1), S.O.S. Children's Village Run (June 30), Yonex 2012 Canada Open (July 7-15), the Vancouver Dodgeball Association International Tournament (July 27-29), the Rehab Equipment Expo (September 10-11), CAN-AM Investment Expo (September 21-23), and the Western Marine Tradeshow (October 12-14).

2012 Budget

Some of the highlights of the 2012 budget are as follows:

Revenues

Overall revenues are expected to increase by \$1,186k (which includes \$500k to fund the Sport Hosting department. Effective July 1, 2011, the Sport Hosting department from the City was transferred over to the Corporation along with separate funding that is attached to that function through the hotel tax).

Revenue from memberships and programming are expected to increase by \$677k over the previous year budget as a result of a growth in 2011, anticipated growth in 2012 in programs including Fitness Programs, High Performance Training Programs, the Climbing Wall, and the Volleyball Centres of Excellence and also due to various events that have already been secured for 2012.

Expenses

Overall expenses are expected to increase by \$942k (which includes \$500k for the Sport Hosting department offset by the corresponding funding).

Labour costs are expected to increase by \$795k compared to 2011 due to the following reasons: salary and wage adjustments for full time staff, an adjustment resulting in an increase in the benefits percentage loading factor that is applied to full time staff, the addition of the salaries and benefits budget for the Sport Hosting Department, new positions that were approved during 2011, new positions being requested in 2012 and an increase in the casual labour budget to meet operational needs.

Non-labour costs are expected to increase by \$147k. This is primarily due to the Sport Hosting departmental costs being included in the 2012 budget offset by a reduction in the 2012 amortization budget. The non salary expenses pertaining to Sport Hosting increase the 2012 budget by \$336k. This increase is offset by a reduction in budgeted amortization expense of \$174k primarily due to a number of capital leases expiring in 2012.

Summary

The 2012 budget has an overall budgeted net income of \$845k versus \$601k in 2011 which represents an increase of \$244k over 2011. Attached is the summary statement of earnings for the 2012 budget.



Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

cc: Shana Turner
Director, Administration & Corporate Services, Richmond Olympic Oval Corporation

RICHMOND OLYMPIC OVAL CORPORATION

Budgeted Statement of Earnings

For the fiscal year ending Dec 31, 2012

Unaudited, prepared by management

	2011 Adjusted BUDGET *	2012 BUDGET	\$ Increase (decrease)	% Increase (decrease)	2011 (unaudited) ACTUAL
Revenue from operations:					
Membership and programming	\$ 4,151,554	\$ 4,828,246	\$ 676,692	16%	\$ 4,133,135
Funding from Games Operating Trust	2,500,000	2,500,000	-	0%	2,739,398
City of Richmond contributions	3,022,500	3,073,883	51,383	2%	3,022,500
Sport Hosting	-	500,000	500,000		157,689
Other	881,337	838,930	(42,407)	-5%	872,684
Total revenue	10,555,391	11,741,059	1,185,668	11%	10,925,406
Expenses:					
Program services:					
Client services	\$ 534,970	515,868	\$ (19,102)	-4%	509,569
Event services	152,252	159,942	7,690	5%	140,144
Sport Services	879,808	992,872	113,064	13%	679,155
Fitness services	583,416	699,359	115,943	20%	550,224
General program and membership sales	263,833	302,907	39,074	15%	271,369
High Performance Sports	533,384	750,118	216,734	41%	391,679
Marketing	614,960	480,525	(134,435)	-22%	389,938
Total program expenses	3,562,623	3,901,591	338,968	10%	2,932,079
Sport Hosting	-	500,000	500,000		157,689
Facility Operations	2,415,081	2,474,046	58,965	2%	2,108,643
Utilities	1,107,750	1,107,750	-	0%	818,959
Admin/Finance	2,370,779	2,589,224	218,445	9%	2,120,813
Amortization	498,195	323,789	(174,406)	-35%	526,964
Total expenses	9,954,428	10,896,400	941,972	9%	8,665,147
Net earnings (before transfers)	\$ 600,963	\$ 844,659	\$ 243,696	41%	\$ 2,260,259
Transfer to Capital Reserve **					1,700,000
Net earnings (after transfers)	\$ 600,963	\$ 844,659	\$ 243,696	41%	\$ 560,259

* The adjusted budget column includes reclassifications of 2011 positions so that appropriate comparisons can be made to the 2012 budget. Note that there is no overall change to the 2011 approved budget as a result of this.

** The Corporation has an obligation to annually contribute funds to the reserve accounts in accordance with the Richmond Oval Agreement with such amount to be determined at the end of the year.



City of Richmond

Report to Committee

To: Finance Committee

Date: March 16th, 2012

From: Jerry Chong
Director of Finance

File:

Re: 5 Year Financial Plan (2012-2016)

Staff Recommendation

That the 5 Year Financial Plan (2012 –2016) be approved, that the 5 Year Financial Plan (2012 –2016) Bylaw No. 8867 be introduced and given first, second, and third readings and that staff undertake a process of public consultation as required in Section 166 of the Community Charter.



Jerry Chong
Director of Finance
(604-276-4064)



FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES  <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

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Staff Report

I. Origin

Subsection 165(l) of the Community Charter requires the City to adopt a 5 Year Financial Plan (5YFP) Bylaw on or before May 15th of each year. However early adoption is encouraged in order for all users to be aware of bylaws and rates in place. Included in the 5 Year Financial Plan are the 2012 Utility, Capital and Operating Budgets and estimates for the remainder of the five-year program. The 2012 5YFP Bylaw provides the City with the authority to proceed with spending to the limits as outlined in the bylaw. The following outlines the process and timeline behind the 2012 – 2016 Financial Plan:

Timeline	2012 Capital Budget	2012 Operating Budget	2012 Utility Budget
May 2011	<ul style="list-style-type: none"> Identify the capital focus areas Publish guidelines for the preparation of capital submissions 	<ul style="list-style-type: none"> Research and prepare assumptions & systems updates for the budget Direction on budget provided by CAO and TAG based on Council Policy 	
June	<ul style="list-style-type: none"> Prepare and submit capital submissions and OBI impact to departmental budgets 	<ul style="list-style-type: none"> Publish guidelines for the preparation of the operating budget 	<ul style="list-style-type: none"> Liaise with external agencies for any external factors (i.e. Metro Vancouver and Regional District)
July	<ul style="list-style-type: none"> Rank 2012 – 2016 capital submissions 	<ul style="list-style-type: none"> Prepare and submit the 2012 Operating Budget by the departments 	<ul style="list-style-type: none"> Prepare and submit the 2012 Utility Budget by Engineering and Public Works
August / September	<ul style="list-style-type: none"> Council endorsed budget assumptions Prepare preliminary list of recommended projects based on rank and funding availability 	<ul style="list-style-type: none"> Council endorsed budget assumptions Finance department reviews the 2012 operating budget with individual departments 	<ul style="list-style-type: none"> Council endorsed budget assumptions Finance department reviews the 2012 Utility Budget with Engineering and Public Works
October/ November	<ul style="list-style-type: none"> Present preliminary 2012 Capital Budget to TAG for further direction 	<ul style="list-style-type: none"> Prepare and consolidate the 2012 Operating Budget 	<ul style="list-style-type: none"> TAG review of the 2012 Utility Budget
December/ January 2012	<ul style="list-style-type: none"> TAG review of 2012 – 2016 Capital Budget 	<ul style="list-style-type: none"> TAG Budget Review –General Discussion and Budget Reduction 	<ul style="list-style-type: none"> Present 2012 Utility Budget to Finance Committee
February	<ul style="list-style-type: none"> Present 2012 Capital Budget to Finance Committee 	<ul style="list-style-type: none"> Present 2012 Operating Budget to Finance Committee 	
March	<ul style="list-style-type: none"> Review and update the 5 Year capital plan to reflect the priorities identified by Council and citizens TAG review of 5 YFP 	<ul style="list-style-type: none"> Identify the primary economic and cost drivers for the City financial plan TAG review of 5 YFP 	<ul style="list-style-type: none"> Identify the primary cost drivers for the 5 Year Utility Budget TAG review of 5 YFP
April	<ul style="list-style-type: none"> Public Consultation Final reading of 5 YFP 	<ul style="list-style-type: none"> Public Consultation Final reading of 5 YFP 	<ul style="list-style-type: none"> Public Consultation Final reading of 5 YFP

Council approval process:



The 2012 – 2016 Financial Plan incorporates the operating budget, capital budget and utility budget. The following table provides a five year summary of revenues and expenditures and projected tax increases:

Table 1 – 5 Year Financial Plan (2012 – 2016)

**CITY OF RICHMOND
5 YEAR FINANCIAL PLAN (2012 - 2016)
(IN \$000'S)**

	2012	2013	2014	2015	2016
Revenues					
Property Taxes	168,204	175,106	182,909	190,245	197,767
Transfer from Capital Equity	44,387	45,163	46,648	46,613	46,736
Utilities	88,085	93,212	96,080	98,971	101,585
Transfer from Capital Equity	7,051	7,208	7,313	7,406	7,538
Fees and Charges	26,329	26,611	26,900	27,193	27,493
Investment Income	16,184	16,265	16,346	16,428	16,510
Grant-in-lieu	13,199	13,331	13,465	13,599	13,735
Gaming Revenue	11,148	11,168	11,196	11,229	11,263
Grants	4,112	4,174	4,237	4,300	4,365
Penalties and Interest on Taxes	990	1,000	1,010	1,020	1,030
Miscellaneous Fiscal Earnings	24,342	24,367	24,392	24,419	24,443
Capital Plan					
Transfer from DCC Reserve	21,366	15,682	11,872	8,055	9,079
Transfer from Other Funds and Reserves	47,194	63,948	34,478	34,013	36,897
External Contributions	4,584	3,779	114	114	114
Carryforward Prior Years	107,019	54,049	41,238	26,311	20,548
TOTAL REVENUES	\$584,194	\$ 555,063	\$ 518,198	\$509,916	\$ 519,103
Expenditures					
Utilities	95,136	100,420	103,393	106,377	109,123
Law and Community Safety	82,449	84,192	87,493	89,896	92,272
Engineering and Public Works	54,106	55,698	57,443	58,618	59,914
Parks and Recreation	39,485	40,695	42,564	43,344	43,860
Community Services	21,361	21,732	21,821	22,137	22,600
Corporate Services	17,532	17,795	17,856	17,778	18,050
Project Dev and Facility Maintenance	11,714	11,950	12,099	12,319	12,545
Planning and Development Services	12,470	12,798	13,133	13,465	13,727
Business and Financial Services	7,275	7,410	7,549	7,690	7,833
Corporate Administration	4,464	4,548	4,634	4,722	4,812
Fiscal	22,805	24,090	25,301	28,690	29,440
Transfer to Funds: Statutory Reserves	31,124	32,807	34,596	36,387	38,289
Municipal Debt					
Debt Interest	2,999	2,359	1,503	-	-
Debt Principal	1,111	1,111	1,111	-	-
Capital Plan					
Current Year Capital Expenditures	73,144	83,409	46,464	42,182	46,090
Carryforward Prior Years	107,019	54,049	41,238	26,311	20,548
TOTAL EXPENDITURES	\$584,194	\$ 555,063	\$ 518,198	\$509,916	\$ 519,103
Proposed Property Tax Increase	2.98%	2.90%	3.26%	2.86%	2.80%

II. Analysis

The 2012 Utility Budget was approved by Council on December 12, 2011, the 2012 Capital Budget and the 2012 Operating Budget was approved by Council on February 13, 2012. These key inputs have been incorporated in the 5YFP (2012 – 2016) which is an important tool in achieving the goals of the Long Term Financial Management Strategy (LTFMS), while providing for the current and future needs of the community. Under the City's LTFMS, the City is committed to financial planning that maintains existing levels of service to the community, while limiting the impact on property taxes.

A. Situational Analysis

Key Economic Drivers

Table 2 – Key Economic Drivers

	2011 (actual)	2012 (forecast)	2013 (forecast)	2014 (forecast)	2015 (forecast)
Real GDP (% Change)	2.4%	2.8%	3.5%	3.4%	3.5%
Employment (% Change)	0.8%	1.7%	2.0%	2.1%	2.7%
Unemployment Rate (%)	7.7%	7.3%	7.0%	6.3%	5.2%
Housing Starts	25,900	27,600	32,300	33,300	35,100
3-month Government of Canada T-Bill	0.91%	0.90%	1.11%	1.50%	2.00%
10-year-Government of Canada T-Bill	2.78%	2.16%	2.63%	3.00%	3.50%

Sources: actual – Statistics BC; forecast – Central 1 Economic Analysis of BC September 2011 issue.

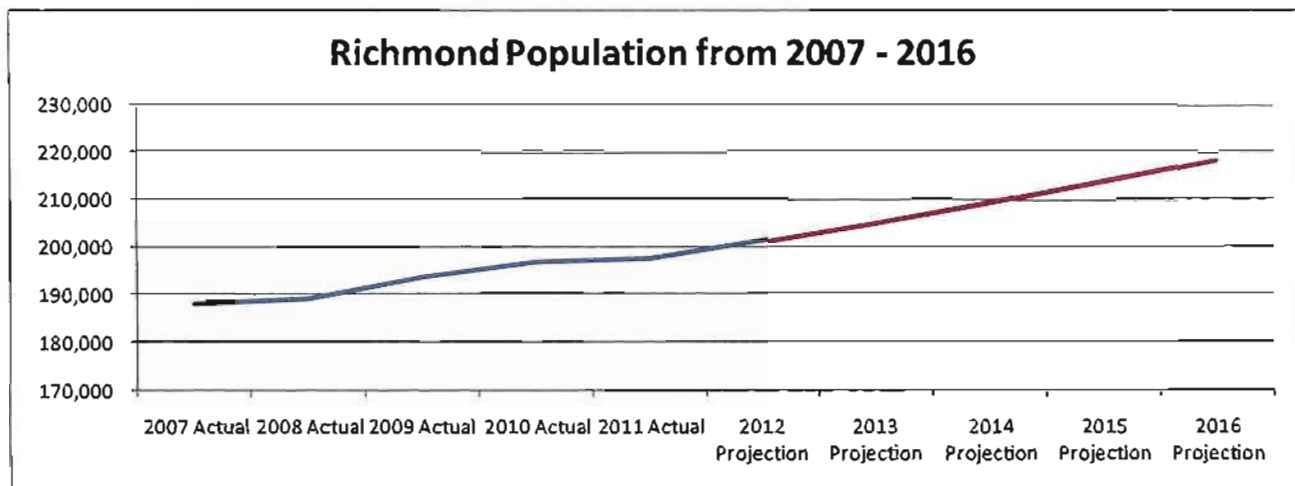
The BC economy will experience moderate economic growth of around 2.8% in 2012 and through to 2016 with the domestic sectors continuing to be the main drivers of the economy as some exports may struggle under the high Canadian dollar.

The assumptions for the 5YFP are contained in Attachment 1.

Population

Richmond has been growing of an average of 1.3% per year since 2007, following a period of rapid growth over the last 30 years during which the population doubled in size. It is projected that Richmond will grow to 280,000 people by 2041, an increase of 80,000 from 2011. Richmond is expected to expand approximately at the same rate as the rest of BC and will account for approximately 7% of Metro Vancouver's population. The table 3 illustrates the population growth from 2007 to 2011 and the projection for the next five years:

Table 3 – Richmond Population



Sources: Urban Futures Ltd

The demand for City services has increased annually and this is reflected in the following statistics:

Table 4 – Demand for City Services

	2008	2009	2010	2011	Est.2012
Population Growth (per annum)	0.56%	2.35%	1.70%	0.42%	1.20%
Capital Construction Costs (\$mil)	\$147.83	\$63.90	\$152.95	\$75.16	\$64.69
Registration in Recreation Programs	109,789	113,396	128,622	122,784	128,923
Public Works Calls for Services*	6,334	12,554	13,664	13,332	13,800

*(2009-utilized software system to track service requests)

Note that the projections for 2012-2016 maintain existing service levels and incorporate operating costs resulting from capital growth.

Aging Population and Workforce

Similar to most communities, Richmond will experience an aging population which means increased demand for policies and services to improve aging-in-place, affordable housing accessibility and healthy communities.

Likewise, the demographic profile of the Canadian workforce will undergo a substantial shift as a larger number of older workers will be joined by relatively few new entrants to the labour force. As an increasing number of employees will be eligible to retire within the next five years, a systematic method for projecting critical resource gaps will be combined with effective hiring, development, and retention programs to fill these critical roles.

Economists believe that increased productivity is required as Canada's labour productivity has declined relative to past performance and in comparison to other countries most notably, the U.S.

Employment Estimates

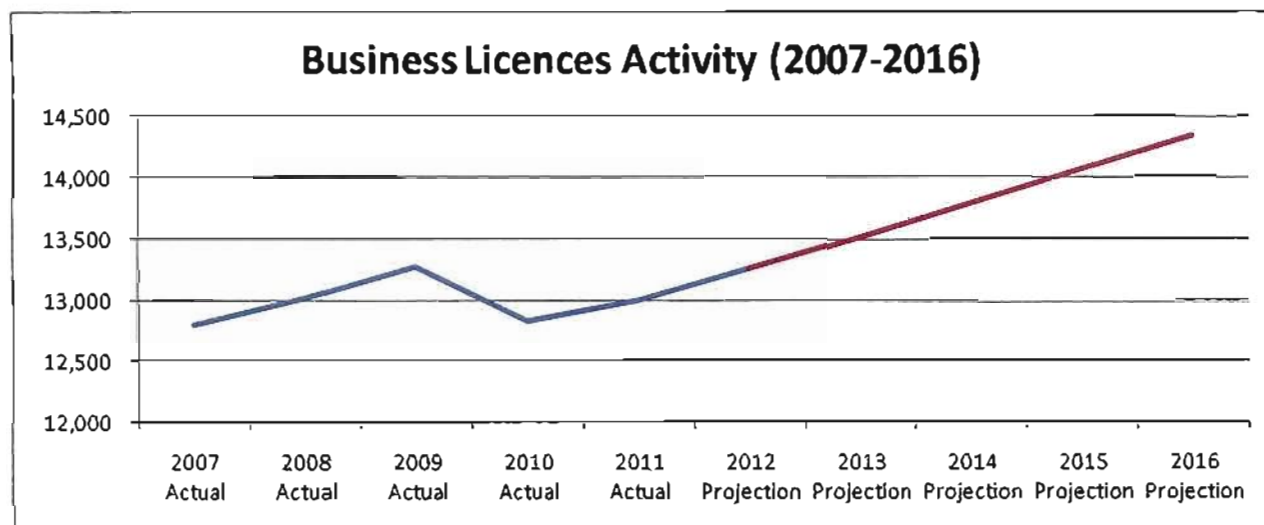
Richmond's anticipated employment growth to 2016 is not as vigorous as its population growth or its housing growth because of an aging labour force and limited supply of land. Generally, core municipalities such as Richmond, Vancouver, Burnaby and New Westminster will see more rapid growth in their senior's population and hence have a smaller labour force.

The City Centre is continuing to be projected to accommodate the greatest absolute and relative increase in employment between 2012 and 2016, reinforcing its status as the central employment hub in Richmond.

Business Licences

The business growth in Richmond is steadily growing. The table below shows a trend line of business licence activity in Richmond from the last five years. 97% of Richmond businesses are categorized as "small business" (less than 50 employees). Over 50% of the Richmond businesses are involved in sales and services and over 100,000 jobs have been created, of which 60% are full time positions.

Table 5 – Business Licences Activity (2007 – 2016)

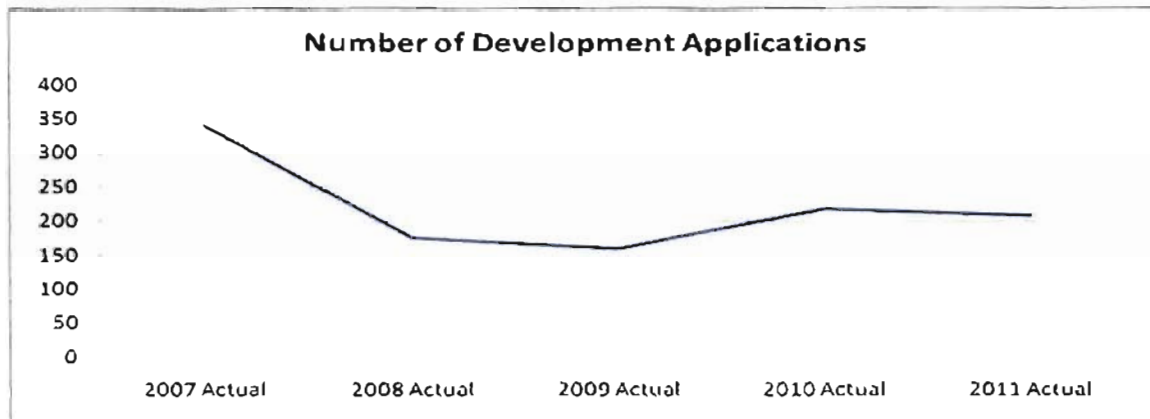


For 2012 to 2016, the Business Licences Department anticipates a 2% increase per year in business licences activity.

Housing and Development

Richmond housing prices outpaced the residential average for Greater Vancouver, with prices of detached houses rising sharply above \$1 million in early 2011 and staying near that value throughout the year. Housing starts in 2012 are forecasted at 27,600. In the longer term, residential development is expected to plateau alongside interest rate increases. Table 6 below shows the development activity with a significant decrease from 2007 to 2008 due to the economic recession. However, 2011 continued to recover and 2012 to 2016 are expected to be at the same level.

Table 6 – Number of Development Applications



Salaries

Salary increases for all employee groups have been estimated based on information currently available. Contract negotiations have been entered into with the Richmond Fire Fighters Association (RFFA) and CUPE 718 & 394. The RFFA collective agreement has expired December 31st, 2009 and CUPE 718 & 394 collective agreement expired December 31st, 2011.

Climate Action Plan

Increasing greenhouse gas (GHG) emissions are identified as major contributors to climate change and the resulting impacts, such as sea level rise, increased extreme weather events, decrease in agricultural viability, energy and natural resources availability, community health and other socio-economic effects, etc., are likely to be felt both now and in the future.

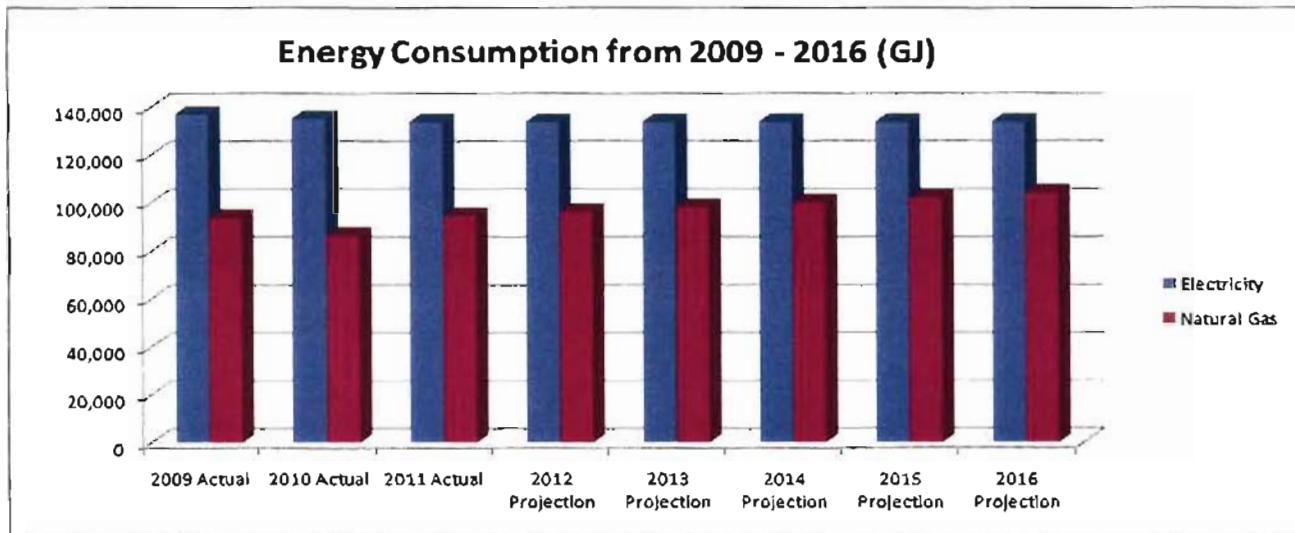
In Richmond, over 49% of GHG emissions are transportation-related and over 47% come from the way buildings are built and operated. After buildings and transportation, waste is the third most significant source of GHGs and contributes to approximately 4% of carbon dioxide emissions. The City will be reporting annually on our GHG emissions beginning in 2012, which will be due in mid-2013. The City will measure and report on our community greenhouse gas emission profile; and work to create compact, more energy efficient communities.

The City along with the Province of BC and the Union of British Columbia Municipalities (UBCM) has signed the Climate Action Charter (CAC) pledging to achieve the following goals to be carbon neutral in corporate operations by 2012 and the City is on track to meet the Carbon Neutrality commitment for 2012.

Energy Cost

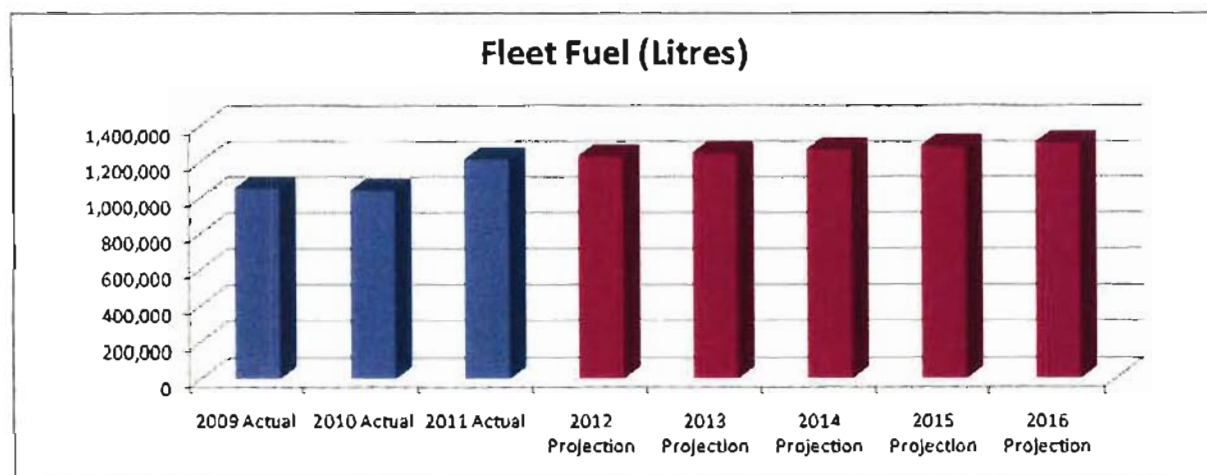
The most recent BC Hydro rate application was reviewed by the BC Utility Commission (BCUC) and increases of 8% in 2012, and 4% in both 2013 and 2014 has been approved, for a total increase of 16% over the next three years. The graph below illustrates the 2009 to 2011 actual and projected energy consumption in GJ:

Table 7 – Energy Consumption from 2009 - 2016



The top 10 City consuming facilities, for natural gas, have locked into a fixed rate until the end of 2013. However, an increase of 2% in natural gas would be a conservative estimate subject to consumption variations due to weather. For an estimate of civic energy consuming assets between 2012 and 2016, at a minimum the goal of the Energy Management Program will be to keep energy consumption rates relatively stable even with the projected increase in civic infrastructure through building energy retrofits, major renovations where warranted, upgrading of energy using equipment, and incorporation of more renewable energy sources within our energy system. The table below includes gasoline, marked diesel and bio diesel and the anticipated city consumption is about 1.5% annually for 2012 – 2016:

Table 8 – Fuel Consumption



B. Operating Budget Comments for some of the Major City Services:

Fire Rescue

The rapidly changing community as well as the forecasted growth and increased population expectations within the community, will result in higher demands for services. Richmond Fire Rescue has a stated objective of delivering services and programs through an approach that balances prevention, education and emergency response.

RCMP

The RCMP is committed to working in partnership with the citizens of Richmond to achieve the goal of "Safe Homes and Safe Communities". Through a consultative process with Council and others, the RCMP establishes policing priorities on an annual basis.

Serious crime is significantly lower in Richmond than in the rest of BC, at 8.7 offences per 1,000 people compared to 12.3 offences for BC. The crime rate in Richmond has decreased between 2006 and 2009 by 29.3%. Juvenile drug crime, violent crime and property crimes are also less prevalent than the provincial average.

Library

The Richmond Public Library is committed to working with the Mayor and Council, City staff, community partners and generous donors to achieve the five strategic goals:

1. Support reading in our community
2. Use technology to connect readers
3. Develop collections to meet popular demand
4. Offer programs that inform and inspire
5. Create friendly, welcoming facilities

Parks, Recreation and Community Services

Parks and Recreation and Community Services both continue to work in partnership with the community to provide a variety of programs, services, places and spaces and other amenities which greatly enhance the quality of life for both current and future generations. There will be a significant increase to the operating expenditures due to the operating budget impact of the new City Centre Community Centre which will come online in 2014.

Utilities

The utility rates need to be established by December 31st every year in order to facilitate charging from the next January 1st. Home owners in the City are issued a utility bill annually or quarterly. The operating expenditure covers services for water supply, sewage collection and treatment, drainage, dike, solid waste, recycling, flood protection, grease management and environmental programs. The major cost drivers are salaries, regional water rates, regional waste disposal tipping fee increases, regional operating costs for sewer treatment, contracts and new programs related to solid waste and recycling collection services.

Table 9: Infrastructure – Drainage, Sanitary Sewer and Water Mains (km)

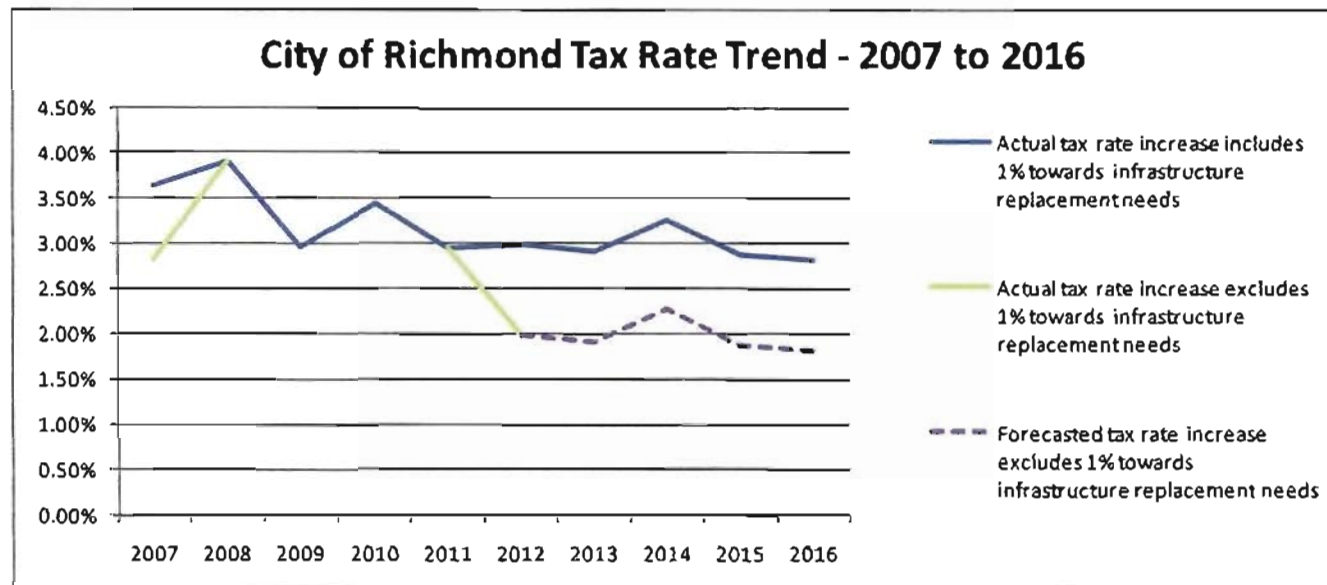
	2007	2008	2009	2010	2011
Drainage	603	609	613	613	620
Sewer	460	462	463	463	465
Water	626	626	624	624	630

C. Consolidated Financial Summary

The 5YFP is a consolidation of the operating, utility and capital plans. The projected increases in expenditures are offset against all projected non-tax revenues (refer to Table 1). All expenditures in excess of non-tax revenues result in the required tax levy. The average tax increase is calculated by taking the year over year change in the required tax levy less any projected growth in the tax base due to new construction. The average tax rate increase is then determined by dividing this resulting increase by the prior year's tax base.

Table 10 below illustrates the actual property tax rate increase and forecast from 2007 to 2016. The 2012 tax levy is comprised of the projected increases in the base budget, the additional expenditures and operating budget impact of capital projects. The base budget is the total cost of maintaining current service levels provided by the City, and the additional expenditures and operating budget impact are increases to the base level of service as a result of new or increased programs or assets. In preparation of the annual operating budget, staff ensured that the 1% towards infrastructure replacement needs is included based on the Long Term Financial Management Strategy. The 5YFP does not include any additional levels and any amounts that are unverifiable.

Table 10: Property Tax Increase Trend 2007 - 2016



The 2012 Operating and Capital Budgets were prepared with a particular awareness of moderate economic growth and recovery. During the economic downturn, the City of Richmond showed restraint and leadership by exercising responsible cost cutting measures in order to minimize the tax impact on our citizens while creating economic stimulus through investments in capital projects.

Subsequent items adopted after the operating and capital budget approved

Subsequent to the adoption of the 2012 operating budget and capital budget on February 13th, 2012, additional opportunities and projects have emerged. There is no tax impact for any of these changes as these items are funded from provisions and reserves:

- At the Council meeting on February 27th, 2012, Council approved: "That the additional required funding of \$288,738.50 be approved with funding from the Public Works Equipment Reserve and that the 2012 Capital Budget and the 5 Year Financial Plan (2012-2016) be adjusted accordingly."
- At the Council meeting on March 12th, 2012, Council approved: "That up to \$115,000 be approved from the Major Events Provisional Fund for the proposed 2012 Ship to Shore Program and 2013 Tall Ship Recruitment program."
- At the Council meeting on March 12th, 2012, Council approved: "That up to \$200,000 be authorized from the Major Events Provisional Fund to the Maritime Festival account to provide funding in support of the 2012 Maritime Festival, as outlined in the report from the Director, Arts, Culture and Heritage Services dated February 13, 2012."
- At the Council meeting on March 12th, 2012, Council approved "That \$40,000 from the Major Events Provisional Fund be allocated to provide funding for End of Day events on the Richmond portion of the Rick Hansen 25th Anniversary Relay Celebration."

- At the Council meeting on March 26th, 2012, Council approved “That the estimated expenditures of \$70,000 with respect to the South Arm Pool Piping Repair project be funded from the Minor Capital Provision.”

On July 23rd, 2007 Council approved a cessation on policy 1 of the Long Term Financial Management strategy that requires a 1% increase in reserves has been incorporated into the 2012 budget and in the 5YFP from 2012 – 2016. Based on the proposed 5YFP (2012-2016), the average tax (\$) increase and the corresponding average tax rate (%) increases are as follows:

Table 11 – Tax Rate Increases

(in \$'000s)	2012	2013	2014	2015	2016
Total expenditure before OBI and Transfer to Reserve	5,298	4,815	4,669	5,359	5,367
OBI	264	404	1,383	147	253
Additional 1% infrastructure replacement	1,613	1,682	1,751	1,829	1,902
Total Funding Increase Required	7,175	6,901	7,803	7,335	7,522
Growth from New Construction	(2,365)	(2,018)	(2,101)	(2,103)	(2,188)
Proposed Property Tax Increase (\$)	4,810	4,883	5,702	5,232	5,334
Proposed Property Tax Increase %	2.98%	2.90%	3.26%	2.86%	2.80%

For 2012, Attachment 5 shows the breakdown of where each tax dollar is spent by the City. The biggest areas are the services provided by the City to its citizens (e.g. Police, Fire, Parks and Recreations).

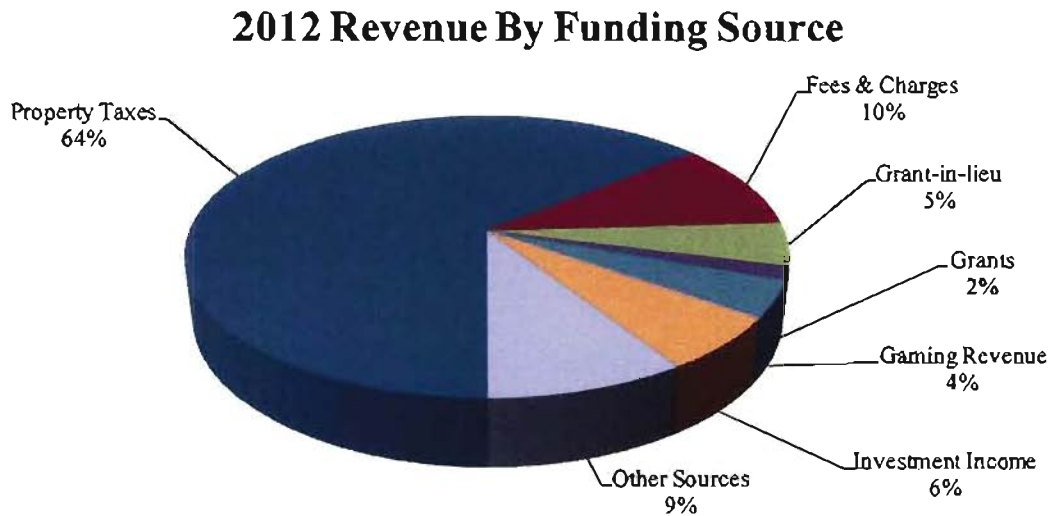
Permissive Exemption

Each year, Council passes a permissive exemption bylaw exempting certain properties from property tax. The property tax exemptions policy 3561 sets out the guidelines for permissive exemptions to churches, private schools, hospitals and charities as stated in Sections 220 and 224 of the Community Charter.

Major Funding Sources

The main funding received by the City is outlined by source in Table 12 below. The distribution of revenues only includes amounts for the Operating Budget as Utility and Capital Funding have been removed from this analysis. As shown, the largest funding source for the City is property taxes. The next largest portion of funding is received from user fees and charges.

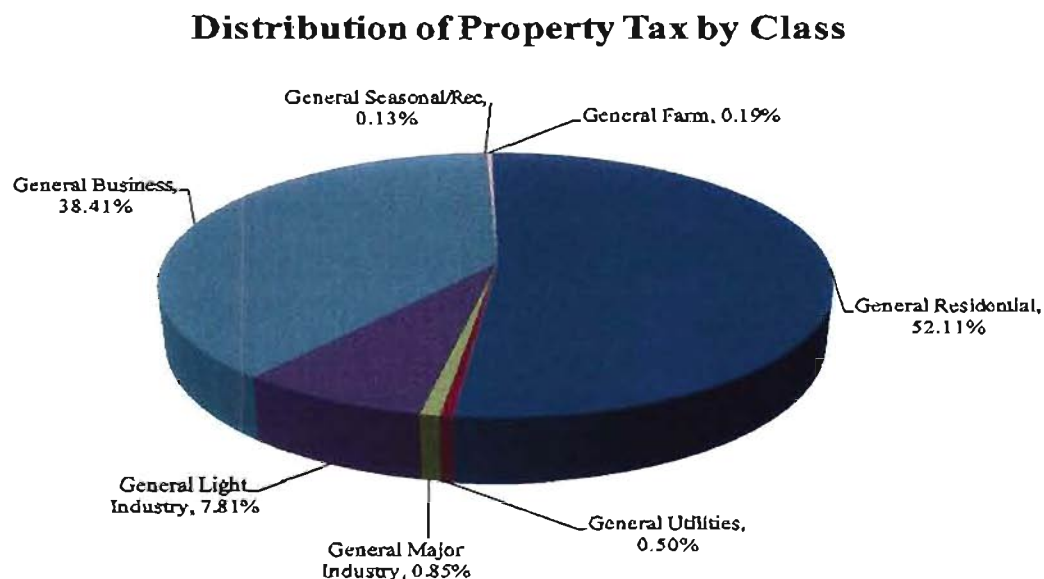
Table 12– 2012 Revenue by funding source



Property Tax by Class

Revenue from property tax is collected from multiple classes of properties. The largest two contributors to property tax are the residential and business classes. The table 13 below charts the proposed distribution of tax among the various classes.

Table 13– Proposed Distribution of Property Tax by Class



D. 2012 Capital and Future Programs

The 2012-2016 5 Year Financial Capital Plan addresses Richmond's ageing infrastructure and rapid infrastructure expansion related with urban growth in the midst of fluctuating market conditions. The projects in the 2012-2016 Capital Budget maintain, improve and advance the City of Richmond's infrastructure inventory, provide the basic necessities for urban living and help fulfill Council's strategic goals for the City.

Under Council's direction, the following are a summary of recommended projects to be undertaken for the next 5 years:

- Enhance traffic capacity and safety and expand the cycling network.
- Laneway drainage and pavement improvements for better access for residents.
- Extensive water, drainage and sanitary sewer upgrades to maintain quality service.
- Upgrade and construct pump stations to ensure reliable service.
- Construction of the No. 1 Fire Hall and City Centre Community Centre.
- Continued development of the City's trail and park systems, and replacement of playground equipment to create safe and engaging recreational environments.
- Increased public art to ensure our continued development as a vibrant cultural city.
- Development of childcare facilities that will provide much needed childcare to Richmond residents.
- Funding for affordable housing projects and initiatives to ensure affordable rental housing to Richmond residents

Significant items from the major facilities replacements have been deferred from the current 2012-2016 Capital Budget to allow further discussion and direction by Council. Once the review is completed and further discussions with Council, a report will be presented to Council for approval, and the 5-year capital budget will be amended if necessary.

Details of the 2012 Capital Budget, approved at the February 13, 2012 Council meeting, can be referenced in the 2012 Capital Budget Report.

http://www.richmond.ca/_shared/assets/Capital_Budget_Finance_2-6-201232222.pdf

In addition to the 2012 Capital Budget, there is \$107M of carry forward funds from previously approved Capital Plans that are committed but remain unspent to date.

The capital projects for years 2013-2016 are recommended based on existing priorities and current funding estimates. The projects and estimates for each of these successive years will be updated as more current and accurate information becomes available.

There are a number of projects that have not been funded at this time, but will be considered in the future as funds become available or as priorities are reconsidered. A detailed list of all of the unfunded

projects is included in the 2012 capital report. Also note that for all of the unfunded projects, there is a potential opportunity for these projects to request funding as one-time requests from surplus.

Capital Program

The 2012-2016 5 Year Financial Capital Plan by Program summary is located in Attachment 2 and the project details including the approved 2012 and recommended 2013-2016 are located in Attachment 3.

A summary of the 2012-2016 Capital Program is as follows:

Table 14 – Capital Program (2012-2016) in (\$000's)

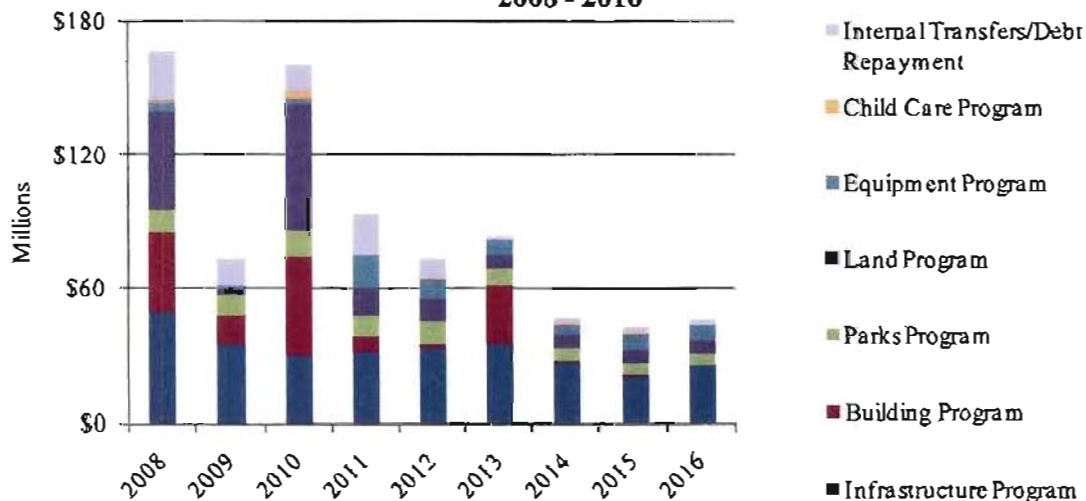
	2012	2013	2014	2015	2016
Infrastructure Program	33,165	35,244	26,665	20,876	25,502
Building Program	1,872	25,650	250	250	250
Parks Program	10,132	8,000	6,200	5,250	5,000
Land Program ¹	8,850	5,000	5,000	5,000	5,000
Affordable Housing Program ¹	1,303	975	975	975	975
Equipment Program	8,285	6,658	4,670	6,980	6,791
Child Care Program ¹	1,150	275	275	275	275
Internal Transfers/Debt Payment	8,387	1,607	2,429	2,576	2,297
TOTAL CAPITAL PROGRAM	\$73,144	\$83,409	\$46,464	\$42,182	\$46,090

¹ The availability of funding for these programs is based on external factors such as contributions from development or proceeds on land disposition. The future programs are estimated based on forecasted market conditions.

The 2012-2016 Capital Plan represents a basic capital program relative to previous years to reflect the current economic trends. The major differences are the Land and Building Programs that have had relatively large expenditures over the past few budget cycles.

Capital Budget by Program

2008 - 2016

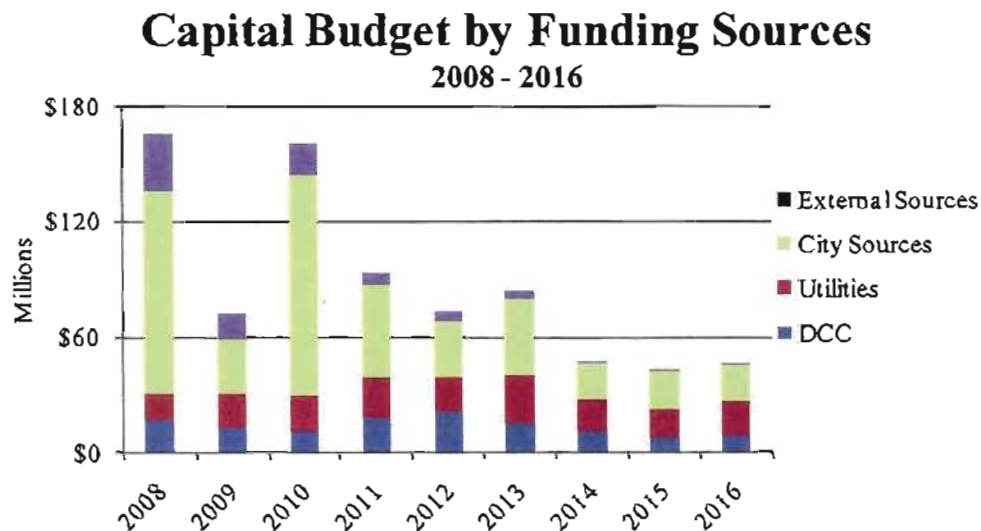


Capital Budget Funding Sources

The capital budget uses a variety of funding sources which include:

- Development Cost Charges (DCC) – These contributions are made through development and are used for growth related projects.
- External Sources – these include grants awarded from Provincial and Federal Governments, developer cash contributions (other than DCCs) and other non-City related sources
- Utilities – these are funds collected through the utility bills and are specified for waterworks, sanitary sewer and drainage.
- City Sources – this includes all other sources of City funding such as statutory reserves, appropriated surplus (provisions) and general surplus.

The capital funding sources correspond to the nature of expenditure where external sources are the most restricted and City sources the most general. Council can direct the use of City Reserve funds in compliance with the Community Charter section 189.



The detailed funding sources for the 5 Year Financial Capital Plan (2012-2016) are located in Attachment 4.

III. Financial Impact

The following proposed property tax increases for the 5 Year Financial Plan (2012 – 2016) Bylaw results in a tax increase of 2.8% to 3.26% in the next 5 years which includes an additional 1% levy for infrastructure replacement and OBI from the capital projects:

Table 15 – Tax Rate Increases

Year	Tax Increase (in \$000's)	Property Tax Proposed Increase %
2012	\$4,810	2.98%
2013	\$4,883	2.90%
2014	\$5,702	3.26%
2015	\$5,232	2.86%
2016	\$5,334	2.80%

IV. Conclusion

The 5YFP outlines the current year's budget and provides projections for future years. It should be emphasized that the 5YFP beyond 2012 will change as more accurate and current information is obtained to update each successive year accordingly. Richmond is competitive in its municipal tax levy when compared with other municipalities in Metro Vancouver and continues to be a leader in providing quality services to its residents.



Nashater Sanghera, CA
Manager, Budgets & Accounting
(604-247-4628)

V. Attachments

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5 YEAR FINANCIAL PLAN (2012-2016)

ASSUMPTIONS

(in \$000's unless otherwise stated)

	2012	2013	2014	2015	2016
Consumer Price Index	1.70%	2.10%	2.10%	2.10%	2.10%
Municipal Price Index (For comparative purposes only)	3.23%	2.61%	2.61%	2.80%	2.61%
US Exchange Rates	1.01	1.02	1.02	1.02	1.03
Natural gas expense	2.00%	2.00%	2.00%	2.00%	2.00%
Electricity expense	8.00%	4.00%	4.00%	10.00%	10.00%
Material and Supplies	1.00%	1.00%	1.00%	1.00%	1.00%
User Fees	1.70%	2.10%	2.10%	2.10%	2.10%
Fuel Cost	4.00%	4.00%	4.00%	4.00%	4.00%
Casino Funding					
Oval	5,000	5,000	5,000	0	0
Revolving Fund	1,239	1,239	1,239	6,239	6,239
Capital	600	600	600	600	600
Capital Building Infrastructure	1,777	1,777	1,777	1,777	1,777
Grants	538	546	554	562	570
Physical Plant	1,400	1,400	1,400	1,400	1,400
Operating (RCMP)	589	606	626	651	677
Operating budget impact of capital budget (OBI)	264	404	1,383	147	253
Insurance expense	2.00%	2.00%	2.00%	2.00%	2.00%
Growth (tax base)	1.47%	1.20%	1.20%	1.15%	1.15%
RCMP contract increases	4.00%	4.00%	4.00%	4.00%	4.00%
Business License revenue	2.00%	2.00%	2.00%	2.00%	2.00%
Metro Vancouver					
Water	5.90%	18.60%	6.50%	6.00%	4.50%
Liquid Waste	3.50%	5.50%	5.00%	5.00%	5.00%
Solid Waste	10.99%	7.92%	22.02%	15.04%	9.15%

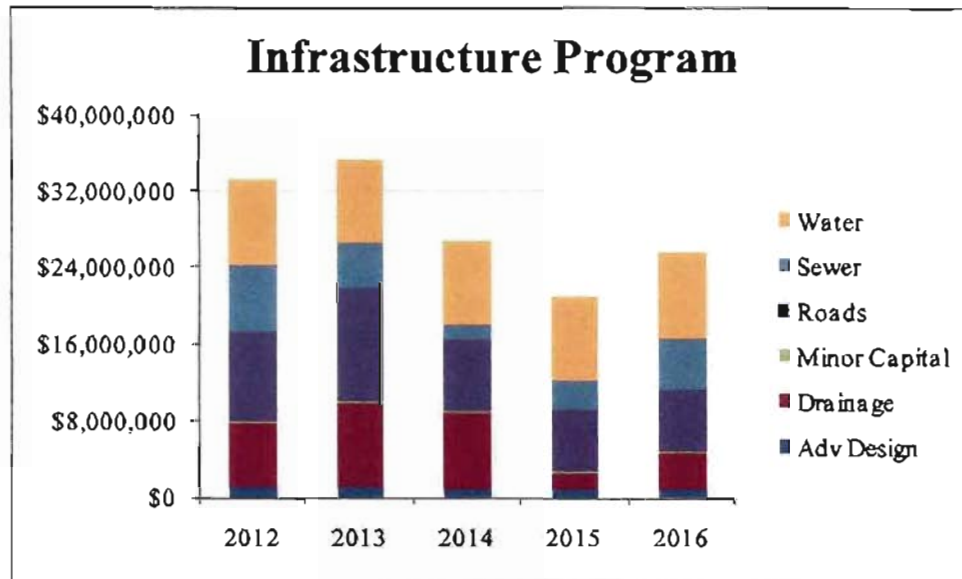
CITY OF RICHMOND
5 YEAR CAPITAL PROGRAM (2012-2016)*
(In \$000's)

	2012	2013	2014	2015	2016
Infrastructure Program					
Drainage	6,817	8,829	7,831	1,562	3,711
Infrastructure Advanced Design	950	961	905	902	885
Minor Public Works	250	250	250	250	250
Roads	9,285	11,857	7,464	6,424	6,371
Sanitary Sewer	6,856	4,647	1,400	2,983	5,374
Water Main Replacement	9,007	8,700	8,815	8,755	8,911
Total Infrastructure Program	\$33,165	\$35,244	\$26,665	\$20,876	\$25,502
Building Program					
Total Building Program	\$1,872	\$25,650	\$250	\$250	\$250
Parks Program					
Parkland Acquisition	5,803	4,500	3,500	3,500	3,500
Major Parks/Streetscapes	3,725	2,950	2,250	1,200	950
Minor Parks	604	550	450	550	550
Total Parks Program	\$10,132	\$8,000	\$6,200	\$5,250	\$5,000
Land Program					
Total Land Program	\$8,850	\$5,000	\$5,000	\$5,000	\$5,000
Affordable Housing Program					
Total Affordable Housing Program	\$1,303	\$975	\$975	\$975	\$975
Equipment Program					
Vehicle Equipment	3,255	2,871	2,125	4,746	3,149
Library	1,160	1,160	1,160	1,160	1,160
Fire Dept. Equipment	1,113	920	327	16	1,424
Computer Capital	2,083	1,378	1,058	1,058	1,058
Miscellaneous Equipment	674	329	0	0	0
Total Equipment Program	\$8,285	\$6,658	\$4,670	\$6,980	\$6,791
Child Care Program					
Total Child Care Program	\$1,150	\$275	\$275	\$275	\$275
Internal Transfers/Debt Payment					
Total Internal Transfers/Debt Payment	\$8,387	\$1,607	\$2,429	\$2,576	\$2,297
TOTAL CAPITAL PROGRAM	\$73,144	\$83,409	\$46,464	\$42,182	\$46,090

*Based on available funding, future programs may change in subsequent years.

Infrastructure Program 2012-2016

The City's Infrastructure Program assets include: road, drainage and sanitary pump stations, drainage, water, and sanitary mains.



2012 Approved Infrastructure Road Program

Year	Project Name	Amount	Category
2012	Annual Asphalt Re-Paving Program - MRN	\$915,500	Annual Asphalt MRN
2012	Annual Asphalt Re-Paving Program - Non-MRN	\$2,458,600	Annual Asphalt Non-MRN
2012	Arterial Road Crosswalk Improvement Program	\$60,000	Arterial Road Crosswalk
2012	Cycling Network Expansion Program	\$127,660	Cycling Expansion
2012	Enhanced Accessible Traffic Signal and Crosswalk Program	\$74,468	Accessible Traffic Signal & Crosswalk
2012	Functional and Preliminary Design (Transportation)	\$33,814	Design
2012	Interim Lansdowne Road Extension - Alderbridge Way to Minoru Blvd.	\$100,000	Lansdowne road Extension
2012	Miscellaneous Cycling Safety Enhancements	\$50,000	Cycling Enhancements
2012	Miscellaneous Intersection Improvements	\$95,745	Intersection Improvements

Year	Project Name	Amount	Category
2012	Neighbourhood Traffic Safety Program	\$87,500	Neighbourhood Traffic Safety
2012	Neighbourhood Walkways	\$250,000	Neighbourhood Walkways
2012	Nelson Road Improvements	\$1,150,667	Nelson road
2012	New Traffic Signal Installation	\$274,000	New Traffic Signals
2012	No. 6 Road Widening	\$566,667	No. 6 Road
2012	Sidewalk Expansion / Enhancement Program	\$100,000	Sidewalk
2012	Street Light Security and Wire Theft Prevention	\$133,000	Street Light Security
2012	Traffic Detection Video Systems	\$75,000	Traffic Detection
2012	Transit Related Infrastructure Improvements	\$50,000	Transit Improvements
2012	Westminster Hwy Widening: Nelson Rd to McMillan Way	\$2,683,333	Westminster Hwy Widening

Total 2012 Approved Infrastructure Road Program **\$9,285,954**

2013 – 2016 Recommended Infrastructure Road Program

Year	Project Name	Amount	Category
2013	Annual Asphalt Re-Paving Program - MRN	\$915,500	Annual Asphalt MRN
2013	Annual Asphalt Re-Paving Program - Non-MRN	\$2,458,600	Annual Asphalt Non-MRN
2013	Arterial Road Crosswalk Improvement Program	\$60,000	Arterial Road Crosswalk
2013	Asphalt Re-Paving Program - Non-MRN Backlog Management	\$1,000,000	Annual Asphalt Non-MRN
2013	Cycling Network Expansion Program	\$127,660	Cycling Expansion
2013	Enhanced Accessible Traffic Signal and Crosswalk Program	\$74,468	Accessible Traffic Signal & Crosswalk
2013	Functional and Preliminary Design (Transportation)	\$37,246	Design
2013	Gilbert Road Widening	\$851,064	Gilbert Road
2013	Interim Lansdowne Road Extension- Alderbridge Way to Minoru Blvd.	\$1,200,000	Lansdowne road Extension
2013	Miscellaneous Cycling Safety Enhancements	\$50,000	Cycling Enhancements
2013	Miscellaneous Intersection Improvements	\$95,745	Intersection Improvements
2013	Neighbourhood Traffic Safety Program	\$87,500	Neighbourhood

Year	Project Name	Amount	Category
			Traffic Safety
2013	Nelson Road Improvements	\$1,150,667	Nelson road
2013	New Traffic Signal Installation	\$274,000	New Traffic Signals
2013	No. 6 Road Widening	\$566,667	No. 6 Road
2013	Sidewalk Expansion / Enhancement Program	\$100,000	Sidewalk
2013	Traffic Detection Video Systems	\$75,000	Traffic Detection
2013	Transit Related Infrastructure Improvements	\$50,000	Transit Improvements
2013	Westminster Hwy Widening: Nelson Rd to McMillan Way	\$2,683,333	Westminster Hwy Widening
2014	Annual Asphalt Re-Paving Program - MRN	\$915,500	Annual Asphalt MRN
2014	Annual Asphalt Re-Paving Program - Non-MRN	\$2,458,600	Annual Asphalt Non-MRN
2014	Arterial Road Crosswalk Improvement Program	\$60,000	Arterial Road Crosswalk
2014	Asphalt Re-Paving Program - Non-MRN Backlog Management	\$1,000,000	Annual Asphalt Non-MRN
2014	Cycling Network Expansion Program	\$127,660	Cycling Expansion
2014	Enhanced Accessible Traffic Signal and Crosswalk Program	\$74,468	Accessible Traffic Signal & Crosswalk
2014	Interim Lansdowne Road Extension-Alderbridge Way to Minoru Blvd.	\$1,200,000	Lansdowne road Extension
2014	Miscellaneous Cycling Safety Enhancements	\$50,000	Cycling Enhancements
2014	Miscellaneous Intersection Improvements	\$95,745	Intersection Improvements
2014	Neighbourhood Traffic Safety Enhancement Program	\$87,500	Neighbourhood Traffic Safety
2014	Neighbourhood Walkways	\$250,000	Neighbourhood Walkways
2014	New Traffic Signal Installation	\$274,000	New Traffic Signals
2014	No. 2 Road Widening - Phase 1 of 4	\$212,766	No. 2 road Widening
2014	Roads Minor Capital	\$300,000	Roads Minor Capital
2014	Sidewalk Expansion / Enhancement Program	\$100,000	Sidewalk
2014	Street Light Security and Wire Theft Prevention	\$133,000	Street Light Security
2014	Traffic Detection Video Systems	\$75,000	Traffic Detection
2014	Transit Related Infrastructure Improvements	\$50,000	Transit Improvements

Year	Project Name	Amount	Category
2015	Annual Asphalt Re-Paving Program - MRN	\$915,500	Annual Asphalt MRN
2015	Annual Asphalt Re-Paving Program - Non-MRN	\$2,458,600	Annual Asphalt Non-MRN
2015	Arterial Road Crosswalk Improvement Program	\$60,000	Arterial Road Crosswalk
2015	Asphalt Re-Paving Program - Non-MRN Backlog Management	\$1,000,000	Annual Asphalt Non-MRN
2015	Cycling Network Expansion Program	\$127,660	Cycling Expansion
2015	Enhanced Accessible Traffic Signal and Crosswalk Program	\$74,468	Accessible Traffic Signal & Crosswalk
2015	Miscellaneous Cycling Safety Enhancements	\$50,000	Cycling Enhancements
2015	Miscellaneous Intersection Improvements	\$95,745	Intersection Improvements
2015	Neighbourhood Traffic Safety Program	\$87,500	Neighbourhood Traffic Safety
2015	Neighbourhood Walkways	\$250,000	Neighbourhood Walkways
2015	New Traffic Signal Installation	\$274,000	New Traffic Signals
2015	No. 2 Road Widening - Phase 2 of 4	\$372,340	No. 2 road Widening
2015	Roads Minor Capital	\$300,000	Roads Minor Capital
2015	Sidewalk Expansion / Enhancement Program	\$100,000	Sidewalk
2015	Street Light Security and Wire Theft Prevention	\$133,000	Street Light Security
2015	Traffic Detection Video Systems	\$75,000	Traffic Detection
2015	Transit Related Infrastructure Improvements	\$50,000	Transit Improvements
2016	Annual Asphalt Re-Paving Program - MRN	\$915,500	Annual Asphalt MRN
2016	Annual Asphalt Re-Paving Program - Non-MRN	\$2,458,600	Annual Asphalt Non-MRN
2016	Arterial Road Crosswalk Improvement Program	\$60,000	Arterial Road Crosswalk
2016	Asphalt Re-Paving Program - Non-MRN Backlog Management	\$1,000,000	Annual Asphalt Non-MRN
2016	Cycling Network Expansion Program	\$127,660	Cycling Expansion
2016	Enhanced Accessible Traffic Signal and Crosswalk Program	\$74,468	Accessible Traffic Signal & Crosswalk
2016	Miscellaneous Cycling Safety Enhancements	\$50,000	Cycling Enhancements

Attachment 3 – Capital Program Details - 27 -
Infrastructure Program - Roads

Year	Project Name	Amount	Category
2016	Miscellaneous Intersection Improvements	\$95,745	Intersection Improvements
2016	Neighbourhood Traffic Safety Program	\$87,500	Neighbourhood Traffic Safety
2016	Neighbourhood Walkways	\$250,000	Neighbourhood Walkways
2016	New Traffic Signal Installation	\$274,000	New Traffic Signals
2016	No.2 Road Widening Phase 3 of 4	\$319,150	No. 2 road Widening
2016	Roads Minor Capital	\$300,000	Roads Minor Capital
2016	Sidewalk Expansion / Enhancement Program	\$100,000	Sidewalk
2016	Street Light Security and Wire Theft Prevention	\$133,000	Street Light Security
2016	Traffic Detection Video Systems	\$75,000	Traffic Detection
2016	Transit Related Infrastructure Improvements	\$50,000	Transit Improvements

**Total 2013 - 2016 Recommended
Infrastructure Road Program**

\$32,116,125

Infrastructure Program - Drainage

2012 Approved Infrastructure Drainage Program

Year	Project Name	Amount	Category
2012	10000 Block Williams Road (South) Laneway Drainage and Pavement Upgrade + Two Additional Lane Ends	\$429,378	Laneway Drainage & Pavement Upgrade
2012	Canal Stabilization	\$300,000	Canal Stabilization
2012	Drainage Minor Capital	\$300,000	Drainage Minor Capital
2012	East Richmond Drainage and Irrigation Upgrades Program – No 6 Road Ditch Improvement plus Hydraulic Model Update	\$621,000	East Richmond Drainage and Irrigation Upgrades Program
2012	Fully Automate No 3 Road South and Horseshoe Slough Pump Station Irrigation Valves	\$100,000	Irrigation Valve Program
2012	Gilbert South Pump Station Generator	\$100,000	Pump Station Generator
2012	Long Shaft Pump Replacement Program	\$450,000	Long Shaft Pump Replacement Program
2012	McCallan Road North Pump Station MCC Upgrade	\$175,000	Pump Station MCC Upgrade
2012	No 1 Road North Pump Station Upgrade	\$3,450,000	Pump Station Upgrade
2012	No 6 Road North Pump Station Generator	\$120,000	Pump Station Generator
2012	Pump Station Level Control Upgrade – Multiple Stations	\$140,000	Pump Station Level Control Upgrade
2012	Seaton Road Laneway Drainage and Pavement Upgrade	\$631,572	Laneway Drainage & Pavement Upgrade
Total 2012 Approved Drainage Program		\$6,816,950	

Infrastructure Program - Drainage

2013-2016 Recommended Infrastructure Drainage Program

Year	Project Name	Amount	Category
2013	Ainsworth Crescent (West) Laneway Drainage and Pavement Upgrade	\$447,000	Laneway Drainage & Pavement Upgrade
2013	Aintree Crescent (West) Laneway Drainage and Pavement Upgrade	\$467,400	Laneway Drainage & Pavement Upgrade
2013	Bath Slough Pump Station Upgrade	\$3,660,000	Pump Station Upgrade
2013	Drainage Minor Capital	\$300,000	Drainage Minor Capital
2013	East Richmond Drainage and Irrigation Upgrades Program - Cambie Road Ditch Improvement	\$450,000	East Richmond Drainage and Irrigation Upgrades Program
2013	East Richmond Drainage and Irrigation Upgrades Program - No. 6 Road Ditch Improvement	\$215,000	East Richmond Drainage and Irrigation Upgrades Program
2013	Long Shaft Pump Replacement Program	\$450,000	Long Shaft Pump Replacement Program
2013	No 7 Road North Pump Station Generator	\$120,000	Pump Station Generator
2013	No 7 Road South Pump Station Upgrade	\$2,420,000	Pump Station Upgrade
2013	No. 3 Road and No. 8 Road Canal Stabilization	\$300,000	Canal Stabilization
2014	11000 Blk Williams Road Laneway Drainage and Pavement Upgrade	\$230,281	Laneway Drainage & Pavement Upgrade
2014	Dennis Crescent (East) Laneway Drainage and Pavement Upgrade	\$475,380	Laneway Drainage & Pavement Upgrade
2014	Drainage Minor Capital	\$300,000	Drainage Minor Capital
2014	Long Shaft Pump Replacement Program	\$450,000	Long Shaft Pump Replacement Program
2014	McCallan Road North Pump Station Generator	\$105,000	Pump Station Generator
2014	No 2 Road North Pump Station Upgrade	\$3,240,000	Pump Station Upgrade

Attachment 3
Infrastructure Program - Drainage

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Year	Project Name	Amount	Category
2014	No 8 Road North Pump Station Generator	\$120,000	Pump Station Generator
2014	No. 3 Road and No. 8 Road Canal Stabilization	\$300,000	Canal Stabilization
2014	Shell Road North Pump Station Upgrade	\$2,610,000	Pump Station Upgrade
2015	Drainage Minor Capital	\$300,000	Drainage Minor Capital
2015	Nelson Road South Pump Station Generator	\$120,000	Pump Station Generator
2015	No. 3 Road and No. 8 Road Canal Stabilization	\$300,000	Canal Stabilization
2015	Queens Road North Pump Station Generator	\$120,000	Pump Station Generator
2015	Swinton Cr (West) Laneway Drainage and Pavement Upgrade	\$371,641	Laneway Drainage & Pavement Upgrade
2015	Swinton Crescent (East) Laneway Drainage and Pavement Upgrade	\$349,980	Laneway Drainage & Pavement Upgrade
2016	Dennis Crescent West Laneway Drainage and Pavement Upgrade	\$440,600	Laneway Drainage & Pavement Upgrade
2016	Drainage Minor Capital	\$300,000	Drainage Minor Capital
2016	Miller Road Pump Station Generator Upgrade	\$120,000	Pump Station Generator
2016	No. 3 Road and No. 8 Road Canal Stabilization	\$300,000	Canal Stabilization
2016	No. 3 Road South Drainage Pump Station	\$2,550,000	Pump Station Upgrade
Total 2013 - 2016 Recommended Infrastructure Drainage Program		\$21,932,282	

Infrastructure Program – Waterworks

2012 Approved Infrastructure Water Main Replacement Program

Year	Project Name	Amount	Category
2012	Lulu East Waterworks Area	\$1,635,867	Water Main Replacement: East
2012	Lulu North Waterworks Area	\$3,476,810	Water Main Replacement: North
2012	Lulu West Waterworks Area	\$1,623,247	Water Main Replacement: West
2012	Sea Island Waterworks Area	\$670,832	Water Main Replacement: Sea Island
2012	Residential Water Metering	\$1,600,000	Water Metering
Total 2012 Approved Water Main Replacement Program		\$9,006,756	

2013-2016 Recommended Infrastructure Water Main Replacement Program

Year	Project Name	Amount	Category
2013	Lulu Island West Waterworks Area	\$6,800,000	Water Main Replacement: West
2013	Residential Water Metering	\$1,600,000	Water Metering
2013	Minor Capital Waterworks Program	\$300,000	Minor Capital
2014	Lulu Island West Waterworks Area	\$6,915,361	Water Main Replacement: West
2014	Residential Water Metering	\$1,600,000	Water Metering
2014	Minor Capital Waterworks Program	\$300,000	Minor Capital
2015	Lulu Island East Waterworks Area	\$2,559,546	Water Main Replacement: East
2015	Lulu Island North Waterworks Area	\$399,069	Water Main Replacement: North
2015	Lulu Island West Waterworks Area	\$3,896,657	Water Main Replacement: West
2015	Residential Water Metering	\$1,600,000	Water Metering
2015	Minor Capital Waterworks Program	\$300,000	Minor Capital
2016	Lulu North Waterworks Area	\$3,944,820	Water Main Replacement: North
2016	Lulu West Waterworks Area	\$3,066,410	Water Main Replacement: West
2016	Residential Water Metering	\$1,600,000	Water Metering
2016	Minor Capital Waterworks Program	\$300,000	Minor Capital
Total 2013 – 2016 Recommended Infrastructure Water Main Replacement Program		\$35,181,863	

Infrastructure Program –Sanitary Sewer / Infrastructure Advanced Design

2012 Approved Infrastructure Sanitary Sewer Program

Year	Project Name	Program Total	Category
2012	Blundell Force main Replacement (Terra Nova Area)	\$1,427,000	Force main Replacement
2012	Gravity Sanitary Sewer Upgrade on Brown/Leslie Road (Bridgeport Sanitary Sewer Area)	\$1,509,000	Gravity Sewer Replacement/Upgrade
2012	Minoru Pump Station Upgrade	\$2,874,000	Sanitary Pump Station
2012	Pump Station and Force main Assessment and Upgrade	\$750,000	Assessment and Upgrade
2012	Sanitary Sewer Replacement at 6331/6351 Cooney Road (City Centre Area)	\$296,000	Gravity Sewer

Total 2012 Approved Infrastructure Sanitary Sewer Program **\$ 6,856,000**

2013 – 2016 Recommended Infrastructure Sanitary Sewer Program

Year	Project Name	Program Total	Category
2013	City Centre SSA Rehabilitation and Upgrades	\$1,631,250	SSA Rehabilitation and Upgrade
2013	Force Main Valve Installation Program	\$100,000	Force main Valve Installation
2013	Miscellaneous SCADA System Improvements	\$250,000	SCADA System Improvements
2013	Public Works Minor Capital - Sanitary	\$300,000	Minor Capital
2013	Pump Station and Force main Assessment and Upgrade	\$750,000	Assessment and Upgrade
2013	Steveston SSA Rehabilitation and Upgrades	\$1,615,369	SSA Rehabilitation and Upgrade
2014	Force Main Valve Installation Program	\$100,000	Force main Valve Installation
2014	Miscellaneous SCADA System Improvements	\$250,000	SCADA System Improvements
2014	Public Works Minor Capital - Sanitary	\$300,000	Minor Capital
2014	Pump Station and Force main Assessment and Upgrade	\$750,000	Assessment and Upgrade
2015	Bridgeport SSA Rehabilitation and Upgrade	\$1,000,000	SSA Rehabilitation and Upgrade
2015	Force Main Valve Installation Program	\$100,000	Force main Valve Installation
2015	Miscellaneous SCADA System Improvements	\$250,000	SCADA System Improvements

Infrastructure Program –Sanitary Sewer / Infrastructure Advanced Design

Year	Project Name	Program Total	Category
2015	Public Works Minor Capital - Sanitary	\$300,000	Minor Capital
2015	Pump Station and Force main Assessment and Upgrade	\$750,000	Assessment and Upgrade
2015	Sanitary Sewer Modelling	\$320,000	Sanitary Sewer Modelling
2015	Steveston SSA Rehabilitation and Upgrades	\$263,390	SSA Rehabilitation and Upgrade
2016	Force Main Valve Installation Program	\$100,000	Force main Valve Installation
2016	Gravity Sanitary Sewer Upgrade on River Rd / Beckwith Rd / Charles St	\$2,500,000	Gravity Sewer
2016	Van Horne Pump Station Upgrade	\$2,774,000	Sanitary Pump Station
Total 2013 - 2016 Recommended Infrastructure Sanitary Sewer Program		\$14,404,009	

2012 Approved Public Works Infrastructure Advanced Design

Year	Project Name	Amount	Category
2012	PW Infrastructure Advanced Design	\$949,516	Advanced Design
Total 2012 Approved Infrastructure Advanced Design Program		\$949,516	

2013 - 2016 Recommended Public Works Infrastructure Advanced Design

Year	Project Name	Amount	Category
2013	PW Infrastructure Advanced Design	\$960,955	Advanced Design
2014	PW Infrastructure Advanced Design	\$905,018	Advanced Design
2015	PW Infrastructure Advanced Design	\$902,159	Advanced Design
2016	PW Infrastructure Advanced Design	\$885,000	Advanced Design
Total 2013 - 2016 Recommended Infrastructure Advanced Design Program		\$3,653,132	

Infrastructure Program –Minor Capital

2012 Approved Infrastructure Public Works Minor Capital - Traffic Program

Year	Project Name	Amount	Category
2012	Public Works Minor Capital - Traffic	\$250,000	Minor Capital

Total 2012 Approved PW Minor Capital - Traffic Program \$250,000

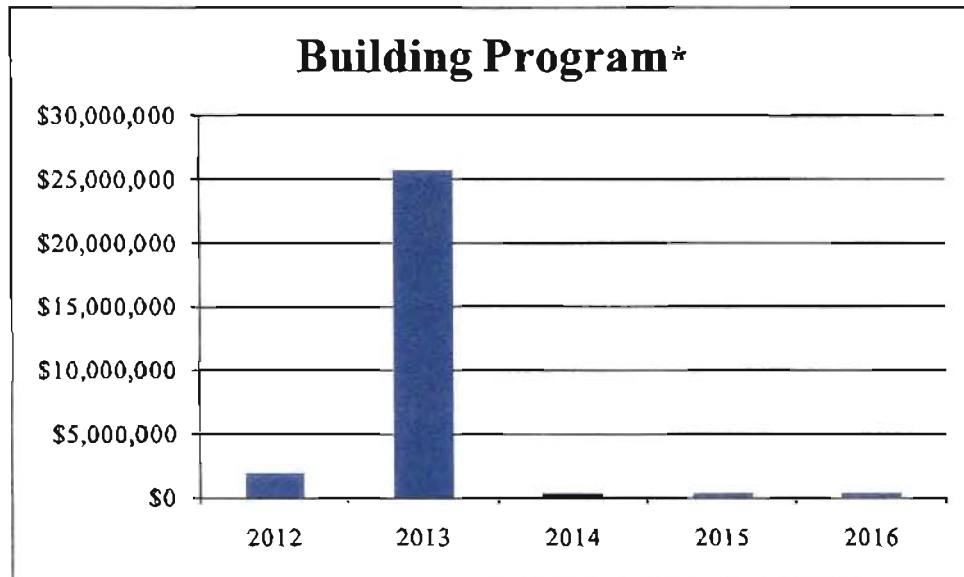
2013-2016 Recommended Infrastructure Public Works Minor Capital – Traffic Program

Year	Project Name	Amount	Category
2013	Public Works Minor Capital - Traffic	\$250,000	Minor Capital
2014	Public Works Minor Capital - Traffic	\$250,000	Minor Capital
2015	Public Works Minor Capital - Traffic	\$250,000	Minor Capital
2016	Public Works Minor Capital - Traffic	\$250,000	Minor Capital

Total 2013 - 2016 Recommended Public Works Minor Capital – Traffic \$1,000,000

Building Program 2012-2016

The building program includes major building construction and renovation projects as well as minor facility upgrades and repairs. The City's building assets include: arenas, pools, community centres, libraries, heritage buildings, police stations, fire halls and other government facilities.



*Significant items from the major facilities replacements have been deferred from the current 2012-2016 Capital Budget to allow further discussion and direction by Council. Once the review is completed and further discussions with Council, a report will be presented to Council for approval, and the 5-year capital budget will be amended if necessary.

2012 Approved Building Program

Year	Project Name	Amount	Category
2012	Public Safety Building Renovation	\$1,100,000	Public Safety Building
2012	Phoenix Net Loft Safety Repairs	\$250,000	Phoenix Net Loft
2012	Project Development Advanced Design	\$200,000	Advanced Design
2012	City Centre Community Police Office	\$167,000	Police Office
2012	South Arm Pool Piping Repair ¹	\$155,000	South Arm Pool
Total 2012 Approved Building Program		\$1,872,000	

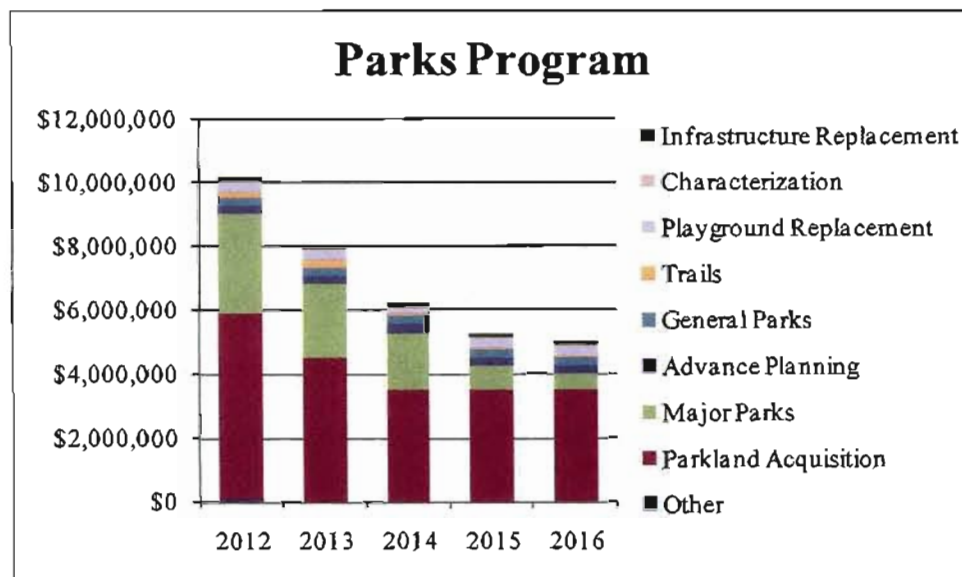
¹Council approved an increase of \$70,000 funded from the minor capital provision March 26, 2012 for a total project amount of \$155,000.

2013-2016 Recommended Building Program

Year	Project Name	Amount	Category
2013	Fire Hall No. #1	\$18,890,000	Fire Hall No. 1
2013	City Centre Community Centre	\$6,450,000	City Centre Community Centre
2013	Project Development Advanced Design	\$250,000	Advanced Design
2014	Project Development Advanced Design	\$250,000	Advanced Design
2015	Project Development Advanced Design	\$250,000	Advanced Design
2016	Project Development Advanced Design	\$250,000	Advanced Design
Total 2013 - 2016 Recommended Buildings		\$26,340,000	

Parks Program 2012-2016

Richmond is renowned for its high quality parks and recreation facilities. The City's park system has over 90 parks that total approximately 1,400 acres. Parks are unique places designed and developed for the enjoyment of all city residents as well as visitors to Richmond. These sites usually contain a wide variety of recreational and sports facilities, play equipment and other specialized facilities. In addition to parks, Richmond has a 200-acre recreational trail system.



2012 Approved Parks Program

Year	Project Name	Amount	Category
2012	Parkland Acquisition	\$5,803,180	Parkland Acquisition
2012	Terra Nova - Play Environment	\$1,000,000	Major Parks
2012	Oval West Waterfront Park - Phase 1	\$850,000	Major Parks
2012	Garden City Park	\$500,000	Major Parks
2012	West Cambie Greenway	\$300,000	Major Parks
2012	West Cambie Neighbourhood Park	\$300,000	Major Parks
2012	Parks Advance Planning & Design	\$275,000	Major Parks
2012	Parks General Development	\$250,000	General Parks
2012	Trails	\$200,000	Major Parks
2012	Unsafe Playground Replacement Program	\$200,000	Playground Replacement
2012	Blundell Park – Sports Field Upgrade	\$100,000	Major Parks
2012	Characterization - Neighbourhood Parks	\$100,000	Major Parks
2012	Parks Ageing Infrastructure Replacement Program	\$100,000	Infrastructure Replacement

Year	Project Name	Amount	Category
2012	The Gardens Agricultural Park - Phase 1	\$100,000	Major Parks
2012	Sports Field Equipment	\$54,000	Sports Equipment
Total 2012 Approved Parks Program		\$10,132,180	

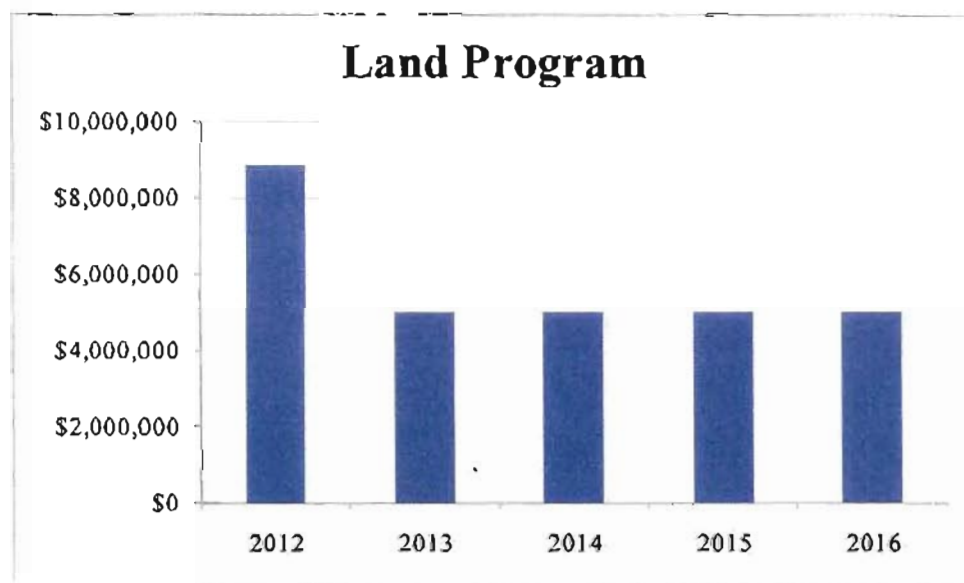
2013-2016 Recommended Parks Program

Year	Project Name	Amount	Category
2013	Parkland Acquisition	\$4,500,000	Parkland Acquisition
2013	The Gardens Agricultural Park - Phase 2	\$1,000,000	Major Parks
2013	Terra Nova Park - Waterfront Development	\$500,000	Major Parks
2013	Minoru Park - Track Resurfacing	\$450,000	Major Parks
2013	Thompson Youth Park Phase 3	\$300,000	Major Parks
2013	Parks Advance Planning & Design	\$250,000	Major Parks
2013	Parks General Development	\$250,000	General Parks
2013	Trails	\$250,000	Major Parks
2013	Unsafe Playground Replacement Program	\$200,000	Playground Replacement
2013	Characterization - Neighbourhood Parks	\$100,000	Major Parks
2013	Parks Ageing Infrastructure Replacement Program	\$100,000	Infrastructure Replacement
2013	West Cambie Neighbourhood Park	\$100,000	Major Parks
2014	Parkland Acquisition	\$3,500,000	Parkland Acquisition
2014	The Gardens Agricultural Park	\$1,500,000	Major Parks
2014	Parks Advance Planning & Design	\$300,000	Major Parks
2014	Parks General Development	\$250,000	General Parks
2014	West Cambie Park	\$250,000	Major Parks
2014	Characterization - Neighbourhood Parks	\$100,000	Major Parks
2014	Parks Ageing Infrastructure Retrofit Program	\$100,000	Infrastructure Replacement
2014	Trails	\$100,000	Major Parks
2014	Unsafe Playground Equipment Replacement	\$100,000	Playground Replacement
2015	Parkland Acquisition	\$3,500,000	Parkland Acquisition
2015	The Gardens Agricultural Park	\$750,000	Major Parks
2015	Parks Advance Planning & Design	\$250,000	Major Parks
2015	Parks General Development	\$250,000	General Parks
2015	Unsafe Playground Equipment Replacement Program	\$200,000	Playground Replacement
2015	Characterization - Neighbourhood Parks	\$100,000	Major Parks
2015	Parks Ageing Infrastructure Upgrade Program	\$100,000	Infrastructure Replacement
2015	Trails	\$100,000	Major Parks

Year	Project Name	Amount	Category
2016	Parkland Acquisition	\$3,500,000	Parkland Acquisition
2016	The Gardens Agricultural Park	\$500,000	Major Parks
2016	Parks Advance Planning & Design	\$250,000	Major Parks
2016	Parks General Development	\$250,000	General Parks
2016	Unsafe Playground Replacement Program	\$200,000	Playground Replacement
2016	Characterization - Neighbourhood Parks	\$100,000	Major Parks
2016	Parks Ageing Infrastructure Replacement Program	\$100,000	Infrastructure Replacement
2016	Trails	\$100,000	Major Parks
Total 2013-2016 Recommended Parks Program		\$24,450,000	

Land Program 2012-2016

The land acquisition program relates to the acquisition and disposition of real property for the City, as approved by Council, for a variety of Council approved acquisitions.



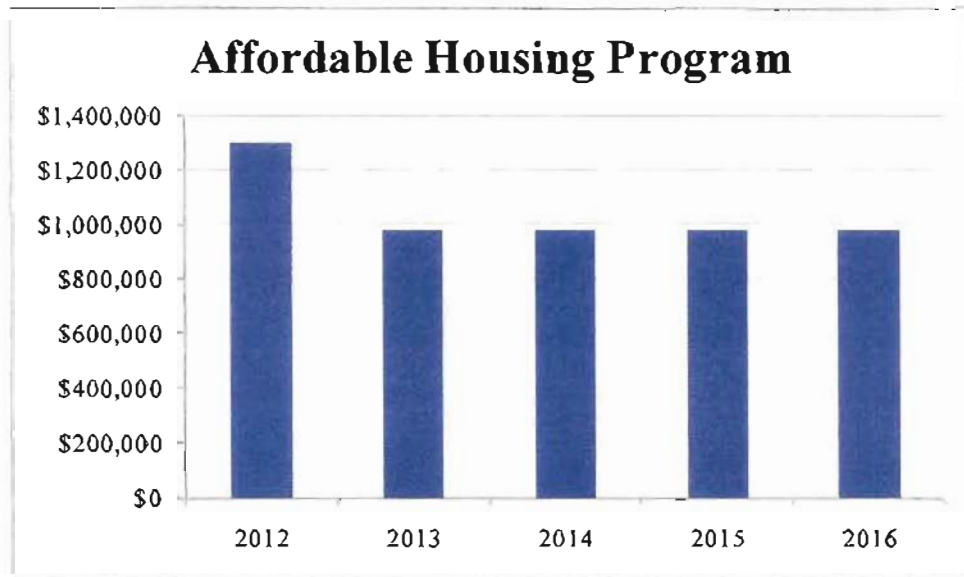
Year	Project Name	Amount	Category
2012	Strategic Land Acquisition	\$8,850,000	Land Acquisition
2013	Strategic Land Acquisition	\$5,000,000	Land Acquisition
2014	Strategic Land Acquisition	\$5,000,000	Land Acquisition
2015	Strategic Land Acquisition	\$5,000,000	Land Acquisition
2016	Strategic Land Acquisition	\$5,000,000	Land Acquisition

Total 2012-2016 Recommended Land Program \$28,850,000

**All land acquisitions are brought to Council for approval. These amounts are placeholders only.*

Affordable Housing Program 2012-2016

Affordable Housing is responsible for coordinating the implementation of the Richmond Affordable Housing Strategy – a Strategy that was adopted in 2007 which contains recommendations, policies, directions, priorities, definitions and annual targets for affordable housing in the city. The City is working with other levels of government, the non-profit sector, the private sector, local groups and the community in pursuit of the Strategy's goals.



2012 Approved Affordable Housing Program

Year	Project Name	Amount	Category
2012	Affordable Housing Projects- City Wide	\$750,000	Affordable Housing
2012	Affordable Housing Projects- City Wide Development	\$402,500	Affordable Housing
2012	Affordable Housing Projects- West Cambie	\$150,000	Affordable Housing
Total 2012 Approved Affordable Housing Program		\$1,302,500	

**The program is dependent on funding sources that are unknown at this time. Should this funding be available the table will be revised.*

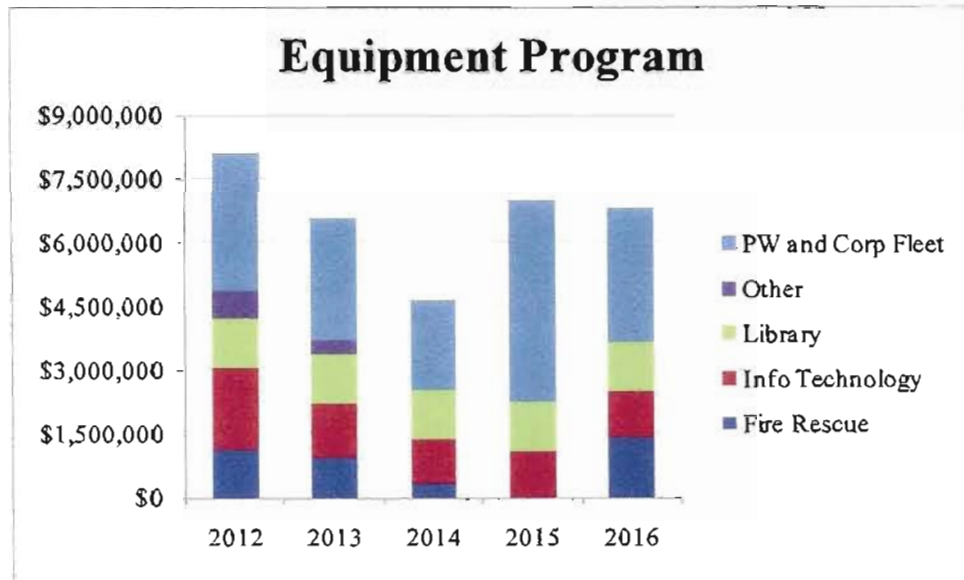
Affordable Housing Program

2013 – 2016 Recommended Affordable Housing Program

Year	Project Name	Amount	Category
2013	Affordable Housing Projects- City Wide	\$750,000	Affordable Housing
2013	Affordable Housing Projects- West Cambie	\$225,000	Affordable Housing
2014	Affordable Housing Projects- City Wide	\$750,000	Affordable Housing
2014	Affordable Housing Projects- West Cambie	\$225,000	Affordable Housing
2015	Affordable Housing Projects- City Wide	\$750,000	Affordable Housing
2015	Affordable Housing Projects- West Cambie	\$225,000	Affordable Housing
2016	Affordable Housing Projects- City Wide	\$750,000	Affordable Housing
2016	Affordable Housing Projects- West Cambie	\$225,000	Affordable Housing
Total 2013-2016 Recommended Affordable Housing Program		\$3,900,000	

Equipment Program 2012-2016

The equipment program includes machinery and vehicles for Public Works and Fire Rescue Services, computer hardware, software, library collections, and other miscellaneous equipment.



2012 Approved Equipment Program

Year	Project Name	Amount	Category
2012	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	\$2,129,500	PW and Corp Fleet
2012	Library Book Purchases	\$1,160,000	Library
2012	Vehicle/Equipment Reserve Purchases Carry Over from Project 40517 (PW)	\$836,276	PW and Corp Fleet
2012	Fire Vehicle Replacement Reserve Purchases	\$818,000	Fire Rescue
2012	Existing Operational Computer Services	\$528,100	Info Technology
2012	Infrastructure Lease Funding	\$375,000	Info Technology
2012	Windows 7 / Office 2007 Infrastructure	\$375,000	Info Technology
2012	Existing Operational Desktop Computer Hardware Funding	\$330,000	Info Technology
2012	PS Electronic Purchase Requisitions	\$300,000	Info Technology
2012	Ice Re-surfacer Replacements ¹	\$288,739	PW and Corp Fleet
2012	Energy Management - Continuous Optimization Implementation	\$247,000	Other
2012	Parking Pay Station - Replacement	\$208,750	Other
2012	Fibre Optic Cabling to City Facilities- Group 2	\$200,000	Info Technology
2012	Existing Operational Application Software Funding	\$200,000	Info Technology

Year	Project Name	Amount	Category
2012	Fire Training Site	\$200,000	Fire Rescue
2012	Fleet Management Software ²	\$150,000	Other
2012	Energy Management - RTU Heat Pump Replacement	\$138,000	Other
2012	Fire Equipment Replacement	\$95,142	Fire Rescue
2012	Energy Management - South Arm Community Centre Solar Wall	\$80,000	Other
Total 2012 Approved Equipment Program		\$8,284,507	

¹The Ice Re-surfacer Replacement project was approved by Council February 27, 2012, after the initial 2012 Capital Budget was approved.

²The Fleet Management Software was approved by Council July 12, 2010 for \$225,000 including a portion for Fire Rescue Services. This submission is for the fleet portion of \$150,000.

2013-2016 Recommended Equipment Program

Year	Project Name	Amount	Category
2013	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	\$2,870,800	PW and Corp Fleet
2013	Library Book Purchases	\$1,160,000	Library
2013	Fire Vehicle Replacement Reserve Purchases	\$920,046	Fire Rescue
2013	Existing Operational Computer Services Infrastructure Lease Funding	\$528,100	Info Technology
2013	Existing Operational Desktop Computer Hardware Funding	\$330,000	Info Technology
2013	Parking Pay Station - Replacement	\$328,750	Other
2013	Fibre Optic Cabling to City Facilities- Group 1 and 2	\$320,000	Info Technology
2013	Existing Operational Application Software Funding	\$200,000	Info Technology
2014	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	\$2,125,000	PW and Corp Fleet
2014	Library Book Purchases	\$1,160,000	Library
2014	Existing Operational Computer Services Infrastructure Lease Funding	\$528,100	Info Technology
2014	Existing Operational Desktop Computer Hardware Funding	\$330,000	Info Technology
2014	Fire Equipment Replacement	\$326,500	Fire Rescue
2014	Existing Operational Application Software Funding	\$200,000	Info Technology
2015	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	\$4,745,500	PW and Corp Fleet
2015	Library Book Purchases	\$1,160,000	Library
2015	Existing Operational Computer Services Infrastructure Lease Funding	\$528,100	Info Technology
2015	Existing Operational Desktop Computer Hardware Funding	\$330,000	Info Technology

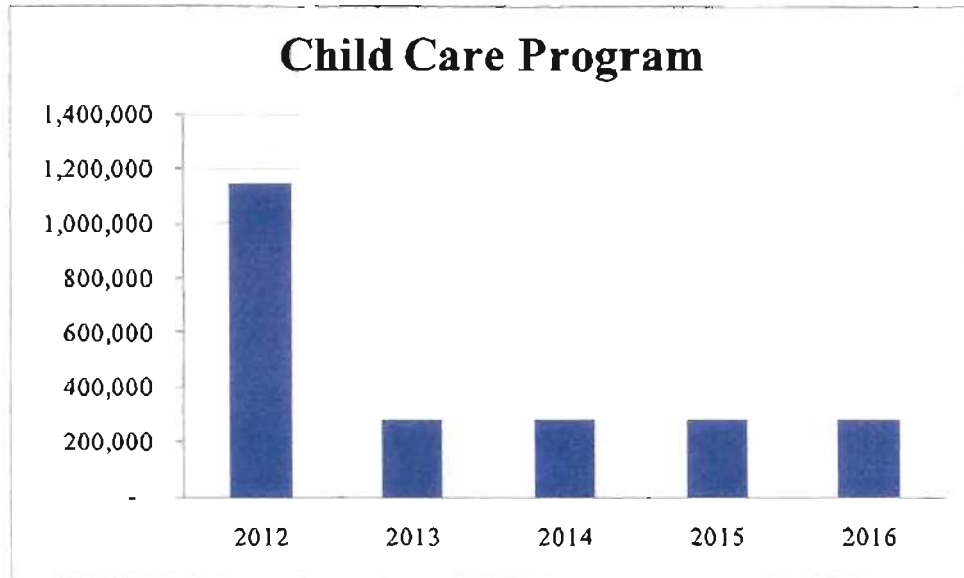
Attachment 3
Equipment Program

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Year	Project Name	Amount	Category
2015	Existing Operational Application Software Funding	\$200,000	Info Technology
2015	Fire Equipment Replacement	\$16,396	Fire Rescue
2016	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	\$3,148,976	PW and Corp Fleet
2016	Fire Vehicle Replacement Reserve Purchases	\$1,407,023	Fire Rescue
2016	Library Book Purchases	\$1,160,000	Library
2016	Existing Operational Computer Services Infrastructure Lease Funding	\$528,100	Info Technology
2016	Existing Operational Desktop Computer Hardware Funding	\$330,000	Info Technology
2016	Existing Operational Application Software Funding	\$200,000	Info Technology
2016	Fire Equipment Replacement	\$16,765	Fire Rescue
Total 2013-2016 Recommended Equipment Program		\$25,098,156	

Child Care Program 2012-2016

To address child care need, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care including facilities and spaces.



2012 Approved Child Care Program

Year	Project Name	Amount	Category
2012	West Cambie Child Care Facility	\$700,000	West Cambie
2012	Hamilton Child Care Facility	\$400,000	Hamilton
2012	Child Care Projects - City Wide	\$50,000	City Wide
Total 2012 Approved Child Care Program		\$1,150,000	

2013-2016 Recommended Child Care Program

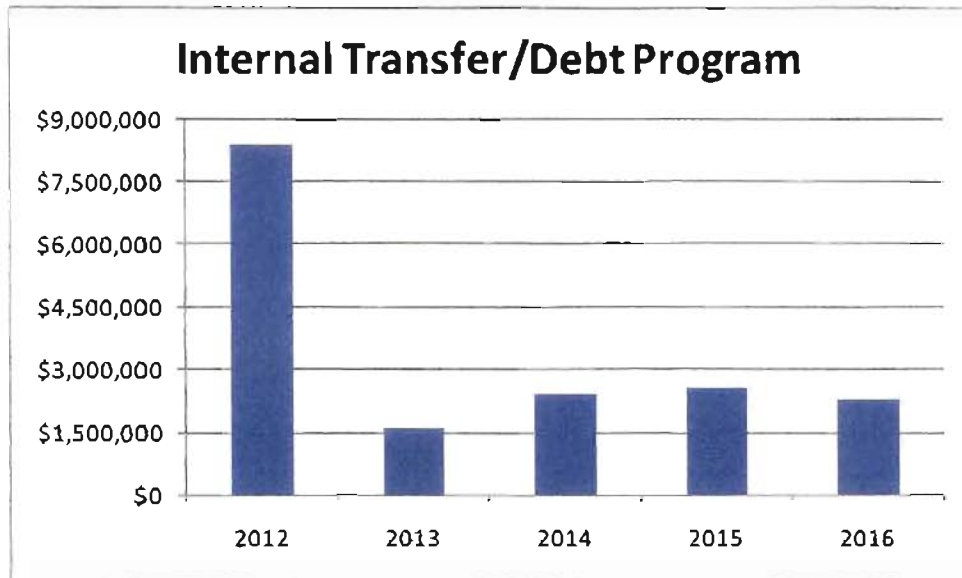
Year	Project Name	Amount	Category
2013	West Cambie Child Care Facility	\$225,000	West Cambie
2013	Child Care Projects - City Wide	\$50,000	City Wide
2014	West Cambie Child Care Facility	\$225,000	West Cambie
2014	Child Care Projects - City Wide	\$50,000	City Wide
2015	West Cambie Child Care Facility	\$225,000	West Cambie
2015	Child Care Projects - City Wide	\$50,000	City Wide
2016	West Cambie Child Care Facility	\$225,000	West Cambie
2016	Child Care Projects - City Wide	\$50,000	City Wide
Total 2013-2016 Child Care Program		\$1,100,000	

Attachment 3

Internal Transfers / Debt Program 2012-2016

Internal Transfers/Debt Program 2012-2016

The internal transfers/debt program relates to the use of capital funding for items that do not result in tangible capital assets. This includes: the repayment of capital funds borrowed from other internal sources of funding, external debt repayment and transfers to the operating budget for items that do not meet the asset capitalization criteria.



2012 Approved Internal Transfer/Debt Program

Year	Project Name	Amount	Category
2012	Parkland Acquisition	\$4,750,000	Internal Repayment
2012	T1368/1369 - No. 2 Road Bridge	\$2,030,000	Debt Repayment
2012	Parkland Acquisition West Cambie	\$746,258	Internal Repayment
2012	Public Art Program	\$503,398	Non Tangible Capital Asset
2012	River Rd/North Loop Repayment	\$200,000	Internal Repayment
2012	Lansdowne Rd. Repayment	\$77,263	Internal Repayment
2012	Tree Planting Program	\$50,000	Non Tangible Capital Asset
2012	Affordable Housing Operating Reserve	\$30,000	Non Tangible Capital Asset
Total 2012 Approved Internal/Debt Program		\$8,386,919	

Attachment 3

Internal Transfers / Debt Program 2012-2016

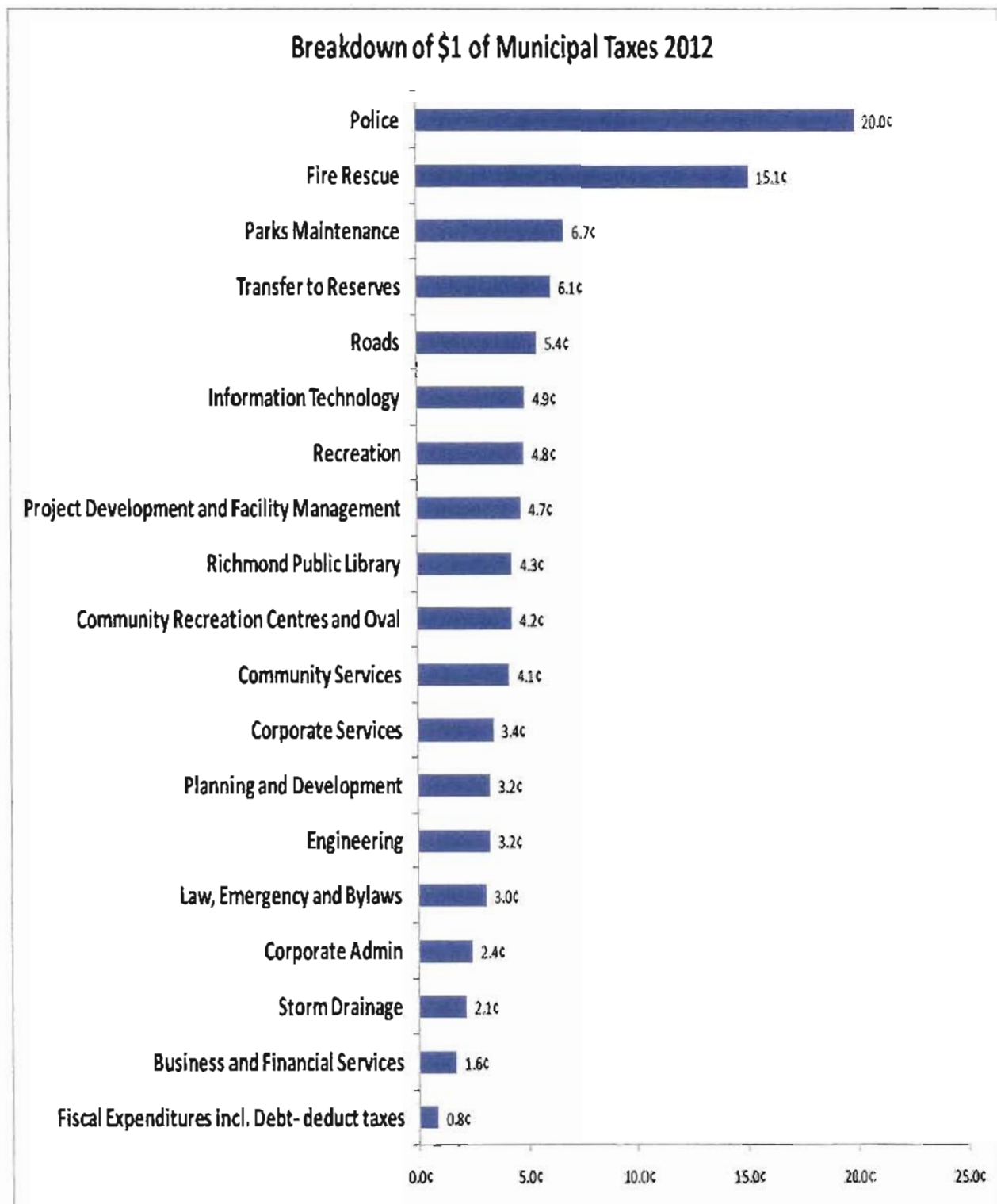
2013-2016 Recommended Internal Transfer/Debt Program

Year	Project Name	Amount	Category
2013	T1368/1369 - No. 2 Road Bridge	\$1,280,000	Debt Repayment
2013	Public Art Program	\$100,000	Non Tangible Capital Asset
2013	River Rd/North Loop Repayment	\$100,000	Internal Repayment
2013	Lansdowne Rd. Repayment	\$77,263	Internal Repayment
2013	Tree Planting Program	\$50,000	Non Tangible Capital Asset
2014	River Rd/North Loop Repayment	\$1,317,000	Internal Repayment
2014	Oval Precinct Public Art Program	\$500,000	Non Tangible Capital Asset
2014	Nelson Rd Interchange Repayment	\$385,098	Internal Repayment
2014	Public Art Program	\$100,000	Non Tangible Capital Asset
2014	Lansdowne Rd. Repayment	\$77,263	Internal Repayment
2014	Tree Planting Program	\$50,000	Non Tangible Capital Asset
2015	River Rd/North Loop Repayment	\$1,685,056	Internal Repayment
2015	Nelson Rd Interchange Repayment	\$385,098	Internal Repayment
2015	Oval Precinct Public Art Program	\$278,000	Non Tangible Capital Asset
2015	Public Art Program	\$100,000	Non Tangible Capital Asset
2015	Lansdowne Rd. Repayment	\$77,263	Internal Repayment
2015	Tree Planting Program	\$50,000	Non Tangible Capital Asset
2016	River Rd/North Loop Repayment	\$1,685,056	Internal Repayment
2016	Nelson Rd Interchange Repayment	\$385,098	Internal Repayment
2016	Public Art Program	\$100,000	Non Tangible Capital Asset
2016	Lansdowne Rd. Repayment	\$77,263	Internal Repayment
2016	Tree Planting Program	\$50,000	Non Tangible Capital Asset
Total 2013-2016 Internal Transfer/Debt Program		\$8,909,458	

Attachment 4
5 Year Capital Funding Sources

CITY OF RICHMOND
5 YEAR CAPITAL FUNDING SOURCES
(2012 – 2016)
(In \$000's)

	2012	2013	2014	2015	2016
<u>DCC Reserves</u>					
Drainage	97	2,680	2,228	0	0
Parks Acquisition	10,972	4,232	3,292	3,292	3,292
Parks Development	3,174	2,492	2,398	1,411	1,176
Roads	4,554	5,152	3,954	3,340	3,275
Sanitary Sewer	2,569	1,126	0	12	1,336
Water	0	0	0	0	0
Total DCC Reserves	\$21,366	\$15,682	\$11,872	\$8,055	\$9,079
<u>Reserves and Other Sources</u>					
<u>Statutory Reserves</u>					
Affordable Housing Reserve Fund	1,333	975	975	975	975
Capital Building and Infrastructure Reserve Fund	254	7,300	0	0	0
Capital Reserve Fund	12,798	22,675	8,762	8,541	8,085
Child Care Development Reserve Fund	1,150	275	275	275	275
Drainage Improvement Reserve Fund	5,347	6,019	5,590	1,441	3,748
Equipment Replacement Reserve Fund	3,528	2,607	2,177	3,342	4,272
Leisure Facilities Reserve Fund	0	0	0	0	0
Local Improvements Reserve Fund	0	0	0	0	0
Neighbourhood Improvement Reserve Fund	428	0	17	0	0
Public Art Program Reserve Fund	503	100	100	100	100
Sanitary Sewer Reserve Fund	4,487	3,621	1,500	3,172	4,238
Watermain Replacement Reserve Fund	7,807	13,600	9,215	9,155	9,311
Total Reserves	\$37,635	\$57,172	\$28,611	\$27,001	\$31,004
<u>Other Sources</u>					
Appropriated Surplus	5,694	4,432	4,432	4,432	4,432
Enterprise	465	0	0	0	0
Utility Levy	640	1,184	275	1,420	301
Library Provision	1,160	1,160	1,160	1,160	1,160
Water Metering Provision	1,600	0	0	0	0
Grant, Developer and Comm. Contributions	4,584	3,779	114	114	114
Total Other Sources	\$14,143	\$10,555	\$5,981	\$7,126	\$6,007
TOTAL CAPITAL FUNDING	\$73,144	\$83,409	\$46,464	\$42,182	\$46,090



Adopted by Council: September 22nd, 2003

Policy 3707

File Ref: 0970-03-01

Long Term Financial Management Strategy**Policy 3707:****It is Council Policy that:****1. Tax Revenue**

Tax increases will be at Vancouver's CPI rate (to maintain current programs and maintain existing infrastructure at the same level of service) plus 1.0 % towards infrastructure replacement needs.

2. Gaming Revenue

Gaming revenues will go directly to the capital reserves, the grants program and a community legacy project reserve.

3. Alternative Revenues & Economic Development

Any increases in alternative revenues and economic development beyond all the financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

4. Changes to Senior Government Service Delivery

Any additional costs imposed on the City as a result of mandatory senior government policy changes should be identified and added to that particular year's taxes above and beyond the CPI and infrastructure percentage contribution.

5. Capital Plan

Ensure that long term capital funding for infrastructure (e.g. parks, trails, facilities, roads etc.) is in place in order to maintain community liveability and generate economic development.

6. Cost Containment

Staff increases should be achieved administratively through existing departmental budgets, and no pre-approvals for additional programs or staff beyond existing budgets should be given, and that a continuous review be undertaken of the relevancy of the existing operating and capital costs to ensure that the services, programs and projects delivered continue to be the most effective means of achieving the desired outcomes of the City's vision.

Adopted by Council: September 22nd, 2003

Policy 3707

File Ref: 0970-03-01

Long Term Financial Management Strategy**7. Efficiencies & Service Level Reductions**

Savings due to efficiencies or service level reductions identified in the strategy targets should be transferred to the capital reserves. Any savings due to efficiencies beyond the overall strategy targets can be utilized to reduce the tax rate or for increased levels of service.

8. Land Management

Sufficient proceeds from the sales of City land assets will be used to replenish or re-finance the City's land inventory. Any funds in excess of such proceeds may be used as directed by Council.

9. Administrative

As part of the annual budget process the following shall be undertaken:

- all user fees will be automatically increased by CPI;
- the financial model will be used and updated with current information, and
- the budget will be presented in a manner that will highlight the financial strategy targets and indicate how the budget meets or exceed them.

10. Debt Management

Utilize a "pay as you go" approach rather than borrowing for financing infrastructure replacement.



5 Year Financial Plan (2012-2016) Bylaw 8867

The Council of the City of Richmond enacts as follows:



1. Schedule "A", Schedule "B" and Schedule "C" which are attached and form a part of this bylaw, are adopted as the 5 Year Financial Plan (2012-2016).
2. 5 Year Financial Plan (2011 – 2015) Bylaw 8707 and all associated amendments are repealed.
3. This Bylaw is cited as "**5 Year Financial Plan (2012 - 2016) Bylaw 8867**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN (2012 - 2016)
(IN \$000'S)

	2012	2013	2014	2015	2016
Revenues					
Property Taxes	168,204	175,106	182,909	190,245	197,767
Transfer from Capital Equity	44,387	45,163	46,648	46,613	46,736
Utilities	88,085	93,212	96,080	98,971	101,585
Transfer from Capital Equity	7,051	7,208	7,313	7,406	7,538
Fees and Charges	26,329	26,611	26,900	27,193	27,493
Investment Income	16,184	16,265	16,346	16,428	16,510
Grant-in-lieu	13,199	13,331	13,465	13,599	13,735
Gaming Revenue	11,148	11,168	11,196	11,229	11,263
Grants	4,112	4,174	4,237	4,300	4,365
Penalties and Interest on Taxes	990	1,000	1,010	1,020	1,030
Miscellaneous Fiscal Earnings	24,342	24,367	24,392	24,419	24,443
Capital Plan					
Transfer from DCC Reserve	21,366	15,682	11,872	8,055	9,079
Transfer from Other Funds and Reserves	47,194	63,948	34,478	34,013	36,897
External Contributions	4,584	3,779	114	114	114
Carryforward Prior Years	107,019	54,049	41,238	26,311	20,548
TOTAL REVENUES	\$ 584,194	\$ 555,063	\$ 518,198	\$ 509,916	\$ 519,103
Expenditures					
Utilities	95,136	100,420	103,393	106,377	109,123
Law and Community Safety	82,449	84,192	87,493	89,896	92,272
Engineering and Public Works	54,106	55,698	57,443	58,618	59,914
Parks and Recreation	39,485	40,695	42,564	43,344	43,860
Community Services	21,361	21,732	21,821	22,137	22,600
Corporate Services	17,532	17,795	17,856	17,778	18,050
Project Dev and Facility Maintenance	11,714	11,950	12,099	12,319	12,545
Planning and Development Services	12,470	12,798	13,133	13,465	13,727
Business and Financial Services	7,275	7,410	7,549	7,690	7,833
Corporate Administration	4,464	4,548	4,634	4,722	4,812
Fiscal	22,805	24,090	25,301	28,690	29,440
Transfer to Funds: Statutory Reserves	31,124	32,807	34,596	36,387	38,289
Municipal Debt					
Debt Interest	2,999	2,359	1,503	-	-
Debt Principal	1,111	1,111	1,111	-	-
Capital Plan					
Current Year Capital Expenditures	73,144	83,409	46,464	42,182	46,090
Carryforward Prior Years	107,019	54,049	41,238	26,311	20,548
TOTAL EXPENDITURES	\$ 584,194	\$ 555,063	\$ 518,198	\$ 509,916	\$ 519,103
Proposed Property Tax Increase	2.98%	2.90%	3.26%	2.86%	2.80%

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN FUNDING SOURCES
(2012 - 2016)
(In 000's)

	2012	2013	2014	2015	2016
<u>DCC Reserves</u>					
Drainage	97	2,680	2,228	0	0
Parks Acquisition	10,972	4,232	3,292	3,292	3,292
Parks Development	3,174	2,492	2,398	1,411	1,176
Roads	4,554	5,152	3,954	3,340	3,275
Sanitary Sewer	2,569	1,126	0	12	1,336
Water	0	0	0	0	0
Total DCC Reserves	\$21,366	\$15,682	\$11,872	\$8,055	\$9,079
<u>Reserves and Other Sources</u>					
<u>Statutory Reserves</u>					
Affordable Housing Reserve Fund	1,333	975	975	975	975
Capital Building and Infrastructure Reserve Fund	254	7,300	0	0	0
Capital Reserve Fund	12,798	22,675	8,762	8,541	8,085
Child Care Development Reserve Fund	1,150	275	275	275	275
Drainage Improvement Reserve Fund	5,347	6,019	5,590	1,441	3,748
Equipment Replacement Reserve Fund	3,528	2,607	2,177	3,342	4,272
Leisure Facilities Reserve Fund	0	0	0	0	0
Local Improvements Reserve Fund	0	0	0	0	0
Neighbourhood Improvement Reserve Fund	428	0	17	0	0
Public Art Program Reserve Fund	503	100	100	100	100
Sanitary Sewer Reserve Fund	4,487	3,621	1,500	3,172	4,238
Watermain Replacement Reserve Fund	7,807	13,600	9,215	9,155	9,311
Total Reserves	\$37,635	\$57,172	\$28,611	\$27,001	\$31,004
<u>Other Sources</u>					
Appropriated Surplus	5,694	4,432	4,432	4,432	4,432
Enterprise	465	0	0	0	0
Utility Levy	640	1,184	275	1,420	301
Library Provision	1,160	1,160	1,160	1,160	1,160
Water Metering Provision	1,600	0	0	0	0
Grant, Developer and Comm. Contributions	4,584	3,779	114	114	114
Total Other Sources	\$14,143	\$10,555	\$5,981	\$7,126	\$6,007
TOTAL CAPITAL FUNDING	\$73,174	\$83,409	\$46,464	\$42,182	\$46,090

**City of Richmond
2012-2016 Financial Plan
Statement of Policies and Objectives**

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce tax rate.

Table 1:

Revenue Source	% of Total Revenue*
Property Taxes	64.1%
User Fees & Charges	10.0%
Investment Income	6.1%
Grants in Lieu of Taxes	5.0%
Gaming Revenue	4.2%
Grants	1.5%
Other Sources	9.1%
Total	100.0%

**Total Revenue consists of general revenues*

Table 1 shows the proportion of total general revenue proposed to be raised from each funding source in 2012.

Distribution of Property Taxes

Table 2 provides the estimated 2012 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.
- Continue economic development initiatives to attract businesses to the City of Richmond.

Table 2: (based on the 2012 Preliminary Roll figures)

Property Class	% of Tax Burden
Residential (1)	52.1%
Business (6)	38.4%
Light Industry (5)	7.8%
Others (2,4,8 & 9)	1.7%
Total	100.0%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the Community Charter. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the Community Charter.



General Purposes Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Monday, April 2, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

GP-3 *Motion to adopt the minutes of the meeting of the General Purposes Committee held on Monday, March 19, 2012.*



BUSINESS & FINANCIAL SERVICES DEPARTMENT

1. **PROPOSED AMENDMENTS TO AFFORDABLE HOUSING STATUTORY RESERVE FUND POLICY 5008, ZONING BYLAW 8500 AND AFFORDABLE HOUSING OPERATING RESERVE FUND ESTABLISHMENT BYLAW NO. 8206**
(File Ref. No. 08-4057-05) (REDMS No. 3254955 v.8)

GP-9

See Page **GP-9** for full report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

- (1) *That Affordable Housing Statutory Reserve Fund Policy-5008 (dated December 9, 1991) be amended, as set out in Attachment 2 of the report dated March 20, 2012 from the General Manager of Community Services, entitled, "Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy 5008, Zoning Bylaw No. 8500 and Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206."*

- (2) *That Zoning Bylaw No. 8500, Amendment Bylaw No. 8882 be introduced and given first reading; and*
- (3) *That Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 Amendment Bylaw No. 8883 be introduced and given first, second and third readings.*



CORPORATE SERVICES DEPARTMENT

2. POLICE SERVICES CONTRACT

(File Ref. No. 09-5350-01/2012-Vol 01) (REDMS No. 3499999)

GP-31

See Page **GP-33** for full report

Designated Speaker: Phyllis Carlyle

STAFF RECOMMENDATION

That:

- (1) *The City of Richmond enter into an agreement with the Province of British Columbia for the provision of police services in the form attached to the report of the General Manager of Law and Community Safety dated March 29, 2012; and*
- (2) *The Mayor be authorized to execute the agreement.*



ADJOURNMENT





General Purposes Committee

Date: Monday, March 19, 2012

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves (4:01 p.m.)

Absent: Councillor Linda Barnes
Councillor Evelina Halsey-Brandt

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, March 5, 2012, be adopted as circulated.

CARRIED

Councillor Harold Steves entered the meeting (4:01 p.m.).

DELEGATION

- I. Gordon Hardwick, Manager, Community Affairs, BC Film Commission expressed appreciation for the support the BC Film Commission has received from the City of Richmond. During his presentation, Mr. Hardwick spoke about:

General Purposes Committee

Monday, March 19, 2012

- how the film industry chooses locations based on creative needs, and noted that popular filming locations in Richmond have included City Hall and Steveston;
- how City of Richmond staff responds to film industry client requests in a timely manner, and the importance of continued management of service levels, including keeping costs to a manageable level;
- how the film industry does not realize that there are 24 separate municipalities, and view the region as “Vancouver”. Mr. Hardwick encouraged the City to consider how the other municipalities are managing their process to ensure consistency; and
- how the film industry uses state of the art equipment available locally and hires local labour for productions.

COMMUNITY SERVICES DEPARTMENT

2. **RICHMOND FILM OFFICE UPDATE AND BYLAW AMENDMENTS** (File Ref. No. 08-4150-09-01/2012-Vol 01) (REDMS No. 3425923v6)

Amarjeet Rattan, Director, Intergovernmental Relations & Protocol Unit, and Jodie Shebib, Major Events and Film Liaison, were available to answer questions. A discussion ensued about:

- the rationale for the proposed application fee of \$200; factors taken into consideration included staff time, and application fees charged by other municipalities. It was also noted that Richmond does not charge a permit fee, as the administrative costs associated with filming are covered by the application fee;
- the level of production in Richmond in comparison to other municipalities;
- the proposed fee of \$2040 per day for filming at Richmond City Hall. It was noted that staff took into consideration factors such as the inability to rent out other rooms in City Hall during filming when determining the fee; and
- the level of support currently provided by the City’s staff to the film industry which varies depending on the nature of the production.

It was moved and seconded

That:

- (1) *the Filming Regulation Bylaw No. 8708 be introduced and given first, second and third readings; and*

General Purposes Committee

Monday, March 19, 2012

- (2) *the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8709 be introduced and given first, second and third readings.*

CARRIED

3. **2012 ARTS AND CULTURE GRANT PROGRAM**

(File Ref. No.) (REDMS No. 3484781)

Jane Fernyhough, Director, Arts, Culture & Heritage, and Liesl Jauk, Manager, Community Cultural Development, thanked the staff members who were involved in the adjudication of the 2012 Arts and Culture Grant Program. Ms. Jauk provided background information and spoke about the Program's goals, which included strengthening the infrastructure of arts and culture organizations; creating new arts opportunities; showing support for the careers of local artists; and supporting a range of artistic and cultural activity. Ms. Jauk noted that 26 applications were received for 2012, and the number and quality of applications is expected to increase in future years.

A discussion then ensued about the 2012 Arts and Culture Grant Program as well as various applications for grants, and in particular on:

- the amount of funding available for the 2012 Arts and Culture Grant Program;
- the rationale for not granting the Richmond Community Band's requested amount of \$3600. It was noted that each application is evaluated under the application review process on three key areas: merit, organizational capacity, and impact. The three key areas are assigned a numerical ranking to create a total numeric score, and that the score for the Richmond Community Band may not have indicated the highest score;
- the rationale for not granting the Community Arts Council a grant for 2012. It was noted that the Community Arts Council had an accumulated deficit in excess of \$60,000;
- the rationale for granting the Britannia Heritage Shipyard Society only \$850 for 2012. It was noted that the Britannia Heritage Shipyard Society had not completed the application form to fit the criteria for the grant; and
- the two introductory workshops that were offered to applicants in November 2011, to review eligibility criteria and the application form, as well as the need for future budgeting and grant writing workshops in order to raise the capacity and development of arts groups to seek other grant opportunities.

General Purposes Committee

Monday, March 19, 2012

Margaret Stephens, Treasurer and Primary Administrator, accompanied by Natasha Lozovsky-Burns, President, The Community Arts Council of Richmond, provided copies of the Council's current financial statements (on file City Clerk's Office), and spoke about a decrease in the Council's accumulated deficit. She stated that the deficit was a result of the operation of the Artisans' Galleria, which has since closed, meaning that the Council now will be able to sustain itself in the area of general expenses. Ms. Stephens also spoke about a restricted investment the Council holds with the Vancouver Foundation, and noted that the Foundation pays the Council quarterly interest based on \$170,000 perpetuity. In conclusion, Ms. Stephens requested the City to consider providing grant funding towards (i) the Exhibition Series which has been produced continuously for over five years; and (ii) upgrades to the Council's website.

It was moved and seconded

(1) *That:*

- (a) *the Richmond Community Band Society be awarded a total grant amount of \$3600;*
- (b) *the Community Arts Council be awarded a total grant amount of \$5000; and*
- (c) *the Britannia Heritage Shipyard Society be awarded a total grant amount of \$2500,*

for a total additional increase of \$7250; and

(2) *That the 2012 Arts and Culture Grants be awarded for the recommended amounts, and cheques disbursed for a total of \$82,300 (additional \$7250 grants included) as per the staff report from the Director, Arts, Culture and Heritage Services, dated March 2, 2012.*

The question on the motion was not called as a brief discussion ensued about the Community Arts Council's grant application, as well as the Council's restricted investment with the Vancouver Foundation.

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

CHIEF ADMINISTRATIVE OFFICE

4. **COUNCIL TERM GOALS FOR THE TERM 2011-2014**

(File Ref. No. 01-0103-65-20-02/Vol 01) (REDMS No. 3482823)

A discussion ensued between members of Committee and Lani Schultz, Director, Corporate Planning about the Council Term Goals for the 2011-2014 term, and in particular on:

General Purposes Committee

Monday, March 19, 2012

- how to communicate comments related to the RCMP Contract renewal process to the appropriate bodies. Phyllis Carlyle, General Manager, Law and Community Safety noted that City Council has previously communicated directly with the Solicitor General, who is currently in the process of finalizing the contract. Ms. Carlyle noted that policing would continue uninterrupted until a new contract is entered into, and that an undertaking of a wide review of community policing needs in the City is currently in its initial phases;
- the City's capabilities with regard to addressing the growing needs of older adults in the community;
- ongoing dialogue with the City's MLAs and MPs to ensure better representation of Richmond's needs in Victoria and Ottawa for social services issues and the related effects of downloading;
- the feasibility of revising the Community Social Services section by adding "2.8 Completion of the Memorial Garden Project"; and
- the feasibility of revising 5.1 under the Financial Management section with the following wording: "Develop a strategic plan that considers borrowing to take advantage of the current low interest rates and results in significant long term financial benefits for the City".

It was moved and seconded

That the Council Term Goals for the 2011-2014 term of office, as outlined in the staff report dated February 28, 2012 from the Director, Corporate Planning, be approved with the following amendments:

- (1) *The addition of 2.8 under the Community Social Services section, to read as:*
"2.8 Completion of the Memorial Garden Project"; and
- (2) *The revision of 5.1 under Financial Management to read as:*
"5.1 Develop a strategic plan that considers borrowing to take advantage of the current low interest rates and results in significant long term financial benefits for the City".

CARRIED

General Purposes Committee

Monday, March 19, 2012

PROJECT DEVELOPMENT & FACILITY MANAGEMENT DEPARTMENT

5. **SOUTH ARM POOL PIPING REPAIRS**
(File Ref. No. 06-2050-20-PSA/Vol 01) (REDMS No. 3489639)

Janet Whitehead, Senior Project Manager, was available to answer questions.

It was moved and seconded

That the estimated expenditures of \$70,000 with respect to the South Arm Pool Piping Repair project be funded from the Minor Capital Provision.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:04 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, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



City of Richmond

Report to Committee

To: General Purposes Committee Date: March 20, 2012
From: Cathryn Volkering Carlile File: 08-4057-05/2012
General Manager - Community Services
Re: Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy
5008, Zoning Bylaw 8500 and Affordable Housing Operating Reserve Fund
Establishment Bylaw No. 8206

Staff Recommendation

1. That Affordable Housing Statutory Reserve Fund Policy-5008 (dated December 9, 1991) be amended, as set out in **Attachment 2** of the report dated March 20, 2012 from the General Manager of Community Services, entitled, "Proposed Amendments to Affordable Housing Statutory Reserve Fund Policy 5008, Zoning Bylaw No. 8500 and Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206."
2. That Zoning Bylaw No. 8500, Amendment Bylaw No. 8882 be introduced and given first reading; and
3. That Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 Amendment Bylaw No. 8883 be introduced and given first, second and third readings.

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

Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Budgets		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Policy and Planning		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
City Clerk		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Law		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>K</i>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> <i>21</i>	NO <input type="checkbox"/>

Staff Report

Origin

On July 22, 2009, Council directed staff to:

Develop and bring forward to the Planning Committee options for funding on a case by case basis of Development Cost Charges and servicing costs for affordable housing projects.

In order to respond to Council's referral and to facilitate support for two affordable housing development proposals that have requested City financial support, staff have conducted a review to determine what, if any, appropriate City funding sources could be utilized to provide fiscal relief for affordable housing projects.

Subject to Council's approval of the proposed policy and bylaw amendments, a subsequent report will be brought forward in May 2012 for Council's consideration for project specific financial support and policy requirements for one of the affordable housing projects (i.e. Kiwanis Towers).

Through the review, it has been identified that the Affordable Housing Statutory Reserve Fund Policy-5008, Section 5.15 of the Zoning Bylaw 8500 and Affordable Housing Operating Reserve Fund Bylaw No. 8206 do not adequately reflect the Affordable Housing Strategy recommendations and other City requirements for the use and distribution of affordable housing reserve funds. With these considerations in mind, this report proposes amendments to the:

1. Affordable Housing Statutory Reserve Fund Policy-5008 (dated December 9, 1991) [**Attachments 1 and 2**].
2. Zoning Bylaw 8500 Section 5.15 [**Attachment 3**].
3. Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 [**Attachment 4**].

Subject to Council's approval of the proposed amendments, Community Services will bring forward a subsequent report for Council's consideration to approve the use of affordable housing reserve funds for the two development proposals.

The report supports the following Council term goal:

Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Services Strategy that includes...increased social housing, implementation of a campus of care concept and an emergency shelter for women...

Findings of Fact

Since 1989, the City has made a longstanding commitment through the establishment of affordable housing statutory reserve fund bylaws and policies to support the development of affordable housing in Richmond.

Section 189 of the *Community Charter* requires that money and interest in reserve funds can be used only for the purpose for which the fund was established. The City currently has two affordable housing reserve funds: 1) a capital reserve fund established by Reserve Fund Establishment Bylaw No. 7812; and 2) a non-capital reserve fund established by Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206.

The use of the affordable housing reserve funds are subject to the City's annual Capital and Operating Budget process and Council approval of the 5-year Financial Plan Bylaw. Upon Council approval, monies are distributed to the Affordable Housing Capital Projects Fund(s) and the Affordable Housing Operating budget, as required.

The current City Bylaws pertaining to affordable housing reserve funds are:

1. Reserve Fund Establishment Bylaw No. 7812 adopted on October 25, 2004.

This bylaw establishes various reserve funds including one for the purposes of "Affordable Housing." Due to the history of this reserve fund, monies in this fund can only be used for capital expenditures.

2. Affordable Housing Operating Reserve Fund Bylaw No. 8206 adopted on June 25, 2007.

This bylaw establishes the Affordable Housing Operating Reserve Fund for the following purposes:

- (a) remuneration for personnel hired by the City to administer the Richmond Affordable Housing Strategy or any part thereof and associated supplies, travel or staff costs;
- (b) the hiring of consultants, the conduct of research, and the production of reports and other information and updates pursuant to the Richmond Affordable Housing Strategy;
- (c) legal costs of implementing affordable housing agreements;
- (d) management, administration and cost of affordable housing units owned by the City; and
- (e) other activities related to carrying out the Richmond Affordable Housing Strategy or any part thereof.

Further, the bylaw directs that 30 percent of developer cash contributions dedicated to the Affordable Housing Strategy be deposited to this reserve fund.

3. Zoning Bylaw No. 8500 - Section 5.15

Section 5.15.2 reads:

If an owner elects to pay an amount in the affordable housing reserve:

- a) 70 per cent of the amount being deposited to the capital reserve fund created by Reserve Fund Establishment Bylaw No. 7812; and
- b) 30 percent of the amount will be deposited to the operating fund created by Affordable Housing Reserve Fund Establishment Bylaw No. 8206.

Section 5.15.3 reads:

The City may only use these funds for the provision of affordable housing and the number, kinds and extent of affordable housing shall be provided by:

- a) Owners by way of:
 - i) secondary suites or coach houses;
 - ii) affordable housing units; or
 - iii) contributions to the affordable housing reserve; and
- b) The City by applying the funds held under the affordable housing reserve, will be set out in the April 16, 2007 Report to Planning Committee entitled "Richmond Affordable Housing Strategy", a copy of which is on file in the office of the Corporate Officer.

Staff also completed a review of the City's affordable housing policies (i.e. Affordable Housing Policy 5005, Affordable Housing Strategy-Interim Strategy- Policy 5006, West Cambie - Alexandra Interim Amenity Guidelines-Policy 5044, The Affordable Housing Statutory Reserve Fund - Policy 5008, and the Richmond Affordable Housing Strategy).

Analysis

The following section includes review, proposed solutions and recommendations for:

- I. The Affordable Housing Capital and Operating Reserve Fund Bylaws;
- II. Proposed amendments to the Affordable Statutory Reserve Fund Policy- 5008; and
- III. Proposed amendments to Zoning Bylaw No. 8500, Section 5.15.

Section I: Affordable Housing Statutory Reserve Fund Bylaw Review

1. Reserve Fund Establishment Bylaw No. 7812

Reserve Fund Establishment Bylaw No. 7812 includes provisions for a number of reserve funds, including for the purposes of "affordable housing".

The Affordable Housing Strategy requires monies to be collected in the Affordable Housing Reserve Fund to be utilized first and primarily for subsidized housing. Where appropriate, funds are to be used for certain City lands for affordable subsidized rental housing and affordable low end market rental purposes, including where funding has or will be obtained from other levels of government and/or private partnerships.

This reserve fund was originally established by Bylaw No. 5482 on December 18, 1989, and re-established through the Reserve Fund Establishment Bylaw No. 7361 on May 27, 2002 and Reserve Fund Establishment Bylaw No. 7812 on October 25, 2004. Due to this history, this reserve fund can only be used for capital expenditures. Such expenditures could include:

- A. purchasing land for or construct affordable housing;
- B. making capital grants to others to purchase land for or construct affordable housing (e.g. including grants for Development Cost Charge, Site Servicing Costs, Development Application and Permit Fee relief) associated with purchasing or constructing affordable housing; and
- C. entering into partnerships with others to purchase land for or construct affordable housing.

Recommendation: No changes are proposed to Reserve Fund Establishment Bylaw No. 7812.

2. Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206

The Affordable Housing Operating Reserve Fund was established to provide operating funding for the City in relation to implementing the Affordable Housing Strategy. The fund is separate and distinct from the affordable housing reserve fund under the Reserve Fund Establishment Bylaw No. 7812.

Currently, Bylaw No. 8206 requires that thirty percent of developer cash contributions received by the City are directed to the Affordable Housing Operating Reserve fund annually.

It has been suggested that the City may want to replace the requirement for 30 percent of the developer contributions to be allocated to the operating reserve fund to allow Council the flexibility to direct different proportions of developer contributions to be deposited to this reserve fund. Further, this will allow financial support for specific affordable housing development projects, as required.

Recommendation: That sections 3(a) and (b) of the Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 be amended [**Attachment 4**] to provide Council the ability to direct funds to the Affordable Housing Operating Reserve Fund annually as follows:

- (a) a portion of developer cash contributions and density bonus contributions to the City's affordable housing reserve funds, as directed by Council from time to time; and
- (b) fifty percent (50%) net income (revenue minus operating expenses) received by the City from the rental of residential dwelling units that are owned or held by the City as part of the Richmond Affordable Housing Strategy.

Section II: Affordable Housing Statutory Reserve Fund Policy Review

The following amendments are proposed to the existing Affordable Housing Statutory Reserve Fund Policy 5008. The policy amendments will allow for financial support for affordable housing developments that meet the City's requirements.

1. Affordable Housing Reserve Fund Policy Proposed Amendment to Include the Strategy's Priorities for the Use of Affordable Housing Reserve Funds

Affordable Housing Statutory Reserve Fund Policy 5008 was established in 1991, prior to the Affordable Housing Strategy being adopted in 2007. The current policy includes an administrative process for land acquisition and partner selection for affordable housing development on City owned land, but does not reflect the Strategy's priorities for the use of the two Affordable Housing Statutory Reserve Funds.

Recommendation: That existing Affordable Housing Statutory Reserve Fund Policy-5008 be amended to reflect the Strategy's priorities for the use of the Affordable Housing Statutory Reserve Funds consisting of:

1. Monies being collected in the Affordable Housing Reserve Fund to be utilized first and primarily for subsidized housing.
2. Where appropriate, certain City lands be used for affordable subsidized rental housing and affordable low end market rental purposes, including where funding has or will be obtained from other levels of government and/or private partnerships.

2. Affordable Housing Development Financial Support Provisions

Subsidized housing is the most challenging type of affordable housing to develop due to limited senior government funding and the revenue required to successfully operate units with deep rent and/or operating subsidies. The City has limited resources; however, the proposed change will provide the ability to leverage reserve funds to assist in subsidized housing development.

Creating housing for core need and very low income households is critical, but this must also be balanced with policy direction that ensures viable affordable housing stock is secured along all points of the housing continuum (e.g. low end market rental and affordable home ownership units). Thus, financial support for subsidized housing projects will be reviewed with the criteria provided in Policy 5008. Also, approval of additional financial provisions will be reviewed on a case by case basis to limit the impact to the City's affordable housing inventory (i.e. affordable housing value transfers and/or cash-in-lieu contributions).

Recommendation: That existing Policy-5008 be amended to allow funds in the Affordable Housing Reserve Fund to be used for:

1. Property or residential dwelling unit exchange for affordable housing units;
2. Construction funding of affordable housing projects; and
3. Fiscal relief (i.e. development cost charges, costs related to the construction of infrastructure required to service the land, and development application and permit fees) for eligible non-profit affordable housing providers for the purchase or development of subsidized rental units, as specified in Policy 5008.

It is being proposed, that, for certain projects, the City be able to make payments to non-profit affordable housing providers from the Affordable Housing Reserve Fund for eligible costs that include:

- A. Fiscal municipal relief (i.e. development cost charges, costs related to the construction of infrastructure required to service the land, and development application and permit fees);
- B. The construction of infrastructure required to service the land on which the affordable housing is being constructed; and
- C. Other costs normally associated with construction of the affordable housing, including design costs, the cost of municipal permits, and the payment of development charges.

III. Zoning Bylaw No. 8500- Section 5.15 Review

Where an owner or developer elects to make a cash contribution to the City's affordable housing reserve funds in exchange for obtaining a density bonus, the existing Zoning Bylaw 8500 requires the owner (developer) to pay 70 per cent of the amount being deposited to the capital reserve fund established by Bylaw No. 7812 and 30 percent deposited to the operating fund established by Bylaw No. 8206.

Amendments to Zoning Bylaw No. 8500 are required to align with the proposal to provide Council with the flexibility to direct capital and operating financial support for specific affordable housing development, as required. Further, in reviewing section 5.15 of the Zoning Bylaw, it appears that section 5.15.3 could cause confusion as to how the monies in the two reserve funds are to be spent.

Recommendation: That Richmond Zoning Bylaw No. 8500, Section 5.15.3 be deleted and 5.15.2 be amended to provide that:

- 1. For density bonus contributions, the owner (developer) to pay (70% to the capital reserve fund created by Reserve Fund Establishment Bylaw No. 7812 and 30% to the non-capital reserve fund created by Affordable Reserve Fund Establishment Bylaw No. 8206), unless Council directs otherwise prior to the owner (developer) making the payment.

Summary of Recommendations

- 1. The proposed amendments to Policy 5008 to ensure the following are incorporated:
 - 1. The Strategy's priorities for the two Affordable Housing Statutory Reserve Funds.
 - 2. Financial support provisions for affordable housing development.
- 2. Operating Reserve Fund Establishment Bylaw No. 8206 and Zoning Bylaw No. 8500 be amended to permit Council to direct developer contributions for affordable housing be allocated to the two reserve funds in different proportions, as directed by Council policy or otherwise from time to time.

In addition, periodic review of related City policies, regulations and procedures will be conducted to ensure that the Richmond Affordable Housing Strategy priorities are being effectively implemented.

Financial Impact

Access to the Affordable Housing Reserves will be subject to the City's annual Capital and Operating Budget review process. All approved projects will be incorporated into the 5-year Financial Plan Bylaw, which authorizes access to and expenditures from reserve and project funds.

Conclusion

The proposed amendments to Affordable Housing Statutory Reserve Fund Policy 5008, Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206, and section 5.15 of the Zoning Bylaw No. 8500 are intended to provide an effective reserve fund management framework to assist the City's efforts to financially support affordable housing development in Richmond. The proposed amendments will:

1. Create a policy framework that supports the Affordable Housing Strategy priorities;
2. Allow financial support for affordable housing development;
3. Provide a mechanism to support project specific contributions; and
4. Align City policy language to increase clarity and defined purpose.

In summary, the proposed changes support Council's ability to direct capital and operating reserve funds to financially support City approved affordable housing development projects and initiatives.



Dena Kae Beno
Affordable Housing Coordinator
(604) 247-4946

Attachment 1	Policy 5008 – Affordable Housing Statutory Reserve Fund	REDMS #113680
Attachment 2	Draft Update to Policy 5008 - Affordable Housing Statutory Reserve Fund Policy	REDMS #3487419
Attachment 3	Richmond Zoning Bylaw No. 8500 Proposed Amendment - Affordable Housing Statutory Reserve	REDMS #3488178
Attachment 4	Amended Affordable Housing Operating Reserve Fund Bylaw No. 8206	REDMS #3489303



City of Richmond

Policy Manual

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Adopted by Council: Dec. 9/91

POLICY 5008

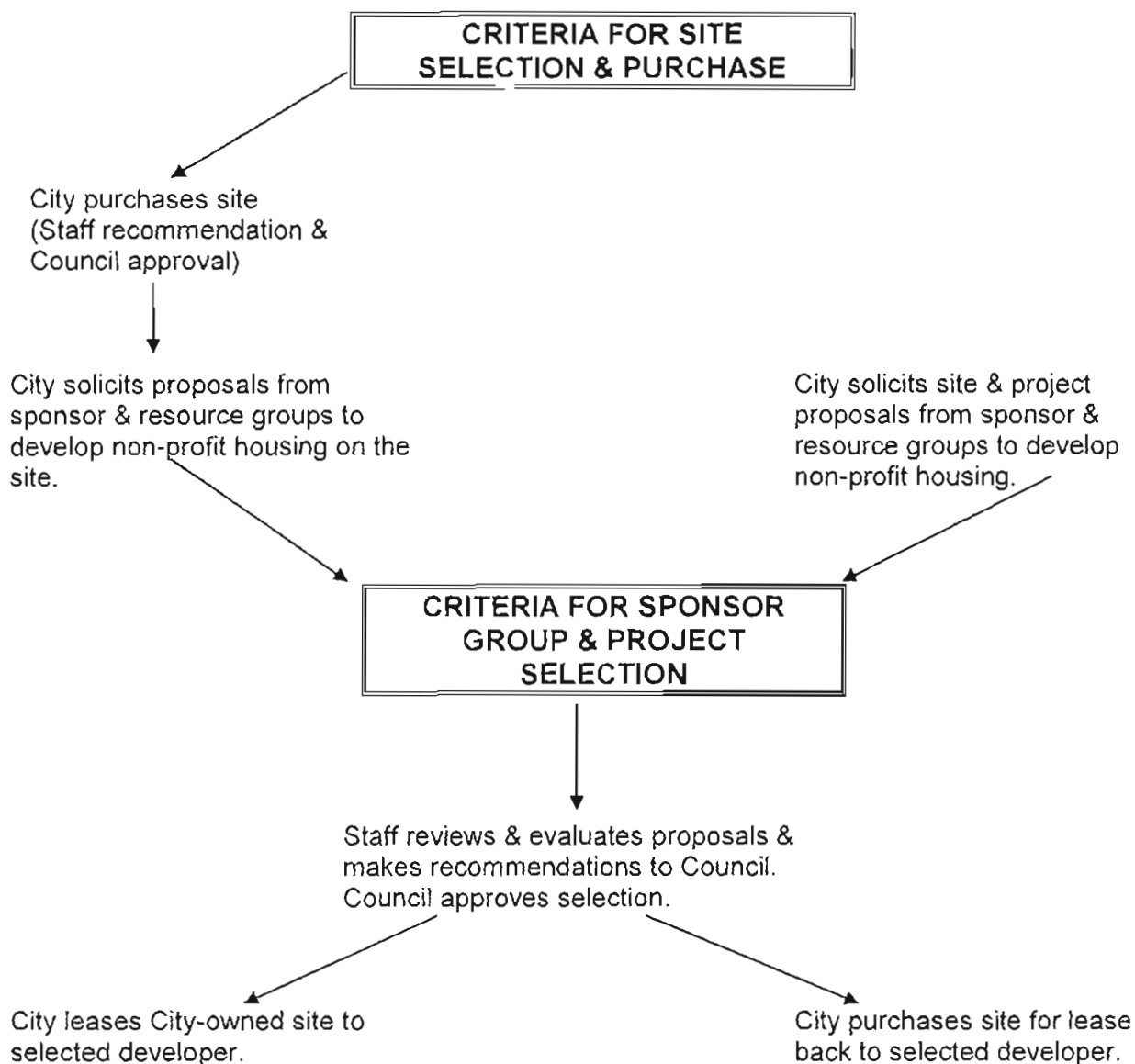
File Ref: 4057-00

AFFORDABLE HOUSING STATUTORY RESERVE FUND

POLICY 5008:

It is Council policy that:

The following procedure and criteria be adopted for the allocation of funds from the Affordable Housing Statutory Reserve Fund:





CRITERIA FOR SPONSOR GROUP AND PROJECT SELECTION

SPONSOR GROUP

1. Society Background and Reputation
2. Previous Projects: Experience and Performance
3. Management Style:
 - Process for tenant selection;
 - Process for tenant relations;
 - Process for tenant participation;
 - Management plan;
 - Maintenance procedures; and
 - Process for responding to neighbourhood needs and concerns.
4. Project:
 - Priority of need of this client group (e.g. seniors, family);
 - Targeted income group;
 - Design
 - neighbourhood compatibility
 - sensitivity to site; and
 - appropriateness of design to client group;
 - Appropriateness of design to client with City plans, policies and guidelines;
 - Provision of amenities to the larger community
5. Location:
 - Suitability of location;
 - Proximity to other social housing projects;
 - Proximity to appropriate services and amenities (transit, schools, shopping, medical, social, recreational and community services); and
 - Compatibility with area plans.
6. Development Team.
7. Cost Effectiveness:
 - Number of units produced for amount of City funding expended; and
 - Proportion of site cost needed.



INFORMATION TO ACCOMPANY REQUESTS TO THE STATUTORY RESERVE FUND REGARDING NON-PROFIT HOUSING PROPOSALS

SPONSOR GROUP

1. Society Background:

- Years incorporated or active;
- Size of organization (staff and volunteers); and
- Frequency of Board meetings.

2. Projects Sponsored to Date:

- For each project:
 - Client group;
 - Type of tenure;
 - Number of units;
 - Funding program (e.g. CMHC, BCHMC);
 - Years managed by sponsor group; and
 - Income mix of clientele.

3. Management Style:

- Describe the process for tenant selection (e.g. priority to Richmond residents);
- Describe the process for tenant relations (e.g. handling grievances);
- Has the Society specific rules of tenant behaviour (e.g. pets, smoking)?
- Do tenant committees play a role in project management? Does the Society encourage tenant organizations? How?
- What aspects of property management are handled by the Society Board and which are delegated to a resident manager, property management consultant or tenant management committee?
- Describe procedures for maintenance and repairs.

4. Development Team (complete for each component, e.g. the resource group or consultant, the architect and the contractor):

- Experience - years in business;
- Number and type of social housing projects; and
- Experience working with the other team members.



PROJECT PROPOSAL

- Client group (seniors, families, persons with disabilities, etc.);
- Anticipated client income levels;
- Tenure type (co-op or non-profit rental);
- Number of units; and
- Additional amenities available to larger community (e.g. day care, community space).

SITE PROPOSED

- Reasons for site choice;
- Benefits of this location for prospective clientele;
- Estimated property acquisition cost;
- Estimate of extent of City financial participation required/lease terms proposed;
- Assembly/consolidation required?
- Rezoning required?

(Planning Department)



Page 1 of 7	Adopted by Council: <date>	Policy 5008
File Ref: <file no>	Affordable Housing Reserve Funds Policy	

Policy 5008:

It is Council policy that:

I. INTRODUCTION

A. General

The City of Richmond acknowledges that access to safe, affordable and appropriate housing is essential for building strong, safe and healthy communities.

B. Purpose

The purpose of this policy is to provide the City with a framework for managing the City's two affordable housing reserve funds to provide resources to meet the specific housing and support needs of priority groups.

C. Scope

To address affordable housing needs, the City will plan, partner, and as resources and budgets become available support a range of affordable housing development opportunities through: partial funding provided through the City's affordable housing reserve funds, as well as, funding from senior levels of government and/or other partners, to enable the creation of additional affordable subsidized rental housing and affordable low end market rental units designed to meet priority needs and existing gaps in Richmond.

D. Objectives

1. The City develop a strategic land acquisition program for affordable housing with funding for the program administration from the Affordable Housing Operating Reserve Fund and the acquisition of lands coming from the Affordable Housing Reserve Fund and other sources where appropriate.
2. The City's two affordable housing reserve funds are to be used by the City to support non-market affordable housing opportunities and potential partnerships with a focus on addressing the *Richmond Affordable Housing Strategy* priorities. Monies being collected in the affordable housing reserve fund are to be utilized first and primarily for subsidized housing.
3. Where appropriate, certain City lands be used for affordable subsidized rental housing and affordable low end market rental purposes, including where funding has or will be obtained from other levels of government and/or private partnerships.



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E. Review of Affordable Housing Reserve Funds Policy

Periodic review of the affordable housing policies, regulations and procedures to ensure that the *Affordable Housing Strategy* priorities and objectives are being effectively implemented.

II. AFFORDABLE HOUSING RESERVE FUNDS

The City has established two affordable housing reserve funds as described.

Developer cash contributions and density bonus contributions for affordable housing will be allocated to the two reserve funds as follows:

- a. 70 percent (70%) of the amount will be deposited to the Affordable Housing Reserve Fund established by Reserve Fund Bylaw No. 7812; and
- b. 30 per cent (30%) of the amount will be deposited to the Affordable Housing Operating Reserve Fund established by Affordable Housing Operating Reserve Fund Establishment Bylaw 8206;

unless Council directs otherwise prior to the date of the developer's payment, in which case the payment will be deposited as directed by Council.

1. Affordable Housing Reserve Funds

The Affordable Reserve Fund established by Bylaw 7812 may be used for capital expenditures relating to the following:

- a. Purchasing and acquiring sites for affordable housing development;
- b. Exchanging property or residential dwelling units for affordable housing;
- c. Financing the construction of affordable housing projects;
- d. Securing funding commitments from senior levels of government and/or private partnerships;
- e. Partnering with other levels of government and/or private agencies to achieve affordable housing in Richmond; and
- f. Providing fiscal relief (i.e. development cost charges, costs related to the construction of infrastructure required to service the land, and development application and permit fees) to eligible non-profit affordable housing providers for the purchase or development of subsidized rental units.



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2. Affordable Housing Operating Reserve Fund

In accordance with Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206, this reserve fund will be used for the following purposes:

- a. remuneration for personnel hired by the City to administer the Richmond Affordable Housing Strategy or any part thereof and associated supplies, travel or staff costs;
- b. the hiring of consultants, the conduct of research, and the production of reports and other information and updates pursuant to the Richmond Affordable Housing Strategy;
- c. legal costs of implementing affordable housing agreements;
- d. management, administration and cost of affordable housing units owned by the City; and
- e. other activities related to carrying out the Richmond Affordable Housing Strategy or any part thereof.

III. AUTHORIZATION AND INTERNAL CONTROLS

Funds designated for withdrawal from the Affordable Housing Reserve Fund and Affordable Housing Operating Reserve Fund will be subject to the City's annual Capital and Operating Budget review process with approval of the 5- year Financial Plan Bylaw.

IV. MONITORING AND EVALUATION

The use of funds will be subject to on-going monitoring to ensure alignment with the *Richmond Affordable Housing Strategy* priorities and objectives and the City's annual Capital and Operating Budget review process.

V. ACCESSING AFFORDABLE HOUSING RESERVE AND PROJECT FUNDS

A 5-year financial plan is prepared annually for the City's capital and operating budget. All approved affordable housing projects will be incorporated in the 5-year Financial Plan Bylaw.

VI. REPORTING FRAMEWORK

The annual audited financial statements provide reserve information that includes all changes and a year-end balance.

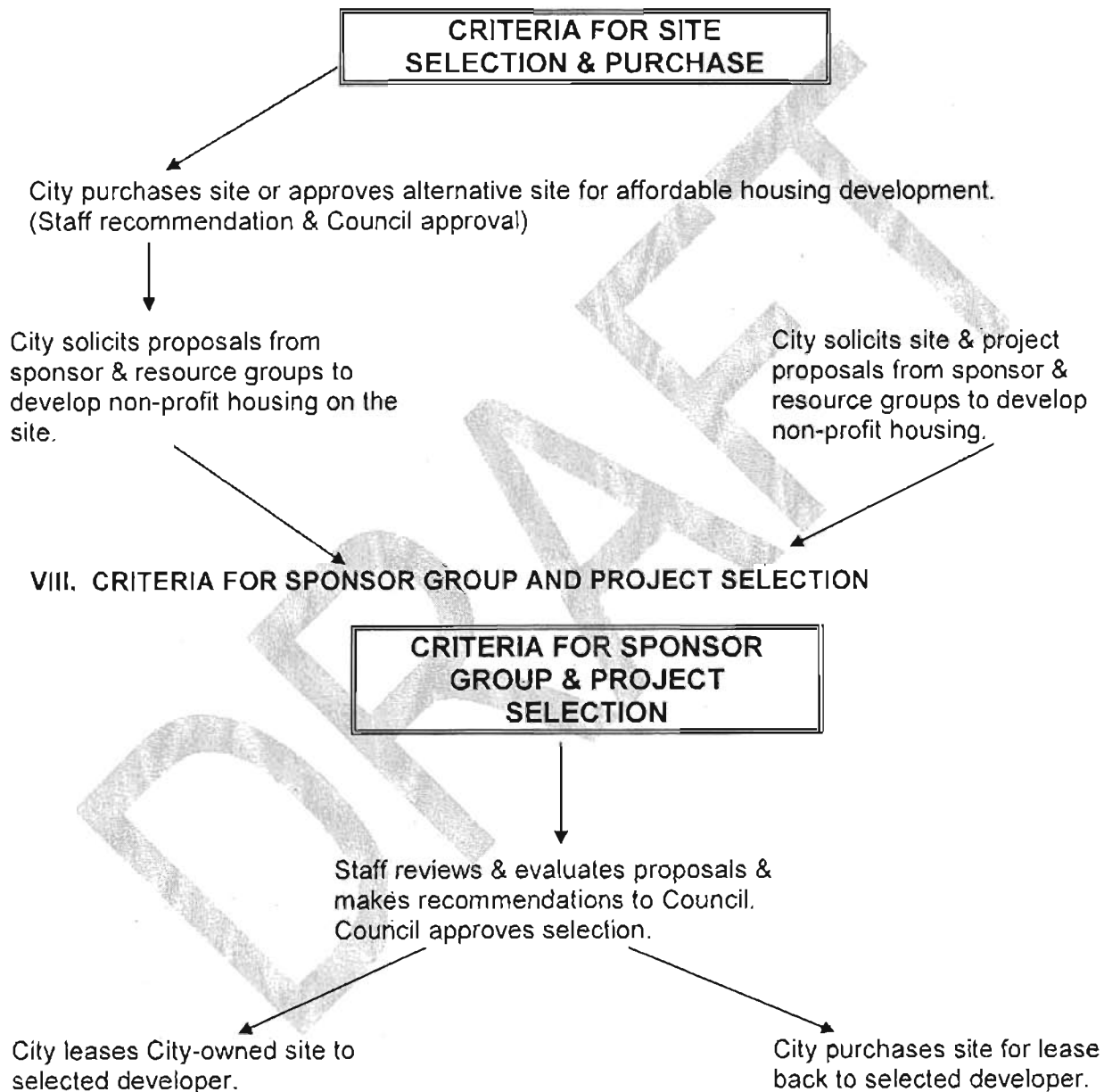
The Community Services Department will coordinate with the Finance Department to complete a review of all contributions to and expenditures from the Affordable Housing Reserve Fund and Affordable Housing Operating Reserve Fund.



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VII. CRITERIA FOR SITE SELECTION & PURCHASE

The following procedure shall be followed for the allocation of funds from the Affordable Housing Reserve Fund when City purchases a site for affordable housing development:





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IX. CRITERIA FOR SPONSOR GROUP AND PROJECT SELECTION

SPONSOR GROUP

1. Society Background and Reputation
2. Previous Projects: Experience and Performance
3. Management Style:
 - Process for tenant selection;
 - Process for tenant relations;
 - Process for tenant participation;
 - Management plan;
 - Maintenance procedures; and
 - Process for responding to neighbourhood needs and concerns.
4. Project:
 - Priority of need of this client group (e.g. seniors, family);
 - Targeted income group;
 - Design
 - neighbourhood compatibility
 - sensitivity to site; and
 - appropriateness of design to client group;
 - Appropriateness of design to client with City plans, policies and guidelines;
 - Provision of amenities to the larger community
5. Location:
 - Suitability of location;
 - Proximity to other social housing projects;
 - Proximity to appropriate services and amenities (transit, schools, shopping, medical, social, recreational and community services); and
 - Compatibility with area plans.
6. Development Team.
7. Cost Effectiveness:
 - Number of units produced for amount of City funding expended; and
 - Proportion of site cost needed.



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X. INFORMATION TO ACCOMPANY REQUESTS TO THE AFFORDABLE HOUSING RESERVE FUND REGARDING NON-PROFIT HOUSING PROPOSALS

SPONSOR GROUP

1. Society Background:

- Years incorporated or active;
- Size of organization (staff and volunteers); and
- Frequency of Board meetings.

2. Projects Sponsored to Date:

- For each project:
 - Client group;
 - Type of tenure;
 - Number of units;
 - Funding program (e.g. CMHC, BCHMC);
 - Years managed by sponsor group; and
 - Income mix of clientele.

3. Management Style:

- Describe the process for tenant selection (e.g. priority to Richmond residents);
- Describe the process for tenant relations (e.g. handling grievances);
- Has the Society specific rules of tenant behaviour (e.g. pets, smoking)?
- Do tenant committees play a role in project management? Does the Society encourage tenant organizations? How?
- What aspects of property management are handled by the Society Board and which are delegated to a resident manager, property management consultant or tenant management committee?
- Describe procedures for maintenance and repairs.

4. Development Team (complete for each component, e.g. the resource group or consultant, the architect and the contractor):

- Experience - years in business;
- Number and type of social housing projects; and
- Experience working with the other team members.



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PROJECT PROPOSAL

- Client group (seniors, families, persons with disabilities, etc.);
- Anticipated client income levels;
- Tenure type (co-op or non-profit rental);
- Number of units; and
- Additional amenities available to larger community (e.g. day care, community space).

SITE PROPOSED

- Reasons for site choice;
- Benefits of this location for prospective clientele;
- Estimated property acquisition cost;
- Estimate of extent of City financial participation required/lease terms proposed;
- Assembly/consolidation required?
- Rezoning required?



City of Richmond

Bylaw 8882

Richmond Zoning Bylaw 8500, Amendment Bylaw 8882

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting section 5.15.2 and substituting the following:

“5.15.2 If an **owner** elects to pay an amount into the **affordable housing reserve** pursuant to this Zoning Bylaw 8500, as amended or replaced from time to time:

- a) 70 per cent of the amount shall be deposited to the Affordable Housing Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812; and
- b) 30 per cent of the amount shall be deposited to the Affordable Housing Operating Reserve Fund created by Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206,

unless **Council** directs otherwise prior to the date of the **owner's** payment, in which case the payment shall be deposited as directed by **Council**.”

2. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting section 5.15.3 in its entirety.
3. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8882**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor



City of
Richmond

Bylaw 8883

**Affordable Housing Operating Reserve Fund Establishment
Bylaw No. 8206, Amendment Bylaw No. 8883**

The Council of the City of Richmond enacts as follows:

1. The Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206 is amended by deleting subsections 3(a) and (b) and substituting the following:
 - “(a) a portion of developer cash contributions and density bonus contributions to the City’s affordable housing reserve funds, as directed by Council from time to time;
 - (b) fifty per cent (50%) of net income (revenue less operating expenses) received by the City from the rental of residential dwelling units that are owned or held by the City as part of the Richmond Affordable Housing Strategy; and”
2. This Bylaw is cited as “Affordable Housing Operating Reserve Fund Establishment Bylaw No. 8206, Amendment Bylaw No. 8883”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



City of Richmond

Report to Committee

To: General Purposes Committee
From: Phyllis L. Carlyle
General Manager, Law & Community Safety
Re: Police Services Contract

Date: March 29, 2012
File: 09-5350-01/2012-Vol 01

Staff Recommendation

That

1. The City of Richmond enter into an agreement with the Province of British Columbia for the provision of police services in the form attached to the report of the General Manager of Law and Community Safety dated March 29, 2012.
2. The Mayor be authorized to execute the agreement.

Phyllis L. Carlyle
General Manager, Law & Community Safety
(604-276-4104)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Budgets		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

One of Council's Term Goals is:

A successful conclusion to the RCMP contract renewal process that includes affordable services and officers that are committed to the Richmond community and its own unique needs.

A twenty year agreement with the Province for the provision of police services ends on March 31, 2012. Policing services in the City will remain uninterrupted until a new contract is entered into.

The Province has provided a revised standard form of agreement (*Attachment 1*) to municipalities who contract for RCMP services that is modelled after the existing contract.

Analysis

Under the provisions of the *Police Act*, any change to the present policing model in the City is ultimately the decision of the Province.

There are three agreements relating to the provision of police service in the City, the form of which has been concluded. They are:

1. a federal-provincial police services agreement setting out the terms under which the RCMP will provide provincial police services;
2. a federal-provincial master municipal policing agreement which defines how the RCMP will provide municipal policing; and
3. a provincial-municipal standard form agreement that sets out the provisions for police services in the City of Richmond

The RCMP is not a party to any of these agreements.

Municipal input into the provincial-municipal contract has been through a UBCM appointed observer at the federal/provincial bargaining table; through interface with UBCM at consultations workshops and through Council's direct input to the Solicitor General.

The provincial government advanced three themes during the negotiations:

1. *Partnership and governance*
2. *Accountability*
3. *Affordability and cost containments*

The proposed agreement has the following new features:

Partnership and governance

1. The Joint Provincial/Local Government RCMP Contract Management Committee is formally established to work towards the goal of providing “*an efficient and effective police service*”.
2. The City will have input into local policing priorities through the setting of objectives, priorities and goals for the Detachment that are not inconsistent with those of the Minister.
3. The City will be consulted in the selection of the OIC and at the City’s request, the consultation could involve the community.
4. A dispute mechanism has been included which is a multi-stage process.
5. There is a positive obligation on the RCMP to enforce municipal bylaws.

Accountability

1. The proposed 20-year contract ends March 31, 2032.
2. The federal-provincial police services agreement provides for both bilateral reviews and a Five-Year Review process – the results of which will flow to the municipal sector.
3. There is the ability to terminate the agreement on March 31st of any year provided 25 months notice has been provided.
4. As the City does not determine policies and procedures for the contract police service, the City is held harmless from any legal claims against the RCMP.
5. Monthly reports will be provided by the OIC on complaints made against the police unit by any member of the public.
6. Annual statements will be provided that include organization charts, locations of all members, vacancies with notes on assigned and number of vacancies where member is on special leave, etc.
7. Before members are withdrawn from City for other events, there will be consultation with City.

Affordability and Cost containment

1. The Province has provided its estimates as to the incremental cost impact of the new cost centres added to the agreement which begins in 2012/2013 at 0.7% (\$287,716) and rises in 2015/2016 to 3.67% (\$1.45m) (including the cost of Green Timbers - the new E Division Headquarters).
2. New costs centres included are for:
 - a. enhanced reporting and accountability
 - b. legal advisory services to the RCMP
 - c. costs of point-of-entry services to the E Division HQ
 - d. recruitment, training and police dogs will increase in year 4 to actual costs
3. Newly excluded costs are for the RCMP staff relations program and the external review committee.

4. Previously, provincial representatives advised that the costs of the Lower Mainland Integrated Teams would reduce from a 90/10 municipal/federal ratio to a 70/30 ratio. There is no provision in the contract that references this anticipated change.
5. Enhanced long term financial planning through the preparation of Multi-Year Financial Plans for up to 5 years is combined with a requirement on the parties to the agreement to *"...work to strengthen the overall financial efficiency and administration of this Agreement including developing and implementing on-going initiatives to contain costs and improve long-term financial planning, with a view to achieving greater predictability, efficiency and transparency when budgeting for future policing costs."*
6. With the agreement of both the City and the OIC, operational effectiveness assessments may now be undertaken.

Future

The Provincial/Local Government Contract Management Committee will meet every 6 months.

A BC municipal representative will be an associate member of the federal/provincial Contract Management Committee to ensure municipal interests are represented at that table.

As the Province and municipal agreement discussions are completed, the City will finalize arrangements for a contract with the Province and the Vancouver International Airport Authority for the provision of police services to the secure areas of the airport.

Financial Impact

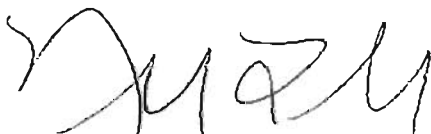
In addition to the costs projected for typical contract increases such as salary, equipment, etc., the financial analysis prepared by the Province projects increased expenditures resulting from the costs centres. The following estimated increases are incremental to the RCMP's 2010\2011 base year:

Year	Amount	Percentage increase
2012	\$287,716	0.69
2013	\$806,087	2.75
2014	\$1,074,997	2.75
2015	\$1,356,549	3.67
2016	\$1,450,606	3.67

In the event that there are cost savings realized from a new cost sharing formula for the Lower Mainland Integrated Teams, these figures would be reduced.

Conclusion

The City has been presented with a standard form agreement and advised that the agreement will not be individually negotiated municipality by municipality. If Council elects not to execute the Agreement then the Province could interpret that notice has been given to terminate and Council would then have to negotiate with the Province for its approval of any future policing model for the City.

A handwritten signature in black ink, appearing to read 'Phyllis L. Carlyle', is written over the printed name.

Phyllis L. Carlyle
General Manager, General Manager Law & Community Safety
(604-276-4104)

PLC:prp

CITY OF RICHMOND

BRITISH COLUMBIA

MUNICIPAL POLICE UNIT AGREEMENT

Dated as of April 1, 2012

BRITISH COLUMBIA MUNICIPAL POLICE UNIT

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CITY OF RICHMOND

MUNICIPAL POLICE UNIT AGREEMENT

Memorandum of Agreement dated as of April 1, 2012.

BETWEEN:

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA
(herein called the "Province").

AND

CITY OF RICHMOND,
6911 No. 3 Road
Richmond, BC V6Y 2C1

(herein called the "Municipality").

WHEREAS the Minister of Justice, on behalf of the Province pursuant to Section 14 of the *Police Act* (British Columbia), and the Federal Minister, on behalf of Canada pursuant to Section 20 of the *Royal Canadian Mounted Police Act*, have entered into an agreement for the use or employment of the Royal Canadian Mounted Police or any portion thereof, to carry out the powers and duties of the provincial police force relating to the provision of municipal police services and in aiding the administration of justice in the Province and in carrying into effect the laws in force therein;

AND WHEREAS pursuant to Section 3 of the *Police Act*, the Municipality has elected to provide policing in the Municipality by engaging the provincial police force to act as the municipal police force by means of this Agreement;

AND WHEREAS by Order in Council number 1102 dated the 21st day of March, 2012, the Lieutenant Governor in Council has authorized the Minister of Justice to enter into this Agreement on behalf of the Government of British Columbia.

NOW, THEREFORE, in consideration of their respective obligations set out below, the parties hereto agree as follows:

ARTICLE 1.0 - INTERPRETATION

- 1.1 In this agreement each of the following terms will, unless the context otherwise requires, have the meaning set out beside it:

- a) “Applicable CRF Lending Rate” means the rate of interest approved by the Minister of Finance for Canada, in the month that an item of Equipment–Type A is purchased, for amortized loans from the Consolidated Revenue Fund for Canada equal to the period of amortization set for item of Equipment–Type A under paragraph 11.2(1) ;
- b) “Chief Executive Officer” or “CEO” means the mayor, reeve, warden or other head of the Municipality, however designated, and includes such delegate approved, from time to time, by the municipal council;
- c) “Commanding Officer” means the officer of the RCMP, resident in the Province, appointed by the Commissioner to command the Division;
- d) “Commissioner” means the Commissioner of the Royal Canadian Mounted Police;
- e) “Detachment” means an organizational component of the Division that has prescribed territorial boundaries and includes satellite and community service offices;
- f) “Detachment Commander” means the Member in charge of a Detachment who manages its physical, financial and human resources;
- g) “Division” means the organizational component of the RCMP that is responsible for law enforcement and the prevention of crime in the Province;
- h) “Earned Retirement Benefit” means an allowance that is earned and accumulated over time and then paid out in a lump sum to the Member upon retirement;
- i) “Emergency” means an urgent and critical situation of a temporary nature that requires a deployment of additional police resources to maintain law and order, keep the peace or protect the safety of persons, property or communities ;
- j) “Equipment” means, at a minimum, all property other than land and buildings whether purchased, leased, constructed, developed or otherwise acquired, and includes Equipment–Type A and Equipment–Type B;
- k) “Equipment–Type A” refers to Equipment acquired on a non-recurring or extraordinary basis such as specialized motor vehicles, ships and other watercraft, aircraft of any kind, whether manned or un-manned, identification systems, telecommunication and other communication systems including radio towers and related assets that may be affixed to real property;

- l) "Equipment-Type B" refers to Equipment acquired on an annual or recurring basis such as standard police cruisers, radio and computer equipment, security and investigational equipment such as identification devices, firearms, photographic devices and systems, and technology and other licensing fees;
- m) "External Review Committee" means the Committee that is defined in the *Royal Canadian Mounted Police Act*;
- n) "Fair Market Value" means an amount equal to the price at which an item or Equipment might be expected to bring if offered for sale in a fair market and that price will normally be determined through a standard industry valuation protocol, such as an independent appraisal, obtained by Canada;
- o) "Federal Minister" means the federal Minister responsible for the Royal Canadian Mounted Police;
- p) "Fiscal Year" means the period beginning on April 1 in any year and ending on March 31 in the next year;
- q) "Full Time Equivalent Utilization" or "FTE Utilization" means, for the Service, the number calculated as follows:
 - i) the total number of days worked, including vacation time and statutory holidays, by all Members, or Support Staff, as the case may be;
 - ii) divided by the applicable work year, where:
 - A) the work year for a Member is a 260 day year based on an 8 hour work day; and
 - B) the work year for a Support Staff is a 260 day year based on 7.5 hour work day;

except leap years when the work year for both Members and Support Staff are increased by one work day;
- r) "Furnished", with respect to any accommodation, means supplied with office furnishings including desks, chairs, filing cabinets, bookcases and tables but does not include office equipment such as computers, calculators, photo copiers, fax machines and specialized security equipment;

- s) “Major Event” means an event of national or international significance that is planned in advance, within Canada, that requires additional police resources, if the overall responsibility for security for that event rests with Canada;
- t) “Member” means any member of the RCMP appointed pursuant to the *Royal Canadian Mounted Police Act* and any Regulations made pursuant thereto and, without limitation, includes any regular member, special constable, special constable member and civilian so appointed;
- u) “Member in Charge” means the Detachment Commander or other senior Member in charge of the Municipal Police Service;
- v) “Minister” means the provincial Minister responsible for policing services in the Province and includes the Deputy Minister and any person designated by the Minister or the Deputy Minister to act for or on behalf of the Minister with respect to any matter under this Agreement;
- w) “Municipal Police Service” or “Service” means the aggregate of resources and Members utilized by Canada to provide municipal police services to specific municipalities in the Province pursuant to the Municipal Police Service Agreement for British Columbia, but does not include those resources and Members employed primarily in
 - i) police services of a national or international nature, such as forensic laboratories, the Canadian Police Information System, identification services and the Canadian Police College,
 - ii) national security investigation services,
 - iii) protective security such as security at embassies and airports, and security for internationally protected persons,
 - iv) services provided to or on behalf of federal government departments, and
 - v) any policing services provided under the Provincial Police Service Agreement;
- x) “Municipal Police Service Agreement” means the Agreement dated as of April 1, 2012 between Canada and the Province for the provision by Canada of municipal police services to specific municipalities in the Province;

- y) "Municipal Police Unit" means the portion of the Municipal Police Service assigned by Canada to provide the police services for the Municipality under this Agreement;
- z) "Pension contribution" means, with respect to any Member or federal public service employee, the aggregate of the employer's contributions made under the *Royal Canadian Mounted Police Superannuation Act*, the *Supplementary Retirement Benefits Act*, the *Public Service Superannuation Act*, the *Special Retirement Arrangements Act*, and the *Canada Pension Plan*;
- aa) "Province" means the Province of British Columbia;
- bb) "Provincial Police Service Agreement" means an agreement that covers a period beginning April 1, 2012, between Canada and the Province for the provision by Canada of provincial police services;
- cc) "Public Complaints Commission" means the Commission, or its successor, that is defined in the *Royal Canadian Mounted Police Act*;
- dd) "Region" means a grouping of Divisions or subdivisions, created by the Commissioner, for the purposes of administration;
- ee) "Renovate" means a renovation of a building or living quarters and its sub-systems which substantially prolongs its useful life up to and including effectively resetting that useful life to be equal to that of a newly constructed building or living quarters. The age of a building or living quarters which has been fully Renovated is determined as if that building or living quarters were constructed in the Fiscal Year that the Renovation was completed;
- ff) "Royal Canadian Mounted Police" or "RCMP" means the police force for Canada continued under the *Royal Canadian Mounted Police Act*;
- gg) "Salary" means monetary compensation, including annual salary, service pay, senior constable allowance, shift allowance, and other pay provided in recognition of additional duties or time worked;
- hh) "Special Event" means an event of a short duration that is organized in advance, for which the overall responsibility for policing rests with the provincial or municipal government, and for which additional police resources are required to maintain law and order, keep the peace or protect the safety of persons, property or communities;
- ii) "Staff Relations Representative Program" means the program established under the *Royal Canadian Mounted Police Regulations, 1988*;

- jj) "Support Staff" means all those persons who are employed by the Municipality in support of providing and maintaining the Municipal Police Unit including clerks, data processors, telecommunication operators, jail guards, janitors and analysts;
 - kk) "Unit" means a named component of the Division to which Members of the Provincial Police Service are assigned.
- 1.2 Each of the following is attached hereto and forms a part of this Agreement:
- a) Annex "A" – Members Assigned to the Municipal Police Unit.
- 1.3 The singular number includes the plural and the plural number includes the singular where such is consistent with the context.
- 1.4 The headings in this Agreement have been inserted for convenience of reference only and do not constitute a part of this Agreement or affect its meaning.

ARTICLE 2.0 - APPLICATION OF GOVERNING AGREEMENTS & LEGISLATION

- 2.1 It is understood and agreed between the Province and the Municipality that:
- a) this Agreement is pursuant to the terms and conditions of the Municipal Police Service Agreement for British Columbia;
 - b) the contractual obligations assumed by, and rights conferred upon, the Municipality or an official of the Municipality by this Agreement, are contractual obligations assumed by and rights conferred upon, the Province or the Minister pursuant to the Municipal Police Service Agreement for British Columbia; the discharge of any obligation of the Province by the Municipality will operate as a discharge of the Municipality; and in discharging any such obligations the Municipality will be discharging the Province's obligations to Canada;
 - c) the Municipality is liable for any obligation in this Agreement which is an obligation of the Province pursuant to the Municipal Police Service Agreement for British Columbia.
- 2.2 Nothing in this Agreement will be interpreted as limiting in any way the jurisdiction of the Province in respect of the administration of justice and law enforcement in the Province.

- 2.3 Nothing in this Agreement will be interpreted as limiting in any way the obligations of the Municipality or the council of the Municipality to provide policing in the Municipality pursuant to the *Police Act* and the *Community Charter*.
- 2.4 Where in this Agreement, it is stated that Canada, the RCMP, the Municipal Police Unit or a Member will perform any action, the Minister will cause such action to be performed in accordance with the Municipal Police Service Agreement for British Columbia.
- 2.5 It is understood and agreed by the Province and the Municipality that, pursuant to the Municipal Police Service Agreement for British Columbia and, notwithstanding that this Agreement is between the Province and the Municipality, Canada and the Municipality may deal directly with each other in respect to any matter where such an arrangement is indicated in this Agreement, including matters relating to invoicing, payment, financial and resource planning, and such other matters as may be agreed between the Minister and the Commanding Officer.

ARTICLE 3.0 - PURPOSE AND SCOPE

- 3.1 Canada will provide and maintain a Municipal Police Unit within the Municipality, being part of the provincial police force, to act as the municipal police force in the Municipality in accordance with this Agreement.
- 3.2 The Municipality hereby engages the Municipal Police Unit, being part of the provincial police force, to act as the municipal police force in the Municipality in accordance with this Agreement.
- 3.3 The number of personnel listed in Annex "A", as adjusted from time to time in accordance with Article 6, are all the Members in the Municipal Police Unit.
- 3.4 Those Members who form part of the Municipal Police Unit will:
 - a) will perform the duties of peace officers;
 - b) will render such services as are necessary to
 - i) preserve the peace, protect life and property, prevent crime and offences against the laws of Canada and the Province, apprehend criminals, offenders and others who may be lawfully taken into custody; and

- ii) execute all warrants and perform all duties and services in relation thereto that may, under the laws of Canada, the Province or the Municipality, be executed and performed by peace officers;
 - c) may render such services as are necessary to prevent offenses against by-laws of the Municipality, after having given due consideration to other demands for enforcement services appropriate to the effective and efficient delivery of police services in the Municipality.
- 3.5
 - a) The Municipal Police Unit will not be required to perform any duties or provide any services which are not appropriate to the effective and efficient delivery of police services in the Municipality.
 - b) Where, at the date of this Agreement, the Municipal Police Unit is performing any duties or providing any services referred to in paragraph (a), the Municipal Police Unit will continue to perform such duties and provide such services until such time as these duties and services are performed or provided by some other persons.
 - c) During the term of this Agreement, and at such times as they may mutually agree, the Commanding Officer, the Minister and the CEO will identify, discuss and, where it is mutually agreed to be feasible, the Municipality will use its best efforts to implement alternative means by which the Municipal Police Unit would cease to perform or provide the duties and services referred to in paragraph (a).
- 3.6 The Municipality will provide, without any cost to Canada or the Province, all necessary Support Staff; such staff will meet the job and other related requirements as determined by the Commissioner.
- 3.7 Where the Municipality fails to provide any Support Staff required by subarticle 3.6, the Province or Canada may provide such Support Staff and the Municipality will pay 100 per cent of all the cost of that Support Staff.
- 3.8 Where the Municipality provides Support Staff to Canada in support of provincial policing or in support of federal policing, Canada will pay the Municipality the salaries for any part of the Support Staff that is so employed.
- 3.9 The Minister, in consultation with the Commanding Officer, may require any Municipal Police Unit from time to time to provide assistance or special expertise temporarily to other police agencies in the Province.

ARTICLE 4.0 - MANAGEMENT OF THE MUNICIPAL POLICE UNIT

- 4.1 The internal management of the Municipal Police Service, including its administration and the determination and application of professional police procedures, will remain under the control of Canada.
- 4.2 The Minister and the CEO will determine, in consultation with the Commissioner, the level of policing service to be provided by the Municipal Police Unit.
- 4.3 The professional police standards and procedures determined in respect of the Provincial Police Service in accordance with the Provincial Police Services Agreement subarticle 6.5 will also apply to the Municipal Police Service, unless the Commissioner is of the opinion that to do so would be contradictory to a requirement imposed by law, or would negatively affect the RCMP's ability to deliver effective or efficient police services.

ARTICLE 5.0 - OPERATION OF THE MUNICIPAL POLICE UNIT

- 5.1 For the purposes of this Agreement, the Commanding Officer will act under the direction of the Minister in aiding the administration of justice in the Province and in carrying into effect the laws in force therein.
- 5.2 It is recognized that, pursuant to the Provincial Police Service Agreement, the Commanding Officer will implement the objectives, priorities and goals as determined by the Minister for policing in the Province.
- 5.3 The CEO may set objectives, priorities and goals for the Municipal Police Unit that are not inconsistent with those of the Minister for other components of the provincial police service.
- 5.4 The Member in Charge of a Municipal Police Unit will, subject to paragraph 3.4(c) and when enforcing the by-laws of the Municipality, act under the lawful direction of the CEO or such other person as the CEO may designate in writing.
- 5.5 The Member in Charge of a Municipal Police Unit will:
 - a) report as reasonably required to either the CEO or the designate of the CEO on the matter of law enforcement in the Municipality and on the implementation of objectives, priorities and goals for the Municipal Police Unit; and
 - b) provide the CEO each month with the particulars of any new or outstanding complaints made against the Municipal Police Unit by any member of the public to the RCMP, all of which is subject to applicable

laws; the form and substance of the particulars will be agreed upon by the Member in Charge and the CEO.

- 5.6 Before appointing the Member in Charge, the Commanding Officer will consult with the CEO, and the CEO may request that the community be consulted, in which case, such consultation is to be undertaken in accordance with the RCMP's policies on community participation.

ARTICLE 6.0 - INCREASE OR REDUCTION IN THE MUNICIPAL POLICE UNIT

- 6.1 a) Subsequent to a written request from the CEO to the Minister, and a written request to Canada from the Minister, Canada will increase or reduce the number of Members in the Municipal Police Unit as soon as practicable within one year from the receipt of a written request from the Minister unless, in the case of a reduction, the Federal Minister gives written reasons to the Minister stating that the requested reduction would lower the level of resources below the level needed to deliver effective and efficient policing or to maintain public or officer safety.
- b) Subject to the other terms and conditions of this Agreement, neither Canada, the Province nor the Municipality will add to or delete from, the duties or functions of the Municipal Police Unit as it was on April 1, 2012 without prior consultation and agreement between the Commissioner and the Minister.
- 6.2 Subject to the discretion of the Commanding Officer, no Member will be replaced when attending a training course that is related to the Municipal Police Service, when on annual leave, or when ill except where illness results in a Member's absence for a period of more than 30 consecutive days.
- 6.3 In the event that the Municipality desires the removal of any particular Member of the Municipal Police Unit, a written request for such removal, together with the reasons, will be forwarded by the CEO to the Minister, who will forward the request to the Commanding Officer; the Commanding Officer will give such request full consideration and if the matter is not then resolved the Commanding Officer will refer the request to the Commissioner whose decision will be final.

ARTICLE 7.0 - RESOURCES AND ORGANIZATION

- 7.1 In each Fiscal Year, in respect of the Municipal Police Unit, the Member in Charge will give to the CEO annual statements, and such additional statements as may be reasonably requested from time to time by the CEO, of the composition of the Municipal Police Unit that show or include:

- a) a current organization chart of the Municipal Police Unit;
- b) the location and function of all Members and Support Staff who are not casual employees;
- c) the location and function of all casual employees and temporary employees;
- d) the number of vacancies which represent positions with no-one assigned to the positions;
- e) the number of vacancies in which the assigned individual is on special leave and, where possible, including an indication of whether or not an additional individual has been assigned to backfill the position;
- f) the number of Members being deployed in surplus to the established strength;

and in each case an explanation of changes since the previous statement.

- 7.2 For the purposes of human resource planning for the next Fiscal Year, the Member in Charge will consult with the CEO and obtain approval, or approval in principle, from the CEO on or prior to June 1 of each year for the number of Members required to maintain the level of policing service to be provided by the Municipal Police Unit as determined pursuant to subarticle 4.2.
- 7.3 The Member in Charge, upon receiving reasonable notice, will provide the Minister and CEO with any additional information, to the extent possible, relating to human resource and organizational planning of the Municipal Police Unit.

ARTICLE 8.0 – EMERGENCIES & EVENTS

- 8.1 If, in the opinion of the Minister, an Emergency in an area of provincial responsibility exists or is likely to exist in the Province:
 - a) part of the Municipal Police Service may, at the written request of the Minister made to the Commanding Officer, and after consultation with the CEO, be redeployed to such extent as is reasonably necessary to maintain law and order, keep the peace and ensure the safety of persons, property or communities;

- b) the Province will pay the costs of the redeployment including Salary, transportation and maintenance at the applicable cost-sharing ratio set out in subarticle 11.1; and
 - c) the Commissioner will ensure that the Municipality continues to receive adequate policing.
- 8.2 If, in the opinion of the Commissioner, an Emergency in an area of provincial responsibility exists or is likely to exist outside the Province:
- a) the Commissioner may, after consultation with the Minister, and the CEO, temporarily withdraw up to 10 per cent of the Members of the Municipal Police Unit (including any necessary Equipment) to meet such Emergency;
 - b) during the period of any withdrawal Canada shall pay 100 per cent of all costs of the withdrawal and redeployment including Salary, transportation and maintenance, for the duration of the withdrawal; and
 - c) the Commissioner will ensure that the Municipality continues to receive adequate policing.
- 8.3 If, in the opinion of the Commissioner, there is a need to use part of the Municipal Police Unit with respect to an Emergency in an area of federal responsibility that exists or is likely to exist anywhere in Canada:
- a) the Commissioner may, after consultation with the Minister and the CEO, temporarily withdraw up to 10 per cent of the Members of any Municipal Police Unit (including any necessary Equipment) to perform any duties or functions with respect to such Emergency;
 - b) if the Emergency exists inside the Municipality, Canada will pay all costs of the withdrawal and redeployment including Salary, transportation and maintenance as follows:
 - i) Canada will pay all such costs for the first 30 days at the cost-sharing ratio set out in subarticle 11.1; and
 - ii) after 30 days, Canada will pay 100 per cent of all such costs; and
 - c) if the Emergency exists outside the Municipality, the Municipality will not bear the Salary and incremental costs of the Members and Equipment withdrawn.
 - d) the Commissioner will ensure that the Municipality continues to receive adequate policing.

- 8.4 If, in the opinion of the Commissioner, there is a need to use part of a Municipal Police Unit with respect to a Major Event that exists or is likely to exist anywhere in Canada:
- a) the Commissioner may, in consultation with the Minister and the CEO, temporarily withdraw up to 10 per cent of the Members of any Municipal Police Unit (including any necessary Equipment) to perform any duties or functions with respect to such Major Event; and
 - b) Canada shall pay 100 per cent of all costs of the withdrawal and redeployment including Salary, transportation and maintenance, for the duration of the entire Major Event.
- 8.5 Withdrawal of Members from the Municipal Police Unit in accordance with this Article will not extend for a period of more than 30 consecutive days without further consultation between the Commissioner and the Minister, with advice to the CEO.
- 8.6
- a) For the purpose of a Special Event, the Municipal Police Service may be redeployed to provide additional police resources as is reasonably necessary to maintain law and order, keep the peace and protect the safety of persons, property or communities.
 - b) For the purposes of paragraph (a), the redeployment of additional police resources will be based on the Municipal Police Service's operational assessment of the type of gathering, potential crowd behaviour and other situational factors. The duties to be performed by the additional police resources are to be in accordance with subarticle 3.4 and paragraph 3.5(a).
 - c) The Province or Municipality, as the case may be, receiving the additional resources will pay all of the costs of the redeployment including Salary, transportation and maintenance at the applicable cost-sharing ratio set out in subarticle 11.1.

ARTICLE 9.0 - MUNICIPAL POPULATION

- 9.1 For the purpose of this Agreement the population of the Municipality will be determined as follows:
- a) for the period of April 1, 2012 to March 31, 2017, the population of the Municipality as established by the 2011 federal census;
 - b) for the period April 1, 2017 to March 31, 2022, the population of the Municipality as established by the 2016 federal census;

- c) for the period April 1, 2022 to March 31, 2027, the population of the Municipality as established by the 2021 federal census; and
- d) for the period April 1, 2027 to March 31, 2032, the population of the Municipality as established by the 2026 federal census,

ARTICLE 10.0 - ACCOMMODATION

- 10.1 a) The Municipality will, in consultation with the Member in Charge, provide and maintain at no cost to Canada or the Province, accommodation that is fit for use by the Municipal Police Unit and Support Staff, including:
- i) office space that is furnished, heated and lighted, together with electricity, water supply, and building and property maintenance services;
 - ii) jail cell facilities that are heated and lighted together with bedding and water supply; and
 - iii) if determined by the Municipal Police Service to be required, heated and lighted garage space.
- b) When providing and maintaining accommodations, the Municipality will pay 100 per cent of all operating and maintenance costs, including costs such as building and property maintenance services.
- 10.2 The accommodation provided for the use of the Municipal Police Unit and Support Staff will be to the satisfaction of the Commissioner and will meet the security standards of the RCMP.
- 10.3 If the Commissioner is not satisfied with the Municipal Police Unit accommodation or any part of it that is provided for the use of the Municipal Police Unit or Support Staff, or is of the opinion that it does not meet the security standards of the RCMP, then:
- a) the Commanding Officer will identify the specific concerns with the Municipality as part of the regular reporting and planning process under Article 16, Financial Planning and Reporting or at any other time as deemed necessary;
 - b) if the Municipality is unable to resolve concerns within a reasonable period of time, the Commanding Officer will provide the Municipality with a notice that sets out the reasons for which the Commissioner is not

satisfied with the accommodation, including any existing or forecasted major deficiency in that accommodation, and if applicable the details of what is required to meet the security standards of the RCMP and advising that the deficiencies are to be corrected within two years from the date of the notice;

- c) if, within one year of the notice, the deficiency has not been corrected by the Municipality then the Commanding Officer will, as soon as practicable, give a second notice with respect to the deficiency, and the Municipality will, as soon as practicable, provide the Commanding Officer with a written report of the action that will be taken to correct the deficiency within the two years from the first notice;
 - d) if, within two years of receipt of notice referred to in paragraph (b), the deficiency has not been corrected to the satisfaction of the Commissioner, then the Commanding Officer will, as soon as practicable, inform the Minister in writing that the accommodation still fails to comply with subsection 10.2 and that Canada then may make the necessary changes to the accommodation or lease other accommodation and in that case the Municipality will be responsible to pay Canada 100 per cent of all the costs, including all costs that would otherwise be borne by the Municipality under subarticle 10.1;
 - e) all notices and writings with respect to the correction of the deficiencies will be between the Commanding Officer and the CEO, and a copy of each such notice or writing will be sent to the Minister.
- 10.4 Canada and the Province may agree that it would be more appropriate for Canada and the Province to provide and maintain accommodations for the use of the Municipal Police Unit and Support Staff.
- 10.5 If, under 10.4 Canada and the Province have agreed to provide and maintain any accommodation for use by the Municipal Police Unit then that accommodation will be included as Buildings or Living Quarters as part of the accommodation program of works in accordance with and for the purposes of Articles 12 and 13 of the Provincial Police Service Agreement, and, the Municipality agrees to:
- a) pay 100 per cent of all the costs referred to in subarticle 10.1 of this Agreement calculated to reflect the proportion of the accommodation occupied by the Municipal Police Unit; and
 - b) pay Canada an amount for the accommodation which is calculated and informed by the actual costs under the accommodation program of works in accordance with Article 12 of the Provincial Police Service Agreement in respect of the accommodation converted to an annual per square meter

rental rate calculated to reflect the proportion of the accommodation occupied by the Municipal Police Unit.

- 10.6 Despite any payments made under this Agreement by the Municipality, there shall be no transfer, granting or creation of any interest in real property or a license, as those terms are defined in the *Federal Real Property and Federal Immovables Act*, from Canada in favour of the Municipality. All of the real property that is held, acquired, used or administered by Canada to provide and maintain the Municipal Police Unit, other than leased accommodation, shall remain at all times the sole property of Canada. For greater certainty, the Province and the Municipality agree that no real property interest whatsoever or a licence are acquired, created or implied by this Agreement.

ARTICLE 11.0 - BASIS OF CALCULATION OF PAYMENT

- 11.1 a) Subject to any other terms of this Agreement, in respect of each Fiscal Year the Municipality will pay to Canada, at the applicable cost-sharing ratio determined in accordance with paragraph (b), the cost of providing and maintaining the Municipal Police Unit as determined in accordance with this article.
- b) The cost of the Municipal Police Unit will be shared between Canada and the Municipality as follows:
- i) if the Municipality has a population of less than 15,000, the Municipality will pay to Canada 70 per cent of the cost; and
 - ii) if the Municipality has a population of 15,000 or more, the Municipality will pay to Canada 90 per cent of the cost.
- 11.2 The cost referred to in subarticle 11.1 will include expenditures made by Canada in each Fiscal Year to provide and maintain the Municipal Police Unit, including:
- a) all operating and maintenance costs such as Salaries and wages, transportation and travel, information, professional services, rentals, repairs, utilities and supplies, and miscellaneous operational expenses as established by the RCMP's Chart of Accounts;
 - b) all costs of Equipment purchases, except if the cost for an Equipment purchase is equal to or exceeds \$150,000 and if the CEO has requested that such cost for that purchase be amortized in accordance with paragraph (l);
 - c) the cost to Canada for the employer's Pension Contribution with respect to Members under the *Royal Canadian Mounted Police Superannuation Act*,

the *Special Retirement Arrangements Act* and the *Supplementary Retirement Benefits Act* determined by the provisions of the Provincial Police Service Agreement;

- d) the cost to Canada for the employer's Pension Contribution with respect to federal public service employees, which Pension Contribution shall be determined annually by reference to the Actuarial Report of the Office of Superintendent of Financial Institutions;
 - e) the cost to Canada for the employer's contributions made under the *Canada Pension Plan* with respect to Members and federal public service employees;
 - f) the cost to Canada of the employer's contributions for employment insurance with respect to Members and federal public service employees;
 - g) the per Member costs for each category described in clauses (A) through (E), which are shared by all activities in the Division, will be calculated by:
 - i) dividing the total costs of each category (A) through (E), by
 - ii) the annual Full Time Equivalent Utilization of all Members for all activities in the Division for each Fiscal Year, excluding those Members who are assigned to divisional/regional headquarters administration, and
 - iii) multiplying the result by the Full Time Equivalent Utilization of Members of the Service.
- A) Divisional and regional headquarters administration services, such as:
 - 1) Management;
 - 2) Financial Management;
 - 3) Human Resources;
 - 4) Information Technology; and
 - 5) Asset Management;
 - B) Special Leave, such as:
 - 1) Medical;

- 2) Maternity;
- 3) Paternity;
- 4) Parental;
- 5) Graduated Return to Work; and
- 6) Pregnant Member Working;
- C) Pay in lieu of leave;
- D) Health Services, such as:
 - 1) Health Services for regular members;
 - 2) Health Services for civilian members;
 - 3) Health Services for non-members, including Applicants and Public Service Employees; and
 - 4) Health Services Offices/Administration Unit;
- E) Earned Retirement Benefit, provided always that if it becomes technically possible to allocate these costs in a manner that reflects the jurisdiction in which the Earned Retirement Benefits were accrued then the allocation method may be changed;
- h) for the Fiscal Years beginning April 1, 2012, and ending March 31, 2015, all the costs of recruiting, the Cadet Training Program at Depot and the Police Dog Service Training Centre incurred by Canada and listed in the provisions of paragraph (i) will be deemed to be equal to the product obtained by multiplying \$3,500 by the total FTE Utilization of Members in the Municipal Police Unit for the Fiscal Year;
- i) beginning April 1, 2015, all the costs of recruiting, Cadet Training Program at Depot, and the Police Dog Service Training Centre to be determined as follows:

Recruiting

- i) The average of all the expenditures made by Canada in respect of recruiting for the RCMP for the previous three Fiscal Years, divided by the average FTE Utilization of Members in the RCMP

for the previous three Fiscal Years and multiplying the result by the total FTE Utilization of Members in the Municipal Police Unit for the Fiscal Year.

- A) The expenditures made by Canada for recruiting, such as:
 - 1) Divisional, Regional and National Recruitment, including things such as: the salary and travel of recruiters, office supplies and equipment, and, advertising and marketing.
 - 2) Processing of Applicants, including things such as: the travel of applicants, recruitment steps like career presentations, written examinations, physical, medical and psychological testing, interviews to assess suitability of applicants, reliability examinations using a polygraph interview, field investigations and the issuing of security clearances.
- B) The expenditures made by Canada for major capital investments to construct, Renovate or acquire buildings for recruiting are excluded.

Cadet Training Program at Depot

- ii) The average of all the expenditures made by Canada in respect of the Cadet Training Program at Depot for the previous three Fiscal Years, less the average of any revenues received by Canada in respect of the provision of training services to third parties for the previous three Fiscal Years, divided by the average FTE Utilization of Members in the RCMP for the previous three Fiscal Years and multiplying the result by the total FTE Utilization of Members in the Municipal Police Unit for the Fiscal Year.
 - A) The expenditures made by Canada for the Cadet Training Program at Depot, such as:
 - 1) Cadet Training, including things such as: cadet allowance; clothing and operational equipment; travel to Depot and relocation of the cadet to their first posting;
 - 2) Training Support and Depot Administration, including things such as: salaries; relocation of trainers to Depot; office supplies and equipment;

- 3) Facilities operating and maintenance, including things such as: maintenance equipment and vehicles; professional and contractual services; utilities and minor capital;
- B) The expenditures made by Canada for the Cadet Training Program at Depot exclude expenditures made in respect of major capital to construct, Renovate or acquire buildings, and exclude the operating and maintenance for buildings at Depot that are not used to support the Cadet Training Program (such as the RCMP Heritage Centre).

Police Dog Service Training Centre

- iii) The average of all the expenditures made by Canada in respect of the Police Dog Service Training Centre ("PDSTC") for the previous three Fiscal Years, less the average of any revenues received by Canada in respect of the sale of dogs or the provision of training services to third parties for the previous three Fiscal Years, divided by the average FTE Utilization of police dog teams in the RCMP for the previous three Fiscal Years, and multiplying the result by the total FTE Utilization of police dog teams in the Municipal Police Unit for the Fiscal Year.
 - A) The expenditures made by Canada for PDSTC, such as:
 - 1) Dog Breeding, including such things as: kennel operations, equipment, professional services (e.g., veterinary).
 - 2) Dog Team Training Program (police dog and handler) and Validation (re-certification) including things such as: training operations, and the salary and travel of instructors.
 - 3) PDSTC Administration, including things such as: salaries, operating and maintenance, relocation to PDSTC, and office supplies and equipment; and
 - 4) Facilities operating and maintenance, including things such as: maintenance equipment and vehicles, utilities, minor capital, and contractual services.
 - B) The expenditures made by Canada for major capital to construct, Renovate or acquire buildings in support of the PDSTC are excluded.

- j) the costs incurred by the Municipal Police Unit for participation in the PRIME-BC (RMS) information management system, operated by PRIMECORP Police Records Information Management Environment Incorporated.
- k) the cost incurred by Canada in providing security at points of entry in respect of the Municipal Police Unit, including at divisional or regional headquarters, determined on a proportional basis relative to the total occupancy of the building;
- l) if any item of Equipment–Type A costs at least \$150,000 and if requested by the CEO, an amount equivalent to the straight line amortization of the capital cost over the estimated life of that item of equipment, together with interest at a rate equal to the Applicable CRF Lending Rate on the unpaid balance of the capital cost. The estimated life of that item of equipment will be no longer than the period determined by Canada to depreciate such equipment and the amortization period will not exceed the estimated life of that item of equipment. The CEO may also specify an amortization period that is shorter than the estimated life of the item of equipment;
- m) the cost of maintaining and providing the Public Complaints Commission to be calculated in each Fiscal Year by dividing the cost to Canada of maintaining and providing the Public Complaints Commission for that Fiscal Year by the total FTE Utilization of Members in the RCMP in that same Fiscal Year and multiplying the result by the total FTE Utilization of Members in the Municipal Police Unit in that same Fiscal Year;
- n) the cost for legal advisory services received by the RCMP in direct support of providing and maintaining the Municipal Police Unit within the municipality, and those costs are to be calculated by:
 - i) dividing the applicable base amount determined in accordance with subparagraphs (ii) and (iii) by the total FTE Utilization of Members in the police services of each province, territory, and municipality with which Canada has a similar agreement or an agreement for a municipal police service and multiplying the result by the total FTE Utilization of Members in the Municipal Police Unit for the Fiscal Year;
 - ii) for the Fiscal Year beginning April 1, 2012, and ending March 31, 2013, the applicable base amount is to be \$2,000,000; and
 - iii) each base amount established under this Agreement will be adjusted in the next Fiscal Year to establish a new base amount to be applicable to that next Fiscal Year, such adjustment is to be

calculated on the basis of any change during the immediately preceding Fiscal Year in the National Consumer Price Index determined by Statistics Canada, such adjustment to be made immediately following when that change becomes known.

- iv) the initial value of the Consumer Price Index will be 118.8, for the month of November 2011 as set out in Table 6 of the Consumer Price Index published by Statistics Canada.
 - v) for greater certainty, the costs for legal advisory services are not to include those costs related to a matter where Canada and the Municipality are adverse in interest or if the costs are excluded by operation of paragraph 11.3(c) or subarticle 11.10.
- o) where costs are incurred by the RCMP to provide and maintain the enhanced reporting and accountability capacity to provide improved administration of this Agreement, the Province's share of those costs are to be calculated by:
- i) dividing the costs determined in accordance with subparagraph (ii) by the total FTE Utilization of Members in the police services of each province, territory, and municipality with which Canada has a similar agreement or an agreement for a municipal police service and multiplying the result by the total FTE Utilization of Members in the Municipal Police Unit for the Fiscal Year;
 - ii) subject to subparagraph (iv), the costs are deemed to be \$1,500,000.
 - iii) the RCMP will provide annual statements on the number, location and position of all staff assigned to provide and maintain the enhanced reporting and accountability capacity and the activities generated by those staff.
 - iv) by March 31, 2015, the Contract Management Committee established under the Provincial Police Service Agreement will undertake a review of reports being produced to assess whether they are meeting the interests of the Committee, whether adjustments are necessary and to assess associated cost implications of any adjustments if made.
 - v) the parties acknowledge that the enhanced reporting and accountability capacity will, to the extent reasonably possible, generate such reporting as may be required under the terms of this Agreement.

- vi) the parties acknowledge that the resources dedicated to such capacity may only be increased by agreement between Canada, the Province and all of the provinces and territories with which Canada has an agreement similar to Provincial Police Service Agreement, and if an increase is agreed to, that the base amount will be revised by agreement in writing.
- vii) the parties acknowledge that Canada and the Province have committed to work together to avoid a duplication of existing capacity within the Service and to explore ways in which they can better utilize that capacity to provide improved administration of this Agreement.

11.3 The cost of each Municipal Police Unit will not include:

- a) the cost of relocation of personnel;
- b) the cost of Equipment–Type A if such cost is at least \$150,000 per item and if the CEO has requested that such cost be amortized under paragraph 11.2(1);
- c) the cost of any civil action, compensation claim, *ex gratia* payment or claim for associated legal fees; and
- d) the cost incurred by Canada in respect of providing point of entry security for federal buildings other than divisional or regional headquarters.

11.4 If the Municipality has a population of under 15,000, the Municipality will pay to Canada in each Fiscal Year the costs determined in accordance with subarticle 11.2 and calculated by applying the following formulae:

- a) $A/AM = PM$, where:
 - i) “A” is the aggregate cost of all the Municipal Police Units in municipalities in the Province having a population of less than 15,000;
 - ii) “AM” is the FTE utilization of Members utilized in those Municipal Police Units for the Fiscal Year; and
 - iii) “PM” is the yearly cost per Member of the Municipal Police Units in those municipalities; and
- b) $PM \times QA \times 0.7 = C$, where:
 - i) “PM” has the meaning given to it in paragraph (a);

- ii) “QA” is the projected FTE utilization of Members to be utilized in the Municipal Police Units for that Fiscal Year; and
- iii) “C” is the amount of costs referred to in subarticle 11.2 that is payable by the Province for that Fiscal Year.

11.5 If the Municipality has a population of 15,000 or more, the Municipality will pay to Canada in each Fiscal Year the costs determined in accordance with subarticle 11.2 and calculated by applying the following formulae:

- a) $A/AM = PM$, where;
 - i) “A” is the cost of providing the Municipal Police Unit in the Municipality;
 - ii) “AM” is the FTE utilization of Members utilized in the Municipal Police Unit for the Fiscal Year; and
 - iii) “PM” is the yearly cost per Member of the Municipal Police Unit in the Municipality; and
- b) $PM \times QA \times 0.9 = C$, where
 - i) “PM” has the meaning given to it in paragraph (a);
 - ii) “QA” is the projected FTE utilization of Members to be utilized in that Municipal Police Unit for that Fiscal Year; and
 - iii) “C” is the amount of costs referred to in subarticle 11.2 that is payable by the Province for that Fiscal Year.

11.6 For purposes of determining costs pursuant to this article, any Member who is on:

- a) sick leave or suspended for more than 30 consecutive days;
- b) parental leave; or
- c) pension retirement leave

will be deemed not to be in the Municipal Police Service and the costs relating thereto will be allocated to divisional headquarters administration.

11.7 There will be deducted from the cost payable by the Province in respect of a Municipal Police Unit:

- a) any amount, at the appropriate cost sharing ratio set out in paragraph 11.1(b), subsequently refunded or reimbursed to Canada with respect to any expenses that were paid by the Province;
 - b) any amount, at the appropriate cost sharing ratio set out in paragraph 11.1(b), received by Canada from the sale, transfer out of the Municipal Police Unit or other disposition of any item of Equipment that cost less than \$150,000 and was purchased by Canada for use in the Municipal Police Unit.
- 11.8 Canada will pay 100 per cent of all of the costs incurred in respect of the External Review Committee and the Staff Relations Representative Program or their respective successors.
- 11.9 In respect of the Municipal Police Unit, except where the Province accepts responsibility for costs, the Municipality will pay to Canada 100 per cent of all of the following costs:
 - a) hospitalization, medical examination or treatment, including mental health examination or treatment, for any person in the custody of the RCMP except if such costs have been incurred in the obtaining of evidence;
 - b) witness fees, transportation, maintenance and escort costs for persons (except for Members and Support Staff) required as witnesses in criminal and civil proceedings and proceedings under provincial laws;
 - c) conveyance by a third party that is obtained by a Member of the Service for a disabled, injured, ill or deceased person if the cost of the service is not paid by or on behalf of the person or their estate;
 - d) all incremental costs incurred when, at the request of a Municipality listed in Annex "A", the scope and duration of a search and rescue operation is extended beyond that which the Member in Charge considers to be appropriate in the circumstances and the Member in Charge has so advised the CEO.
- 11.10 a) The Municipality acknowledges that under the Municipal Police Service Agreement if any Member employed in any Municipal Police Unit receives the benefit of any statutory defence such as that provided by the *Police Act* (British Columbia) to any claim or action and in connection therewith the Province may be or may become liable for any of the payments contemplated by subparagraph 11.3(c), Canada will indemnify and hold harmless the Province with respect to any such claims or actions and Canada will assume the conduct and the carriage of any proceeding relating to such claim.

- b) The Municipality will promptly notify the Province of any claim or action referred to in paragraph (a) and, upon request, the Municipality will provide all reasonable assistance to the Province, Canada or the RCMP with respect to any such claim or action.
- b) The Municipality will not compromise or settle any such claim or action without the consent of Province.

11.11 In respect of each Municipality, the Municipality will pay separately to Canada, at the appropriate cost sharing ratio determined in accordance with paragraph 11.1(b), the cost of overtime utilized by or on behalf of the Municipal Police Unit.

ARTICLE 12.0 - EQUIPMENT

- 12.1
 - a) Equipment supplied by Canada for use by the Municipal Police Unit will be of a standard and quantity that is necessary to carry out its responsibilities under this Agreement.
 - b) Canada, in procuring such Equipment, will do so in accordance with its own procurement practices and procedures, directives of the Treasury Board of Canada and the Government Contract Regulations.
- 12.2 If any item of Equipment–Type A that was purchased during this Agreement by Canada at a cost of more than \$150,000 for the Municipal Police Unit, is lost, damaged, destroyed or removed from the Municipal Police Unit, the financial consequences from the loss, damage, destruction or removal of that item will be determined as follows:
 - a) if the Municipality paid for the item in full at the applicable cost-sharing ratio in the year of acquisition, the Municipality will be credited, at the applicable cost-sharing ratio stipulated in paragraph 11.1(b), with the Fair Market Value, if any, of that item;
 - b) if the Municipality has not yet paid its full share of the purchase cost of the item, the Municipality will be credited with a percentage of the Fair Market Value of that item that is equal to the proportion of the amounts paid by the Municipality for that item, exclusive of interest, up to the time of loss, damage, destruction or removal divided by the original acquisition costs incurred by Canada for that item;
 - c) the Fair Market Value referred to in paragraph (a) and (b) is to be determined as of the time immediately preceding the loss, damage, destruction or removal of the item; and

- d) if the item of Equipment is subject of amortization in accordance with subparagraph 11.2(l), the payments will cease in the Fiscal Year when the item was lost, damaged, destroyed or removed.

ARTICLE 13.0 - TRANSFER OF OWNERSHIP OF EQUIPMENT

13.1 In the event of the expiry or termination of this Agreement:

- a) subject to subarticle 13.2, the ownership of any item of Equipment that was purchased by Canada for the Municipal Police Unit and in respect of which the Municipality has paid its full share, will, at the option of the Municipality:
 - i) be acquired by the Province pursuant to its option under the Municipal Police Service Agreement, upon payment by the Municipality to Canada of an amount equal to the amount that the current Fair Market Value exceeds the amount, exclusive of interest, already paid to Canada by the Municipality for that item of equipment and then be transferred to the Municipality; or
 - ii) remain vested in Canada, in which case Canada will credit the Municipality with the amount, if any, by which the current Fair Market Value exceeds the amount that Canada paid for that item of Equipment;
- b) subject to subarticle 13.2, if any item of Equipment—Type A that cost more than \$150,000 was purchased by Canada for the Municipal Police Unit and amortized under paragraph 11.2(l) and the Municipality has not yet paid its full share of the expenditures owing for that item of Equipment, then the ownership of that item of Equipment will, at the option of the Municipality:
 - i) be acquired by the Province after the Municipality pays to Canada an amount equal to the amount that the current Fair Market Value exceeds the amount, exclusive of interest, that was already paid to Canada by the Municipality for that item of Equipment, and then be transferred to the Municipality; or
 - ii) remain vested in Canada, in which case Canada will credit the Municipality with a percentage of the Fair Market Value that is equal to the proportion of the amounts paid by the Municipality for that item, exclusive of any interest, up to the time of the expiry or termination divided by the original acquisition costs incurred by Canada for the item; and

- i) any amortized amount remaining owing by the Municipality in respect of that item of equipment will cease.
 - c) the Fair Market Value referred to in paragraph (a) and (b) is to be determined as of the time immediately preceding the termination or expiry.
- 13.2 Municipality acknowledges that the option to transfer ownership of an item of Equipment referred to in paragraph 13.1 (a) and (b) may only be exercised by the Province if it has provided notice in writing of the intent to exercise that option; and
 - a) in the event of termination such notice must be received by Canada at least 6 months prior to the date of the intended termination; or
 - b) in the event of expiry such notice must be received by Canada at least 3 months prior to the date of the expiry;

and the transfer must be completed within 6 months following the effective date of termination or expiry, unless the Canada and Province agree otherwise.

ARTICLE 14.0 - JAILS AND LOCK-UPS

- 14.1 Canada is under no obligation to maintain any jails for prisoners committed to custody for less than two years for an offence committed within the Province against the Criminal Code, the laws of the Province, or the by-laws of a Municipality, but where necessary due to remoteness or the absence of an efficient alternative, such prisoners may be held in lock-ups maintained by the RCMP.

ARTICLE 15.0 - METHOD OF PAYMENT

- 15.1
 - a) Subject to paragraph (c), all amounts payable by the Municipality will be due 45 days from the date of receipt of an invoice from Canada; payment will be made by cheque payable to the Receiver General for Canada and sent to the Commissioner in Ottawa, or as Canada might otherwise direct in writing, by registered mail; where the Commissioner and the Minister agree in writing, payments may be made by any other method.
 - b) Canada will invoice for payment on a quarterly basis, on or about July 1, October 1, January 1 and March 31 in each Fiscal Year; with the invoices being for the four periods ending June 30, September 30, December 31, and March 31 respectively, and each invoice will cover 1/4 of the estimated cost of each of the Municipal Police Units for that Fiscal Year.

- c) Any deficiency in payment or over-payment by the Municipality in one Fiscal Year will be credited to or debited against the Municipality, as the case may be, and will be reflected in the first invoice of the succeeding Fiscal Year.
- d) The Municipality may make any payment that is required to be made by the Province.

ARTICLE 16.0 - FINANCIAL PLANNING AND REPORTING

- 16.1 a) Each Fiscal Year the Member in Charge and the CEO will, in an agreed upon format and schedule, exchange information necessary for the RCMP to prepare the projected Multi-Year Financial Plan for that Municipal Police Unit, which will include the projected budget for any Divisional and Regional administration that is required to support the Service, for the consideration of the CEO in preparation of the annual budgets for the Service.
- b) For the purposes of paragraph (a), the Multi-Year Financial Plan will cover a period of three Fiscal Years, or up to five Fiscal Years, as determined by the Minister, beginning on the first day of the next Fiscal Year.
- c) For the purposes of paragraphs (a) and (b), the information exchanged between the Member in Charge and the CEO will, at a minimum, address the following:
- i) the number of positions required for the Municipal Police Unit;
 - ii) the resources, including staffing levels, allocated to any Divisional and Regional administration that is required to support the Service;
 - iii) budgetary considerations affecting the Municipal Police Unit and any Divisional and Regional administration that is required to support the Service;
 - iv) the proposed multi-year equipment plans;
 - v) any significant deviation between the budget for the previous Fiscal Year and expenditures for the current Fiscal Year; and
 - vi) any other agreed upon information.

- d) Each Fiscal Year the Member in Charge will, on or before June 1, provide the CEO with the Multi-Year Financial Plan.
 - e) Each Fiscal Year the CEO will, on or before June 15, provide the Member in Charge with the projected annual budget for the Municipal Police Unit for the next Fiscal Year, as well as the projected budgets, if available, for the balance of the Multi-Year Financial Plan.
 - f) Each Fiscal Year the CEO will, to the extent they become available, provide the Member in Charge with updates of the projected annual budget for the next Fiscal Year for the Municipal Police Unit until the conclusion of the municipal budget process for the next Fiscal Year.
- 16.2 a) The CEO will, at the conclusion of the municipal budget process for each Fiscal Year, provide to the Member in Charge:
- i) a written statement indicating the approved annual budget for the Municipal Police Unit for that Fiscal Year; and
 - ii) if available, a written statement indicating any changes to the projected annual budgets for the balance of the then current Multi-Year Financial Plan.
- b) The Member in Charge will seek approval from the CEO as soon as feasible with respect to any proposed changes to the said approved annual budget.
- 16.3 The Member in Charge will at mutually agreeable intervals during the Fiscal Year, and in a standardized format, provide the CEO with the following:
- a) details of the year-to-date expenditures together with the forecasted expenditures for the remainder of the Fiscal Year including explanations of any material variances from the approved annual budget referred to in subparagraph 16.2(a)(i); and
 - b) proposed changes or updates to the Service's multi-year infrastructure and equipment plans.
- 16.4 The Member in Charge will, no later than three months following the conclusion of each Fiscal Year, provide the CEO in a standardized format with an accurate, detailed accounting of all actual expenditures for the Municipal Police Unit, together with an explanation of any material variances from the approved annual budget referred to in subparagraph 16.2(a)(i).

- 16.5 In respect of each Municipality having a population of 15,000 or more, the Member in Charge will obtain the approval of the CEO prior to purchasing Equipment-Type A over \$150,000.
- 16.6 Each Fiscal Year the Member in Charge will provide the CEO with a copy of the current RCMP's Chart of Accounts used to record financial transactions.
- 16.7 The Member in Charge, being given reasonable notice, will provide the CEO with any additional information reasonably relating to the financial implications of the Municipal Police Unit.
- 16.8 In addition to the above, the parties will work to continue to strengthen the overall financial efficiency and administration of this Agreement including developing and implementing on-going initiatives to contain costs and improve long-term financial planning, with a view to achieving greater predictability, efficiency and transparency when budgeting for future policing costs.

ARTICLE 17.0 - OPERATIONAL EFFECTIVENESS ASSESSMENTS

- 17.1 The CEO and the Member in Charge may, in accordance with this article, undertake reviews of matters arising out of the provision of the Municipal Police Unit, and prior to initiating a Dispute under Article 20, the CEO and the Member in Charge should give due consideration to undertaking such reviews.
- 17.2 The frequency, scope and subject matter to be reviewed are subject to the agreement of the CEO and the Member in Charge.
- 17.3 If either of the CEO or the Member in Charge wishes to propose a matter for review, they will notify the other in writing of the matter proposed to be reviewed, together with full written details thereof.
- 17.4 If either of the CEO or the Member in Charge is in receipt of a notice provided under subarticle 17.3, they will respond in writing as soon as practicable to provide notice of its agreement or counter-proposal, together with full written details thereof.

ARTICLE 18.0 – LOCAL GOVERNMENT CONTRACT MANAGEMENT COMMITTEE

- 18.1 There will be a Joint Provincial-Local Government RCMP Contract Management Committee (the “Committee”) in accordance with this article.
- 18.2 The Committee will work towards the goal of providing an efficient and effective police service in support of the administration of justice to all municipalities in

the province that receive policing services from the RCMP and to meet the evolving needs of policing in the Province.

18.3 The Committee will be composed of:

- a) the Assistant Deputy Minister responsible for the administration of the Municipal Police Service Agreement; and
- b) no more than ten local government representatives, being either elected officials or local government staff, appointed from time to time by the Union of British Columbia Municipalities.

18.4 The Committee will have two Co-chairs;

- a) one Co-chair will be the Assistant Deputy Minister responsible for the administration of the Municipal Police Service Agreement; and
- b) one Co-chair will be appointed by the Union of British Columbia Municipalities and, by such appointment, will be the nominee to be the associate member of the Contract Management Committee for the purposes of paragraph 21.9(b) of the Provincial Police Service Agreement.

ARTICLE 19.0 - DISPUTES

19.1 Any issue, matter of general concern, or dispute ("Dispute") arising from this Agreement will be a matter for consultation and resolution between the CEO and the Member in Charge.

19.2 The CEO and the Member in Charge will consult each other should there be any issue, matter of general concern, or dispute arising from the interpretation or implementation of this Agreement, and will, in good faith, attempt to resolve the matter before providing written notice of a Dispute.

19.3 If either of the CEO or the Member in Charge has provided the other with a written notice identifying the nature of the Dispute and containing a request for a meeting, consultations are to take place in a timely manner.

19.4 If a Dispute is related to an invoice under this Agreement, consultation will take place in the following manner:

- a) Within 30 days of providing notice identifying the nature of the Dispute and containing a request for a meeting, the Member in Charge will attempt to resolve the Dispute with the CEO.

- b) If some or all of the issues in dispute are not resolved within 45 days of receipt of the notice provided under subarticle 19.3, then the Municipality and the RCMP will attempt to resolve the Dispute through a second level of discussion, to be undertaken between the CEO and the Commanding Officer.
 - c) If some or all of the issues in dispute are not resolved within 60 days of receipt of the notice provided under subarticle 19.3, then the Municipality and the RCMP will attempt to resolve the Dispute through a third level of discussion, to be undertaken among the CEO and the Federal and Provincial Assistant Deputy Ministers responsible for issues related to this Agreement.
 - d) If some or all of the issues in dispute are not resolved within 120 days of receipt of the notice provided under subarticle 19.3, then the Municipality and the RCMP will attempt to resolve the Dispute through a fourth level of discussion, to be undertaken among the CEO and the Federal and Provincial Deputy Ministers responsible for issues related to this Agreement.
 - e) If some or all of the issues in dispute are not resolved within 180 days of receipt of the notice provided under subarticle 19.3, then the matter will be referred to the CEO and to the Federal Minister and the Minister for resolution in such manner as they will see fit.
- 19.5 Notwithstanding subarticle 19.4, any Dispute arising from this Agreement may be referred to the Federal Minister and the Minister, or their Deputy Ministers, for consultation and resolution at any time and in such manner as they see fit.
- 19.6 If a Dispute is not resolved through consultation, it may be dealt with through an alternative dispute resolution process on such terms and within such time as may be agreed to in writing by the Province Minister, the Municipality and the RCMP.
- 19.7 All information exchanged during any part of this process will be regarded as “without prejudice” communications for the purpose of settlement negotiations and will be treated as confidential by all parties and their representatives, unless otherwise required by law. However, evidence that is independently admissible or discoverable will not be rendered inadmissible or non-discoverable by virtue of its use during any part of this process.
- 19.8 The provisions of this Agreement will continue to apply despite any Dispute.

ARTICLE 20.0 - NOTICE

20.1 Any notice that is required or permitted under this Agreement, to be given by one party to the other party, will be given in writing and will be communicated as follows:

- a) to Canada, by registered mail, addressed to the Federal Minister at Ottawa, Ontario;
- b) to the Province, by registered mail, addressed to the Minister, by official title, at the Parliament Buildings, Victoria, B.C.; and
- c) to the Municipality by registered mail addressed to the Chief Executive Officer, by official title, at the regular mailing address of the Municipality.

ARTICLE 21.0 - REVIEW

21.1 Amendments resulting from any review provided for in Articles 20 and 22 of the Provincial Police Service Agreement will be applicable to and binding on this Agreement.

ARTICLE 22.0 - TERM OF AGREEMENT

- 22.1 a) Notwithstanding the date on which this Agreement was executed and subject to paragraph (c), this Agreement will come into force on April 1, 2012 and, subject to paragraph 22.1(c), will continue in force until March 31, 2032;
- b) On or after March 31, 2030 and prior to the expiry of this Agreement, this Agreement may be renewed for an additional period upon terms that are agreed to by the parties.
- c) This Agreement may be terminated on March 31 in any year by either party giving the other party notice of such termination;
 - i) 25 months prior to the date of the intended termination in the case of the Municipality giving such notice; and
 - ii) 23 months prior to the date of the intended termination in the case of the Province giving such notice.

ARTICLE 23.0 - DEFAULT

- 23.1 Despite any other provision of this Agreement, in the event the Municipality fails to perform any obligation under this Agreement, then, and in addition to and without prejudice to any other remedy available to the Province or the Minister, the Province may at its option:
- a) cancel this Agreement upon two months written notice to the Municipality, unless the default is remedied prior to the expiration of the two month notice period; and
 - b) continue to provide municipal police services to the Municipality pursuant to Section 4 of the *Police Act*, as amended from time to time, in which event all costs incurred by the Province in continuing to provide such police services will constitute a debt due to and recoverable by the Province pursuant to the *Police Act*.

ARTICLE 24.0 – AMENDMENT

- 24.1 Subject to subarticle 21.1, this Agreement may only be amended by the written agreement of the parties .

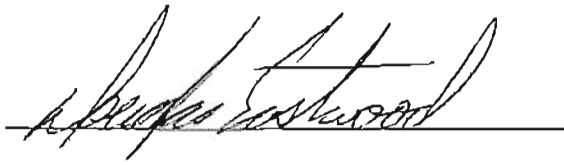
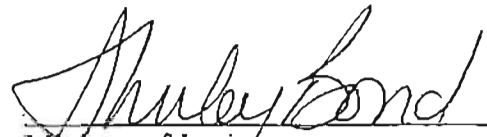
ARTICLE 25.0 SURVIVAL

- 25.1 The obligations and rights set out in Articles 11.10 (Basis of Calculation of Payment), 15 (Method of Payment), 20 (Notice), 23 (Default) and 24 (Amendment) will survive the expiry or termination of this Agreement.
- 25.2 The obligations and rights set out in Article 11 (Basis of Calculation of Payment), except 11.10, will survive following the expiry or termination of this Agreement until the date on which the amount owed by the Municipality under that article is paid in its entirety.
- 25.3 The obligations and rights set out in subarticle 10.5 (Accommodation) will

survive until the day on which the amount owed by the Municipality under this Agreement is paid in its entirety.

IN WITNESS WHEREOF the Honourable, Shirley Bond Minister of Justice, and Attorney General, has hereunto set her hand on behalf of the Province and the Corporate Seal of the Municipality has been hereunto affixed in the presence of its duly qualified officers:

SIGNED on behalf of Her Majesty
the Queen in right of the Province
of British Columbia by the, Honourable
Shirley Bond Minister of Justice, and
Attorney General, for the Province
this 14TH day of March 2012 in the
presence of:



Minister of Justice
and Attorney General

THE Corporate Seal of the City of
Richmond was hereunto affixed
this _____ day of _____
2012, in the presence of:

[C/S]

ANNEX "A"

MEMBERS ASSIGNED TO THE MUNICIPAL POLICE UNIT

<u>Effective Date</u>	<u>Total Members</u>	<u>Amending Document References</u>	
		<u>For the Province</u>	<u>For the Municipality</u>
April 1, 2012	211		



Parks, Recreation and Cultural Services Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, March 27, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PRCS-5 *Motion to adopt the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, February 28, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, April 24, 2012 (tentative date) at 4:00 p.m. in the Anderson Room.

COMMUNITY SERVICES DEPARTMENT

1. **RICHMOND 2011 HERITAGE UPDATE**
(File Ref. No.) (REDMS No. 3472212)

PRCS-15

See Page **PRCS-15** for full report

Designated Speaker: Connie Baxter

STAFF RECOMMENDATION

That the Richmond 2011 Heritage Update be received for information.



2. **RICHMOND PUBLIC LIBRARY STRATEGIC PLAN**

(File Ref. No.) (REDMS No. 3476713)

PRCS-45

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

Designated Speaker: Kim Somerville

STAFF RECOMMENDATION

- (1) *That the Richmond City of Readers Strategic Plan 2011-2014 be updated by the Richmond Public Library in consultation with the community; and*
- (2) *That City staff present a revised Strategic Plan to Council in 2013.*



3. **NO. 3 ROAD CENTRE MEDIAN RAILING PUBLIC ART PROJECT:
BROWNGATE ROAD TO CAMBIE ROAD**

(File Ref. No. 11-7000-09-01) (REDMS No. 3491005)

PRCS-63

See Page **PRCS-63** for full report

Designated Speaker: Eric Fiss

STAFF RECOMMENDATION

That the Call to Artists for the No. 3 Road Centre Median Railing Public Art Project: Browngate Road to Cambie Road as presented in the report dated March 12, 2012 from the Director, Arts, Culture and Heritage, be endorsed.



4. **BRITANNIA HERITAGE SHIPYARD NATIONAL HISTORIC SITE**

(File Ref. No.) (REDMS No. 3389337 v.7)

PRCS-75

See Page **PRCS-75** for full report

Designated Speakers: Bryan Klassen & Jane Fernyhough

STAFF RECOMMENDATION

- (1) *That the Terms of Reference for a Britannia Building Task Force as outlined in the staff report entitled “Britannia Heritage Shipyard National Historic Site” dated March 9, 2012 from the Director, Arts, Culture & Heritage be endorsed; and*
- (2) *That a Britannia Building Task Force be established as per the Terms of Reference.*



PARKS AND RECREATION DEPARTMENT

5. **WOODWARD SCHOOL / NEIGHBOURHOOD PARK CHARACTERIZATION PLAN**

(File Ref. No. 06-2345-20-WOOD1) (REDMS No. 3480276)

PRCS-93

See Page **PRCS-93** for full report

Designated Speaker: Clarence Sihoe

STAFF RECOMMENDATION

- (1) *That the “Woodward School/Neighbourhood Park Characterization Plan” as detailed in the staff report dated February 23, 2012, from the General Manager, Parks & Recreation be approved;*
- (2) *That staff seek approval for implementation of the plan from School District No. 38 (Richmond);*
- (3) *That the funds held for Thomas Kidd School/Neighbourhood Park be transferred to Woodward School/Neighbourhood Park, and be included in the 5 year Financial Plan (2012-2016); and*
- (4) *That the Woodward School/Neighbourhood Park Characterization Plan be forwarded to the Council/School Board Liaison Committee for information.*



6. **FLOATING NET SHED**

(File Ref. No.) (REDMS No. 3471011 v.9)

PRCS-97

See Page **PRCS-97** for full report

Designated Speakers: Bryan Klassen & Jane Fernyhough

STAFF RECOMMENDATION

- (1) *That, the General Manager, Community Services and the Manager, Real Estate Services, be authorized to enter into negotiations with the owner regarding the acquisition of the floating net shed with no occupancy expectations provided:*
 - (a) *that the current owner agrees to enter into discussions regarding potential City acquisition without expectations of occupancy, and then,*
 - (b) *that the findings of the Statement of Historical Significance find the net shed to be historically relevant, and then,*

- (c) *that the findings of a Building Condition Report and Marine Survey are positive;*
- and report back to Council on the conditions of acquisition;*
- (2) *That staff be authorized to expend no greater than \$17,000 in order to complete a Statement of Historical Significance, Building Condition Report and Marine Survey and that funding be provided from the Council Provision Account; and*
- (3) *That the 5 Year Financial Plan (2012-2016) be adjusted accordingly.*



7. **MANAGER'S REPORT**

ADJOURNMENT





Parks, Recreation & Cultural Services Committee

Date: Tuesday, February 28, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston, Vice-Chair
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty
Mayor Malcolm Brodie (entered at 4:03 p.m.)

Also Present: Councillor Chak Au (entered at 4:02 p.m.)
Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, January 24, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, March 27, 2012 (tentative date) at 4:00 p.m. in the Anderson Room.

**PROJECT DEVELOPMENT AND FACILITY SERVICES
DEPARTMENT**

**1. STEVESTON INTERURBAN TRAM STRUCTURE – PROPOSED
COLOUR FOR EXTERIOR SIDING**

(File Ref. No. 06-2052-25-TRAM1) (REDMS No. 3468621)

In reply to queries from Committee, Greg Scott, Director, Project Development advised that (i) all three red colours examined belong to the historic colour palette; and (ii) the City of Burnaby did not paint their tram structure, but instead stained it.

It was moved and seconded

That the Steveston Interurban Tram Structure exterior be painted with 'Deep Rose' exterior paint colour.

CARRIED

Councillor Au entered the meeting (4:02 p.m.).

PARKS AND RECREATION DEPARTMENT

**2. CITY CENTRE COMMUNITY CENTRE REVISED PROGRAM AND
PROJECT UPDATE**

(File Ref. No.) (REDMS No. 3476312)

Vern Jacques, Acting Director, Recreation, provided background information and noted that the City Centre Community Centre project has been a collaborative effort between the City, the developer, the City Centre Community Centre Association and Trinity Western University.

Mayor Brodie entered the meeting (4:03 p.m.).

With the aid of architectural renderings, Mary Chow, Associate, CEI Architecture Planning Interiors, reviewed the proposed community centre interior layout and noted the following information:

- the community centre is part of the Quintet residential development located at the corner of Firbridge Way and Minoru Boulevard;
- the community centre will be located on the first two floors of the four-storey building, with Trinity Western University occupying the third and fourth floors of the building;
- the community centre will share a common lobby with Trinity Western University, with an elevator and stairs leading to the University space; and
- there are two main entries to the community centre, one off of Minoru Boulevard and the second from the covered parking area.

Parks, Recreation & Cultural Services Committee

Tuesday, February 28, 2012

Ms. Chow spoke of the extensive public consultation process undertaken to develop the program requirements for the community centre including (i) eleven focus group meetings with stakeholders; (ii) the development of a website; (iii) the distribution of a survey; and (iv) a public open house. She further commented on the interior layout, highlighting a community living room, multipurpose rooms, and a large fitness area.

Paige Robertson, Director, City Centre Community Association, thanked staff and City Council for their ongoing support for this project. She wished to recognize other members of the City Centre Community Association and Councillor Halsey-Brandt, Liaison to the Association for their continued efforts on this project. Ms. Robertson advised that the City Centre Community Association Board fully supports the project and is confident that the space and programming will meet the needs of the community.

Discussion ensued regarding the configuration of the community living space as it relates to the access to the multipurpose room directly adjacent to it. It was noted that the entrance to the multipurpose room appears limited as it is located within the community living space, and thus may disrupt activities in the community living space. Ms. Chow advised that the concept for the community living space is that it also be utilized for programming and as such, this configuration allows for activities from one area to spill into the other. She stated that she did not believe that this configuration would disrupt programming in the community living space. Mr. Jacques commented that this concept has been successfully developed in other community centres, however staff would further explore this matter.

In reply to a query from Committee, Mr. Jacques advised that staff are currently working on a framework that would address how the City collaborates with various community organizations and addresses their community space needs.

Discussion further ensued regarding the configuration of the community living space as it relates to the multipurpose room and it was noted that much of the frontage of the community centre is glass and therefore limits the location of certain rooms, such as storage rooms.

It was moved and seconded

That the City Centre Community Centre Program, as outlined in the City Centre Community Centre Revised Program and Project Update report, dated February 14, 2012 from the Acting Director, Recreation be endorsed.

CARRIED

3. **CANADA DAY SHIPS TO SHORE 2012**

(File Ref. No. 06-2345-00) (REDMS No. 3472643)

Mike Redpath, Senior Manager, Parks, played a retrospective video of the Ships to Shore Steveston 2011.

Parks, Recreation & Cultural Services Committee
Tuesday, February 28, 2012

In reply to queries from Committee, Mr. Redpath advised the following:

- staff do not believe that additional funding be required for roving entertainment as many entertainers attend at their own volition for the honorariums;
- although Monday, July 2nd is a holiday, staff do not feel that the event should be extended as many ships may head south to attend July 4th festivities in the United States;
- staff are aware of the depths of the channel and as such, have only invited ships that can easily manoeuvre in those depths; and
- staff anticipate developing a communication plan to inform residents living in proximity to Imperial Landing of the event.

Discussion ensued regarding transportation to the event and it was requested that staff work with TransLink to increase the number of buses from the Canada Line to Steveston Village. Also, it was requested that the Steveston Harbour Authority be apprised of the event as it develops.

It was moved and seconded

That:

- (1) *the proposed Canada Day Ships to Shore 2012 program, as detailed in the report, "Canada Day Ships to Shore 2012," dated February 13, 2012 from the General Manager, Parks and Recreation, be approved; and*
- (2) *up to \$115,000 be approved from the Major Events Provisional Fund for the proposed 2012 Ship to Shore Program and 2013 Tall Ship Recruitment program.*

CARRIED

4. CITY-OWNED FLOATS AT IMPERIAL LANDING

(File Ref. No. 06-2345-20-ILAN1) (REDMS No. 3472295)

In reply to a query from the Chair, Serena Lusk, Manager, Parks Programs, advised that Scotch Pond may also be considered for programming such as those proposed for Imperial Landing.

Discussion ensued regarding staff referrals as they relate to Imperial Landing and it was noted that they be considered in conjunction with one another.

It was moved and seconded

That:

- (1) *the program for operation of the city-owned floats at Imperial Landing as detailed in the report, "City-owned Floats at Imperial Landing," from the General Manager, Parks and Recreation dated February 10, 2012, be approved; and*

Parks, Recreation & Cultural Services Committee

Tuesday, February 28, 2012

- (2) *a request for expressions of interest be issued for the operation of a kayak instruction and tour service from the city-owned floats at Imperial Landing to determine market interest and feasibility.*

CARRIED

5. **TRANSLINK 2012 CAPITAL PROGRAM COST-SHARING SUBMISSION – ADDITIONAL PROJECT FOR THE BICYCLE INFRASTRUCTURE PROGRAM**

(File Ref. No. 01-0154-04) (REDMS No. 34446076)

Discussion ensued regarding the opportunity to integrate pedestrian and cycling access with access for other wheeled-devices along the Railway Avenue Corridor Greenway.

In reply to queries from Committee, Mr. Redpath advised the following:

- staff anticipate submitting the proposed project to TransLink as soon as possible;
- as in most Parks projects, staff anticipate substantial completion of the greenway by the Fall; and
- as part of the design process, various neighbourhood and community associations will be invited to provide input.

That:

- (1) *the submission of the Railway Avenue Corridor Greenway pedestrian and bicycle facility improvement for cost-sharing as part of the TransLink 2012 Bicycle Infrastructure Capital Cost-Sharing Program, as described in the report dated January 11, 2012 from the General Manager, Parks and Recreation, be endorsed; and*
- (2) *should the above submission be successful, the Chief Administrative Officer and General Manager, Parks and Recreation be authorized to execute the funding agreements and the 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) be updated accordingly to reflect the external grant dependant on the timing of the budget process.*

CARRIED

COMMUNITY SERVICES DEPARTMENT

6. **RICHMOND PUBLIC ART PROGRAM 2011 ANNUAL REPORT AND PUBLIC ART ADVISORY COMMITTEE 2012 WORK PLAN**

(File Ref. No. 11-7000-09-01) (REDMS No. 3463784)

Parks, Recreation & Cultural Services Committee

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Eric Fiss, Public Art Planner, provided background information and introduced Willa Walsh, Chair of the Public Art Advisory Committee.

Discussion ensued regarding maps that highlight Richmond's public art pieces and it was noted that a map showcasing Richmond's public art collection by area may be helpful.

Kim Somerville, Manager, Arts Services, advised that the City's website has interactive and downloadable maps that feature Richmond's public art collection. Also, she noted that there are other pieces of material related to public art as it relates to development.

Discussion ensued regarding public art for the end of the Canada Line and Mr. Fiss advised that staff have encountered delays in relation to the access agreement. He noted that a staff report is anticipated to be before Council in the near future.

Discussion further ensued and it was noted that the end of the Canada Line is in need of public art.

In reply to a query from Committee, Mr. Fiss spoke of the various public art projects underway, noting that much of the costs associated with those projects are associated with completing projects in the Richmond Olympic Oval precinct. Also, he commented that there are many large-scale developments currently occurring in Richmond, thus contributing to the Public Art Reserve fund.

It was moved and seconded

That the Richmond Public Art Advisory Committee 2012 Work Plan be approved.

CARRIED

7. **TRANSITIONS VANCOUVER COASTAL HEALTH COMMUNITY PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-120) (REDMS No. 3469246)

Mr. Fiss introduced Tiana Kaczor, artist for the proposed Transitions Vancouver Coastal Health Community Public Art Project.

In reply to a query from Committee, Ms. Kaczor commented on the participants' access to cameras and advised that once all the photos have been collected, her role would be to make all the different photos work together.

It was moved and seconded

That the concept proposal for the Transitions Vancouver Coastal Health Community Public Art Project "Transitions" by artist Tiana Kaczor, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated February 13, 2012, be endorsed.

CARRIED

Parks, Recreation & Cultural Services Committee

Tuesday, February 28, 2012

8. **RICHMOND MULTICULTURAL COMMUNITY SERVICES
COMMUNITY PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-120) (REDMS No. 3468397)

Mr. Fiss introduced Zoë Kreye, artist for the proposed Richmond Multicultural Community Services Community Public Art Project and Jasmine Rezaee, representative of the Richmond Multicultural Community Services.

In reply to a query from Committee, Ms. Kreye advised that she would be pleased to have members of Council participate in the proposed events.

Ms. Rezaee stated that Richmond Multicultural Community Services fully supports the proposed public art project.

It was moved and seconded

That the concept proposal for the Richmond Multicultural Community Services Community Public Art Project "EAT.TALK.DANCE." by artist Zoë Kreye, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated February 13, 2012 be endorsed.

CARRIED

9. **CITY OF RICHMOND PUBLIC ART PROGRAM PARTICIPATION
IN THE 2013-2015 VANCOUVER INTERNATIONAL SCULPTURE
BIENNALE**

(File Ref. No. 11-7000-09-20-099) (REDMS No. 3468373)

In reply to a query from Committee, Mr. Fiss advised that Richmond's participation in the 2009-2011 Vancouver International Sculpture Biennale cost approximately \$125,000 and was funded from the Public Art Reserve fund and developer contributions.

Mr. Fiss stated that the Biennale has requested that the City commit \$200,000 for the proposed participation in the 2013-2015 Vancouver International Sculpture Biennale. He stated that should Council endorse participation, staff would review funding options and report back to Council for approval.

Discussion ensued regarding Richmond's participation in the 2013-2015 Vancouver International Sculpture Biennale and Committee cited concerns with regard to control over the selection of Biennale art pieces and control over the placement of Biennale art pieces.

It was noted that Committee wished to see public art pieces specific to Richmond. Also, Committee queried what the City of Vancouver has been requested to commit for participation in the 2013-2015 Vancouver International Sculpture Biennale.

Committee queried the specifics of participating in the 2013-2015 Vancouver International Sculpture Biennale and further expressed concerns with regard to control over the selection of Biennale art pieces and control over the placement of such pieces.

Parks, Recreation & Cultural Services Committee
Tuesday, February 28, 2012

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

It was moved and seconded

That staff be authorized to investigate participating in the 2013 –2015 Vancouver International Sculpture Biennale, such as locations, financial implications, terms of conditions, and selection of art pieces, and report back.

CARRIED

10. PUBLIC ART POLICY REVIEW FOR NON-RETAIL WAREHOUSE AND INDUSTRIAL STORAGE

(File Ref. No. 11-7000-09-00) (REDMS No. 3462057)

It was moved and seconded

That the staff report entitled “Public Art Program Policy for Non-retail Warehouse and Industrial Storage” dated February 13, 2012, from the Director, Arts Culture and Heritage, be received for information.

CARRIED

11. MARITIME FESTIVAL 2012

(File Ref. No.) (REDMS No. 3474394)

It was moved and seconded

That:

- (1) up to \$200,000 be authorized from the Major Events Provisional Fund to the Maritime Festival account to provide funding in support of the 2012 Maritime Festival, as outlined in the report from the Director, Arts, Culture and Heritage Services dated February 13, 2012; and*
- (2) any grant funding approved would offset the City contribution and those funds returned to the Major Events Provisional Fund for future festival development.*

CARRIED

12. REQUESTS MADE BY THE RICHMOND POTTERS CLUB

(File Ref. No. 11-7000-09-01) (REDMS No. 3463784)

Councillor McPhail left the meeting (5:40 p.m.) and did not return.

Jane Fernyhough, Director, Arts, Culture & Heritage and Ms. Somerville provided an update on staff's most recent meeting with the Artist Guild, Photo Club, Potters Club, Gem and Mineral Club, and Riverside Art Circle.

Parks, Recreation & Cultural Services Committee

Tuesday, February 28, 2012

It was moved and seconded

That the staff report entitled "Requests made by the Richmond Potters Club" dated February 13, 2012 from the Director, Arts, Culture and Heritage Services, be received for information.

CARRIED

13. MANAGER'S REPORT

(i) Richmond Animal Shelter

Ms. Lusk advised that throughout January 2012, the Richmond Animal Protection Society (RAPS) took in 52 animals and adopted 59 animals; however, the shelter continues to operate at full capacity. She noted that 49 animals received medical attention through free veterinary services and 92 volunteers contributed 545 hours to the shelter.

(ii) Tree Removal Request

Mr. Redpath spoke of a request from a resident to remove a 50-year-old Poplar tree that belongs to the City. He noted that the City arborist has evaluated the tree and has found it to be healthy; therefore, the tree will not be removed.

(iii) Governor General's Award in Visual and Media Arts

Ms. Somerville announced that Richmond performance artist Margaret Dragu has won the Governor General's Award in Visual and Media Arts.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:55 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, February 28, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee

Date: March 8, 2012

From: Jane Fernyhough
Director, Arts, Culture & Heritage Services

File:

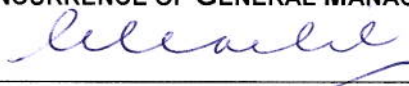
Re: Richmond 2011 Heritage Update

Staff Recommendation

That the Richmond 2011 Heritage Update be received for information.


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

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Archives	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

In June 2007, Council approved the Museum and Heritage Strategy vision, goals and objectives to provide an effective and realistic strategic framework that directs Richmond's development and integration of its museum and heritage policies and services.

This report presents the Richmond 2011 Heritage Update (**Attachment 1**) to Council for information.

The 2011 Heritage Update exemplifies support for Council's Term Goal: "to advance the City's destination status and ensure our continued development as a vibrant cultural city with well established festivals and the arts."

Analysis

Richmond is growing rapidly and the increasingly diverse population has created new demands for services. This is particularly notable in the cultural sector where there is a desire to provide services and programs, but also an economic imperative as culture is an important economic generator through the provision of employment and tourism opportunities.

Arts, Culture and Heritage enhance our city and our lives in many unique ways and are central to community life. They provide communities with a sense of identity, a sense of place and shared pride while creating ways to communicate across multicultural boundaries.

The Richmond 2011 Heritage Update showcases the varied and vital investment in Museums and Heritage and the essential role these play in building and sustaining a diverse urban community that is socially and economically healthy.

Financial Impact

There is no financial impact to this report.

Conclusion

The Richmond 2011 Heritage Update highlights the activities and achievements of the City, stakeholders and community partners. It also demonstrates the vital contribution Museums and Heritage make to the livability of our community.



Connie Baxter
Supervisor, Richmond Museum and Heritage Services
(604-247-8330)

City of Richmond

HERITAGE UPDATE 2011

Arts, Culture and Heritage Services

Richmond

"If museums [and heritage] of cities did not already exist, they might now need to be invented to help understand and negotiate urban change."

Duncan Grewcock, Museum International, 2006

Introduction

Richmond continues to proudly celebrate its past, present and future through preserving the vast array of heritage buildings, landscapes, monuments, significant trees and substantial artefact and archival collections. Presentation of this colourful and varied past and present is accomplished through exhibitions, educational programming, public programming and special events, volunteerism and collections management.

Museums and heritage within the community are a shared responsibility between various levels of government and private citizens.

Arts, Culture and Heritage Services, the City of Richmond Archives, Policy Planning and Parks and Recreation Department share the stewardship for the City of Richmond's heritage resources.

This report presents a collection of highlights for Museums and Heritage in Richmond for 2011.

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22	Heritage Commission – Policy Planning Division
23	Heritage in Parks – Parks and Recreation Department
25	Gulf of Georgia Cannery National Historic Site

Signature Events

Doors Open Richmond

Doors Open Richmond is a two-day event coordinated by the Richmond Museum, which encourages visitors to explore Richmond's arts, culture and heritage through free access to places not normally open to the public.

This year 46 venues participated, including heritage landmarks, modern structures, places of worship, artist studios, museums and national historic sites. There was an increase in site visits from 16,000 in 2010 to 19,535 in 2011. New venues included BCIT Aerospace Campus and McKinney House. Also new this year was an opening event organized by the Museum and Arts Centre called *The Imaginary Enclave*. This evening event combined art, history and culture by integrating performance and art throughout the Cultural Centre, drawing inspiration from the Museum's *Cutting Edge* exhibit.

As a result of the growing visibility and success of *Doors Open Richmond*, an invitation was extended for the Chair of the Doors Open Committee to present our experience and success with the event to the Social Planning Committee for the City of Surrey. Subsequently, the City of Surrey now has plans for a 2012 *Doors Open* event.



McKinney House

Credit: Peter Harris



Curtis Eyestone, owner of McKinney House

Credit: Peter Harris



PRCS - 21

Richmond Delta Regional Heritage Fair

Continuing our partnership with the Delta Museum & Archives, the Richmond Museum hosted the 9th Annual Heritage Fair with a record number of 74 student project displays developed by over 160 students. For the first time, the Richmond Heritage Commission sponsored a workshop on heritage conservation and the Richmond Art Gallery bridged art and history with a *Storytelling through Digital Portraits* workshop.

Striving to create unique programming while applying educational goals that cannot be delivered anywhere else in Richmond, the Museum partnered with the Heritage Commission to offer a one of a kind workshop. High school students attended the workshop, *To Serve and Protect*, where they learned about heritage conservation from a Heritage Architect and a Heritage Planner. In addition, the students experienced a behind the scenes field trip to a heritage house under restoration at Terra Nova Rural Park.

PRCS - 22



Jordan and Josh, Grade 5, Woodward Elementary

Credit: Sue Legault

"We chose this great war hero because every Remembrance Day we sing his poems or put poppies on, but not a lot of kids really know who he is, including us. Curiosity won us over."



Gita, Grade 5, McKay Elementary

Credit: Sue Legault

"I chose this topic because I wanted to understand my roots and how they formed me. This topic is important for others because Canada is made up of many stories like mine."



Credit: Sue Legault

Heritage Fair Opening Ceremony

Richmond Maritime Festival

This year's 8th Annual Richmond Maritime Festival, held August 5th to 7th, was an exciting and renewed celebration of Richmond's traditional connections with the sea. The stunning waterfront setting of Britannia Shipyards was transformed for a three-day, free family event that welcomed 30,000 visitors to explore all kinds of new seafaring, nautical fun. The event was marketed as part of Richmond's *Days of Summer* and received extended media coverage as well as new sponsorship partners.

Visitors wandered a "live" site, where they encountered an array of inspiring installations, entertainment, costumed characters and interactive displays that transformed, evolved and relocated throughout the day. Around any corner, festival goers could stumble across mermaids, painters, schools of fish, carvers, drummers, dancers and stilt characters that traveled along the boardwalks and highlighted the community's rich history and local lore.

Everyone was encouraged to take part in a variety of hands-on activities and demonstrations with local community groups and event sponsors to create nautical works of art, performance props and maritime installations. Thousands of visitors also boarded the numerous wooden boats along the docks of the Shipyard. They included historic fishing boats, classic power and sail boats, a 1930s rum-runner and the oldest ship in the Canadian Navy: the HMCS *Oriole*.



Floating Exhibits

Credit: Brooke Lees



Wolf Pack Dancers

Credit: Umme Mansoor



HMCS Oriole

Credit: Brooke Lees



Crows Nest

Credit: Umme Mansoor

Britannia Shipyards National Historic Site

Exhibitions

The Chinese Bunkhouse

This permanent exhibit opened on May 1st and explores the incredible stories of Chinese cannery workers, a much-awaited addition to the *How We Lived* exhibit project. Visitors are guided through displays that examine the lives of Chinese men who laboured in Steveston and explore stories of their remarkable courage in the face of hardship and discrimination. Interactive displays, rare photographs and short films bring the exhibit to life and provide visitors with a new perspective on life in Steveston in the early 20th century.



Chinese Bunkhouse

Credit: Brooke Lees

At the Helm

Two temporary permits for limited public access into the Seine Net Loft for the *Ships to Shore* event, June 3rd to 5th, and the *Richmond Maritime Festival*, August 5th to 7th were granted. The *At the Helm* exhibit showcased the story of Richmond's Lubzinski brothers who captured the North American ships wheel market for over 50 years with their innovation and ingenuity. Visitors took advantage of this rare opportunity to enter the net loft building after the first phase of building restoration work, and explored the incredible story of the *Marine Products Company* through interactive displays and rare artefacts from the Richmond Museum's collection. Jack and Joseph Lubzinski attended and were available for questions and discussions with the public.



At the Helm exhibit

Credit: Brooke Lees

The Point House

The displays in the Point House, another part of the *How We Lived* exhibit project, were opened May 7th to interpret the architecture of Steveston. A short documentary and interactive displays illustrate how ethnicity and company status determined a person's living conditions and housing style at Britannia. The architecture, design and location of the dwelling tell the interesting stories of the community's social history. They also reflect relationships between the people who worked here over a time span of almost a century.

Public Programming

Ships to Shore

Britannia participated in the City event, *Ships to Shore*, June 3rd to 7th, where history, adventure and fun was offered to visitors to relive the days when Steveston Village was a major port-of-call for fleets of sailing ships from around the world. 3500 visitors at Britannia toured site buildings, including the Seine Net Loft, which showcased the temporary exhibit *At the Helm*. Visitors were also invited to climb aboard Vancouver's Viking ship, the *Munin*, a 40-foot, half-scale replica of the original Norwegian Viking ship *Gokstad*.

Salmon Row - Outdoor Live Theatre Production by Mortal Coil

In a theatrical re-telling of Steveston's last 150 years from August 18th to 28th, Mortal Coil's site specific production took the audience from one location to another and featured actors, musicians, stilts, masks and puppets. Featuring an acting company of twelve, the play told the story of the early days around the Steveston docks with the help of a live four-piece band performing original music, Richmond's own *Coastal Wolf Pack Dancers* and local community members. The production was colourful, vibrant and was sold out every night for a total of 1500 visitors.

Grand Prix of Art

The Grand Prix of Art is a celebration of artists from around the province, painting in Plein Air. Participating artists were allocated a painting location in and around Steveston, and were allotted 3 hours to complete a work of art before returning it to Britannia for display and adjudication. From September 16th to 18th, 1000 visitors and artists enjoyed entertainment, prizes, refreshments and the chance to meet over 60 local artists.

Doors Open (May 7–8), and Culture Days (September 30–October 2)

2000 visitors participated at the Britannia Shipyards for these two city-wide special events celebrating Richmond's arts, culture and heritage. As a participating partner, Britannia offered guided tours, displays and activities to enrich the visitor experience. *Doors Open* showcased two new additions to the *How We Lived* exhibits on site: the Chinese Bunkhouse and the Point House. During *Culture Days*, visitors were encouraged to try their hand at traditional Chinese games and learn about the history of Chinese immigration to British Columbia.



Salmon Row

Credit: Tim Matheson

Volunteer Program

Britannia's volunteer program was redesigned and updated in 2011. The goal was to design an improved, efficient volunteer program that involves current and potential volunteers in a more consistent and engaging manner. Through ongoing communication, workshops and events, volunteers will gain a greater sense of belonging and will be encouraged to enhance their interpretation skills as valued members of the Britannia 'crew', charged with bringing history to life for visitors in new and engaging ways.

London Heritage Farm

Throughout the year, a total of 4000 visitors enjoyed the regular activities in the unique atmosphere of Richmond's agricultural heritage site, London Farm. Large special events such as *Doors Open* and *Family Farm Day* welcomed an additional 3665 people.



London Farmhouse

Credit: Kerri-Jo Stewart

Programs and Tours

Educational programs and historical tours of the farmhouse and grounds are available for visitors to discover how life was in the late 1800s and early 1900s in Richmond. 15 elementary school classes came for a historical tour of the house and property and 16 seniors groups came for tea and a tour.



Enjoying the flowers

Credit: Kerri-Jo Stewart

Tea Room and Special Events

Special events in 2011 included special monthly teas like Halloween and Valentine's Day teas. The *Antiques and Collectables Sale* saw 100 people attend and *Family Farm Day* in August drew in over 1000 people. Christmas carolling and a live animal manger display added to the festivities during the winter. London Farm was also a venue for the annual *Fraser River Art Festival*.

A variety of homemade baking and goodies are available for sale and served along with the full tea service in the Tea Room. The tea is a special blend

made at the Farm specifically for the Tea Room. The gift shop has collectables as well as crafts from local artisans for sale. 2100 visitors came for tea service in 2011.

Doors Open (Mother's Day and Plant Sale)

London Farm was a venue partner with *Doors Open* again this year, occurring on the same weekend as Mother's Day and the annual plant sale, making the Farm a popular place. Visitors were able to view the heritage and community gardens, chickens, bees and interpretive display of large agricultural machinery. Inside the heritage house they learned about the London family and pioneer life in Richmond. They also had the opportunity to enjoy the Farm's very own blend of London Lady Tea and freshly baked goods while stocking up on annuals and perennials. 2665 visitors came to London Farm during the *Doors Open* weekend.

Rentals and Weddings

There were 17 wedding rentals in 2011, up from 10 the previous year. 8 picnics also took place at the Farm in the summer.

London Heritage Farm Society

The Society is initiating a strategic planning process in early 2012 with the goal of increasing the number of visitors to the farm by program improvement and diversification. Collections management has also been identified as a priority for 2012.

Minoru Chapel

Doors Open

As part of the city-wide free event, the Chapel was open for tours and welcomed 92 visitors.



Doors Open Richmond 2011

Credit: L Loh

Operating Agreement Contract

The updated operating agreement for the management of Minoru Chapel was signed in 2011.

Opera Nights

The Chapel continues to provide a unique venue with outstanding acoustics for the popular spring and fall opera series. Vancouver Opera, Dragon Diva Operatic Theatre and Astrolabe Musik Theatre entertained opera enthusiasts in the spring while concerts by Vancouver Concert Opera Co-operative, City Opera Vancouver and Opera Pro Cantanti performed in the historic atmosphere during the fall of 2011.



Weddings/Events

Throughout 2011, 141 weddings, memorials and baptisms were held at Minoru Chapel, an increase from 127 in 2010.



Weddings at the Chapel

Credit: Go-Lucky Photography

Richmond Museum

Exhibitions

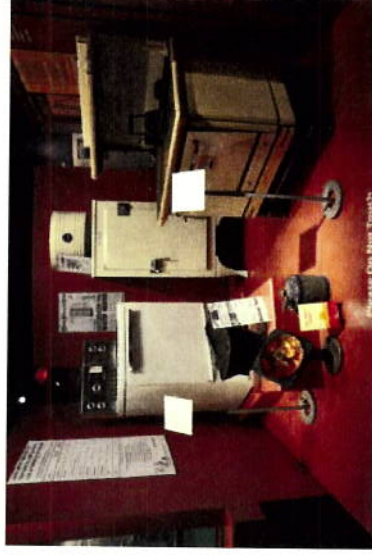
The Cutting Edge: A History of Technology and Richmond (December 2010–July 2011)

The *Cutting Edge* exhibit illustrated the story of evolving technologies in Richmond and their impact on our everyday lives as consumers, taking visitors from Richmond's small-town roots to the global technological gateway it has become today. This exhibit featured Richmond hi-tech companies and industrial pioneers such as Norsat, Epic Data, MacDonald Dettwiler and Associates, Vancouver International Airport and the BC Institute of Technology.

SustainABILITY?

(August 2011–January 2012)

This family-friendly exhibition examined the pillars of sustainability and what they mean to Richmond residents on a local, national and global level. Themes such as energy consumption, built environments, cultural sustainability, food and transportation were highlighted. The exhibit has offered the Museum the opportunity to develop relationships with the City's Sustainability and Environmental Teams, and to pursue partnerships with Sustainability Television, local businesses and individuals offering and/or adopting sustainable practices. Interactive games in the Museum's Discovery Area encouraged children and youth to learn about sustainability from the Museum's sustainability mascot, Steve, the endangered water shrew.



Home Appliances Past and Present –
How much energy do they use? Credit: Peter Harris

Collections Management

In 2011, the Richmond Museum was the recipient of 30 donations consisting of over 50 artefacts. This included a quilting stool, *Popular Mechanics* magazines, Scouting ephemera and a selection of childhood toys from the 1980s.

Contemporary Collecting

An active contemporary collecting program continues to be promoted at the Richmond Museum. New to the collection this year are recreation artefacts and toys from the 1970s to 1990s. The technology collection also continues to expand with a donation of computers that were located in emergency vehicles and taxis in Richmond during the 1990s. The *sustainABILITY?* exhibit provided the opportunity to collect artefacts from 2011, including a dual flushing toilet, solar energy lights and a double glazed window.

Shelving Upgrade

New mobile shelving was installed at the Museum's offsite artefact storage warehouse in 2011. Storage of artefacts is an ongoing challenge for museums and the mobile shelving units will increase the capacity for storage. This allows best practices to be implemented in areas where it has been less than ideal due to lack of resources.



Sarah Confer, Collections Technician moving artefacts
Credit: Rebecca Forrest

Public Tours

The Museum continues to provide public tours of the artefact collection storage warehouse for *Culture Days* weekend, *Heritage Fair* and Summer Daycamp participants.

Educational Programming

The Museum offers curriculum-based education kits filled with artefacts, historical photographs and other resources to help learning come alive. Students can also experience in-house programs including *Lets Celebrate Winter*, where they learn how different cultures celebrate the season, including hands-on activities and a special pioneer craft to take home. In 2011, 1230 children participated in Richmond Museum's educational programs.

Spring Break Camp: Create a Museum Exhibit

A new Spring Break Camp that showed children and youth what goes on "behind-the-scenes" at a museum was introduced this year. 20 children learned about artefact care and the steps involved to develop and install their own exhibit.



Learning how to clean an artefact before it goes on display
Credit: Emily So

Summer Programs

175 students became *Time Travellers* and *Junior Archaeologists* as they explored Richmond history and heritage, including archaeology, touring Sea Island and learning all about sustainability. Two summer staff, funded by the Canada Summer Jobs program grant and the Richmond Museum Society, were responsible for developing, delivering and evaluating these summer programs.

BC Field Trip Fair

In partnership with Britannia Shipyards, London Heritage Farm and the Steveston Museum, Richmond's educational programs were promoted at the BC Field Trip Fair at Science World in Vancouver. Over 140 teachers, student teachers and educators received information about the Museum and Heritage Sites in Richmond.

Public Programming

Antique I.D. Clinic

108 participants learned about the history of their own antiques.

RUSH

The Museum partnered with the BC Lung Association for its 2nd annual, city-wide scavenger hunt for charity, by creating a Checkpoint Challenge that encouraged teams to explore the Museum's *Cutting Edge* exhibit to solve a series of riddles. Nearly 200 people visited the Museum as part of the RUSH.

Richmond's Diverse Workplaces: Building On Our Success

In conjunction with *The Cutting Edge* exhibit and in celebration of Heritage Week, a special workshop was held, where over 50 participants shared stories about their workplaces and watched the *Richmond in 3D* group encapsulate those stories through live improvisation theatre performances. Guest speakers included Helmut and Hugo Eppich, co-founders of Richmond's Ebco Industries, and Darlene Gering, President and CEO of the Burnaby Board of Trade, known for her groundbreaking work in the field.

World Food Day

Working in partnership with the Food Security Task Force, Cinevolution Media, the Media Lab, London Heritage Farm, Richmond Library and Councillor Harold Steves, the Museum offered the opportunity to learn more about the history of food production in connection with the *sustainABILITY?* exhibit. Visitors learned how to make butter and got the chance to purchase homemade jam, honey and soap from London Heritage Farm. Visitors enjoyed learning about agriculture from Councillor Steves who featured a display of his heritage seed collection. Over 500 visitors participated in butter making and 250 people visited the Museum on World Food Day.



Volunteer Charwynna Grival with Lena, Angela and Cindy Yao making butter for World Food Day

Credit: Peter Harris

Internship Program and Volunteers

The Museum internship and volunteer program continues to grow. Two interns were nominated for *Volunteers are Stars*, for their work with the *sustainABILITY?* exhibit, where they assisted in the creation of an interactive Discovery Area for children. The Collections intern was instrumental in assisting with outreach exhibits at City Hall and has catalogued a large portion of the Museum's Olympic Collection.

The Museum has also expanded its internship program to offer mentorship opportunities. Those who have taken advantage of this program have spoken to professional staff about graduate schools, interviewed the City Archivist and have explored career opportunities in Museum Education.

The Museum currently has 70 active volunteers who assist with exhibits and public events such as *Heritage Fair* and *Doors Open Richmond*.



Museum Intern, Lorenda Calvert, creates *Playing with Plastics* display Credit: Emily So

Terra Nova Self-Guided Historical Brochure

The 8th publication in a series of brochures was produced in 2011.

Richmond Museum Society

The Society's Communications Committee is in the process of establishing a new website. Three design proposals have been received and a selection is anticipated in early 2012. The Membership Committee continues their drive to increase awareness and membership for the Museum.

Funding

Funding from a variety of sources continues to assist the Museum with its operations and high quality exhibitions and programming:

BC Arts Council, Annual Operating Assistance: \$23,000. Supports collections management, exhibits, public and educational programming.

BC Arts Council Special Projects Grant: \$4100 (40% of wages and benefits). To hire a Coop student to assist with *Doors Open Richmond*.

BC Heritage Fair Society: \$1500. To assist with the Richmond Delta Regional Heritage Fair.

Canada Summer Jobs Program Grant: \$13,169 (70% of wages and benefits). To hire two summer program instructors.

Canadian Heritage: \$6700. Building Communities Through Arts and Heritage grant to partially fund *Doors Open Richmond*.

City of Richmond Community Grant: \$2000. Helped to fund hands-on activities for the children's *Discovery Area*.

Richmond and Delta School Board: \$1500. To assist with the Richmond Delta Regional Heritage Fair.

Richmond Delta Regional Heritage Fair Donations: \$3020. Delta Museum Society, Britannia Shipyards and the Richmond Heritage Commission contributed to support the Richmond Delta Regional Heritage Fair.

Young Canada Works Program Grant: \$4499 (60% of wage and benefits). To hire a summer student to assist with artefact cataloguing, exhibit preparation and research.

Private Donations: \$7995. The Vancouver International Airport donated \$5000 to assist with the exhibit *The Cutting Edge* and \$2995 from various donors was used for *Doors Open Richmond*. Smaller donations were made by various individuals to assist with general operations via the donation box located in the Museum.

Steveston Interurban Tram

Doors Open

310 visitors participated in crafting activities such as "Make Your Own Tram" and many learned about the history of the Interurban Railway.

Interurban Tram Building Development

The building design is 50% complete. The City of Vancouver, the City of Burnaby and the Fraser Valley Heritage Railway Society have all been consulted to learn more about their experiences with Interurban Trams and the associated buildings.

Interurban Tram Conservation

The Tram was treated and stabilized for mould and fungal growth. AT Conservators LTD carried out an examination and analysis to provide options for mould removal treatment for the Steveston Interurban Tram. The treatment was completed by a team of experts on mould removal for historic artefacts. The Tram was then moved into a more secure and dry temporary structure.



Building Conceptual Design

Credit: Birmingham & Wood Architects



Mould Removal

Credit: Andrew Todd

Steveston Museum Site/Japanese Fishermen's Benevolent Society Building

Public Programming

Summer Music Series

Styling the Past, July 9th

323 visitors listened to the music of the *Squares Barbershop Quartet*, Latin group *Sangre Morena* and local youth talent and learned about the history of fashion and hair. They also got the opportunity to have their hair done into many historic styles including the beehive, pompadour, 1930s slicked back hair for men and pin curls for women. The day was not complete without the option of a "Big Hair" style from the 1980s. Children who visited the Museum participated in craft making and designed their own 1920s style headbands and sailor hats to take home.



Styling the Past

Credit: Judy Chee



Hats and Headbands

Credit: Judy Chee

Washing the Past , August 6th

243 visitors enjoyed a day that featured a few hours of professional music and additional performances by students from the Richmond Arts Centre. The Steveston Museum park was brightly decorated with washing hanging from clothes lines while wash tubs and wash boards were available for members of the public to try their hand at manual labour. Traditionally made soap was available for purchase and visitors could make their own clothespin dolls.

Doors Open

Tours of the Museum where given to 405 visitors over the course of the *Doors Open* weekend.

Salmon Festival

Tours of the Museum and craft activities were enjoyed by the public. A colouring contest and fish printmaking in the park were highlights.

Treading Through Time Walking Tour Brochure

A new self-guided walking tour of historical Steveston called *Treading Through Time* was produced in 2011. This 90 minute tour features many heritage landmarks in Steveston including the Hepworth Block, Steveston Harbour and Steveston Cannery Café. The Steveston Historical Society gratefully acknowledges the sponsor, the G&F Financial Group.

Educational Programming

The Steveston Museum currently offers two educational programs: an in-class heritage presentation and an historic guided walking tour. Teacher's manuals were created consistent with standards outlined by the Richmond Museum. Bookings increased in 2011 with 21 classes participating in the programs, up from 13 in 2010. The in-class presentation, in particular, has received positive feedback from teachers.

Collections Management

Approximately 1500 artefacts, currently stored in the Steveston Museum, were inventoried and packed by two collections management contractors over the course of five weeks. The collections database was updated and an evaluation of the collection's documentation began. The collection will be temporarily stored until the redesign of the building is complete.

Site Development

The program document has been prepared for the Japanese Fishermen's Benevolent Society building and conservation and interpretation plans are nearing completion. Rehabilitation work will begin in spring 2012.

Steveston Historical Society

Details of an updated operating agreement were established and agreed to in 2011, with signatures expected early 2012.



Steveston Museum Collection

Credit: Rebecca Forrest

City of Richmond Archives – City Clerk’s Office

The City of Richmond Archives is the official repository for the records of the City of Richmond’s municipal government. The Archives also acquires records through donations from individuals, families, organizations and private companies.

Users of the Archives

There were over 2700 reference requests and visitors to the Archives in 2011. Approximately 22% of research requests originated from City staff. The remainder represented a wide variety of research interests and needs, from local businesses, community groups and environmental researchers to university students, public artists and family historians.

Holdings of the Archives

The Archives’ holdings include approximately 1 kilometre of textual records, 130,000 historical photographs, 15,000 maps and plans and 500 sound and moving image recordings. In addition to transfers of records from various City departments, the Archives acquired new donations of records from 26 different individuals, companies and community organizations in 2011.

Special Projects and Programs

- Publication of *Thematic Guide to the Early Records of Chinese-Canadians in Richmond*
- Then/Now Photo Documentation Project (in conjunction with the Richmond Photo Club)
- New Exhibits: *Pictorial History of Minoru Park* and *The O Zone Experience*
- *Putting Richmond on the Map* through the international HistoryPin project
- New and updated finding aids and guides on the Archives web site
- Educational programs – 22 different groups



Burkeville, 1945
Credit: City of Richmond Archives Photograph #2011.35.1

The Friends of the Richmond Archives

The Friends of the Richmond Archives are a non-profit society established to promote and support the activities of the City of Richmond Archives. The society has approximately 250 active members. In 2011, the Friends took part in a number of events and activities, providing funding and volunteers for projects and programs at the Archives, organizing the annual Archives Tea and participating at various community events, including Steveston Salmon Festival, London Farm Family Farm Days and the Remembrance Day reception at City Hall.



Friends of the Richmond Archives Display at City Hall Remembrance Day Reception, 2011

Heritage Commission – Policy Planning Division

The Year In Review... A Message from the Chair, Laurie Wozny

Community outreach and programming presented in partnership with the Richmond Museum enabled significant and fulfilling opportunities for Commission volunteers. Enhanced liaison through the newsletter, onsite tours and other special events contributed to the experience. Future directions were considered in depth during a visioning and planning workshop at Britannia's Chinese Bunkhouse. Design review of ASPAC's "River Green" proposal presented unique challenges but will enable a continuity of input which should prove rewarding for dedicated Commission members.

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Planning & Policy

The Heritage Commission provides comment and advice on key City initiatives such as the Terra Nova Parksite, Tram Barn and the Japanese Fishermen's Benevolent Society building. Onsite tours and staff presentations enable a working familiarity with the detailed planning and proposed realization of these projects.

The Commission was also provided with an update from City Staff and the Steveston Harbour Authority on the visioning and conceptual planning for Steveston Harbour and Steveston Island. A harbour tour was provided as orientation before a presentation from the Harbour Authority and Parks' Staff.



Participants of the Harbour Tour

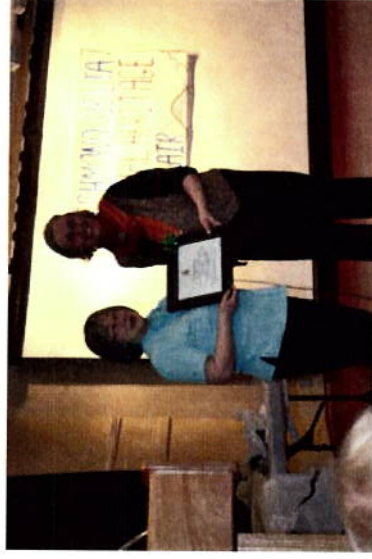
Credit: Teresa Murphy

Design Review

The Heritage Commission provides comment and advice on significant design proposals to ensure that Council's heritage policies receive due consideration during rezoning and design development. The ASPAC "River Green" development on the site of the former Brighthouse Home and Estate was reviewed. Key recommendations enabled the drafting of a Conservation and Interpretation Plan for the site in conformity with the City's identification of heritage merit and the Federal Standards and Guidelines for Historic Places.

Heritage Awards

The Commission's Annual Heritage Awards to recognize exceptional achievement and leadership in heritage from members of the community are now presented in conjunction with the Heritage Fair.



Crystal Sakamoto (on behalf of her brother, Bud, for his work on the *Crystal S*) and Heritage Commission member, Andrea Forbes. Credit: Teresa Murphy

Newsletter

The Heritage Commission also maintains an ongoing liaison with the Richmond Museum to sponsor the *Mouth of the Fraser*, a newsletter published three times per year. The newsletter provides thematic coverage of current heritage issues and programming updates for the various museums and historic sites.

Heritage in Parks – Parks and Recreation Department

Parks and Open Space Strategy

Heritage amenities and values are integrated into the Strategy under a number of Goals and Actions. Completion is expected in the spring of 2012.

Railway Corridor Greenways Project

The City purchased a 3.7 kilometre section of the former CPR rail corridor between Granville Avenue and Garry Street in 2010. For many years, the railway corridor has been identified as an opportunity for developing a critical and significant north-south greenway, Steveston to Thompson/Terra Nova, that links the existing dyke trails along the South Arm and Middle Arm of the Fraser River. Key principles for the development will include referencing its major historic

Interurban Tram and present day transportation role, promoting and reinforcing the connections to the many neighbourhoods it crosses through, introducing nature, creating distinct points of interest and respecting its strong linear character and view corridors.

Invasive vegetation on the rail bed was removed in 2011. The purpose was two-fold. The vegetation needed to be managed to prevent it from spreading and a better understanding of the condition of the rail bed for planning the route of the actual pathway was needed.

Design for the railway corridor will be underway in early 2012, with Public Open Houses anticipated in March.



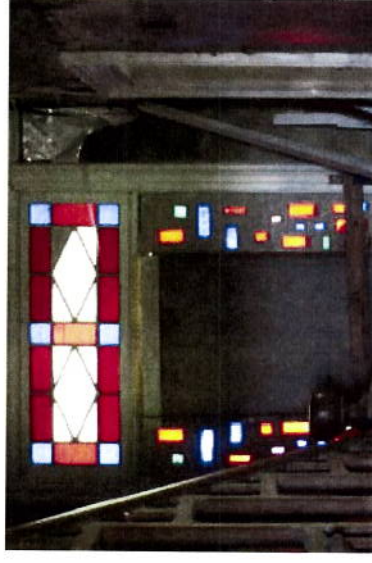
Railway corridor at Garry Street looking north
Credit: Yvonne Stich

Terra Nova Rural Park

The rehabilitation strategy for the three cannery heritage buildings has been completed and work will commence in early 2012. The windows have been restored and final touches to the exterior of the Parson House are close to completion. Resources for interior restoration are being investigated.

Planning is underway for a creative and exciting destination play environment that provides a learning experience for users and which is well integrated within the overall park vision. It will be located on the north edge of the park adjacent to River Road, complementing the natural and agricultural heritage of the Terra Nova Rural Park.

The existing 2004 Park Concept Plan for the waterfront edge will be reviewed to provide an updated comprehensive concept plan that ties together the existing historic precinct, the waterfront trail, the slough, and the agricultural fields and proposed play area.



Interior of Parson House. Original stained glass was replaced by Leonard Epp with a 60's 'Dalle de Verre' style of concrete and chunks of coloured glass
Credit: Yvonne Stich

International Conference of National Trusts

Parks and Planning staff were invited to present at the *International Conference of National Trusts* held in Victoria in October. The presentation featured the development and programming of the *Terra Nova Rural Park* as a "peaceable kingdom" which reclaimed the natural and cultural history of largely forgotten and marginalized populations – a means of "reconnecting people, places and stories".



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Gulf of Georgia Cannery National Historic Site

The Gulf of Georgia Cannery Society Celebrates 25 Years

On September 23, 2011 the Society celebrated its 25th anniversary with the launch of the book, *The Monster Cannery: The History of the Gulf of Georgia Cannery*. MP Kerry-Lynne Findlay, John Yap, MLA and Mayor Malcom Brodie spoke on the importance of the Cannery and this anniversary. Bill Fisher, Parks Canada Superintendent for Western and Northern Canada attended from Calgary along with Helen Davies, the Field Unit Superintendent and John Aldag, the Manager of Historic Sites for Coastal BC. Many current and charter members were in attendance. Joe Bauer and Bud Sakamoto said a few words about the evolution of the fishing industry, the community and the early days of the Society.



The Society celebrates 25 years
Credit: Gulf of Georgia Cannery Society

Temporary Exhibit - Salmon People

Salmon People examines the fishing history of the Coast Salish people. Long before canneries were established Coast Salish fished the banks of the Fraser River, including the site of present-day Steveston. Exploring the significance of fish and fishing in their culture, from past to present, this exhibit opened on May 7. The story is told through artefacts, images and text. Many of these artefacts were found in Richmond and art from prominent Coast Salish artist, Susan Point, is featured. The exhibit runs through March 2012.



Salmon People exhibit
Credit: Gulf of Georgia Cannery Society

Historic Photo Database Now Online

The Society's Collection Department has completed its Historic Photo Collection Digitization Project. 5000+ historic photographs, slides and negatives that are housed in the Society's archives were scanned and described. Digitizing the images has provided easier access to all the material without handling the originals and made it possible to upload the images and their descriptions to an online, publicly accessible and searchable database. It is available at <http://collection.gulfofgeorgiacannery.com>. This project was made possible by funding from the Irving K. Barber Learning Centre, British Columbia History Digitization Program.

Year-Round Opening

2011 marked the Cannery's second full year of being open year-round. The site was open every day from 10 a.m. to 5 p.m., providing Steveston with a tourist attraction twelve months of the year.



City of Richmond

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City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee **Date:** March 8, 2012
From: Cathryn Volkering Carlile
General Manager - Community Services **File:**
Re: **Richmond Public Library Strategic Plan**

Staff Recommendation

1. That the Richmond City of Readers Strategic Plan 2011-2014 be updated by the Richmond Public Library in consultation with the Community and;
2. That City staff present a revised Strategic Plan to Council in 2013.

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

Att: 1

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="checked" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="checked" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

On November 14, 2011 Richmond City Council adopted the following referral motion:

That staff provide comment and recommendations regarding the process for finalization of the Richmond Public Library Strategic Plan.

The purpose of this report is to:

- Present the “Richmond City of Readers Strategic Plan 2011-2014” (Attachment 1) and provide some analysis as to the information included; and
- Recommend next steps regarding the process for finalizing the Library Strategic Plan.

Analysis

The Richmond City of Readers Strategic Plan 2011-2014 has been prepared by the Richmond Public Library and outlines five strategic goals for the next three years (2011-2014):

1. Supporting reading in our community
2. Use technology to connect readers
3. Develop collections to meet popular demand
4. Offer programs that inform and inspire
5. Create friendly, welcoming facilities

As these are the goals of the Library they do not need to be approved by Council however, it is important that given the relationship between the Library and the City that the Strategic Plan works within Council’s Term Goals.

City staff reviewed the Library’s Strategic Plan and met with Library staff to discuss the plan. Library staff explained that the Library is currently experiencing a number of significant changes such as the impact of technology, the make up of the community, and the type and delivery of Library programs.

The Library recognizes that it will need to work differently in the future to respond to these changes. The present plan is intended to be a fluid document and is not traditional in its approach as it does not provide action items, budgets, nor is it guided by community consultation.

In looking at how to best prepare for upcoming changes, staff recommend that the Library revise the existing strategic plan with a more rigorous strategic planning process, community consultation and include representatives from the City in the process.

Library and City staff felt that revising the strategic plan to best identify new and emerging needs and forecast responses to the significant changes the Library is experiencing, that a comprehensive consultation process be completed. Including City representatives in the strategic planning process will help the Library to be better aligned with Council’s Term Goals as well as

other City planning documents such as the Wellness Strategy, Social Planning Strategy and Parks, Recreation and Cultural Services Master Plan.

The Richmond Public Library is very influential in its ability to transform lives and literacy has a positive influence on the social and economic well being of the community. Looking towards the future, Library staff identified a need to build a closer connection between the Library and the City, and it was felt that better aligning the Library's services with the City's would assist in meeting the changing demands of Richmond's growing population.

The Richmond City of Readers Strategic Plan 2011-2014 and its five strategic goals for the next three years serve as indicators for areas in need of attention and lay the foundation from which a revised strategic plan can begin. Library and City staff anticipates this process to take approximately a year. Once completed, staff will present a revised strategic plan to Council for their review.

Staff has requested \$110,000 in the one time additional level to prepare a feasibility study for the library system. Staff would recommend that this funding be considered in the upcoming one time additional level process and also include a comprehensive community consultation on library services in addition to confirming future facility requirements.

Financial Impact

There is no financial impact at this time.

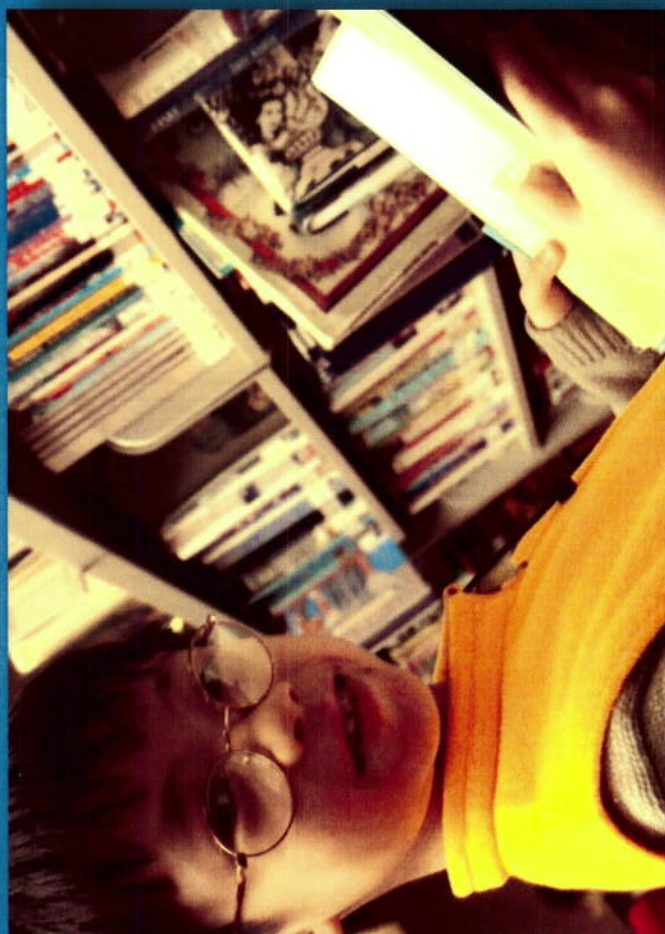
Conclusion

The Richmond Public Library is recognized internationally for its excellence and continues to receive awards for its innovative programs and services. To meet the growing demands of Richmond's population and to respond to the significant changes such as the impact of technology, the make up of the community and the type and delivery of programs, it is recommended that the Library revise it's strategic plan to ensure it is grounded in community consultation, works within Council's Term Goals and lays out the priorities and goals for the future to continue to serve our city of readers.

A handwritten signature in blue ink, appearing to read "Kim Somerville", is written over a horizontal line. To the left of the signature, the word "for" is written in a cursive script.

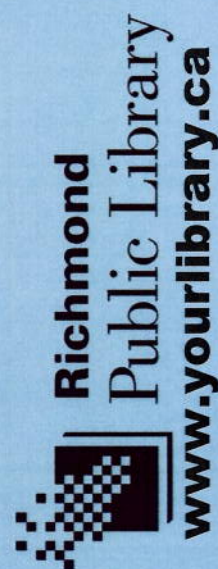
Kim Somerville
Manager, Arts Services
(604-247-4671)

KS:ks



RICHMOND - CITY OF READERS

Strategic Plan 2011-2014



MESSAGE FROM PAT WATSON, BOARD CHAIR



Go Anywhere. Learn Anything. Read Every Day.

This year marks 35 years of Richmond Public Library serving the community. Since our inception, our goal has been to support beginner readers, lifelong readers and everyone in between. Over the years, we have witnessed the evolution of reading from the printed word in books, to reading on computers, e-readers and other handheld electronic devices. Despite these dramatic changes, the fundamental

value of reading prevails and continues to play a crucial role in achieving our full potential. The library is in the unique position to transform lives and communities by encouraging and celebrating the power and joy of reading. Literacy has a powerful effect, not only on individuals, but also on the economic and social well-being of the entire community.

The people of Richmond love their library. National library statistics confirm that more people borrow more materials from our library per capita than any other large urban library in Canada. We truly are a city of readers. However, numbers are only one measure of the community's support. As you can see from the quotes throughout this document, our customers have a heartfelt connection with the library and its staff.

Richmond Public Library is recognized internationally for its excellence and continues to receive awards for its innovative services and programs. However, part of being successful includes a critical review of what has been accomplished to date and developing a strategic plan that lays out priorities and goals for the future.

During our strategic planning process the following questions were asked:

- Where can we make the greatest difference?
- How can we work collaboratively with other organizations?
- What are customers asking for?
- What barriers prevent effective library use?

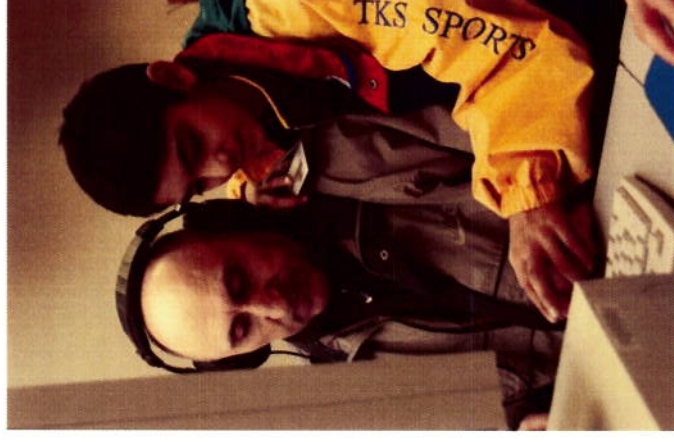
In addition, we solicited comments from customers, community organizations and staff on how to improve services.

Our findings resulted in five strategic goals:

- Goal 1: Support reading in our community
- Goal 2: Use technology to connect readers
- Goal 3: Develop collections to meet popular demand
- Goal 4: Offer programs that inform and inspire
- Goal 5: Create friendly, welcoming facilities

The Library Board and staff look forward to working with Mayor and Council, city staff, our community partners, and our many generous donors to achieve these goals. And if the past is any indicator of the future, we anticipate many more years of invigorating challenges, innovations and change. Our focus will always be on our city of readers.

Thank you for reading this important document and keep enjoying our wonderful library!



“ A father came to tell us that his daughter had just been evaluated for English language comprehension and had scored a perfect 5. When the instructor asked what preschool she attended, she said, ‘I go to the library. That’s my preschool.’ ”



GOAL 1: SUPPORT READING IN OUR COMMUNITY

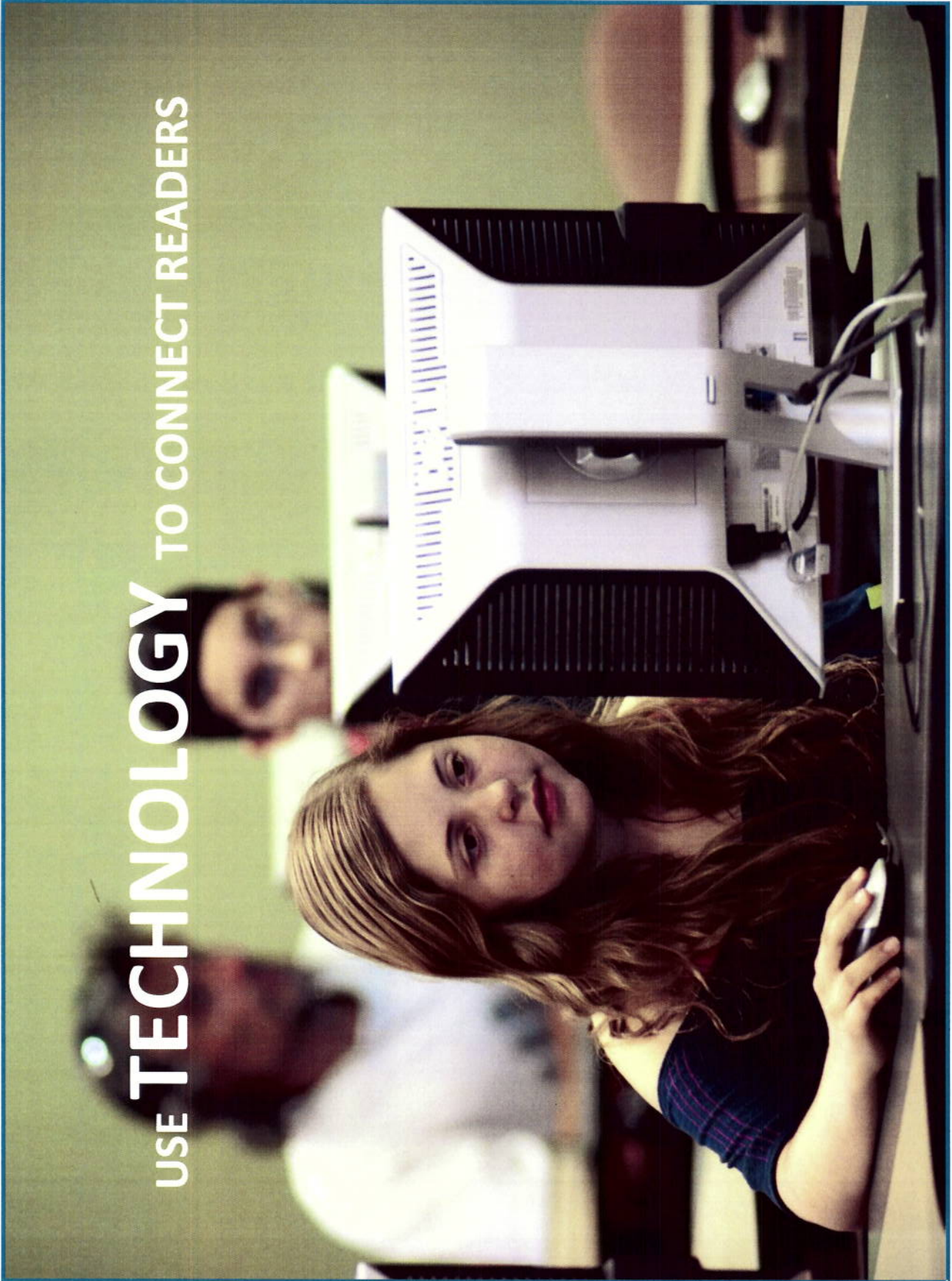
Work with community partners to promote and support reading; especially to reach out and serve populations currently not using the library's resources and services. Many of these organizations work with vulnerable groups dealing with low income, low literacy and other life challenges that inhibit them from using the library.

Activities

- Enhance the effectiveness of existing partnerships.
- Identify new partners that will encourage reading and use of the library's resources.
- Identify barriers for underserved populations and find solutions to encourage them to use library services.
- Celebrate and promote the joy and value of reading by enhancing reading programs and finding new ways to highlight our collections.

“Years ago, as a young single mother of small boys, the library was an oasis of calm in a very chaotic life. Welcoming. Free. Interesting. Stimulating. A place where I could stop saying no, sorry honey, we can't afford that right now, but Yes! We can borrow books and movies - go ahead and choose! Yes! Let's stay and listen to a story! Yes, we'll come back next week.”

USE TECHNOLOGY TO CONNECT READERS



GOAL 2: USE TECHNOLOGY TO CONNECT READERS

Provide customers with access to the technology and skills required to navigate information and connect with people throughout the world.

PRCS - 54

Activities

- Ensure that customers have access to reliable computers with up to date software.
- Take advantage of social media technologies that will help us connect to customers and let readers connect to each other.
- Offer instruction on technology from basic computer courses to eBook downloading and advanced online database research.
- Continue to improve the library's website to reflect the needs and interests of readers.
- Develop virtual reference and customer service support systems to improve customer convenience.

“

*My mom has been here for 2 decades, and if it weren't for the computer classes available, I don't think she would ever learn!!!
Thank you!!!!*

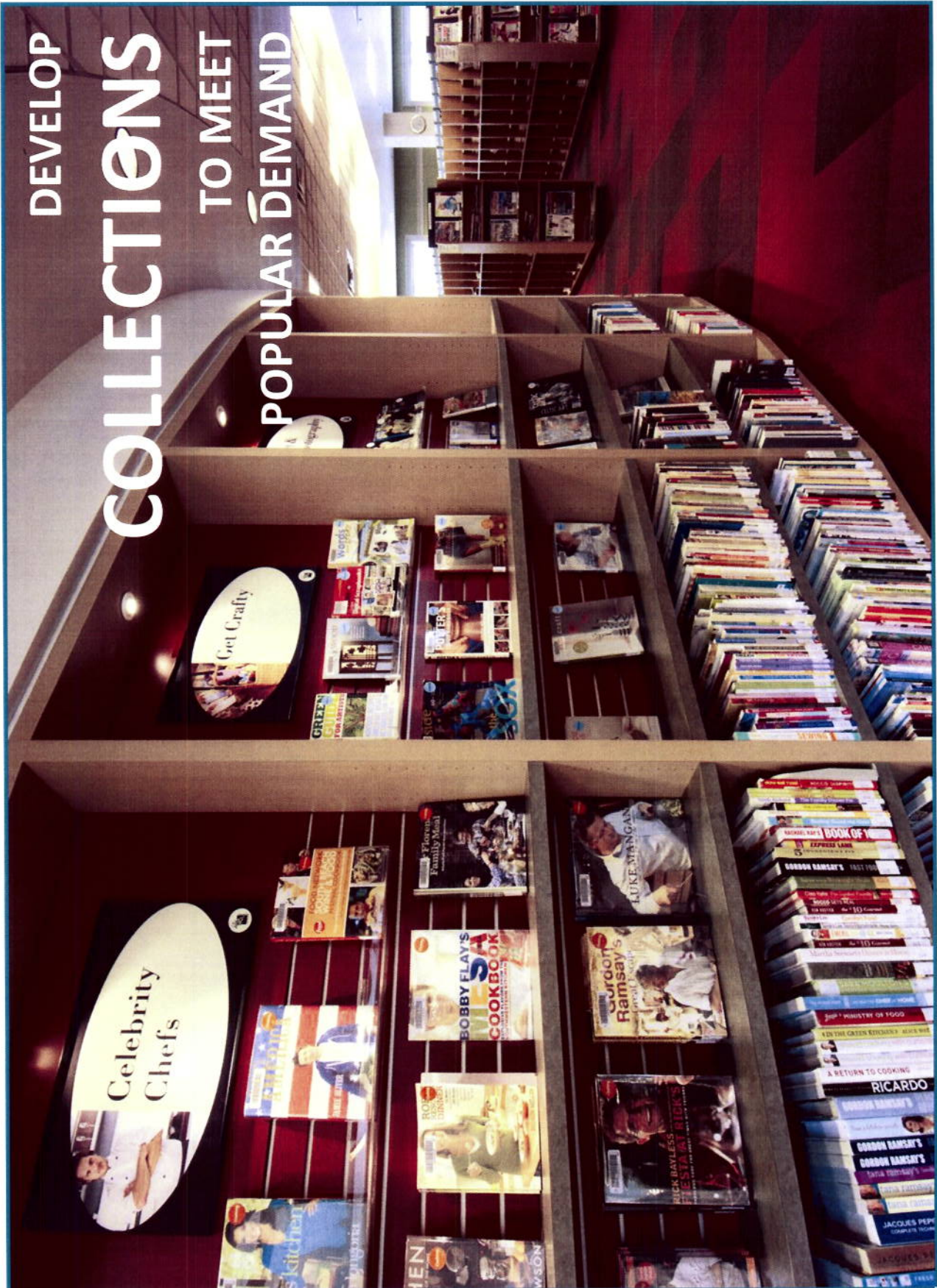
”

DEVELOP

COLLECTIONS

TO MEET

POPULAR DEMAND



GOAL 3: DEVELOP COLLECTIONS TO MEET POPULAR DEMAND

Help children, teens and adults find books and other materials to stimulate their imagination and foster lifelong learning at a variety of reading levels, and in various languages.

Activities

- Refresh and expand the merchandising of collections to highlight and increase the use of library materials.
- Continue to ensure popular material is widely available to meet the demand of customers.
- Further develop collections in languages other than English to reflect the demographics of our community.

“ Our library is a fabulous place, with an excellent collection and friendly staff. What would I like? More of the same - bigger libraries with even more books, movies and CDs. ”



GOAL 4: OFFER PROGRAMS THAT INFORM AND INSPIRE

Provide Richmond residents, regardless of reading ability or ethnic background, with programs to expand their interests, skills and knowledge.

Activities

- Continue to develop unique and appealing programs for youth that encourage a love of reading.
- Support literacy and reading readiness through the library's own programs as well as with community organizations involved with literacy.
- Offer programs that celebrate the diverse cultures of our community.
- Offer programs that support newcomers to Canada.
- Encourage community experts to present programs of interest to the community.

“

When I was a new mom with my first child, I found support through a network of other new moms during babytimes and storytimes. They don't give you an instruction manual for being a mom, but at least with the library, you can find resources about parenting, find recipe books to cook the family a decent meal, travel books to take them on a well planned vacation, videos for family night, and the Summer Reading Club to encourage the kids to read during their vacation.

”



GOAL 5: CREATE FRIENDLY, WELCOMING FACILITIES

Ensure that people of all ages feel welcome in their local branch by providing a comfortable, engaging environment and friendly, helpful staff. Plan all policies and activities with the customers' needs and benefits in mind.

Activities

- Create warm, welcoming and safe public spaces.
- Offer exceptional customer service to ensure that everyone feels at home in their branch.
- Provide ongoing staff development that promotes passion and enthusiasm for reading.
- Work with the City of Richmond to plan branch development and expansion to meet growing needs.
- Promote the “greening” of the library and its operations and set an example for conserving resources and protecting the environment.

“ I like to come to the library every day. It's a part of my life and I feel comfortable coming here. ”

RICHMOND PUBLIC LIBRARY BOARD 2011



Front Row L - R: Susan Koch, Dulce Cuenca, Pat Watson (Chair), Councillor Linda Barnes, Sanjiv Khangura, Simon Tang
Back Row L - R: Mark Bostwick, Diane Cousar, Peter Kafka (Vice Chair)

SENIOR STAFF

Greg Buss, Chief Librarian and Secretary to the Board	Kat Lucas, Head of Ironwood Branch
Shelley Civkin, Communications Officer	Virginia McCreedy, Coordinator of Children's Services
Mark Ellis, Manager of Information Technology	Shaneena Rahman, Coordinator of Circulation & Merchandising
Cathy Gettel, Executive Assistant	Lee Anne Smith, Head of Cambie Branch
Ping He, Head of Adult Services	Dace Starr, Special Projects Librarian
Wendy Jang, Coordinator of Multilingual Services	Susan Walters, Manager of Customer Services
Beryl Jeffrey, Manager of Support Services	Charlotte Welter, Coordinator of Computer Services



Approved May 2011 by the Richmond Public Library Board



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: March 20, 2012

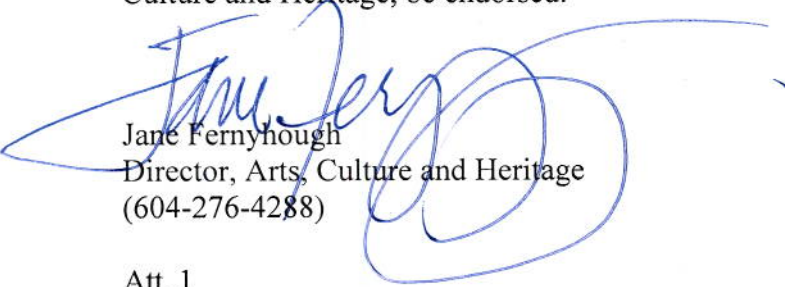
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-01/2012-
Vol 01

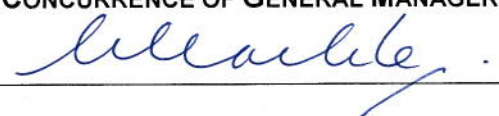
Re: **No. 3 Road Centre Median Railing Public Art Project: Browngate Road to
Cambie Road**

Staff Recommendation

That the Call to Artists for the No. 3 Road Centre Median Railing Public Art Project: Browngate Road to Cambie Road as presented in the report dated March 20, 2012 from the Director, Arts, Culture and Heritage, be endorsed.


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

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the November 28, 2011 regular Council meeting, Council endorsed a proposed joint ICBC-City of Richmond road safety improvement project for the No. 3 Road median railing between Browngate Road and Cambie Road that included a provision for integrating public art within the project.

This report presents the proposed Call to Artists for Council's consideration and endorsement.

Analysis

Terms of Reference

The Public Art Terms of Reference for the No. 3 Road Median Railing Public Art Contest - Artist Call (**Attachment 1**) describes the art opportunity, site description, theme, budget, schedule, selection process, and submission criteria. The Terms of Reference were reviewed and endorsed by the Public Art Advisory Committee.

Public Art Selection Process

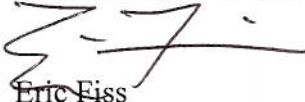
A five-member panel will consist of community members including art and design professionals. The panel will convene to review all artist submissions. At the conclusion of the process, the panel may recommend one artist/artist team for the project. The recommended artist and concept proposal will be reviewed by the Public Art Advisory Committee and presented to City Council for endorsement.

Financial Impact

A public art budget of \$10,000 was allocated from the 2011 Public Art Capital Project for public art opportunities associated with City streets, parks and buildings. A budget of \$1,500 is provided to the artist for the winning design. The cost of fabrication and installation will be managed by the City, to a maximum budget of \$8,000. The remaining \$500 in the approved budget is for selection panel expenses and honorariums. The operating budget impact (OBI) for cleaning and maintenance of the art work are included in the approved 2011 Public Art Program capital project.

Conclusion

The new public safety railing on No. 3 Road between Browngate Road and Cambie Road represents an opportunity to provide public art to enhance the public realm along No. 3 Road in the vicinity of the Aberdeen Canada Line Station and neighbouring Coast Mountain bus stops. Following issuance of the Artist Call and the completion for the selection process, the selected artist and concept proposal will be presented to Council for endorsement to proceed with fabrication and installation.

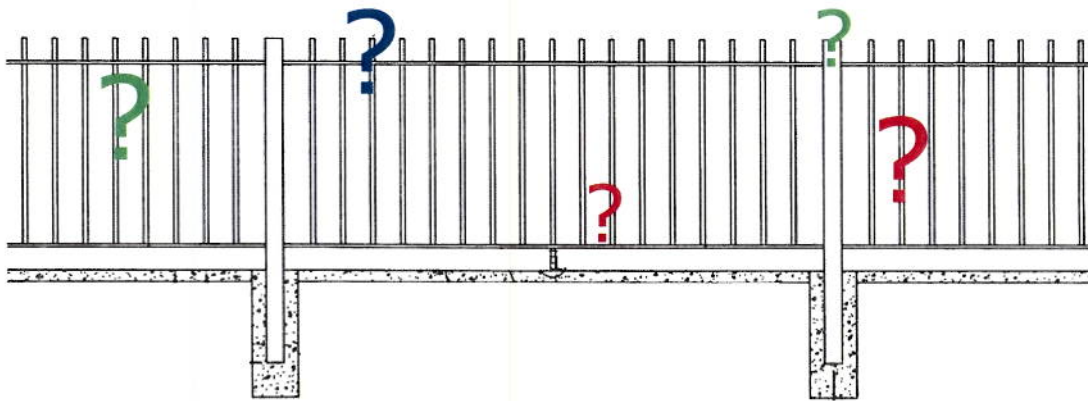


Eric Fiss
Public Art Planner
(604-247-4612)
EF:ef



City of
Richmond

Public Art Program



DRAFT No. 3 Road Median Railing Call to Artists – Public Art Contest

The City of Richmond Public Art Program seeks an artist or artist team to create a public artwork to accompany construction of a median railing on No. 3 Road, between Browngate Road and Cambie Road, at the Aberdeen Canada Line Station. The City of Richmond Public Art Program invites you to submit an original, two-dimensional concept image of your idea!

This competition is open to anyone, of any age, who lives, works or attends school in the City of Richmond. Professional and amateur artists are encouraged to apply. Current City of Richmond employees and Public Art Advisory Committee members (as well as immediate family members) may not apply. All are welcome to submit more than one design.

Winning artist receives:	\$1,500
Installation:	September, 2012
Deadline for Submissions:	Tuesday, May 1, 2012 @ 2:00 pm

For more information, contact the Public Art Program:

Phone: Eric Fiss at 604-247-4612

Email: publicart@richmond.ca

Project Overview

The increase in pedestrian traffic at this location since the opening of the Canada Line has raised safety concerns that are being addressed by installing a new metal Railing in the median of No. 3 Road between Browngate Road and Cambie Road to deter jaywalking. The aim of this project is to add an artistic element to the railing, using traffic sign materials and processes.

Theme

The artwork should be designed to enhance the No. 3 Road streetscape. Artists are free to propose projects based on whatever theme(s) they choose. The design should be functional and respect safety requirements.

Budget

The budget includes an Artist Fee of \$1500. The costs of fabrication, installation, photography and insurance will be managed by the City. Staff will work with the selected artist and City resources to facilitate final design, fabrication and installation.

About the Site

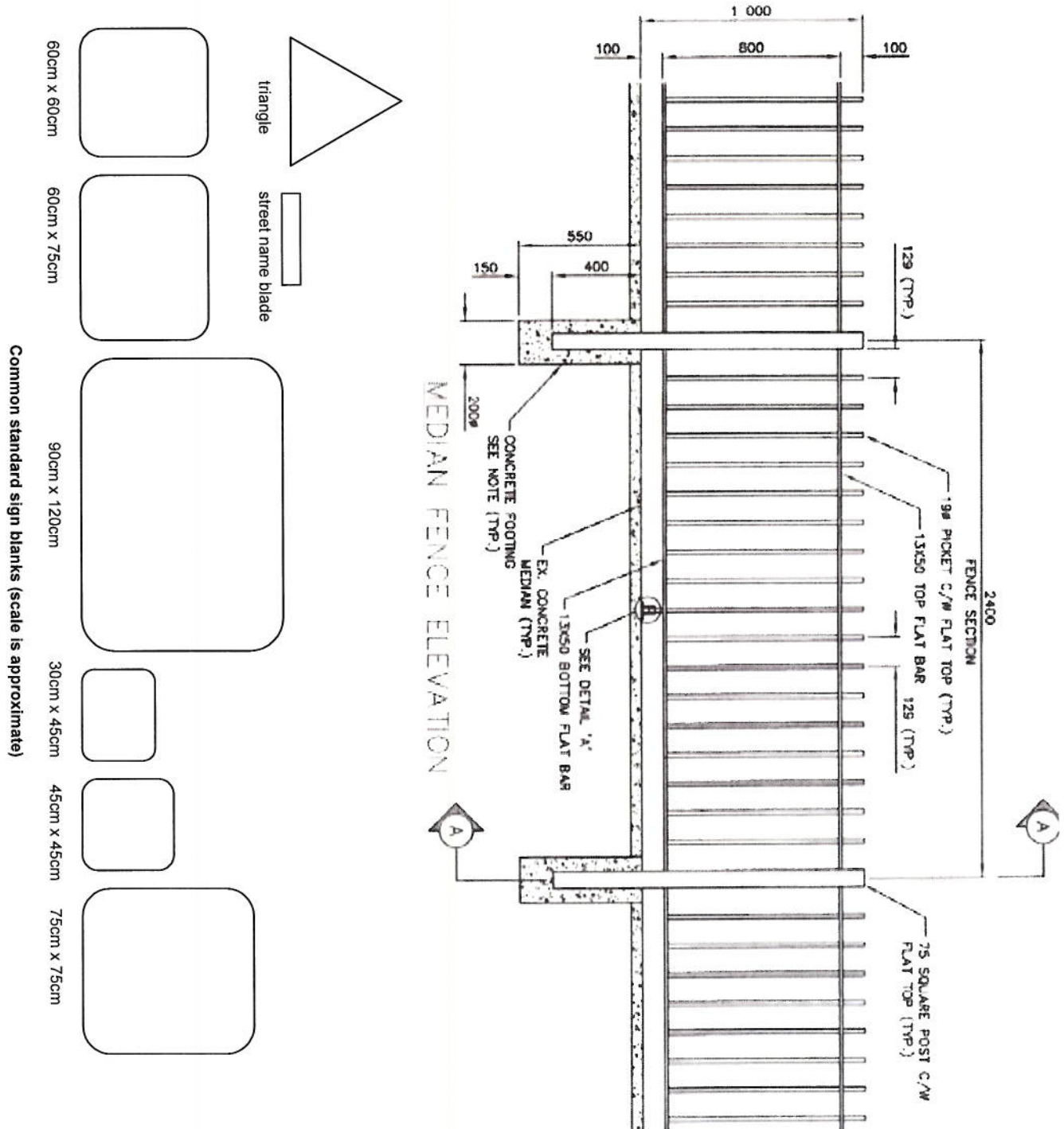
The work ultimately will be fabricated of sign materials that are exterior grade and durable since the median is exposed to the elements and potentially traffic. As it is placed in an area that is situated on a major route for both cars and public transit, this site will receive a great deal of public attention.



No. 3 Road Railing

About the Railing

The railing itself is one (1) meter high including the curb. *A total maximum height of 1.1 meters including artwork is permitted.* The railing has been installed, and the artistic element(s) will be added in situ. The railing segments are 2.4 meters long, and there are 50 segments, totalling 120 meters. It is up to proposing artists to recommend how much and/or which area(s) of the railing to augment.



Project Criteria

- Resources likely include 50 units of 60cm square sign, or other combination of quantity, shape, and size, budget permitting.
- Both sides of the railing must be treated.
- Printing will be done using a cut vinyl process, which allows only for solid colours – halftones, gradient colour, and photographic images will not be viable for this process.
- Multiple shapes, sizes and variance in design and colour from sign to sign are possible.
- Pre-cut signs include squares, rectangles, triangles, and five-sided school zone shapes, and custom cutting of the materials into more intricate shapes is possible.
- Proposals should consider that the median itself is not wide, and the work must not interfere with traffic. Specifically, the work will not extend towards traffic any further than the face of the railing's vertical supports.
- Due to driver and pedestrian safety concerns, stop sign octagons and any design resembling traffic control signage cannot be used.
- City of Richmond technical staff must review and approve final design(s) and installation method(s) to ensure safety considerations are addressed.
- Proposals should keep in mind that pedestrians will not be able to view the railing up close.
- Staff will work with the selected artist to refine the scope and specifics that will be achievable within the project's overall budget.

Schedule (subject to change)

RFP closes:	May 3, 2012
Selection process closes:	May 2012
Design Development:	June 2012
Fabrication and Installation:	July – September 2012
Unveiling:	September 2012

Selection Panel & Process

A five-member panel will consist of stakeholders including art and design professionals. The panel will convene to review all artist submissions. At the conclusion of the process, the panel may recommend one artist/artist team for the project. The recommended artist and concept proposal will be reviewed by the Public Art Advisory Committee and presented to City Council for endorsement.

Selection Criteria

Submissions will be reviewed and decisions made based on:

- Appropriateness of the proposal to the project terms of reference and Public Art Program goals;
- Artistic merit of the proposal;
- Degree to which the proposal is site and community responsive, and technically feasible;
- Probability of successful completion; and

Additional consideration may be given to artists who have not been selected for a Richmond Public Art project in the past three years

Submission Requirements

All submissions should contain the following items and in the following order.

- Information Form (1 page, below)
 - A completed Information Form found on last page of this document.
- Sign Concept Sketch (1 page)
- One or both of the following:
 - Concept sketch of multiple railing segments and/or image from both sides of the railing, maximum paper size 8.5 x 11 inches each (2 pages maximum)
 - Written description (200 words maximum, typed)

Submission Guidelines

This RFP accepts paper submissions via mail or delivered in person. Electronic submissions are accepted and encouraged. Submissions must be complete and strictly adhere to these guidelines and Submission Requirements (above) or risk not being considered. Faxed submissions will not be accepted.

- All submissions (electronic and print) must be formatted to 8.5 x 11 inch pages. Do not send any models, maquettes, or videos.
- The Artist's (or Team's) name should appear in the right header of every page.
- Submissions will not be returned.
- Do not bind, staple or use plastic cover sheets.

In addition, electronic submissions:

- Must be submitted in MS Word or PDF format. Do not submit materials that require plug-ins, extensions or other executables that need to be downloaded or installed. Do not compress (zip) files
- Must be self-contained. Do not imbed links to other websites or on-line documentation or media.
- Must be contained in *one single document*. Do not submit multiple electronic documents.
- Must be 10MB or smaller (if emailed). Submission over 10MB must be sent via PC-compatible CD.

Submitting as a Team:

The team should designate one representative to complete the entry form. Team submissions must adhere to the specific submission guidelines with the following exceptions:

- All Team Members must list their full names on the space provided on the Information Form

Deadline for Submissions

Submissions must be received by Tuesday, May 1, 2012 @ 2:00 pm. This is not a postmark date. Extensions to this deadline will not be granted under any circumstances. **Submissions received after the deadline and those that are found to be incomplete will not be reviewed.**

It is the applicant's responsibility to ensure the submission package reaches the City of Richmond by the deadline.

Email, mail or deliver submissions to:

Richmond Public Art Program
City of Richmond
6911 No.3 Road
Richmond, BC V6Y 2C1
604-204-8671
publicart@richmond.ca

For questions and additional information, contact

Eric Fiss, MAIBC, MCIP, LEED AP
Public Art Planner
City of Richmond
604-247-4612
efiss@richmond.ca

For more information on the Public Art Program please visit www.richmond.ca/publicart.

Additional Information

The City of Richmond will own the rights to reproduce the selected design from the original drawing, digital file or photos of the design created for the "*No. 3 Road Median Railing*" call. Copyright of the artwork, including the original artwork or digital image, will remain with the Artist. The City will have the right to reproduce the design entries, including the winning and honourable mention designs, in any manner, in whole or in part, for cataloguing, City publications, public relations or publicity purposes. The City will use reasonable efforts to indicate the name of the contestant in the publication for these listed purposes.

The artist may reproduce the artwork with the City's prior written approval for publicity purposes, only, with ownership credit for the completed installation of the artwork given to the City of Richmond. The artist may include photos of the artwork in presentations and portfolios of their work without prior written approval of the City.

Please be advised that the City and the selection panel are not obliged to accept any of the submissions, and may reject all submissions. The City reserves the right to reissue the RFP as required.

All information provided under the submission shall be considered confidential and shall only be disseminated to City staff and partners for the purposes of the selection process. All submissions to this RFP become the property of the City and will be held in confidence as required by law. The artist shall retain copyright in the concept proposal.

While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.

Sample Railing Art



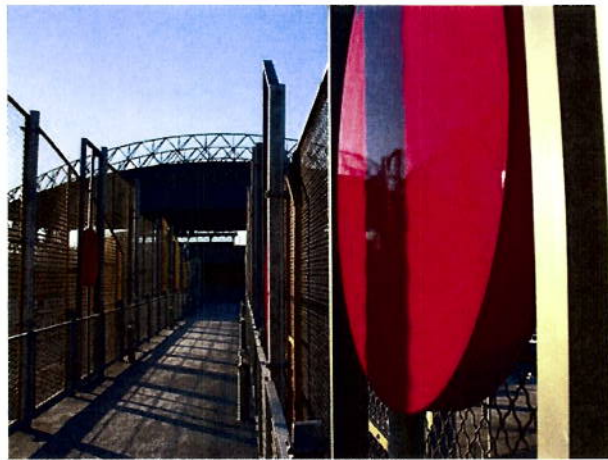
unknown



unknown



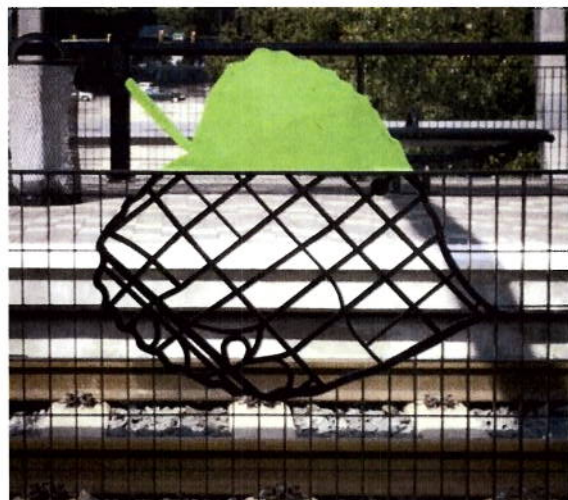
The Garden Gate, Philip & Kirsty Robbins,
Richmond BC 2003



Motion Song, Julie Berger, Seattle WA 2004



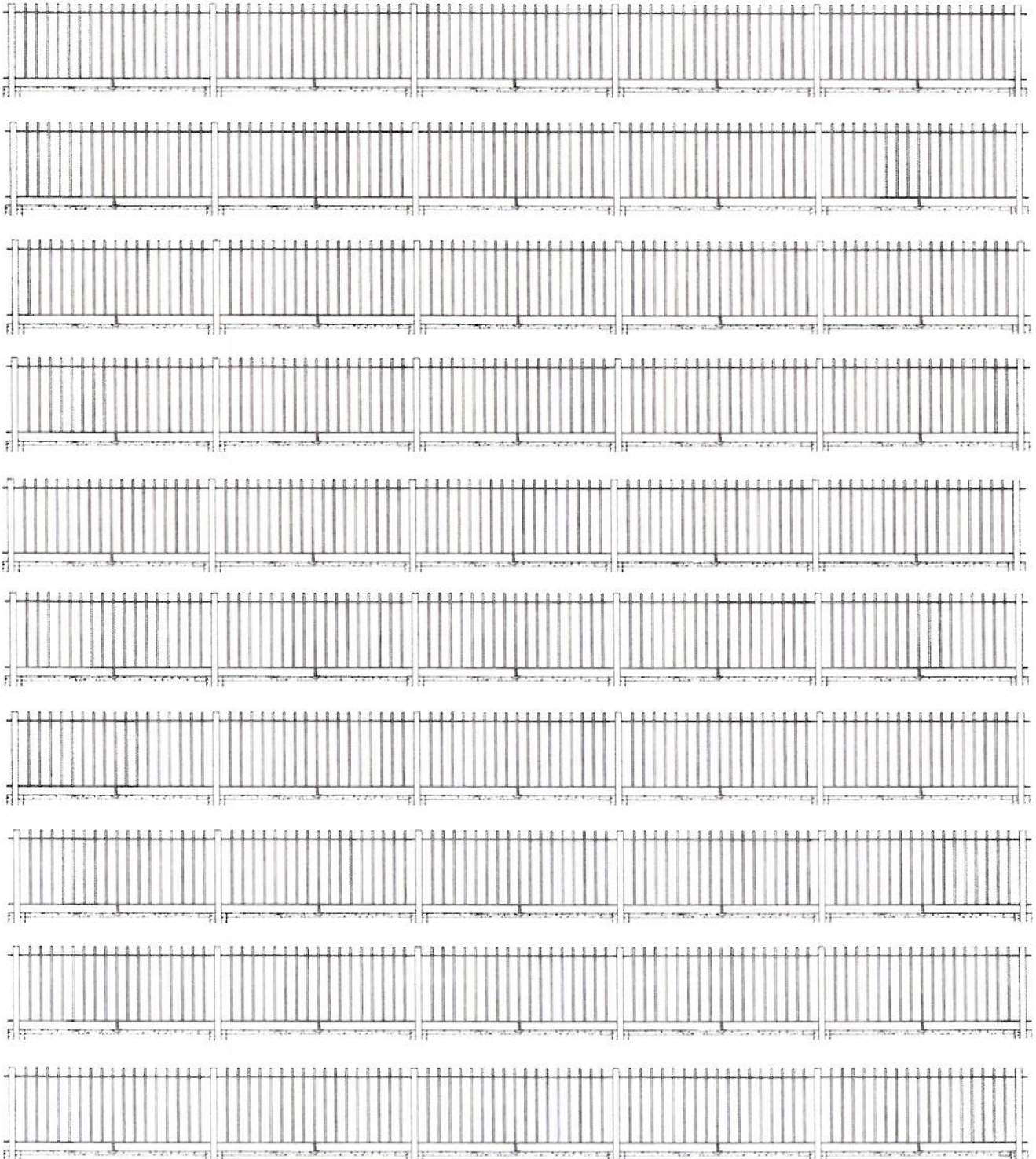
Unknown



Cottonwood, Shawn Cassidy, Charlotte NC 2007
Photo: JoAnn Sieberg Baker

(Images are provided for reference only. Proposals are not constrained to any of these styles or forms.)

50 Railing Segments



Attach one (1) copy of this form as the first page of the submission.

PLEASE NOTE: You can type your responses into this PDF document.

Name: _____

Team Name (if applicable): _____

Address: _____

City/Postal Code: _____

Primary Phone: _____ Secondary Phone: _____

Email: _____ Website: _____
(one website or blog only)

Submission Checklist

Please provide these items in the following order (As outlined in Submission Requirements):

- ☐ Information Form (this page)
- ☐ Sign Concept Sketch(es)
- ☐ (Optional) Concept Description (200 words maximum)

Incomplete or faxed submissions will not be accepted. Emailed submissions over 10MB will not be accepted.

List Team Member Names Here (Team Lead complete above portion):

Please let us know how you found out about this opportunity:

Would you like to receive direct emails from the Richmond Public Art Program? _____

Signature: _____ Date: _____

Submission Deadline: Tuesday, May 1, 2012 @ 2:00 pm.

Deliver to: City of Richmond, Public Art
6911 No. 3 Rd. Richmond, BC, V6Y 2C1

Or by email to:
publicart@richmond.ca



City of Richmond

Report to Committee

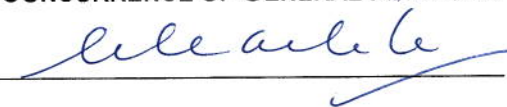
To: Parks, Recreation and Cultural Services Committee **Date:** March 9, 2012
From: Jane Fernyhough
Director, Arts, Culture & Heritage **File:**
Re: Britannia Heritage Shipyard National Historic Site

Staff Recommendation

1. That the Terms of Reference for a Britannia Building Task Force as outlined in this report be endorsed; and,
2. That a Britannia Building Task Force be established as per the Terms of Reference.


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

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Project Development	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the Parks, Recreation and Cultural Services Committee of September 27th, 2011 the following referral motion was passed:

That the materials distributed from Councillor Harold Steves, dated September 27, 2011 regarding the Britannia Shipyard National Historic Site be referred to staff, with particular attention to the following:

1. *"that staff investigate and report back to Committee the means of maintaining full public access to the wharf and fleet";*
2. *"that staff review and consider implementation of the remaining recommendations of the Britannia Heritage Business Plan"; and*
3. *"that staff consider the establishment of a Building Committee to determine the uses of the final three buildings, the Seine Net Loft, Japanese Duplex and Longhouse and develop a timeline and costs to bring them up to code for those uses".*

This report responds to this referral.

Analysis

The Britannia Heritage Shipyard site is 3.29 hectares (8.14 acres) of land located on the south arm of the Fraser River. The oldest cannery site on the Fraser River, and later converted to a shipyard, the site is important to the historical development of Richmond and the Lower Mainland. The site has been owned by the City since 1990 and was declared a National Historic Site of Canada in 1992.

The historical features at the Britannia site have a collective heritage value that exceeds their individual heritage value. The boardwalk and bulkhead are significant features in context with the buildings. The 12 buildings on the site are important for their sense of community that is achieved and help tell the many stories about the multi-ethnic residents and workers at the Britannia Shipyard and Steveston.

In 2001 Council adopted the Britannia Heritage Shipyard Business Plan, which outlined the proposed development for the following five years, including the priorities for the restoration and use of the buildings. In 2004 work began on the restoration of the buildings in the Historic Zone, which was completed in 2009. The Business Plan was updated in 2008, which provided further direction for the development of the site.

Referral Points:

1. *"that staff investigate and report back to Committee the means of maintaining full public access to the wharf and fleet";*

As outlined in Schedule 1 prepared by Councillor Steves dated September 27, 2011, there are no impediments to public access in terms of building usages. In 2002, the wharf was completely rebuilt, including new piles, timbers and decking. The wharf was subsequently used for programming, notably music concerts during the summers. This practice was stopped when questions arose as to the safety of the public through the Shipyard Building and onto the wharf. Discussion with Building Approvals produced the compromise that there could be up to 50 people in the shipyard building at any one time and that a tour guide accompany them. This has been the operating procedure since that time.

In 2009, the floats were upgraded to 12 feet wide with improved floatation, in response to increased public use particularly during the Richmond Maritime Festival. There are several vessels moored at the Britannia floats, three owned by the Britannia Heritage Shipyard Society, one owned by the SS Master Society, one owned by the City of Richmond and one owned by the waterside caretaker.

The vessels are subject to sudden movements due to wind and waves and present any number of hazards for people not familiar with boats. Further, the boats have safety related items from fuel containers to flares, which can be dangerous in untrained hands. Supervision of the public while on the floats and vessels is required.

Due to reasons of safety and security the floats are not always open to the public. The Society is able to escort visitors and guests on to the floats to view their vessels. As there is always a risk to life and safety on the water there has never been provision to allow the public unsupervised access to the floats and vessels. The Britannia Heritage Shipyard Society has a resolution, approved at a board meeting some years ago, that their members must wear a life jacket or approved flotation device when they are on the floats and working on the boats.

The City has limited staff to keep the buildings and exhibits open to the public and is not able to provide the supervision required to open the wharf and floats other than on special occasions such as the Richmond Maritime Festival. In order to allow access to the wharf and fleet, there should be a minimum of two trained people to provide supervision to the public; one person to escort the public through the Shipyard building and one person to supervise the public on the floats to ensure safety restrictions are enforced such as prohibited smoking, proper footwear, appropriate behaviour and ship-board etiquette.

In order to have the wharf and floats accessible to the public on a regular basis staff are working with the Society to recruit and train volunteers. Alternately, increased funding could be provided for additional staff to provide supervision to the dock and floats.

2. *“that staff review and consider implementation of the remaining recommendations of the Britannia Heritage Business Plan”;*

In 2001 the Britannia Heritage Shipyard Business Plan was adopted by City Council. Guided by an eight-member steering committee comprised of Councillors, community members and City staff, the Business Plan outlined the guiding principles for the site, the site development priorities and estimated capital costs over a five-year period. The Business Plan included proposed building uses, staffing plans, site improvements, a management and operational model and the role of the Britannia Heritage Shipyard Society.

In 2004 work began on the Historic Zone Development Plan, which was adopted by Council in 2006. This moved the focus of the work at Britannia away from the priorities in the Business Plan. The development of the Historic Zone was spread over several years, as funding was made available, and opened to the public in May 2009. The final exhibits in the Chinese Bunkhouse were opened in 2011. The new buildings and exhibits significantly expanded the public access to Britannia. Estimated attendance in 2011 was 55,000 visitors in total, which includes approximately 25,000 attending the Richmond Maritime Festival.

The 2008-2012 Business Plan Update, endorsed by Council in June 2008 (**Attachment 1**) reiterated the plans and priorities for the completion of the site, notably the restoration / renovation of the Seine Net Loft, the Japanese Duplex and the First Nations Bunk House. It further outlined three strategic directions – Long-term Site Preservation, Effective and Efficient Operations and Enhanced Visitor Experiences - with initiatives and action plans for each.

Council approved capital funding for the Seine Net Loft superstructure in the 2011 capital budget. Capital funding for the Japanese Duplex and the First Nations Bunkhouse has not been approved at this time. Both of these buildings require additional historic research and engineering and design work to determine restoration costs.

Construction work on the Seine Net Loft, which includes superstructure seismic upgrade, fire suppression system, mechanical and electrical upgrades to bring the building to a “public assembly” usage is projected to be completed in early 2013. The Seine Net Loft will be used as museum and exhibit space, small boat collection storage and open concept visible storage of artefacts, as outlined in the Business Plans.

The remaining two buildings, the Japanese Duplex and the First Nations Bunkhouse restoration and interpretation remain unfunded. The Japanese Duplex is the next priority and has been submitted as a capital request (currently unfunded). The First Nations Bunkhouse requires research on its history and determination of appropriate use upon restoration.

City Council has consistently provided funding over the years for the enhancement of the Britannia Heritage Shipyard. Often, projects have been divided and phased, as funding was made available. This has extended the time frame to complete projects. The Building Plan Update is an effective tool to guide the development of the site and staff will continue to bring forward funding requests within the annual budget cycles.

3. *"that staff consider the establishment of a Building Committee to determine the uses of the final three buildings, the Seine Net Loft, Japanese Duplex and Longhouse and develop a timeline and costs to bring them up to code for those uses".*

Prior to the establishment of the Britannia Heritage Shipyard Advisory Board, a Building Committee under the auspices of the Britannia Heritage Shipyard Society was in place. That role was reassigned to the Advisory Board when it was established and subsequently disappeared with the dissolution of the Advisory Board in 2008.

As the site moves into the restoration / remediation of the remaining three buildings, the establishment of a Britannia Building Task Force to assist in guiding the use of and the stories to be told through those buildings would be beneficial.

The Task Force would assist with the required research of original and past uses and potential adaptive reuses of the Japanese Duplex and the First Nations Bunkhouse. The Task Force could consist of a representative from the Britannia Heritage Shipyard Society, the Council liaison to the Britannia Heritage Shipyard Society, Britannia Site Supervisor, and two members of the community. A proposed Terms of Reference for this Task Force is attached.

(Attachment 2)

Financial Impact

There is no financial impact at this time. Recruitment and training of volunteers will be supported through existing operating budgets at Britannia Heritage Shipyard. Restoration / remediation funding of the buildings will continue to be submitted in the annual Capital Plan.

Conclusion

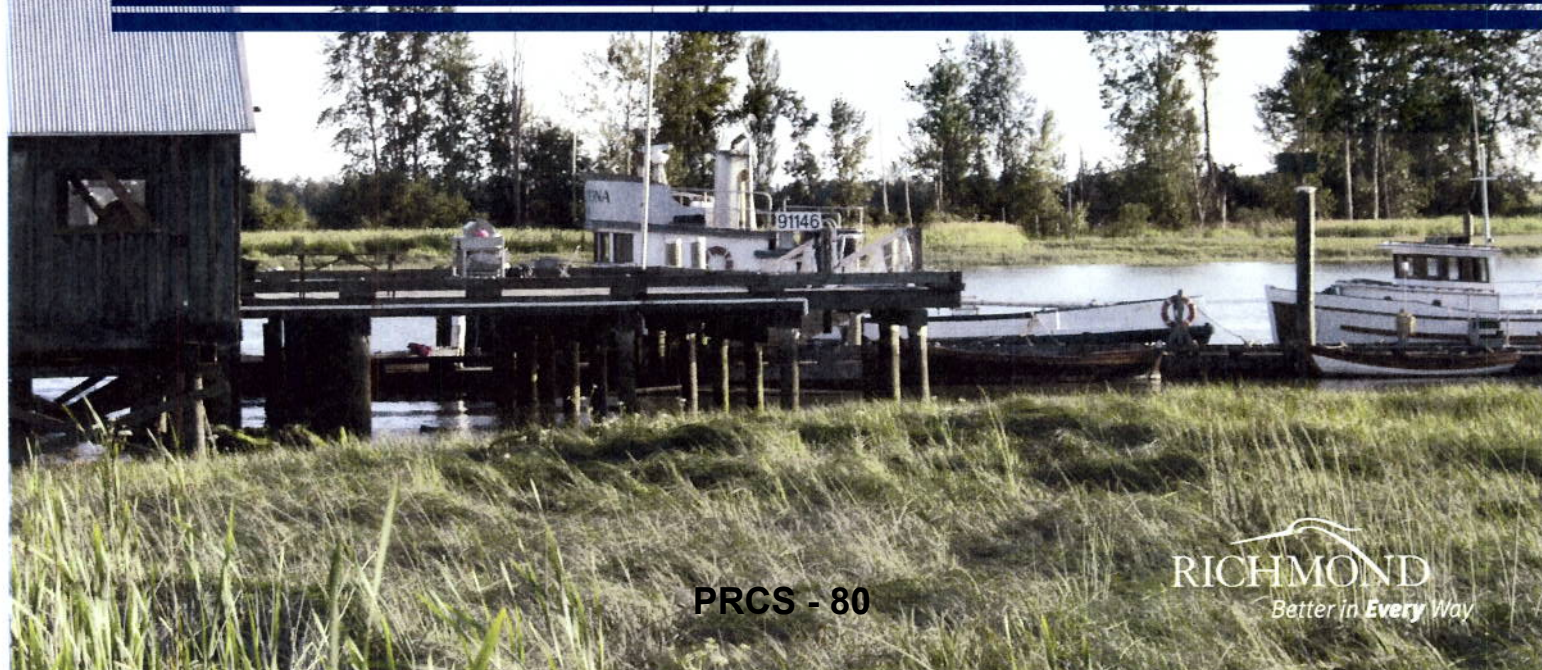
During the past ten years, the Britannia Heritage Shipyard has developed as an important City asset. The restoration of the next buildings will complete the restoration of the buildings on site and provide a viable tourist product that promotes the Council goal of "advancing the City's destination status and ensure our continued development as a vibrant cultural city." Staff will assist the Society with the recruitment and training of volunteers to provide greater access to the vessels that the Society is working to restore.


per. Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

Attachment 1	Britannia Heritage Shipyard Business Plan Update 2008-2012	REDMS #3491702
Attachment 2	Britannia Heritage Shipyard Building Committee Terms of Reference	REDMS #3491687



Britannia Heritage Shipyard Business Plan Update 2008-2012



**Britannia Heritage Shipyard
Business Plan Update
2008-2012**

Introduction:

In January 2001, Richmond City Council adopted a five-year business plan for the Britannia Heritage Shipyard Site. This business plan was developed in conjunction with a steering committee and provided direction and a basis for decision making by council and staff in regards to the site. Five key areas of recommendations were included within the business plan:

1. Increased operating budget
2. Revenue generation strategies
3. Site improvements
4. Management model
5. Capital improvements

With many of the recommendations from the 2001 business plan fulfilled, and the site nearing completion in terms of major capital construction, the need to update the business plan was recognized. A consultative process including staff, council members and community stakeholders was undertaken to review the vision and guiding principles and to make recommendations for the future development and operation of the site.

Site Description:

The Britannia Heritage Shipyard site is 3.29 hectares (8.14 acres) of land located along the Steveston Channel of the south arm of the Fraser River. Previously a cannery and then converted to a shipyard, the site is important to the historical development of Richmond and to Greater Vancouver. The Britannia Heritage Shipyard site has been owned by the City of Richmond since 1990.

Britannia is a part of Steveston's historic Cannery Row extending from Garry Point and the Gulf of Georgia Cannery National Historic Site on the western end to London Heritage Farm in the east. The site is 0.8 kilometres from Steveston Village Centre.

To the south of the site is the Fraser River with Shady (Steveston) Island offshore in the river channel; to the west, the BC Packers lands have mainly been developed and provide a much needed land link to the Steveston Village Centre; land to the east is owned by Small Craft Harbours Branch of the Department of Fisheries and Oceans, administered through the Steveston Harbour Authority; and to the north there are elementary school grounds and apartment buildings.

The site was originally a treeless marshland but the vegetation changed significantly in the 1950s when the marsh was filled in with sand dredged from Steveston Channel. The twelve buildings on the site help to tell many stories about the multi-ethnic residents and workers at the Britannia Cannery and Britannia Shipyard: Chinese, European, First Nations and Japanese.

The historical features on the Britannia site have a collective heritage value that exceeds their individual heritage value. The boardwalk and bulkhead are significant features in the context of the buildings. The buildings are important for the sense of community that is achieved by their mass and density. The buildings and site play an important role in the interpretation of the history of wooden boat building and repair. They are also the best heritage resources available to tell the story of early Steveston residential and socio-economic traditions.

Current Reality:



Physical Assets on the Site

At the time the City acquired the Britannia site, it consisted of the following nine buildings: (west to east)

1. **Japanese Duplex** dating from the late 1880's and last used as a residence and net loft by two Japanese Canadian families. Substructure repairs completed in 2005 and currently not restored and not open to the public.

2. **First Nations Bunkhouse** moved to the site circa 1950 and originally used to house First Nations cannery workers. Not restored and not open to the public.
3. **Seine Net Loft** built in the 1950's and used to store nets for the fishing fleet. Currently used for site storage. Not restored and not open to the public.
4. **Murakami Boatworks** dating from the 1880's and restored in 1992 and currently used as public and program space and offices for staff and Society.
5. **Murakami House** also dating from the 1880's and restored in 1992. Currently used as exhibit space to show the living conditions of Japanese-Canadians pre 1941.
6. **The Richmond Boat Builders (Kishi) and boat yard** originally built in the 1930's as a Japanese-Canadian boat building facility, restored and upgraded in 1993 and currently used for boat repair and restoration projects.
7. **Winch House** built circa 1950 houses the winch and machinery for the Richmond Boat Builders ways.
8. **Cannery Office** dating from the 1880's and originally the office for the Britannia cannery and shipyard. Restoration scheduled for completion in 2009.
9. **Britannia Shipyard** from which the site takes its name. Dating from the 1880's as first a cannery and later converted to a repair facility for the fishing fleet, this large building houses public exhibits and working areas for vessel repairs and restoration. Dock area and floats used for vessel display and limited public programs.

Several additional buildings have been added to the site since 1992 and now form the Historic Zone at the eastern end of the site. They are:

1. **Murchison House 1 and 2** were pre-fabricated in New Westminster and delivered to Richmond by barge to house Steveston fishermen. They were purchased by Mr. Murchison, the first customs and police officer in Steveston. They were relocated to the site in 1994 and will become a site orientation centre and gift shop, public washrooms and exhibit areas. Completion scheduled for 2008.
2. **Stilt House 1 and 2** were moved to the site in 2002 and are representative of fishermen's housing in Steveston. They will be used for exhibit areas and caretakers quarters. To be open to the public in 2009.
3. **Chinese Bunkhouse** was originally used to house Chinese labourers in the cannery at Knight Inlet. It was relocated to BC Packers Steveston and subsequently relocated to Britannia in 1994. It will be used for exhibits and public reception space to be open in 2009.

Description of Operations:

The Britannia Heritage Shipyard site currently has approximately 30,000 annual visitors. Of the 30,000 about 2500 participate in Shipyard tours, 9500 attend the annual Richmond Maritime Festival and 3500 participate in programs such as Yoga on the Dock or Birthday parties. The remainder are walk-in, spontaneous visitors.

The site is wholly owned and operated by the City of Richmond and includes responsibilities for staffing, parks maintenance, building maintenance and utilities. The current annual operating budget is approximately \$220,000 and includes a full-time site manager, two part-time programmers and two auxiliary staff who work on weekends and evenings. Volunteers are a significant support for the site with about fifty individuals active in this capacity.

Capital development at the Britannia Heritage Shipyard has been supported by a \$6,000,000 investment by Council over the past ten years. Funding has been allocated for 2008 for the Historic Zone and capital requests for future years will focus on the Seine Net Loft (Building #9), the Japanese Duplex and the First Nations Bunkhouse.

The Britannia Heritage Shipyard Society, with about fifty members and six active volunteers, operates some limited programming on the site and participates in wooden boat restoration.

The Britannia Heritage Shipyard Advisory Board, appointed by Council upon the recommendation of the 2000 Business Plan, acts as a liaison to Council and advises on matters related to site development. All appointments to the Advisory Board terminate at the end of 2008.

Concurrent Plans:

A number of studies, plans and strategies have influenced the development of Britannia Heritage Shipyard and its operations in the past. Most recently, the following documents have been developed since the 2000 Britannia Business Plan and inform the updated plan:

Britannia Heritage Shipyard Historic Zone Development Plan (2004)

This plan, developed in 2004, clearly outlines the steps required to improve the cluster of buildings at the eastern edge of the site including the cannery office, the Chinese Bunkhouse, the two Murchison houses and the two still pile houses. Two phases were identified with Phase 2 (relocating buildings onto foundations, finishing interiors and exteriors, landscaping and roadways and interpretation and displays) scheduled to be completed and open to the public in 2008.

Britannia Heritage Shipyard Multi-year Marketing & Communications Road-Map (2006)

Endorsed by Council in September 2006 with the direction that strategies and actions be included in work plans and budget requests, this road-map provides guidance through the following recommendations:

1. implement a branding program across all forms of communication
2. develop an integrated marketing network
3. enhance online presence
4. further develop exhibits and interpretation
5. expand product and program offerings
6. build partnerships within the community

7. develop a fundraising program
8. expand volunteer program
9. develop a marketing resource plan
10. leverage public relations and media opportunities
11. explore strategic advertising opportunities
12. develop a visitor evaluation program

City of Richmond Museum & Heritage Strategy: (2007)

The vision, goals and objectives of this strategy were adopted by Council in June 2007 with the direction to prepare an implementation strategy. Central to the impacts or influences this strategy may have on the development and operations of the Britannia Heritage Shipyard are the following recommendations:

1. Involve and engage the community
2. Position Richmond as the leading integrated museum and heritage destination in the Lower Mainland
3. Build a new dynamic Destination Museum
4. Create and promote a network of satellite museums, historic sites and heritage areas radiating out from the hub of the new Richmond museum
5. Create and support excellence in heritage conservation standards through a revised heritage framework
6. Assist the private sector in achieving the goals of heritage conservation

In particular, two statements which relate to governance, impact the future operational planning for Britannia:

1. Create a "Friends of" Society at each of the major sites.
2. Create a Council-appointed Museum & Heritage Task Force.

Statement of Commemoration:

In 1992 the Britannia Heritage Shipyard was designated by the National Historic Sites and Monuments Board of Canada as a National Historic Site. The following statement of commemoration informs the heritage significance of the site and provides guidance in determining the types of activities which might be appropriate for the site:

"The buildings on this site are important components of a large complex of workshops and dwellings that served the shore-based salmon fishery during its boom years (1890 - 1913). The historic property included Britannia Shipyard building itself and two boatworks operated by Japanese-Canadians. Labourers and craftsmen of diverse cultural origins lived in houses on

site, and worked in salmon canneries, on the fishing boats, and in the boatworks. They built and serviced wooden fishing vessels for British Columbia's coastal salmon fleet."

National Historic Sites of Canada

Vision:

The 2000 Business Plan vision for Britannia Heritage Shipyard was:

"To be a publicly accessible waterfront heritage park and working museum with passive, active and interactive activities, focusing on the local industrial marine heritage. Emphasis is on the west coast wooden commercial fish boat building and repair that was historically based in Steveston; and the cultural mosaic and living conditions of the labour force on the Steveston waterfront"

The new vision for 2008 was created with input from staff and many stakeholders and considers the need to provide a compelling and far-reaching future state for Britannia:

Britannia Heritage Shipyard will be the best, heritage maritime experience in Canada.

Mission:

A mission is intended to define purpose for an organization. It defines the 'how' and the 'why' of the organization's services. No mission was developed in 2000, however, staff at the Shipyard have been working with the following statement to guide activities at the site:

*Preserve the Site
Enhance the Visitor Experience
Promote Maritime Skills*

Through the consultation process, it was determined that the Mission should be further clarified to be:

***Preserve the Site
Enhance the Visitor Experience
Promote the Maritime Experience.***

Guiding Principles:

A number of guiding principles were developed in 2000 to guide decision making regarding capital projects and operations. These principles were reviewed in developing the business plan update and modified to reflect the current operations and status of the site.

The Guiding Principles for 2008 for the development and operations of the Britannia Heritage Shipyard site are:

- 1. The spatial context of the built environment should be retained in order to maintain the feeling of closeness to each other and to the water;***
- 2. The built environment should relate to the traditional activities on the site;***

3. *The landscape characteristics that reflect the historical development of the land (including the plantings, natural features, landscape elements eg. fences, established land uses, circulation patterns) should be retained.*
4. *The depiction of living conditions should reflect those who worked in the industries on the waterfront in the early 1900s (and not Richmond in general);*
5. *The boat collection on display should be heritage boats of the type that would have been repaired at Britannia and should be accessible to the public;*
6. *Interventions to the buildings will be guided by the Standards and Guidelines for the Conservation of Heritage places in Canada;*
7. *Where possible, the built environment should be fully accessible;*
8. *Where appropriate, interpretation should be interactive; and*
9. *Where possible, programming will include traditional activities reflected in the site's statement of commemoration.*

Strategic Directions:

A number of strategic directions were identified through the business plan update process to assist council and staff with decision making for current and future development and operations. They will be the keys to realizing the vision for the site and meeting its mission. The Strategic Directions and accompanying objectives for Britannia Heritage Shipyard for 2008 are as follows:

- 1) Long-term site preservation
 - a) To maintain the authenticity of the site
 - b) To maintain and enhance the character and atmosphere of the site
 - c) To maintain the historical integrity of the site.
 - d) To improve access to the site and protect its assets
- 2) Effective and efficient operations
 - a) To clarify working relationships with key stakeholders
 - b) To ensure staff and volunteer support allows for full utilization of the site's assets
 - c) To implement the recommendations in the Marketing & Communications Roadmap
- 3) An enhanced visitor experience
 - a) To ensure effective community programs that balance community needs and site specific objectives
 - b) To add vibrant, dynamic and interactive activities to the site
 - c) To develop ancillary services such as food services and gift shop

In relation to the direction provided by the 2007 Museum & Heritage Strategy, "long-term site preservation" relates the need for a comprehensive conservation plan for each site and "effective and efficient operations" and "an enhanced visitor experience" relate to the need for a comprehensive interpretation plan.

Implementation Plan:

Each of the strategic directions for Britannia Heritage Shipyard is accompanied by specific initiatives which support implementation:

Strategic Direction 1 : Long Term Site Preservation

Objectives:
To maintain the authenticity of the site.
To maintain and enhance the character and atmosphere of the site
To maintain the historical integrity of the site.
To improve access to the site and protect its assets.

Initiative	Action Plan
Ensure the Standards and Guidelines for the Conservation of Historic Places in Canada are followed.	Review conservation needs annually and in conjunction with capital projects. Ensure familiarity with conservation guidelines for all on-site employees and project managers. Ensure project managers, film coordinator, etc work closely with contractors to ensure conservation guidelines are followed.
Ensure maintenance is completed in a timely and responsive manner.	Review maintenance needs monthly. Communicate maintenance needs to appropriate City dept.
Develop and implement a wayfinding program which allows for visitors to easily orient themselves upon arrival and throughout the site.	Explore new technology to assist with wayfinding. Review other sites for best practices. Plan for and develop a site 'entrance'.
Complete necessary capital projects to finish the site. *see Capital Development section on page 11 for more detail.	Complete historic zone. Complete building #9 Seine Net Loft. Complete Japanese Duplex. Complete First Nations Bunkhouse.
Add the dock to the capital inventory for public access and programming.	Submit a one time capital request in 2009 budget.

Strategic Direction 2: Effective and Efficient Operations

Objectives:

To clarify working relationships with key stakeholders.

To ensure staff and volunteer support allows for full utilization of the site's assets.

To implement the recommendations in the Marketing & Communications Roadmap

Initiative	Action Plan
Support the governance model identified for Heritage Sites in section 4 of the Museum & Heritage Strategy by supporting the creation of a "Friends of Britannia Heritage Shipyard Society"	Work with the Britannia Heritage Shipyard Society membership to transition to new role. Work with the Britannia Heritage Shipyard Advisory Board members to transition to roles with the "Friends of Britannia Heritage Shipyard" or the Museum & Heritage Advisory Board.
Support Museum & Heritage Strategy recommendations regarding administrative structure of Heritage & Culture.	Work with other staff and human resources to support these recommendations.
Implement the Year 1, 2 & 3 recommendations in the Marketing & Communications roadmap	Submit additional level requests annually to support these initiatives.
Establish a program to measure visitor satisfaction and attendance.	Develop a program to measure ongoing visitor satisfaction and attendance.
Increase staff to support enhanced operations	Seek funding from the City and hire: Building Services Worker (2008) Full-time Programmer (2009) (include volunteer coordination duties at Britannia) Contract a caretaker for the Historic Zone (2008) Develop a contract with the on-site Wharfinger (2009) Work with HR to define status of Interpreters and hire on a cost-recovery basis as needed.
Increase volunteer base	Host recruiting and training events. Work with the City's Volunteer Coordinator to develop a volunteer management plan which includes support for the Society.
Improve management of volunteer base	Utilize the City's volunteer database to track volunteer hours and commitment. (2009) Develop and provide volunteer training programs Offer a variety of volunteer opportunities. Recognize volunteers annually at Maritime Festival.

Strategic Direction 3 : An enhanced visitor experience

Objectives:

Ensure effective community programs that balance community needs and site specific objectives
Add vibrant, dynamic and interactive activities to the site
Develop ancillary services

Initiative	Action Plan
Deliver curriculum based school programs in conjunction with other service providers including the Museum.	Align annual planning with the school year. Develop different programs for different grades based on curriculum. Work with the school district to share information about program offerings and needs. Develop a secondary level program.
Identify and implement new programming and special event opportunities.	Annually, survey program and event participants to determine additional program needs and wants. Consult with Society to identify new programming and event opportunities. Review market to ensure no duplication of programming or event. Host focus groups to learn more about the needs of existing and potential program and event participants. Annually, develop a program and event plan which adds and renews programming.
Develop on-site visitor experiences for the spontaneous visitor.	Review best practices for interactive experiences. Coordinate with wayfinding plan.
Evaluate the potential for a gift shop and food services and implement if supported by business plan.	Develop specific business plans and propose operating models.
Evaluate new opportunities as they arise.	Evaluate all new opportunities for 'fit' with the vision, mission, guiding principles and strategic directions.

Capital Development:

As outlined in the five year budget the Capital Development plan for Britannia is:

Year	Details	Rationale	Estimated Cost
2009	Upgrades to the dock for public assembly uses. One time additional request	The dock provides a unique area for programming and revenue generation for the site, including concerts, receptions and rentals.	\$675,000
2009	Complete the Historic Zone including the restoration of the Cannery Office, boardwalks and landscaping, signage and wayfinding and interpretive exhibits of lifestyles in early Steveston	As per the Historic Zone plan, this completes this area of the site and opens the buildings to the public.	\$500,000
2010	Complete the Seine Net Loft repairs and restoration including the superstructure seismic upgrade, electrical and fire suppression systems and open storage interpretation area.	Seismic stabilization to the substructure was completed in 2005. This completes the work required to open the building to the public.	\$1,000,000
2011	Complete the Japanese Duplex repairs and restoration including the superstructure seismic upgrades, electrical and fires suppression systems, signage and wayfinding and interior upgrades for program delivery.	Seismic stabilization of the substructure was completed in 2005. This work enhances the visitor experience to the whole site and creates public program spaces.	\$750,000
2012	Restoration and repairs to the First Nations Bunkhouse including foundations, seismic stabilization, electrical and fire suppression systems and interpretive exhibits.	This is the final building restoration at the site. Until engineering and design work is undertaken costs for restoration are unknown at this time.	

Conclusion:

Britannia Heritage Shipyard is an important asset for our City and our community. Achieving the vision and mission through the strategic directions and guiding principles will ensure its continued success.

**Britannia Heritage Shipyard Task Force
Terms of Reference**

1. Purpose

The Britannia Heritage Shipyard Building Task Force will:

- a) Provide input and into the stories to be told with the exhibits in the Seine Net Loft,
- b) Assist with the research, and
- c) Collaborate with the City

to determine the best adaptive reuse of the remaining three buildings at Britannia Heritage Shipyard.

2. Composition

- a) The Building Task Force will consist of five members:
 - One (1) member appointed by the Britannia Heritage Shipyard Society
 - Appointed Council Liaison to the Britannia Heritage Shipyard Society
 - Britannia Site Supervisor
 - Two (2) members of the community with an interest or expertise in heritage buildings, history or building construction or an interest in Britannia Heritage Shipyard.
- b) The Britannia Shipyard Society rep, the Council Liaison and the Britannia Site Supervisor will choose the remaining two members from the community.
- c) The members of the Task Force will choose a Chair and a Vice Chair.
- d) Meetings will be scheduled by the Task Force based on the program of work to be undertaken.
- e) A quorum will be 50% + 1 of the committee membership.

3. Terms

- a) The term for the Building Committee shall be for one year, from the date of establishment by Council.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: February 23, 2012

From: Dave Semple
General Manager, Parks and Recreation

File: 06-2345-20-
WOOD1/Vol 01

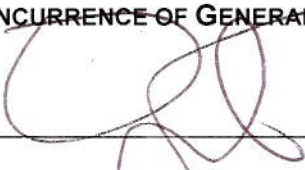
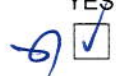
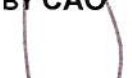
Re: **Woodward School/Neighbourhood Park Characterization Plan**

Staff Recommendation

1. That the "Woodward School/Neighbourhood Park Characterization Plan" (as detailed in the report dated February 23, 2012, from the General Manager, Parks) be approved.
2. That staff seek approval for implementation of the plan from School District No. 38 (Richmond).
3. That the funds held for Thomas Kidd School/Neighbourhood Park be transferred to Woodward School/Neighbourhood Park, and be included in the 5 year Financial Plan (2012-2016).
4. That the plan be forwarded to the School Board Liaison Committee for information.

Dave Semple
General Manager, Parks and Recreation
(604-233-3350)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Budgets.....		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
			

Staff Report

Origin

The purpose of this report is to present a plan for proposed improvements at Woodward School/Neighbourhood Park.

In the fall of 2011, the Parent Advisory Committee (PAC) and administrative staff at Daniel Woodward Elementary School approached the Parks Division to investigate if approval could be obtained to do park characterization work at their school/neighbourhood park site. Following thorough consultation with the PAC group, the Woodward School principal, and School District Operations staff, a potential park upgrade program that would benefit school children and neighbourhood residents alike, was developed.

Analysis

Woodward School Neighbourhood Park is approximately 9 acres in size, and is the home of Daniel Woodward Elementary School. It is located in the area bounded by Williams Road and Steveston Highway to the north and south, and by No. 5 Road and Shell Road to the east and west. Although the properties of the site are owned entirely by School District No.38 (Richmond), this land also serves as the neighbourhood green space for the local residents. There are a few trees and some playground features but the site lacks walking pathways and a storm drainage system, features which are typical of most school/park sites.

A plan for renewal of the open space at the site has been prepared. See Attachment 1. Proposed basic improvements include:

School District Improvements

Play structure: The main play structure, owned and maintained by the School District, reached the end of its lifespan last year, and was removed in the late summer 2011. It is scheduled for replacement this summer, with funding provided by the provincial government, the Woodward School Parent Advisory Committee, and School District No.38 (Richmond). A local developer has also been approached for financial assistance. This work will be managed by School District staff.

Proposed City Improvements

Asphalt walkway: An asphalt walkway will be constructed within the south portion of the park. Parts of this circuit will be marked by distance markers, serving as a useful recreational amenity for walkers and joggers, and for the school's physical education program. Connections will also be made to existing pathways that extend to surrounding streets, which will encourage students and park users to walk to the site. Estimated cost: \$ 69,300;

Storm drainage: A drainage line will be installed around the south part of the park's perimeter, and within some high use areas of the park. This will help keep pathways dry, direct water away from adjacent residences, and extend the season of use of playfields, the playground, and informal lawn areas. Estimated cost: \$ 58,500.

Trees: Trees will be planted throughout the grounds, a double row aligning the pathways, and in groves within the gathering spaces and picnic sites. Healthy trees bring natural beauty into the park, and also provide benefits to the community by absorbing carbon dioxide; replenishing oxygen; filtering particulate pollutants; preventing soil erosion; creating shade from the sun's rays; and providing food and shelter for wildlife. Estimated cost: \$ 30,000

Sports fields: The site is large, and space has been reserved for active sports use. A senior soccer field and two junior fields have been included in the plan, as well as two ball diamonds. These two facilities will serve neighbourhood residents and the school physical education program, and may be used on occasion by organized sports groups. Two new backstops for community use are proposed to be installed at the park this summer. Estimated cost: \$ 6,000.

Social Gathering/Informal Recreation area: A large area within the park, next to the existing playground, has been set aside for informal recreation. The concept includes groves of shade trees and landscaped berms, and provides seating and picnicking areas for park users. The playground will also be able to expand into this area, in necessary. Phase one will include berm construction, using fill excavated from the new pathway areas. Estimated cost: included in pathway construction.

Next Steps

Council approval will permit staff to present the proposed park improvements to School District No. 38 (Richmond) for approval, as the proposed works occur on school district property. Subject to School District No. 38 (Richmond) approval, construction would be completed prior to the start of the school season in September 2012.

Financial Impact

The budget estimate for construction of the site works to be coordinated by City work forces is \$ 163,800.00. The funding for the asphalt walkway, storm drainage and sports fields (\$133,800) is from a developer contribution that was originally intended for improvements at the Thomas Kidd site. However, due to community demands these improvements were made prior to receiving the monies from the developer and were funded from the 2007 Parks Characterization Capital account. Staff recommend that these developer contributed funds be transferred to the 2012 Parks Characterization account for use at Woodward School/Neighbourhood Park. Costs of \$30,000 for tree planting will be funded from the Tree Compensation fund.

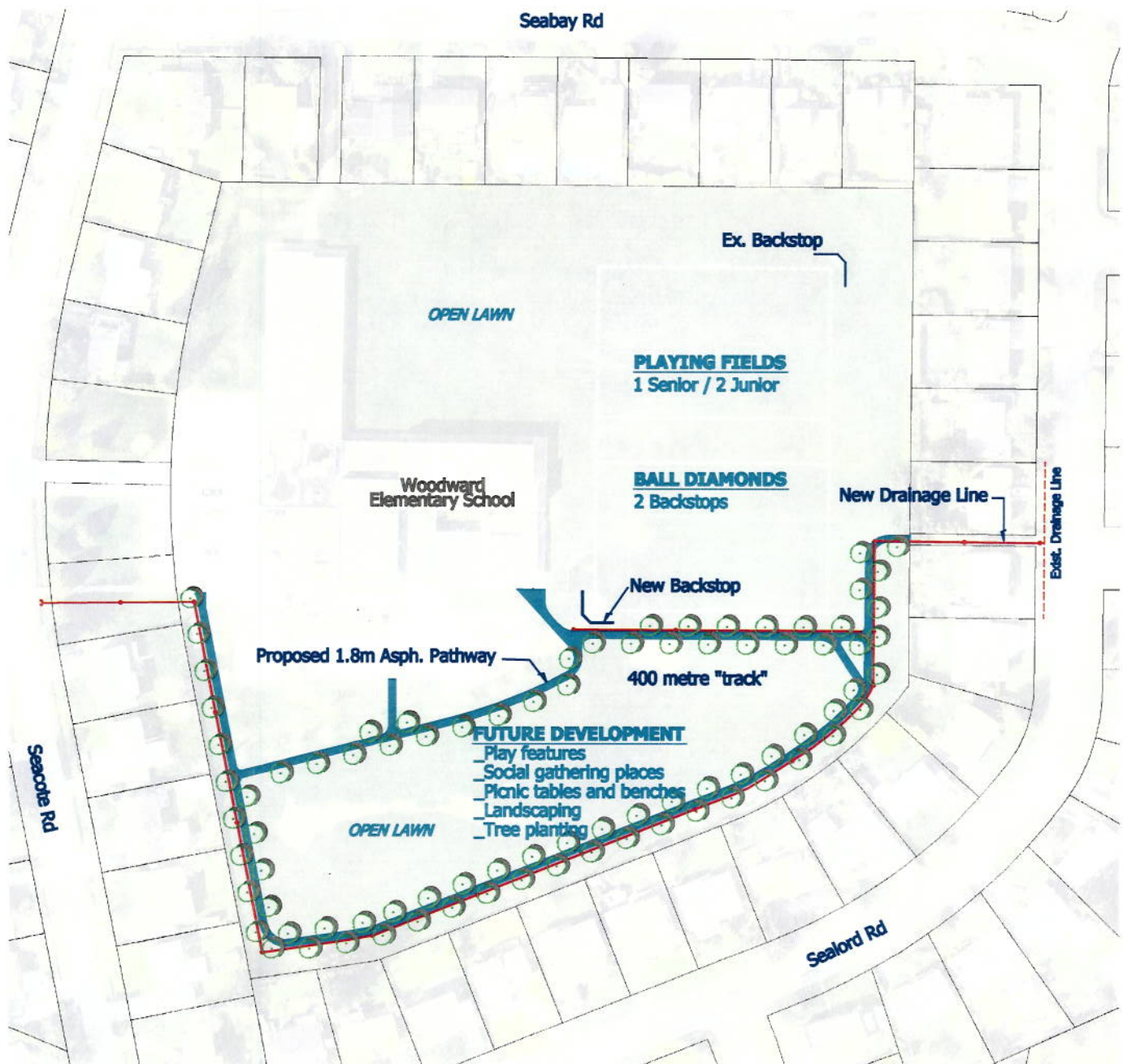
Conclusion

This report details a proposal to expand the range of park and recreation services offered at Woodward School Neighbourhood Park. The site will be improved by the addition of trees, a pathway system, and storm drainage lines, and the park experience for the local residents and school children will be greatly enhanced. Woodward School/Neighbourhood Park will become a place of greater sociability, comfort, access and activity.



Clarence Sihoe
Park Planner

Attachment 1



Woodward School / Neighbourhood Park - Characterization Plan

JAN. 2012 - NOT TO SCALE



City of Richmond

Report to Committee

To: Parks, Recreation & Cultural Services Committee

Date: March 12, 2012

From: Jane Fernyhough
Director, Arts, Culture & Heritage

File:

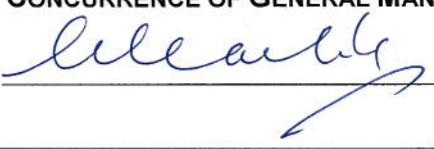
Re: Floating Net Shed

Staff Recommendations

1. That, the General Manager, Community Services and the Manager, Real Estate Services, be authorized to enter into negotiations with the owner regarding the acquisition of the floating net shed with no occupancy expectations provided:
 - a. that the current owner agrees to enter into discussions regarding potential City acquisition without expectations of occupancy, and then,
 - b. that the findings of the Statement of Historical Significance find the net shed to be historically relevant, and then,
 - c. that the findings of a Building Condition Report and Marine Survey are positive; and report back to Council on the conditions of acquisition;
2. That staff be authorized to expend no greater than \$17,000 in order to complete a Statement of Historical Significance, Building Condition Report and Marine Survey and that funding be provided from the Council Provision Account; and,
3. That the 5 Year Financial Plan (2012-2016) be adjusted accordingly.


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

Att. 7

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Finance	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On December 19, 2011, Council made the following referral:

"That a referral be made to staff to discuss with the owners to locate the floating net shed at Scotch Pond with the Sakamoto Boat alongside to be used as a caretaker suite and interpretive centre, with second choice being Britannia Shipyard."

This report outlines the option to acquire the floating net shed, unoccupied, as an important element to the heritage inventory of the City following the findings from a Statement of Historical Significance, Building Condition Report and Marine Survey, and the estimated costs to be incurred by the City.

Findings of Fact

The floating net shed is 8.53 metres wide by 20.12 metres long (28 feet wide by 66 feet long), and is being used as a residence. The exterior of the net shed is in good condition visually with a natural finished drop siding, while the interior is under construction / renovation as a residence. Currently, there is no potable water service, a small generator provides limited electrical service and heating is provided by portable propane space heaters. There is a sanitary holding tank but at the current location there is no means of access for pump out. The floatation is enclosed foam construction. **(Attachment 1)**

The net shed is not insured at this time. Both a Marine Survey and a Building Inspection are required before the owner can arrange insurance coverage. The Marine Survey may require removal from the water.

The net shed is currently tied up at the east end of Mitchell Island and accessed by temporary floats. Port Metro Harbour Authority has posted removal orders and there is an urgent need for the owner of the net shed to relocate as quickly as possible. The owner has been looking for a permanent place to moor the net shed for several months with no success. She has been told the net shed is too long for any designated houseboat slips and the Steveston Harbour Authority does not allow float houses to moor in the harbour and therefore cannot accommodate the net shed.

Staff have met with the owner of the net shed for details on the structure and have learned that the net shed, built circa 1910 to 1920, was originally situated on the Delta side of the Fraser River. The floating net shed was not originally designed as a float home and as such does not physically fit into any local float home communities. The owner is currently looking for a permanent location to moor so that the net shed is not destroyed. The owner has indicated that she is willing to donate the net shed to the City at some future date.

Analysis

At the Council meeting of December 19, 2011 Councillor Steves presented a memo asking to look into a proposal to have a floating Japanese Net Shed located in the Steveston Harbour **(Attachment 2)**, which resulted in the above referral. An update memo from staff was sent to Parks, Recreation and Cultural Services Committee in January **(Attachment 3)** with further follow up to come, as presented in this report.

Prior to the City entering into any negotiations with the owner to acquire the net shed, staff suggest that discussions with the owner take place to discuss the potential City acquisition with no expectation of occupancy by the current owner. If this is acceptable then a Statement of Historical Significance to determine the heritage value and document the character defining features would be done. Once the findings are received and historical significance established, then a Building Condition Report and Marine Survey could be undertaken to understand the current state of the net shed. The Marine Survey may require removal of the net shed from the water. Once the findings from these three reports are completed then negotiations regarding acquisition could commence. A report outlining the conditions of acquisition would then be brought forward to Council.

A description of the three reports and associated costs to be incurred by the City is provided in the table.

Statement of Historical Significance	Identifies and describes the elements that are important to determining the overall heritage value of a historical place or building.	\$1200 + HST
Building Condition Report	Identifies the overall condition of the building fabric and reveals any defects, deficiencies or building code compliance discrepancies. Is needed for insurance purposes.	Estimated at \$4000 + HST
Marine Survey	Ascertains the condition and suitability for service of a vessel. In this instance it is applicable to the underwater portions of the structure, particularly the floatation. Is needed for insurance purposes.	Estimated at \$10,000 + HST

The floating net shed, if confirmed historically significant, would add an important element to the heritage inventory of the City and would be a unique and valuable asset if converted to an interpretative centre or an exhibit space

If acquisition were successful, further research would be required to determine the most appropriate permanent location and suitable programming. Potential expenses related to adding this feature to our heritage inventory could include:

- A once time cost of \$3000 to transport the net shed from Mitchell Island to its temporary location at Britannia Shipyard;
- Annual operating costs of \$5000 to maintain the net shed's present state;
- Insurance and other legal costs that cannot be determined at this time;
- Ongoing maintenance/operating costs of \$4000 for the Sakamoto Boat, if acquired;
- Depending on the permanent location on land or in the water, dredging costs at Scotch Pond, pile driving as well as upgrades to water and electrical services and if on land, foundation and building improvements.

These as well as programming expenses would be presented in future budgets. This feature could be a valuable asset to our city's heritage inventory and public heritage experiences.

Temporary Location

If the net shed is deemed to be in an acceptable condition and historically relevant based on the report findings, it could be acquired by the City in its current condition, unoccupied, and temporarily tied up to the Phoenix Gillnet Loft at Britannia Heritage Shipyard until future funding is acquired and a permanent location is determined. Britannia Heritage Shipyard has been determined the best location for the temporary placement of the net shed because of its minimal impact to the environment and the City. The location identified (**Attachment 4**) would ensure the net shed remained floating and did not ground on the riverbed and therefore affect the marine life habitat. The cost to transport the net shed from its current location at Mitchell Island to Britannia Shipyard is estimated at \$2500 + HST. Once acquired by the City, the net shed would require a certain level of maintenance annually, estimated at \$5000, to maintain its present state.

Programming

Originally there were hundreds of net sheds built on stilts or on barges along the river at Steveston. Typically a net shed had living quarters at one end and big sliding doors at the other end where nets could be easily loaded on and off a boat to be mended and stored. In the 1950's one of the floating net sheds was anchored at the mouth of the Steveston Harbour and used by a Cash Buyer who bought fish directly from the fishermen as they returned home. If the City acquired the net shed it could be used as an exhibit at Britannia Shipyard or as an interpretative centre at Scotch Pond, either on land or the water.

The adopted park plan in 1983 for Garry Point Park included a Marine Interpretive Centre. The facility envisioned was "a very simple structure with room for a small classroom, displays, washroom and service/storage." The 2009 Waterfront Strategy indicates an update to the park plan is required. The net shed could be repurposed for the Interpretive Centre in the future.

Use as a Caretaker Suite

The owner would like to live in the net shed, however this creates a number of additional challenges for the City due to the limited infrastructure for sanitary, water and electrical hook ups and access at these sites. All three sites are also required to comply with City building codes and City bylaws, which could likely impact the license to occupy in the net shed's present state. It is recommended that the net shed not be considered for occupation and any negotiation with the current owner to acquire the net shed would require that it not include occupancy.

Sakamoto Boat

The owner of the Sakamoto Boat has considered donating his historic fishing boat, the *Crystal S*, to the Gulf of Georgia Cannery Society. It is not known if any agreement has been reached. The boat is fully restored and operational and is currently located in Scotch Pond. If the owner offered to donate his boat to the City, an agreement would need to be negotiated and an annual maintenance fund of \$4000 would be required in order to maintain the boat in working order. If the Sakamoto Boat was acquired by the City in conjunction with acquiring the net shed, these two assets could be situated alongside each other to complement their historic nature.

Considerations for a Permanent Location

Staff have looked at three potential City-owned locations for permanent placement of the net shed:

1. Scotch Pond - east end of the pond - floating (**Attachment 5**)
2. Scotch Pond - east end of the pond - on land (**Attachment 6**)
3. Britannia - west end between the Seine Net Loft & the Phoenix Net Loft (**Attachment 7**)

In order to locate the net shed at any of these locations there are a number of considerations that will need to be resolved. Both the Scotch Pond floating location and the Britannia location require dredging which is outside of the current areas and can be expected to initiate a FREMP/DFO review prior to approval. Both of these locations would require pile driving to secure the net shed in place as well as upgrades to existing water and electrical services infrastructure. The Scotch Pond on land site requires site preparation and building foundations as well as infrastructure for building services. All three sites require zoning review to confirm compliance.

At this time, further research is required to anticipate the total costs associated with permanent placement of the net shed at either Britannia Heritage Shipyard or Scotch Pond.

Financial Impact

Findings from the Statement of Historical Significance (\$1200 + HST), Building Condition report (\$4000 + HST) and Marine Survey (\$10,000 + HST) must be taken into consideration prior to staff entering into negotiations with the owner to acquire the floating net shed. It is recommended that no greater than \$17,000 be incurred to conduct these reports. The source of funding will be the Council Provision Account. Staff recommend expending these amounts sequentially depending on whether the facility can be acquired without occupancy.

Conclusion

It is important that a Statement of Historical Significance, Building Condition Report and Marine Survey be conducted prior to staff entering into negotiations with the owner to acquire the net shed with no expectation of occupancy. If the City acquires the net shed it could be used as an exhibit at Britannia Shipyard or as an interpretative centre at Scotch Pond, either on land or on water.

The floating net shed would add an important element to the heritage inventory of the City. It is representative of a part of our maritime history, which no longer exists in Richmond. At Scotch Pond or Britannia Heritage Shipyard it could expand the community's current understanding of the importance of the river, the foreshore and the fishing industry in our community.


per. Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

The Ark

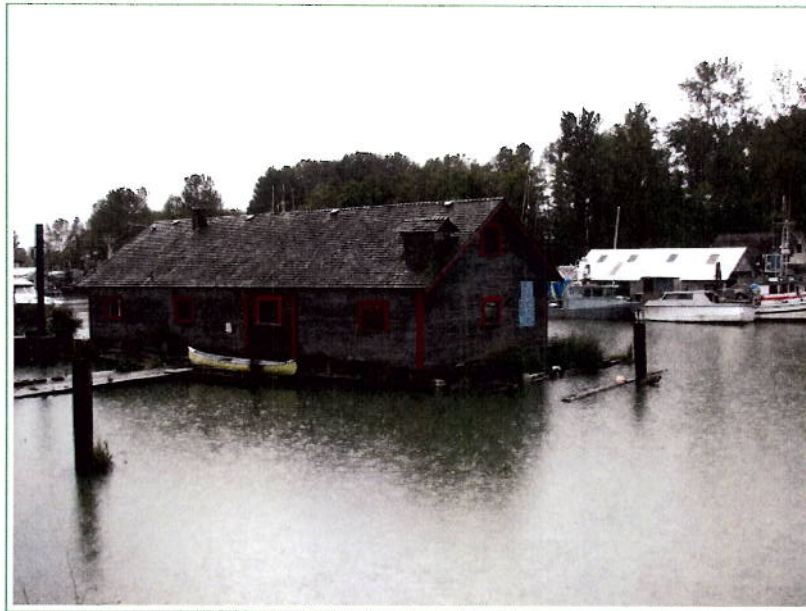
Welcome to the Eclectic Ark. Here is the story of my dream home along with some pictures to show you what my project looked like when I first got it.

In the Beginning

June 21 2010

I finally have a float home!!! All these years of **blogging**, where I kept going on about how I wanted to build or find a float home and it has finally happened. I am over the moon!!

Meet the Ark



A long, long time ago (100+ years), the "ark", was a one-room schoolhouse. At some point, someone bought it and put it on floats to use as living quarters for a logging camp. I found it on Craigslist in the free section a couple of years ago. At that time the building was being used as a workshop. The slough where it was being moored, was bought by an individual and everyone was given thirty days to relocate. The owner couldn't find a buyer in time, so at the last minute was giving it away.

Schedule 1 to the minutes of the
Regular Council Meeting held on
Monday, December 19, 2011

To: Mayor and Councillors

From: Councillor Harold Steves

Re: Historic Japanese floating netshed house.

Date: Dec. 19, 2011

(a) Netshed: At a recent Parks, Recreation and Culture meeting staff were asked to look into a proposal to have a floating Japanese netshed located in Steveston Harbour. (See attached letter) It is a traditional combination netshed and house built circa 1910 to 1920 and was lived in by the Tamaki family on the Delta side of the river during the 1920's.

Originally there were hundreds of these netshed houses along the river at Steveston, built on either stilts or on barges. In the 1950's one of these floating netshed houses was anchored at the mouth of Steveston Harbour and used by a Cash Buyer who bought fish directly from the fishermen as they returned to the harbour from fishing. The last floating netshed house was tied up adjacent to the Hong Wo Store in the 1970's.

Typically the netshed house had living quarters at one end and a netshed at the other. The fisherman would tie his boat up alongside. Large sliding doors opened at either side of the netshed so nets could easily be loaded on or off the boat. The nets would be hung from the ceiling for storage. There would be an area for mending nets indoors out of the rain and somewhere in the vicinity there would be space for a bluestone tank. Amazingly this netshed house is in excellent condition and still has the large sliding doors on either side, the original siding, and original tongue and groove fir floor in the living quarters.

Because of the extra length due to having a netshed at one end the owner has been unable to find a floathome marina that can take that size of vessel. She is offering the vessel to the city if some means can be arranged and would be willing to provide caretaker services, etc.

There are two locations where a historic netshed would be an asset, Scotch Pond and Britannia Shipyard. There were similar floating netsheds at the Britannia Shipyard and it would compliment the historic zone with its stilt houses. However, the Britannia already has a caretaker living in one of the stilt houses and another living on his boat. There is none at Scotch Pond.

(b) Historic Sakamoto Fishing Boat: At the same time, Steveston Fisherman Bud Sakamoto has been considering donating his historic fishing boat to the Gulf Of Georgia Cannery National Historic Site. It is fully restored and operational and is located in Scotch Pond but will require maintenance every couple of years which could be done at the Britannia Shipyard.

(c) Garry Point Park Plan: The final Phase 5 of the Garry Point Park Plan proposed that a "Marine Interpretation Centre" be located adjacent to Scotch Pond at the east end. This was to include natural history and small boats that could be used safely on the inside waters of Sturgeon Bank without having to venture into the river from Steveston Harbour. It also envisioned a "traditional Japanese house" in the Japanese garden that could serve as a museum.

Discuss

Proposal: Negotiate with the owners to locate the floating netshed at Scotch Pond with the Sakamoto boat alongside to be used as a caretakers suite and interpretive centre. Second choice Britannia Shipyard.

Hello Mr. Steves, my name is Rhianna Featherstone. Your name was recommended to me by several people as being someone who could help me.

I own a beautiful old floating netshed with living accommodations. At the moment I have it moored on Mitchell Island but the landlord wants the space for another business venture and I have to move right away. I have been searching for months for somewhere to go but not having any luck. The building was not originally designed as a typical floathome and as such does not physically fit into any of the local floathome communities. I need to find a unique location for it.

I work in Steveston in the old Hepworth building and love the fact that so much of Steveston has been restored and preserved, reflecting its rich heritage. My netshed would fit in perfectly with the look of places such as Finn Slough and The Britannia Shipyard. I was looking at Scotch Pond and think my shed would fit in beautifully at the back end. I am renovating it in a style that reflects it's past, trying to achieve a sense of an old homestead on the water for example, the kitchen is all old vintage appliances and the lighting is stain glass. I have put this place together totally by recycling building material and buying only used fixtures from Craigslist or thrift stores. It is very important to me that my home reflects my values of walking softly on the planet by recycling as much as possible, by having a composting toilet system and by being as green as possible.

Once I have the interior finished, I would like to use it as a center to teach people skills like cooking on a woodstove, making homemade butter, canning food, living off the grid, herb walks to identify the local flora and fauna as well as classes on natural healing methods (I am a Registered Massage Therapist and have studied herbal medicine making) I would also be happy to be in that location as a security presence at night. I love working in Steveston and want to live within walking distance of my office.

www.westrichmondmassage.com

The link www.eclecticark.blogspot.com will take you to my blog called "The eclectic ark" that I am writing about the netshed. Once you are at the blog, scroll down past the drawing and there are tabs underneath. Click on the one called "the ark" to see pictures of my home.

I have been doing some research on it and it was owned by a Japanese family called Tamaki in the 1920's on the water side of a property that once housed one of the first schoolhouses in Delta. It would be a shame to see this beautiful place destroyed because it had nowhere to go. I look forward to hearing your thoughts on how I can save it and if there might be a place for me in the Steveston Community.

Yours, truly, Rhianna Featherstone
604 780-4986



2.3.4

Japanese Garden

The garden could consist of two parts, a wet garden with pond and appropriate features and dry garden with gravel beds and other symbolic features. The two parts of the garden could be separated by a structure resembling a traditional Japanese house. This could serve as a museum of Japanese history in the area, bonsai display, etc.

It is possible the garden could be developed to become a well known feature of the park to the extent that a small fee could be charged to help offset the maintenance costs. A traditional Japanese garden will require extensive maintenance and this cost must be considered in any decision to proceed with development.

2.3.5

Marine Interpretive Centre

The park is ideally suited for an outdoor education facility. Its location on the Fraser, the delta, Sturgeon Bank and its settlement history makes it a prime vehicle for both natural and historical interpretation. A small biological station which could be used by classrooms during the school year and by park visitors at other specified times would provide a very complementary facility to the school system and the Richmond Nature Park.

The availability of Parks Canada expertise at the Gulf of Georgia Cannery provides an ideal opportunity not only to utilize Parks Canada's resources but also to build a complementary program between the park and the historic site.

The facility will be located on the Scotch Pond extension. It is perceived as being a very simple structure with room for a small classroom, displays, washroom and service/storage. Suggestions have been made to include a group of non-motorized boats, eg. flat bottom punts, to provide classroom access to Sturgeon Bank and water safety drills.

The program could be established by the science teachers of Richmond who could use the resources of Parks Canada, West Water Research, UBC, Small Craft Harbours, DPW, GVRD and other govt agencies.



City of Richmond

Memorandum Britannia Heritage Shipyard

To: Mayor and Council
From: Bryan Klassen
Britannia Site Supervisor

Date: January 19, 2012

File:

Re: Floating Net Shed

At the Council meeting of December 19, 2011, Council made the following referral:

"That a referral be made to staff to discuss with the owners to locate the floating netshed at Scotch Pond with the Sakamoto Boat alongside to be used as a caretaker suite and interpretive centre, with second choice being Britannia Shipyard."

Staff have met with the owner to discuss the possibilities of locating the net shed in a City of Richmond facility and an initial discussion with Mr. Sakamoto.

The net shed is 8.53 meters wide by 20.12 meters long (28 feet wide by 66 feet long), and is being used as a residence. The exterior of the net shed is in good condition visually with a natural finished drop siding, while the interior is under construction / renovation as a residence. Currently, there is no potable water service, a small generator provides limited electrical service and heating is provided by portable propane space heaters. There is a sanitary holding tank but at the current location there is no means of access for pump out. The floatation is enclosed foam construction.

The net shed is currently tied up at the east end of Mitchell Island and accessed by temporary floats. Port Metro Harbour Authority has posted removal orders and there is an urgent need for the owner of the net shed to relocate as quickly as possible. The owner has been looking for a permanent place to moor the net shed for several months with no success. She has been told the net shed is too long for any designated houseboat slips and the Steveston Harbour Authority does not allow float houses to moor in the harbour and therefore cannot accommodate the net shed.

Relocation to a City of Richmond facility raises a number of issues.

The Scotch Pond Historical Cooperative is responsible for moorage in Scotch Pond and currently both their agreement with the City and their constitution require that moorage is only open to members and those members must have a valid fishing license and insurance. There is also no sanitary service and limited electrical infrastructure in place to facilitate the net shed hook up. The size of the net shed may be an issue depending on placement at the floats and the depth required.

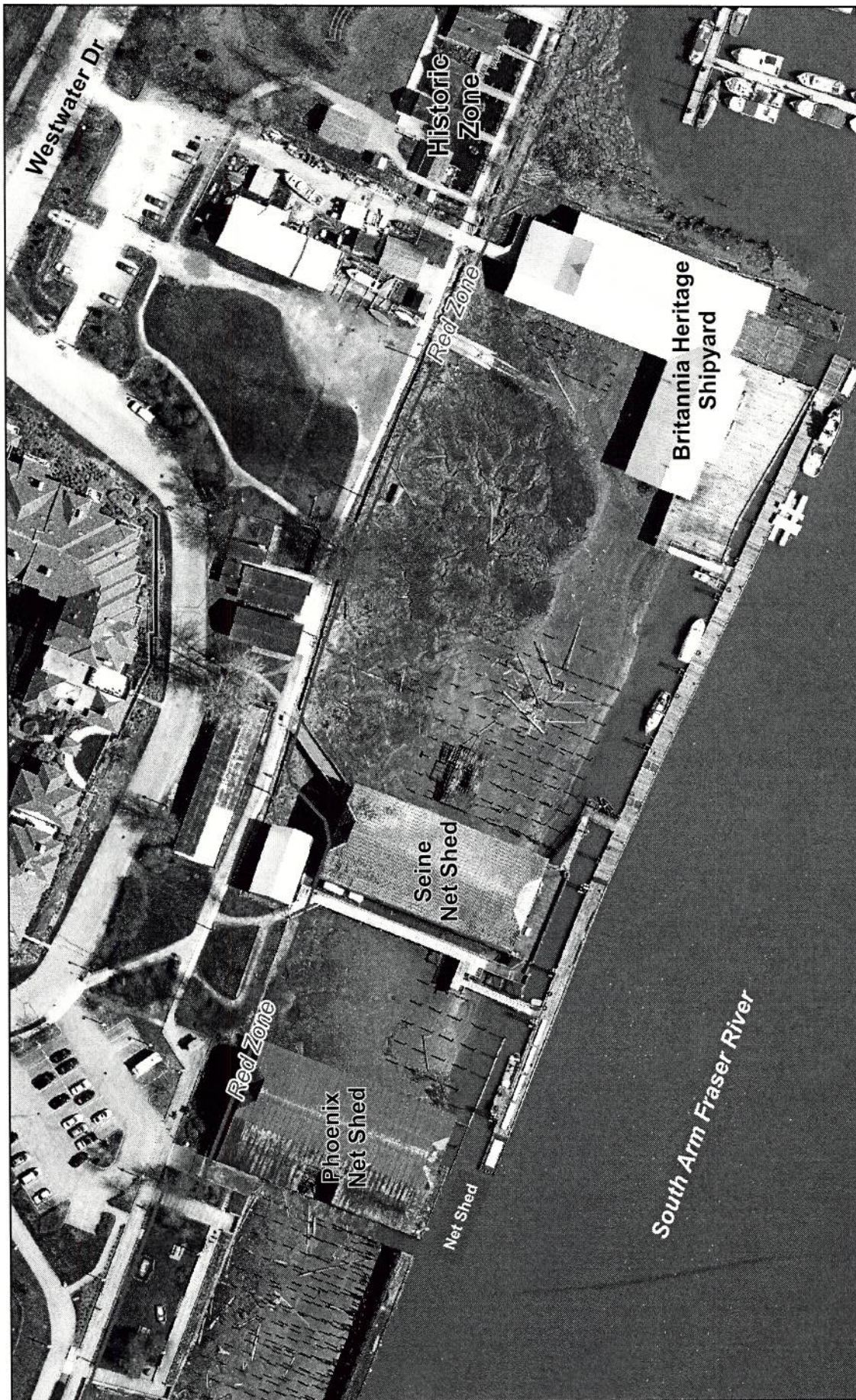
At Britannia Shipyards, the same issues of infrastructure for sanitary, water and electrical service hook up exist.

The owner currently does not have any insurance. A marine survey for the floatation and a building survey for the residence would be required before the owner could arrange insurance coverage. The marine survey may require removal from the water.

Staff will continue to investigate the possibilities for this net shed and report back to Committee on options and costs.

Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

pc: TAG
Mike Redpath, Senior Manager, Parks
Jane Fernyhough, Director, Arts, Culture and Heritage Services



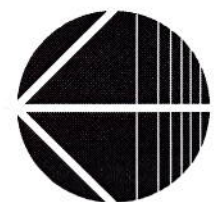
Original Date: 03/13/12

Revision Date:

Note: Dimensions are in METRES

Floating Net Shed at Britannia Heritage Shipyard





Floating Net Shed at Scotch Pond

Original Date: 02/14/12

Revision Date:

Note: Dimensions are in METRES



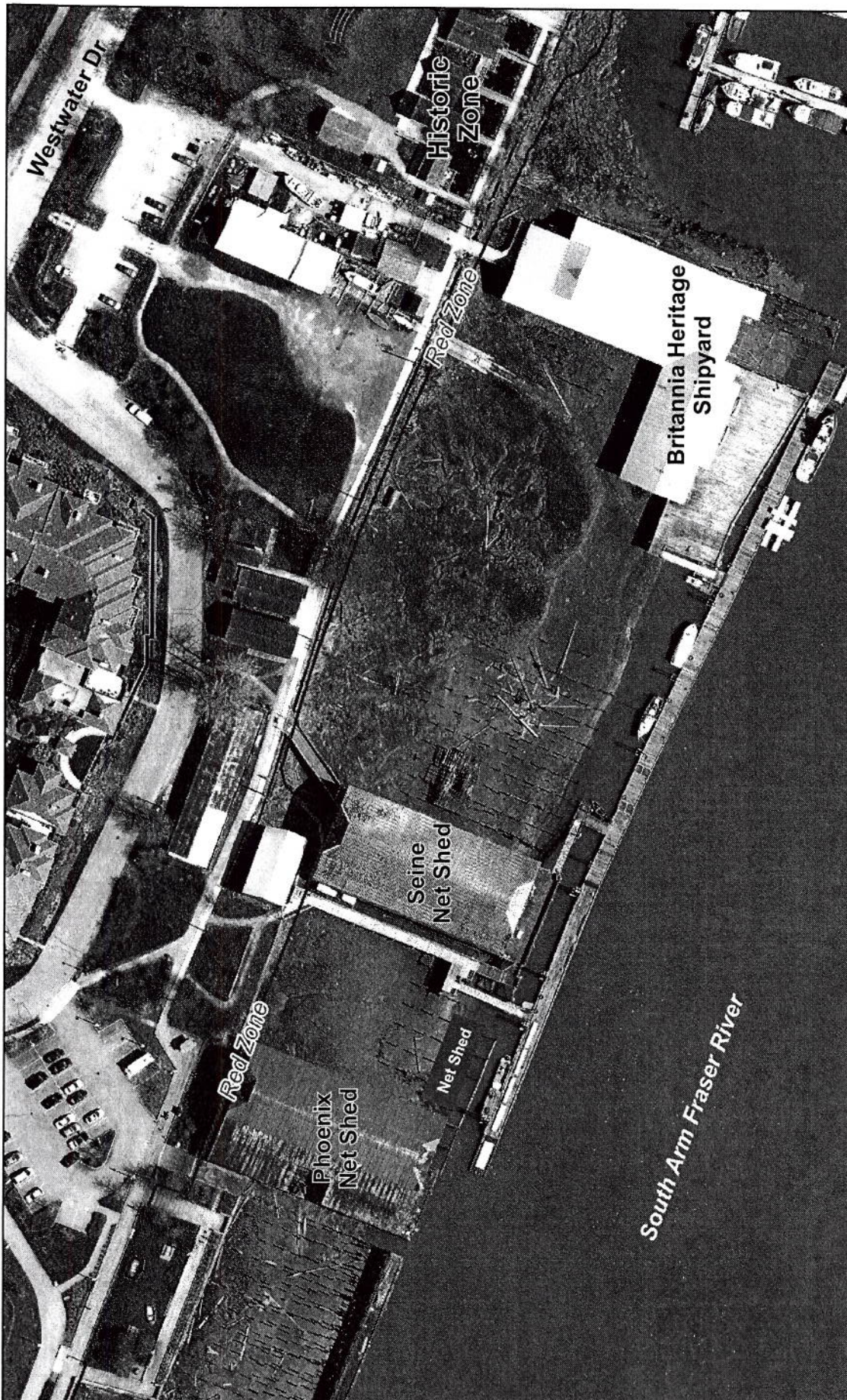
Original Date: 03/02/12

Revision Date:

Note: Dimensions are in METRES

Floating Net Shed at Scotch Pond



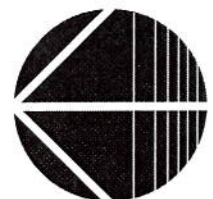


Original Date: 03/02/12

Revision Date:

Note: Dimensions are in METRES

Floating Net Shed at Britannia Heritage Shipyard





Planning Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, April 3, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-3 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, March 20, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, April 17, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **CHILD CARE GRANTS FOR NON-CAPITAL USES**
(File Ref. No. 12-8060-20-8877/8878) (REDMS No. 3437469)

PLN-7

See Page **PLN-7** for full report

Designated Speaker: Lesley Sherlock

STAFF RECOMMENDATION

That:

- (1) *the Child Care Operating Reserve Fund Establishment Bylaw No. 8877 be introduced and given first, second and third reading;*

- (2) *the Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 be introduced and given first reading; and*
- (3) *the Child Care Development Policy 4017 be amended by replacing the text of the current policy with the text set out in Attachment 8, and of the staff report dated March 14, 2012 entitled “Child Care Operating Reserve Fund Establishment”.*



PLANNING & DEVELOPMENT DEPARTMENT

2. **ACCESSORY RESIDENTIAL BUILDING HEIGHT IN THE AGRICULTURE (AG1) ZONE**

(File Ref. No. 08-4430-03-07) (REDMS No. 3356431)

PLN-41

See Page **PLN-41** for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That the report from the Director of Development dated March 13, 2012 regarding Accessory Residential Building Height in the Agriculture (AG1) zone be received for information.



3. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, March 20, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes
Councillor Evelina Halsey-Brandt, Vice-Chair

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, March 6, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 3, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT (6951 ELMBRIDGE WAY) BYLAW NO. 8691- TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 6951 ELMBRIDGE WAY**
(File Ref. No. 12-8060-20-8691) (REDMS No. 3316108)

Planning Committee

Tuesday, March 20, 2012

It was moved and seconded

That Housing Agreement (6951 Elmbridge Way) Bylaw No. 8691 be introduced and given first reading to permit the City, after adoption, to enter into an amended Housing Agreement with 6951 Elmbridge Way Ltd., in connection with the property identified in Housing Agreement (6951 Elmbridge Way) Bylaw No. 8691, all in accordance with section 905 of the Local Government Act.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. **APPLICATION BY YING YI ZHANG FOR REZONING AT 10231 AND 10251 RUSKIN ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8871, RZ 11-591786) (REDMS No. 3481202)

It was moved and seconded

That Bylaw No. 8871, for the rezoning of 10231 and 10251 Ruskin Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 8540 AND 8560 JONES ROAD FROM SINGLE DETACHED (RS1/E) TO HIGH DENSITY TOWNHOUSE (RTH1)**

(File Ref. No. 12-8060-20-8872, RZ 11-593412) (REDMS No. 3478339)

It was moved and seconded

That Bylaw No. 8872, for the rezoning of 8540 and 8560 Jones Road from "Single Detached (RS1/E)" to "High Density Townhouse (RTH1)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY AM-PRI CONSTRUCTION LTD. FOR REZONING AT 9100, 9120 AND 9140 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8873, RZ 11-577561) (REDMS No. 3478950)

It was moved and seconded

That Bylaw No. 8873, for the rezoning of 9100, 9120 and 9140 No. 3 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

Planning Committee

Tuesday, March 20, 2012

5. **APPLICATION BY CENTRO TERRAWEST DEVELOPMENT LTD. FOR REZONING AT 6011 AND 6031 NO. 1 ROAD FROM LOCAL COMMERCIAL (CL) AND SINGLE DETACHED (RS1/F) TO COMMERCIAL MIXED USE (ZMU21) – TERRA NOVA**
(File Ref. No. 12-8060-20-8874/8875, RZ 11-586705) (REDMS No. 3476638)

It was moved and seconded

- (1) *That Official Community Plan Amendment Bylaw No. 8874, to redesignate 6011 and 6031 No. 1 Road from “Residential (Single-Family)” to “Mixed-Use” in Schedule 2.2B of Official Community Plan Bylaw No. 7100 (Terra Nova Sub-Area Plan), be introduced and given first reading.*
- (2) *That Bylaw No. 8874, having been considered in conjunction with:*
 - (a) *The City’s Financial Plan and Capital Program; and*
 - (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.*
- (3) *That Bylaw No. 8874, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.*
- (4) *That Bylaw No. 8875, to:*
 - (a) *Create “Commercial Mixed-Use (ZMU21) – Terra Nova”;*
 - (b) *Amend Section 5.15.1 (Affordable Housing) to include the “ZMU21” zone and the density bonusing sum of “\$4.00”; and*
 - (c) *Rezone 6011 and 6031 No. 1 Road from “Local Commercial (CL)” and “Single Detached (RS1/F)” to “Commercial Mixed-Use (ZMU21) – Terra Nova”, be introduced and given first reading.*

CARRIED

6. **APPLICATION BY PAUL CHEUNG (LIONS COMMUNICATIONS INC.) FOR A TEMPORARY COMMERCIAL USE PERMIT AT 12631 VULCAN WAY FOR 2012, 2013 AND 2014**
(File Ref. No.; TU 12-600784; REDMS No. 3487216)

It was moved and seconded

- (1) *That the application of Paul Cheung (Lions Communications Inc.) for a Temporary Commercial Use Permit at 12631 Vulcan Way be considered at Public Hearing to be held on April 16, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:*

Planning Committee

Tuesday, March 20, 2012

"That a Temporary Commercial Use Permit be issued to Paul Cheung (Lions Communications Inc.) for the property at 12631 Vulcan Way for the purposes of permitting an evening night market event between May 11, 2012 to September 16, 2012 (inclusive), May 10, 2013 to September 8, 2013 (inclusive) and May 9, 2014 to September 14, 2014 (inclusive) subject to the fulfillment of all terms, conditions and requirements outlined in the Temporary Commercial Use Permit and attached Schedules."

- (2) *That the Public Hearing notification area include all properties within the area bounded by River Road to the north, No. 5 Road to the west, Bridgeport Road to the south and Knight Street to the east.*

CARRIED

7. MANAGER'S REPORT

No reports were given.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:07 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, 2012.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond

Report to Committee

To: Planning Committee
From: Cathryn Volkering Carlile
General Manager - Community Services
Re: Child Care Grants for Non-Capital Uses


Date: March 20, 2012

File:

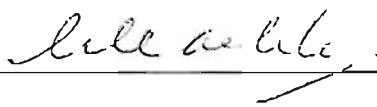
Staff Recommendation

That:

1. The Child Care Operating Reserve Fund Establishment Bylaw No. 8877 be introduced and given first, second and third reading;
2. The Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 be introduced and given first reading; and,
3. The Child Care Development Policy 4017 be amended by replacing the text of the current policy with the text set out in Attachment 8, and of the staff report dated March 14, 2012 entitled "Child Care Operating Reserve Fund Establishment".


Cathryn Volkering Carlile
General Manager - Community Services

Att. 9

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Budgets and Accounting	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		
Law	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		
Policy Planning	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On July 11, 2011, when considering Child Care Development Grant allocations, Council resolved that:

"Staff develop new Terms of Reference for the Child Care Development Grant Program to expand their ability to recommend grants for more than minor capital expenses."

Child Care Development Grants support the following Council Term Goal:

Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy that includes:

- *clearly articulated roles and services for the City, and a viable funding strategy.*

This report presents options and recommendations for funding Child Care Development Grants for non-capital uses.

Findings Of Fact

1. Child Care Development Reserve Fund

Section 189 of the Community Charter, "Use of money in reserve funds" (**Attachment 1**), requires that:

"(1) Subject to this section, money in a reserve fund, and interest earned on it, must be used only for the purpose for which the fund was established."

In 1994, Council adopted Bylaw No. 6367, "A Bylaw to Establish a Child Care Development Statutory Reserve Fund". As indicated in the 1994 staff report (**Attachment 2**):

"it is intended that these monies would be used for expenditures for or in respect of capital projects and land, machinery or equipment necessary for them and extension or renewal of existing capital works as stated in Section 378 of the Municipal Act".

In 2004, Reserve Fund Establishment Bylaw No. 7812 was adopted to consolidate City Reserve Fund bylaws, including the Child Care Development Reserve Fund (CCDRF). This Bylaw states that each reserve fund must be used only for the purpose for which it was intended, and be expended in accordance with the requirements of the Community Charter (**Attachment 3**).

Since its establishment in 1994, the CCDRF has been the sole source of funding for the Child Care Development Grant program. Therefore, these grants have been limited to capital uses only.

2. Child Care Development Policy

In 2006, Council adopted Child Care Development Policy 4017 (**Attachment 4**). Included in this Policy is direction regarding Child Care Grants, allowing support for child care facilities, spaces, programming, equipment and professional support. With respect to “Professional Child Care Support Resources”, the Policy also indicates that the City may “support resources for child care providers as advised by the Child Care Development Advisory Committee and as the need requires and budgets become available”.

3. Child Care Development Advisory Committee Request

In 2010, following a review of the Child Care Grant Program, the Child Care Development Advisory Committee (CCDAC) endorsed the following revisions to the Child Care Grant Program (**Attachment 5**):

- *aligning financial documentation requirements for the Child Care Development Grants application with the Richmond Grant Program,*
- *limiting the Grant Program to organizations whose applications address specified child care shortages, and*
- *expanding Grant Program uses beyond minor capital.*

Further motions pertaining to the Child Care Development Grant process were passed by CCDAC in March 2011:

1. *The Child Care Development Grant Program will be expanded to all non-profit societies for capital funding to support programming for all child care providers.*
2. *CCDAC approves the Child Care Development Grant application process with an adjustment to the timeline for submission, which will be extended from six to nine weeks.*

Analysis

1. 2011 Child Care Development Grant Application Revisions

Following CCDAC recommendations, the Child Care Development Grant Application Information document was revised in 2011 to:

- 1) Include non-profit societies supporting the provision of child care, as well as non-profit child care providers,
- 2) Align financial documentation requirements with the City Grant Program,
- 3) Indicate that priority would be given to applications supporting infant/toddler and school-age care, identified as priorities in the 2009 – 2016 Richmond Child Care Needs Assessment and Strategy,
- 4) Remove the word “minor” with respect to capital uses as this may have hindered applicants from requesting more substantive capital grants than equipment lists, and,
- 5) Extend the application period from six to nine weeks.

The recommendation to expand the Child Care Grant Program beyond capital expenses was not considered in 2011 because the only available source of funding that year was the CCDRF, limited by the Community Charter to capital expenditures.

In approving CCDAC's 2011 Child Care Development Grant recommendations, Council resolved that:

"staff develop new Terms of Reference for the Child Care Development Grant Program to expand their ability to recommend grants for more than minor capital expenses."

As indicated in **Attachment 5**, non-capital uses proposed by CCDAC include professional development and programming support. Further discussion with CCDAC clarified that the intent was to support initiatives that would potentially benefit all or a wide range of child care providers, rather than limited to certain centres or providers only.

2. Possible Funding Sources

As the Child Care Development Fund can only be used for capital purposes, another funding source must be found if Council wishes to support CCDAC's proposal to provide non-capital grants. Funding source options are presented below, based on long-term and short-term availability.

Long-term

Option 1: Establish a Child Care Operating Reserve Fund (Recommended)

A new reserve fund may be established to cover non-capital expenses. In 2007, the City undertook a similar action by establishing the Affordable Housing Operating Reserve Fund (AHORF) to cover non-capital expenses related to the implementation of the Affordable Housing Strategy. As a bylaw is required to establish such a fund, a proposed Child Care Operating Reserve Fund Establishment Bylaw 8877 has been prepared for consideration (**Attachment 6**). The proposed purpose of this new reserve fund is to fund non-capital expenditures relating to child care within the City, including for any one or more of the following purposes:

- a) Grants to non-profit societies to support child care professional and program development within the City;
- b) Studies, research and production of reports and other information in relation to child care issues within the City; and,
- c) Remuneration and costs, including without limitation expenses and travel costs, for consultants and City personnel to support the development and quality of child care within the City.

According to Section 189 of the Community Charter, money cannot be transferred from a capital to an operating reserve fund. As existing CCDRF monies cannot be transferred, it is proposed that a certain percentage of future child care cash contributions received from developers be put into the proposed Child Care Operating Reserve Fund (CCORF). No additional cost to the City or developers would result.

As operating expenditures are estimated to be considerably less than capital expenditures, staff are proposing that 90% of child care reserve fund contributions be allocated to the CCDRF, and 10% to the CCORF, unless otherwise directed by Council prior to a developer making a payment to the City. This would apply to both City Wide and West Cambie contributions.

This percentage allocation is considered appropriate based on an analysis of contributions to the CCDRF over the past five years. From 2007 to 2011, the average amount coming into the Reserve per year was \$341,541 (\$112,868 City Wide; \$228,673 West Cambie). If 10% of contributions had been allocated to an operating reserve, an average of \$34,154 per year would have been deposited. This amount would be sufficient to cover professional and program development grants, as well as to accumulate funds for periodic needs assessments or other uses as determined by Council. It is likely that this rate of contribution will remain stable, and probably increase with the development of the City Centre.

At present, there is a total of \$1,497,269 in the CCDSRF (\$692,311 City Wide; \$804,888 West Cambie).

The arguments for and against establishing a CCORF include:

Pros:

- Precedent has been set by the establishment of the AHORF,
- Supports the CCDAC recommendation to offer non-capital grants,
- Other child care non-capital uses may arise, in which case a funding source would be available,
- As funding would be from developers' monetary child care contributions, there would be no additional cost to the City,
- Would not constitute an additional request of developers, therefore would not detract from the City receiving other amenity contributions,
- As several built child care facilities have been successfully negotiated, a reduction (e.g., 10%) in funding to the existing CCDRF for capital purposes would not significantly impede major child care capital development,
- Most (e.g., 90%) of negotiated developer cash contributions would still be used for capital purposes,
- The percentage allocation to the respective child care reserves may be adjusted by Council from time to time, and,
- Property tax would not increase.

Cons:

- Time-consuming to establish, relative to other options,
- Would set a precedent for the City to fund non-capital child care expenses,
- Provincial funding is provided to the Richmond Child Care Resource and Referral Centre for professional and program development initiatives, although insufficient to meet community demand,
- Would reduce the accumulation of funds for capital purposes in the existing CCDRF, as 10% of future contributions would go toward the new CCORF,

- Would take time for contributions to accumulate, and,
- Availability of funds may vary from year to year.

As the establishment of a new Reserve fund has a number of benefits, one of which is the provision of non-capital grants to benefit the child care community, at no cost to the City, staff recommend that a CCORF be established.

Implications for Zoning Bylaw and Policy 4017

In order to implement Option 1, staff has determined that amendments to the Zoning Bylaw and Policy 4017 would be required. It is proposed in the attached Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 (**Attachment 7**), to add the CCORF to the definition of “Child Care Reserve Fund” and propose a percentage allocation (90% to the CCDRF, 10% to the CCORF) for density bonus contributions, unless otherwise directed by Council prior to a developer making payment to the City.

An amendment to the Child Care Development Policy 4017 is also proposed, whereby section 5, “Child Care Development Statutory Reserve Fund” (**Attachment 4**) would be replaced by section 5, “Child Care Reserve Funds”, outlining the purpose of each fund and the recommended percentage allocation (**Attachment 8**). The Policy would otherwise remain the same.

Option 2: Fund Non-Capital Grants from the Operating Budget using Casino Revenue

Another option is to consider an additional level in the 2013 operating budget, funded from Casino revenue, for inclusion as an on-going item in future budgets.

Pros:

- Precedent has been set by funding other City Grants in this manner,
- Supports the CCDAC recommendation to offer non-capital grants,
- As funding would be from Casino revenue, there would be no additional cost to the City,
- Property tax would not increase, and
- Would limit uses to those specifically identified by CCDAC.

Cons:

- Another source of funding is available, through developer contributions,
- Does not tie into the City’s planning objectives to ensure funding through growth and development,
- Use of Casino funds for existing purposes would need to be reduced,
- Casino revenues cannot be relied on as a long-term operating funding source, as there is no assurance that annual casino revenues will remain at the same level

This option, funded through Casino revenue, would be consistent with funding for other City Grant programs. However, as developer contributions are available for child care, but not other City Grant purposes, it is not the preferred option.

Short-term (2012 Funding)

The Child Care Grant cycle typically occurs between the spring, when the call for applications is issued, and the summer, when allocations are made. The call for applications may also be made in the fall. The cycle has not yet been initiated for 2012.

Should Option 1, to establish a new non-capital reserve fund, be endorsed, funds are unlikely to be available for 2012 Child Care Grants because of the time required to introduce the bylaw and give it first, second and third reading and, once adopted, for developer contributions to accumulate.

Should Option 2, to add a new line item to the 2013 operating budget, be endorsed, funds would not be available for 2012 non-capital Child Care Grants.

Therefore, regardless of which long-term funding option is endorsed, an interim funding source needs to be identified if Council wishes to allocate non-capital, as well as capital Child Care Grants in 2012. A one-time expenditure from the 2011 surplus may be considered. It is anticipated that Council will review such requests in May/June 2012.

3. Proposed Child Care Development Grant Terms of Reference

Child Care Development Grant Terms of Reference (**Attachment 9**) are proposed to include the non-capital uses recommended by CCDAC, namely for professional development and programming purposes to benefit the broader child care community. These Terms of Reference would only be used in the event that a source of non-capital grants is identified.

In the event that a funding source for non-capital grants is unavailable, the existing Child Care Development Grant Application guidelines, for capital purposes only, will be used in 2012.

Financial Impact

There is no financial impact at this time.

In the 2012 Capital Budget, a transfer of \$50,000 from the CCDRF has been approved for the provision of capital expenditure child care grants. For non-capital child care grants, a one-time expenditure of \$20,000 may be considered by Council in reviewing the 2011 Operating Surplus.

If the CCORF is established, a revision will be made to the Five-Year Capital Plan indicating that the projected \$50,000 annual expenditure for child care grants would consist of \$45,000 (90%) for capital and \$5,000 (10%) for operating grants.

Conclusion

Staff recommend that a Child Care Operating Reserve Fund be established, financed from a percentage of developer and other child care contributions, to allow for non-capital child care grants as proposed by CCDAC and other non-capital expenses that may arise (e.g. periodic needs assessments).



Lesley Sherlock
Social Planner
(604-276-4220)
LS:ls

Attachment 1	Section 189 of the Community Charter	
Attachment 2	1994 Staff Report "A Bylaw to Establish a Child Care Development Statutory Reserve Fund"	
Attachment 3	Community Charter	
Attachment 4	Child Care Development Policy	3486823
Attachment 5	Child Care Grant Program	
Attachment 6	Child Care Operating Reserve Fund Establishment Bylaw 8877	3486545
Attachment 7	Richmond Zoning Bylaw 8500, Amendment Bylaw 8878	3486772
Attachment 8	Proposed Policy with Amendments	3486823
Attachment 9	Child Care Development Grant Terms of Reference	3473907

Use of money in reserve funds

189 (1) Subject to this section, money in a reserve fund, and interest earned on it, must be used only for the purpose for which the fund was established.

(2) If the amount to the credit of a reserve fund is greater than required for the purpose for which the fund was established, the council may, by bylaw, transfer all or part of the amount to another reserve fund.

(3) If the current municipal revenue is not sufficient for the amount required to pay compensation in respect of property expropriated or injured or to carry out works referred to in section 32 (3) [*entry on land to mitigate damage*], the council may, by bylaw, use money from a reserve fund to the extent required.

(4) As a restriction on subsection (2), a transfer from a reserve fund established for a capital purpose may only be made to another reserve fund established for a capital purpose.

(4.1) Despite any other enactment, if

(a) money in a reserve fund established for a capital purpose, including a reserve fund under section 935 of the *Local Government Act* established for a capital purpose, is not currently required for that purpose, and

(b) the municipality has another reserve fund established for a capital purpose,

the municipality may use money in the first reserve fund for the purposes of the second reserve fund.

(4.2) If money from one reserve fund is used under subsection (4.1) for the purposes of another reserve fund, the municipality must repay to the first reserve fund, no later than the time when the money is needed for the purposes of that reserve fund,

(a) the amount used, and

(b) an amount equivalent to the interest that would have been earned on the amount used had it remained in the first reserve fund.

(5) As a restriction on subsections (2) and (3), a council may not transfer amounts or use money from a fund required under section 188 (2) (a) [*development cost charge reserve fund*] or (b) [*park land acquisition reserve fund*] unless the bylaw is approved by the minister.



CITY OF RICHMOND

REPORT TO COMMITTEE

Council - Sept 26/94

TO: Health & Social Services Committee

DATE: August 25, 1994

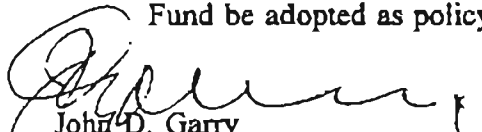
FROM: John D. Garry
Director, Medical Health Officer

FILE: B/L 6367

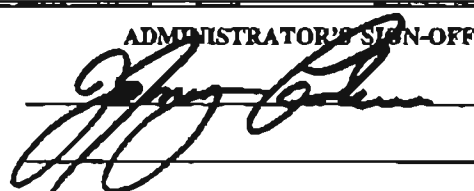
RE: Child Care Development FundSTAFF RECOMMENDATION

It is recommended that:

1. By-Law 6367, a by-law to establish a Child Care Development Fund, be endorsed and forwarded to Council for first, second and third readings.
2. The attached guidelines on the expenditure of monies from the Child Care Development Fund be adopted as policy.


John D. Garry
Director, Medical Health Officer

ENDORSED BY
HEALTH & SOCIAL SERVICES COMMITTEE
ON SEPT. 19, 1994
OPPOSED BY NONE

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	ADMINISTRATOR'S SIGN-OFF:
Treasury	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	 _____ _____ _____
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
City Clerk	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

In 1992, the City Administrator put forward a report recommending the adoption of the City of Richmond Child Care Policy and Implementation Strategy. This policy document was developed through the work of the Child Care Development Task Force which Council had established the year prior.

One of the strategies included in this report directed that a Child Care Development Fund be established "to finance development of child care in City Buildings and on City land, and to provide assistance to other endeavours directed towards achieving City child care objectives." The strategy further directed that City Council intends to use "the Child Care Development Fund to acquire sites for lease to non-profit societies for child care."

FINDINGS OF FACT

It is proposed that a statutory reserve fund similar to the affordable housing statutory housing reserve fund be established. This reserve fund would accept monies from donations and other sources to finance the establishment of child care within the City.

It is intended that these monies would be used for expenditures for or in respect of capital projects and land, machinery or equipment necessary for them and extension or renewal of existing capital works as stated in Section 378 of the Municipal Act.

ANALYSIS

The Child Care Development Fund will provide a vehicle in which donations towards child care development can be directed. The City has been successful, in the past, in negotiating child care spaces in residential and commercial developments. This fund will provide another option if it is determined that a cash donation is preferable to the establishment of child care spaces.

The Child Care Development Board, established earlier this year, can advise Council on the administration of the Fund as stated in their terms of reference.

FINANCIAL IMPACT

There is no direct financial impact on the City of Richmond. There will be a community impact in that there will be monies available to support capital costs for child care development in the City of Richmond.

CONCLUSION

1. As per the Richmond Child Care Implementation Policy, the establishment of a Child Care Development Fund is being proposed.
2. The Child Care Development Fund will finance development of child care in City buildings and on City land, and will provide assistance to other endeavours directed towards achieving City child care objectives.



Greg Ritchey
Community Care Facilities Coordinator

gr:kh

CITY OF RICHMOND

BYLAW NO. 6367

A BYLAW TO ESTABLISH A CHILD CARE DEVELOPMENT STATUTORY RESERVE FUND

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

1. There shall be and is hereby established a reserve fund under the provisions of Section 378 of the Municipal Act, to be known as the "Child Care Development Statutory Reserve Fund."
2. Money as provided for under the provisions of the Municipal Act, may be paid into the Child Care Development Statutory Reserve Fund.
3. The moneys paid into the Child Care Development Statutory Reserve Fund shall be deposited in a separate reserve account and, until required to be used, may be invested in the manner provided in the Municipal Act.
4. The Council may provide for the expenditure of any moneys set aside under this bylaw and any interest earned thereon; but shall do so only by Bylaw adopted by an affirmative vote of at least two-thirds of its members.
5. This Bylaw may be cited as the "Child Care Development Statutory Reserve Fund Establishment Bylaw No. 6367.

READ A FIRST TIME ON: _____

READ A SECOND TIME ON: _____

READ A THIRD TIME ON: _____

ADOPTED ON: _____

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

MAYOR

CITY CLERK

CHILD CARE DEVELOPMENT FUND GUIDELINES FOR PROJECT SELECTION

1. Applicants requesting funding from the Child Care Development Fund must be non-profit societies. The proposed project must reflect the City's child care objectives to develop and maintain a comprehensive child care system in Richmond that provides programs which are accessible and affordable.
2. The applicants must provide with their application, a list of directors or board members, a copy of their constitution, and a budget outline detailing their request.
3. A child care needs assessment may be required to accompany the application. The needs assessment should clearly indicate the community need for the child care development project being applied for.
4. The funding request must involve capital expenditure to finance the development of child care in a City building or on City owned land or must provide assistance to other endeavours directed towards achieving City child care objectives.
5. All applications for funding must be submitted by March 31 or September 30 of each year.
6. Applications for funding will be reviewed by the Child Care Development Board for recommendation to Council.
7. Upon completion of the project, a statement of expenditure must be submitted to the Community Care Facilities Coordinator. The applicant may also be required to enter into an agreement regarding the sale or disposal of capital assets purchased through these grant monies.



City of Richmond

Bylaw 7812

Reserve Fund Establishment Bylaw No. 7812

The Council of the City of Richmond enacts as follows:

PART ONE: RESERVE FUNDS

1.1 Categories of Reserve Funds

1.1.1 In accordance with the provisions of Section 188 of the *Community Charter*, separate **reserve funds** for the following purposes are established:

- (a) Affordable Housing;
- (b) Capital Reserve;
- (c) Capital Building and Infrastructure;
- (d) Child Care Development;
- (e) Drainage Improvement
- (f) Equipment Replacement;
- (g) Leisure Facilities;
- (h) Local Improvements.
- (i) Neighbourhood Improvement;
- (j) Public Art Program;
- (k) Sanitary Sewer;
- (l) Steveston Off-Street Parking;
- (m) Steveston Road Ends;
- (n) Waterfront Improvement; and
- (o) Watermain Replacement.

PART TWO: DISPOSITION OF FUNDS

2.1 Separation and Sole Purpose of, and Expenditures from, Each Fund

2.1.1 Each **reserve fund** established under Part One must be accounted for separately by the City, and any money in any of the **reserve funds** must only:

- (a) be used for the purpose for which it was intended; and
- (b) be expended in accordance with the requirements of the *Community Charter*.

PART THREE: INTERPRETATION

3.1 In this bylaw, unless the context requires otherwise:

CITY means the City of Richmond.

RESERVE FUND means a reserve fund established under Part One of this Bylaw.

PART FOUR: PREVIOUS BYLAW REPEAL

4.1 Reserve Fund Establishment Bylaw No. 7361 (adopted May 27th, 2002) is repealed.

PART FIVE: SEVERABILITY AND CITATION

5.1 If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

5.2 This bylaw is cited as "**Reserve Fund Establishment Bylaw No. 7812**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CITY CLERK



POLICY

It is Council policy that:

1. General

The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers and employees.

2. Planning

To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care:

- facilities
- spaces
- programming
- equipment
- support resources.

3. Partnerships

- The City of Richmond is committed to being an active partner with senior governments, stakeholders, parents, the private and co-operative sectors, and the community, to develop and maintain a quality and affordable comprehensive child care system in Richmond.
- Advise regarding establishing child care facilities for workers and students at institutions and workplaces (e.g., Richmond Hospital, Workers Compensation Board).
- To request the Senior Governments and other stakeholders to provide ongoing funding for affordable child care facilities, spaces, operations and programming.

4. Richmond Child Care Development Advisory Committee (CCDAC)

The City will establish and support the Richmond Child Care Development Advisory Committee.

5. Child Care Development Statutory Reserve Fund

The City will establish and administer a Child Care Development Statutory Reserve Fund, to financially assist with:

- establishing child care facilities and spaces:
 - in City buildings and on City land,
 - in private developments
 - in senior government projects
- community partner projects.
- undertaking child care research (e.g., need assessments) and planning,
- acquiring sites for lease to non-profit societies for child care,
- hiring child care consultants and staff, as authorized by Council,
- providing child care equipment grants
- a variety of initiatives to achieve quality and affordable child care in the City.



6. Development Applications

To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives.

7. Child Care Grants Policy

Through City child care grants, support child care:

- facilities
- spaces
- programming
- equipment
- professional support.

8. Professional Child Care Support Resources

Support resources for child care providers as advised by the Child Care Development Advisory Committee and as the need requires and budgets become available.

9. Policy Reviews

- From time to time, review child care policies, regulations and procedures to ensure that no undue barriers exist to the development of child care.
- As appropriate, develop targets for the required number, type and location of child care services in Richmond.

10. Area Plans

Ensure that area plans contain effective child care policies.

11. Information

The City will, with advice from the Child Care Development Advisory Committee,

- generate, consolidate and analyze information to facilitate the development of child care facilities, programs and non-profit child care agencies;
- determine if any City land holdings are appropriate to be made available for immediate use as child care facilities;
- review and where appropriate, improve and provide City produced public information material on child care.

12. Promotion

- Declare the month of May "Child Care Month" and support awareness and fund-raising activities during that month.

13. Partnerships

- Employers
 - Encourage employer involvement in child care.
- Developers
 - Encourage the developers to provide land and facilities for child care programs throughout the City.
- Community Associations



- Encourage City staff and the Council of Community Associations to:
 - assess whether or not child care services can be improved in community centres,
 - provide enhanced child care programs in current and future community centres.
- Intercultural
 - Encourage the Richmond intercultural Committee to investigate and report on the child care concerns, needs and problems facing ethnocultural groups in the City.
- School Board
 - Co-ordinate CCDAC activities with the Richmond School Board.
 - Encourage the Richmond School District to involve schools in the provision of child care services.
 - Encourage child care centre facilities to be integrated with schools, as appropriate.

14. Child Care Facilities

- Encourage adequate child care centre facilities throughout the City where needed, particularly in each new community.
- Consider providing City land and facilities for child care programs throughout the City,
- Encourage child care program expansion through the enhancement of existing community facilities.

**Child Care Development Advisory Committee (CCDAC)
Child Care Development Grants Review Subcommittee Report**

Submitted November 7, 2009 by:

Ofer Marom
Melanie Rupp
Teresa Pan

Subcommittee Establishment & Members

As part of the 2009 work program, the Child Care Development Grants Review Subcommittee was established at the request of CCDAC Chair, Linda Shirley, and originally comprised of the following four CCDAC members:

- Ofer Marom
- Melanie Rupp
- Pamela Hoepfner
- Teresa Pan

Due to conflicting commitments, Pamela Hoepfner was unable to serve on the subcommittee.

Child Care Development Grants - Background

The Child Care Development Statutory Reserve Fund (CCDSRF) was established in October 1994 to hold private and city contributions for child care facilities. The Reserve is used to allocate funds for capital expenses or other operations that meet the City's child care objectives. Child Care Development Grants are also funded from the CCDSRF.

Historically, the Grants Program has awarded between \$20,000 and \$30,000 on an annual basis to licensed not-for-profit child care centres for minor capital expenses.

Due to the provincially-governed Community Charter, the City is only able to consider not-for-profit child care organizations as recipients for the Grants. For-profit, private child care businesses do not qualify. Any change to this would require lobbying the provincial government with the support of the City.

CCDAC has been asked in previous years to coordinate the City's annual Child Care Development Grants program by working with staff to:

- Issue a call for proposals
- Evaluate applications
- Make recommendations to Council
- Prepare and distribute decision letters
- Monitor progress of funded projects

Decision to Review Grants Program & Review Process

In 2008, \$30,000 was made available for the Grants Program and a call for applications was made. A selection subcommittee made up of CCDAC members was formed. As only two applications were received, and they were both missing important required components, the selection subcommittee refused both applications. CCDAC members had many questions and concerns with the Grants Program. As a result, the Child Care Development Grants Review Subcommittee was established.

City staff provided the Subcommittee with numerous documents pertaining to the Grant Program's history, purpose and rules. Subcommittee members reviewed these documents individually and met to discuss. After developing a list of questions and possible options, we discussed these at a CCDAC meeting at which City staff member Lesley Sherlock provided us with the requested information.

Grant Program Recommendations for Consideration

Based on our research and discussion, the Subcommittee offers the following possible recommendations to be further discussed and voted on by CCDAC members:

1. Change Financial Documentation Requirement

The grant application requires that not-for-profit organizations submit their most recently completed year-end audited financial statements, including a balance sheet and statement of revenue and expenditures. Such a requirement may be a hindrance for some potential not-for-profit applicants. The City also offers and manages another grant program called The Richmond Grant Program. Its application process offers more flexibility in regards to acceptable financial documents.

Recommendation: The Subcommittee recommends that CCDAC discusses the alignment of financial documentation requirements for the Child Care Development Grants application with the Richmond Grant Program.

2. Strategically Assign Grant Funding to Desired Child Care Capacity

In the past, grants have been issued to daycares (infant/toddler and 3 – 5), out-of-school care centres and pre-schools.

Past and current Child Care Needs Assessments identify infant/toddler and out-of-school care as being in short supply in the City. They also largely report that 3-5 daycare and pre-school needs are being met, or are in excess, in many parts of the City.

Recommendation: *The Subcommittee recommends that CCDAC discusses limiting the Grant Program organizations whose applications address specified child care shortages.*

3. Expand Funding Uses

City Policy 4017 lists the following items/activities to be considered for Grants: facilities, spaces, programming, equipment, professional Support.

As per City Staff, it has become City "tradition" to focus on minor capital grants. However, CCDAC can direct money for any or all of the above.

The Subcommittee discussed whether the funding would have more desirability and impact if it were expanded to include the above categories. Possible examples might include:

- **Professional Development:** CCDAC has recognized that Early Childhood Educators are poorly paid and that not-for-profit centres have challenges financially supporting professional development. Including professional development in the Grant Program may lead to enhanced quality of child care, professional satisfaction and career longevity.
- **Facilities:** As the Grant Program has focused on minor-capital grants, it often receives funding applications for lists of equipment such as: tables, chairs, water tables, storage cabinets, toys, etc. Instead of granting numerous small grants, the City could offer one annual large grant of \$30,000 for facilities or major equipment rather than funding a shopping list of items.

- Programming: Research from the Human Early Learning Partnership (HELP) regarding the Early Development Instrument (EDI) indicates that many children entering kindergarten in Richmond are not fully prepared. The current Child Care Needs Assessment also included comments from parents expressing their desire for stronger ESL/multicultural programming. Grants could be offered to assist child care centres enhance their programming to address these areas.

Recommendation: The Subcommittee recommends that CCDAC discusses expanding Grant Program uses beyond minor capital.

Child Care Development Grant Program - Next Steps

Due to a variety of circumstances, Child Care Development Grants have not been awarded since 2005. With present economic conditions, child care organizations are currently facing provincial government funding cutbacks. In light of the above, the Subcommittee recommends that the CCDAC discuss and vote on the above recommendations in early 2010 so that the Child Care Development Grants can be offered with certainty in 2010.



City of Richmond

Bylaw 8877

Child Care Operating Reserve Fund Establishment Bylaw No. 8877

The Council of the City of Richmond enacts as follows:

1. The Child Care Operating Reserve Fund is hereby established.
2. The Child Care Operating Reserve Fund shall be separate and distinct from the Child Care Development Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812.
3. After the date that this bylaw takes effect, the following sources of revenue received by the City are directed to the Child Care Operating Reserve Fund:
 - (a) a portion of developer cash contributions and density bonus contributions to the City's child care reserve funds, as directed by Council from time to time; and
 - (b) donations from members of the public that are dedicated to the purposes established in this bylaw;

and any interest earned by the Child Care Operating Reserve Fund shall accrue to it.
4. Any and all amounts in the Child Care Operating Reserve Fund, including any interest earned and accrued, may be used and expended solely for non-capital expenditures relating to child care within the City, including without limitation for any one or more of the following purposes:
 - (a) grants to non-profit societies to support child care professional and program development within the City;
 - (b) studies, research and production of reports and other information in relation to child care issues within the City; and
 - (c) remuneration and costs, including without limitation expenses and travel costs, for consultants and City personnel to support the development and quality of child care within the City.
5. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
6. This Bylaw is cited as **"Child Care Operating Reserve Fund Establishment Bylaw No. 8877"**.


FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

_____ _____ _____ _____	<div>CITY OF RICHMOND</div> <div>APPROVED for content by originating dept.</div> <div>APPROVED for legality by Solicitor</div> <div></div>
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CORPORATE OFFICER



City of Richmond

Bylaw 8878

Richmond Zoning Bylaw 8500, Amendment Bylaw 8878

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 deleting the definition of "**Child care reserve fund**" in section 3.4 and substituting the following:

Child care reserve fund means together, the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812 and the Child Care Operating Reserve Fund created by Child Care Operating Reserve Fund Establishment Bylaw No. 8877.

2. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after section 5.16.3:

5.16.4 If an **owner** elects to pay an amount into the **child care reserve fund** pursuant to this Zoning Bylaw 8500, as amended or replaced from time to time:

- a) 90 per cent of the amount shall be deposited to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812; and
- b) 10 per cent of the amount shall be deposited to the Child Care Operating Reserve Fund created by Child Care Operating Reserve Fund Establishment Bylaw No. 8877,

unless **Council** directs otherwise prior to the date of the **owner's** payment, in which case the payment shall be deposited as directed by **Council**.

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8878**".


FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by
_____	APPROVED by Director or Solicitor
_____	

MAYOR

CORPORATE OFFICER

**POLICY**

It is Council policy that:

1. General

The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers and employees.

2. Planning

To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care:

- Facilities
- Spaces
- Programming
- Equipment
- Support resources.

3. Partnerships

- The City of Richmond is committed to being an active partner with senior governments, stakeholders, parents, the private and co-operative sectors, and the community, to develop and maintain a quality and affordable comprehensive child care system in Richmond.
- Advise regarding establishing child care facilities for workers and students at institutions and workplaces (e.g., Richmond Hospital, Workers Compensation Board).
- To request the Senior Governments and other stakeholders to provide ongoing funding for affordable child care facilities, spaces, operations and programming.

4. Richmond Child Care Development Advisory Committee (CCDAC)

The City will establish and support the Richmond Child Care Development Advisory Committee.

5. Child Care Reserve Funds

The City has established two Child Care Reserve Funds as described below.

1) Child Care Development Reserve Fund (established by Reserve Fund Establishment Bylaw No. 7812)

The City will administer the Child Care Development Reserve Fund to financially assist with the following capital expenses:

- Establishing child care facilities and spaces in:
 - City buildings and on City land,
 - Private developments,
 - Senior government projects, and
 - Community partner projects,
- Acquiring sites for lease to non-profit societies for child care, and
- Providing grants to non-profit societies for capital purchases and improvements, such as equipment, furnishings, renovations and playground improvements.



2) Child Care Operating Reserve Fund (Established by Child Care Operating Reserve Fund Establishment Bylaw No. 8206)

The City will administer the Child Care Operating Reserve Fund to financially assist with non-capital expenses relating to child care within the City, including the following:

- Grants to non-profit societies to support child care professional and program development within the City;
- Studies, research and production of reports and other information in relation to child care issues within the City; and
- Remuneration and costs, including without limitation expenses and travel costs, for consultants and City personnel to support the development and quality of child care within the City.

Developer cash contributions and child care density bonus contributions to the City's Child Care Reserve Funds will be allocated as follows:

- a) 90% of the amount will be deposited to the Child Care Development Reserve Fund, and
- b) 10% of the amount will be deposited to the Child Care Operating Reserve Fund, unless Council directs otherwise prior to the date of the developer's payment, in which case the payment will be deposited as directed by Council.

All expenditures from the Child Care Reserve Funds must be authorized by Council.

6. Development Applications

To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives.

7. Child Care Grants Policy

Through City child care grants, support child care:

- Facilities
- Spaces
- Programming
- Equipment
- Professional support.

8. Professional Child Care Support Resources

Support resources for child care providers as advised by the Child Care Development Advisory Committee and as the need requires and budgets become available.

9. Policy Reviews

- From time to time, review child care policies, regulations and procedures to ensure that no undue barriers exist to the development of child care.
- As appropriate, develop targets for the required number, type and location of child care services in Richmond.

**10. Area Plans**

Ensure that area plans contain effective child care policies.

11. Information

The City will, with advice from the Child Care Development Advisory Committee,

- Generate, consolidate and analyze information to facilitate the development of child care facilities, programs and non-profit child care agencies;
- Determine if any City land holdings are appropriate to be made available for immediate use as child care facilities;
- Review and where appropriate, improve and provide City produced public information material on child care.

12. Promotion

- Declare the month of May "Child Care Month" and support awareness and fund-raising activities during that month.

13. Partnerships

- Employers
 - Encourage employer involvement in child care.
- Developers
 - Encourage the developers to provide land and facilities for child care programs throughout the City.
- Community Associations
 - Encourage City staff and the Council of Community Associations to:
 - Assess whether or not child care services can be improved in community centres,
 - Provide enhanced child care programs in current and future community centres.
- Intercultural
 - Encourage the Richmond intercultural Committee to investigate and report on the child care concerns, needs and problems facing ethno cultural groups in the City.
- School Board
 - Co-ordinate CCDAC activities with the Richmond School Board.
 - Encourage the Richmond School District to involve schools in the provision of child care services.
 - Encourage child care centre facilities to be integrated with schools, as appropriate.

14. Child Care Facilities

- Encourage adequate child care centre facilities throughout the City where needed, particularly in each new community.
- Consider providing City land and facilities for child care programs throughout the City.
- Encourage child care program expansion through the enhancement of existing community facilities.



CITY OF RICHMOND
CHILD CARE GRANT
TERMS OF REFERENCE

The Child Care Development Advisory Committee of the City of Richmond is pleased to announce that Richmond City Council has made child care grants available.

Eligibility

Non-profit societies that either (1) provide child care services or (2) support the provision of child care services are eligible. Applicants may be either non-profit child care providers seeking to improve the quality of care in their facility, or non-profit societies supporting quality programming and/or providing professional development opportunities for the broader child care community.

Purpose

Child care grants are available for both: (1) capital and (2) professional and program development expenses. These purposes are outlined below.

(1) Capital

Capital grants are provided to acquire or upgrade physical assets such as property, buildings and equipment. Funding is available for a **one-time capital expense** that will improve the quality, availability and accessibility of child care in Richmond (e.g., equipment, furnishings, renovations, playground improvement). For equipment to qualify as a capital expenditure, it must be of long-term use and durability (e.g., a play table would qualify; office supplies would not).

(2) Professional and/or Program Development

Non-profit societies developing or providing professional and/or program development opportunities (e.g., training, workshops) are eligible to apply for funding. The initiatives must be of benefit to the broader child care community, rather than to a few specific centres. The need for and benefit to the child care community must be demonstrated.

Priorities

Priority will be given to applications supporting infant/toddler and school-age care, identified as priorities in the 2009 – 2016 Richmond Child Care Needs Assessment and Strategy.

Applications are to be submitted to:

Child Care Development Advisory Committee
c/o City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
Attention: Lesley Sherlock

Phone: 604-276-4220
Fax: 604-276-4132
E-mail: lsherlock@richmond.ca

- **Please provide four complete copies, including attachments**
- **Please clip; do not bind**

Application deadline:

DATE

Applications are to include the following:

1. Summary:
 - a) identify if request is for (1) capital or (2) professional and/or program development, or both
 - b) a brief overview of the intent and scope of the proposed use (e.g., for equipment, furnishings, playground improvements) and the amount of funding required;
 - c) documentary support of costs.
2. Background:
 - a) an outline of how the funds will be used if granted;
 - b) supporting documentation sufficient to demonstrate the need for funds;
 - c) letters of support should be included if applicable.
4. Plans:
 - a) a detailed description of how the funds would be used to enhance the delivery of child care services (e.g., improve quality, availability, accessibility) within the City of Richmond. Applications should include:
 - (i) time-line;
 - (ii) budget;
 - (iii) indication of all other sources of funding or contributions available to help satisfy the request.
5. Information about the applicant:
 - a) an overview of the child care programs and services provided in the last five years;
 - b) the number and age groups of children, or the number of early childhood educators currently served;

- c) the number and age groups of children, or the number of early childhood educators who will benefit from the grant if received;
- b) letters of incorporation or society number;
- c) list of board of directors;
- d) contact person;
- f) copy of licence or interim licence;
- g) minutes of the last Annual General Meeting.
- h) Financial Statements, including a balance sheet and statement of revenue and expenditures:
 - a) The Society's audited financial statements for the most recent completed fiscal year including the auditors' report signed by the external auditors, OR one of the following alternatives:
 - b) If audited financial statements are not available, submit the financial statements reviewed by the external auditors for the most recent completed fiscal year along with the review engagement report signed by the external auditors.
 - c) If neither audited nor reviewed financial statements are available, submit the compiled financial statements for the most recent completed fiscal year along with a compilation report signed by the external auditors.
 - d) If neither a, b, or c are available, financial statements for the most recent completed fiscal year endorsed by two signing officers of the Board of Directors
- i) The Society's current fiscal year operating budget.

All submitted materials become the property of the City of Richmond. Final decisions regarding the allocation of grants are made by Richmond City Council.

Grant requirements:

- Funds must be used within one year of receipt by a successful applicant.
- All grant recipients must provide a photo (for capital grants) and a report documenting the use of the funds and the benefits received, as soon as complete (at the latest, one year following receipt) to the Child Care Development Advisory Committee.
- In addition, the grant received should be mentioned in any newsletter published by the organization and the City of Richmond logo included in any related publicity.

Please see the attached City of Richmond's Child Care Development Policy.

Please remember that the deadline for applications is **DATE**. Late submissions will not be accepted.

For further information, please contact:

Lesley Sherlock
 Social Planner
 City of Richmond
 Phone: 604-276-4220
 E-mail: lsherlock@richmond.ca



City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: March 13, 2012
File: 08-4430-03-07/2011-
Vol 01

Re: Accessory Residential Building Height in the Agriculture (AG1) Zone

Staff Recommendation

That the report from the Director of Development dated March 13, 2012 regarding Accessory Residential Building Height in the Agriculture (AG1) zone be received for information.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF ACTING GENERAL MANAGER
Building Approvals	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Bylaws	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the January 17, 2011 Public Hearing, Council passed the following referral motion:

"That staff consult with stakeholders to discuss the existing height limit for accessory residential buildings on farmland of any size in Richmond and report back through Planning Committee".

Opposed: Councillors Linda Barnes and Harold Steves
(Absent: Councillor Evelina Halsey-Brandt)

This referral was made in response to a delegation by Dale Badh wherein he "stated that the issue is the existing height limit on accessory residential buildings in the AG zone" and that he "supported the idea of returning to the previous height outlined in the earlier Zoning Bylaw 5300".

Background

The existing maximum height limit for accessory residential buildings in the Agriculture (AG1) zone in Richmond Zoning Bylaw 8500 is "5.0 m or 1½ storeys" (this does not apply to agricultural buildings).

The previous Richmond Zoning & Development Bylaw No. 5300 had no maximum height limit for accessory residential buildings in the Agriculture (AG1) zone.

The 5.0 m or 1½ storey height limit was added to the Agriculture (AG1) zone because:

- 5.0 m is the maximum height permitted for accessory residential buildings in both the existing and previous Zoning Bylaws in zones that permit and are used for single family residential purposes;
- a 7.4 m or 2 storey height for accessory buildings is the maximum height permitted in either the old or new Zoning Bylaw, but this is only in the coach house zones;
- a coach house is not permitted above a detached garage in the Agricultural Land Reserve (ALR) by the Provincial Agricultural Land Commission (ALC) nor by the City in any of its Zoning Bylaws past or present;
- Councillors and Building Approvals staff were concerned that new accessory residential buildings were being constructed with full second floors that could easily become illegal coach houses; and
- having no maximum height limit for accessory residential buildings in the Agriculture (AG1) zone could be problematic and open to abuse.

This change was noted in the November 10, 2009 Staff Report on Richmond Zoning Bylaw 8500 under:

"Summary of Key Issues Considered in Revising the Zoning Bylaw"

14. *Strengthen the prohibition of secondary suites or illegal dwelling units in accessory buildings in agricultural areas by introducing a 1½ storey height limit for accessory buildings, a maximum building separation space of 50.0 m from the principal dwelling unit and restrictions on the washroom size, pedestrian access and location of a kitchen or any habitable space in the accessory building".*

"Summary List Of Key Issues Addressed"

<i>Issue with Existing Bylaw</i>	<i>Response in Proposed New Bylaw</i>
14. <i>Prevent the use of accessory buildings in agricultural areas for secondary suites or illegal dwelling units</i>	<i>Implement height, location and use limitations to accessory buildings in the proposed new zone that replaces the existing Agriculture (AG1) zone"</i>

In addition to the 5.0 m or 1½ storey maximum height limit in the Agriculture (AG1) zone, Bylaw 8500 has the following new provisions regarding accessory residential buildings:

- a maximum building separation space of 50.0 m between the accessory residential building and the single family house;
- the prohibition of a kitchen or any habitable space (e.g., bedroom and other living space) in the accessory residential building;
- a limitation to one washroom with a maximum floor area of 10.0 m², which must not contain a bathtub and which must be located on the ground floor;
- the ground floor must be designed and used for vehicle parking and storage;
- pedestrian access to the first storey is limited to one door to and through the vehicle parking and storage area; and
- pedestrian access to the half storey is limited to the inside of the accessory residential building from the vehicle parking and storage area.

All of these additional provisions are important to note because the concern raised at the January 17, 2011 Public Hearing which led to the Council referral involves more than just reviewing the existing height limit for accessory residential buildings on farmland and returning to the previous unlimited height outlined in the earlier Zoning Bylaw 5300.

Findings Of Fact

Staff have consulted with the following stakeholders to discuss the existing height limit for accessory residential buildings on farmland in Richmond, and provided them with the rationale for this limitation and the other provisions regarding these buildings.

Provincial Agricultural Land Commission (ALC)

On January 24, 2012, City staff met with staff from the ALC and Ministry of Agriculture. ALC staff indicated that they are supportive of Richmond's existing Zoning Bylaw 8500 and would prefer not to revert back to unlimited heights for accessory residential buildings as was the case in the previous Zoning Bylaw 5300. They noted that the Commission does not have the resources to enforce the potential illegal use of two storey accessory residential buildings should they be used as coach houses in the ALR.

It was noted that Maple Ridge permits detached garden suites (or coach houses) in the ALR in its Zoning Bylaw. However, the additional dwelling must be approved by the Commission through an ALR application. Although there have been several applications, the Commission has yet to approve a detached garden suite (or coach house) in the ALR in Maple Ridge.

Richmond Agricultural Advisory Committee (AAC)

The AAC considered this matter on February 9, 2012 and passed the following motion:

"That height limitations for residential accessory buildings should not apply for bona fide farm operations where the additional height or storey is supportive of the farm and does not negatively impact agriculture".

In essence, the AAC supported the existing Zoning Bylaw limitations for 1½ storey accessory residential buildings on properties used for single family residential purposes (e.g., detached garage with a room above it) and allowing 2 storey agricultural buildings on properties used for bona fide farm purposes (e.g., detached building with farm equipment or a workshop on the ground floor and farm supplies/equipment/office on the second floor or the future conversion of the second floor for seasonal farm labour accommodation with a rezoning application).

Delegation and Other Interested Stakeholders

On February 29, 2012, City staff met with Dale Badh, Roland Hoegler, John Gaskin and Rafik Shaikh regarding this matter. Mr. Badh was the delegation at the January 17, 2011 Public Hearing that led to the Council referral. He continues to maintain that the City should not have changed the Agriculture (AG1) zone without comprehensive property owner consultation/input and should use its enforcement powers if illegal coach houses are being constructed in the ALR.

At the outset, these stakeholders stated that they wanted the City to return to the previous provisions of Zoning Bylaw 5300. However, upon further clarification, they agreed that a 10.5 m and 2 storey height limitation (similar to the principal residence in the AG1 zone) should be used and that the 50.0 m maximum building separation space between the accessory residential building and the single family house should be retained. The group felt all other new provisions regarding accessory residential buildings should be deleted (i.e., prohibition on kitchen and habitable space; limitation to one washroom of 10.0 m² on the ground floor with no bathtub; restrictions on the pedestrian access).

Analysis

Examples

City staff have conducted some field work to locate accessory residential buildings that illustrate this height issue. Six examples were found involving properties ranging in size from 0.2 ha to 4.0 ha. None of these properties are bona fide farms (i.e., do not have a farm assessment). City staff also found three examples of properties between 1.78 ha to 2.0 ha in size that are bona fide farms (i.e., have a farm assessment and the owner/farmer lives on the property). Photographs of all nine examples will be displayed at the Planning Committee meeting.

Options

Based on the input of the stakeholders consulted, there are 2 options to manage accessory residential buildings in Richmond Zoning Bylaw 8500.

Option 1: ALC and AAC: (RECOMMENDED)

Leave Richmond Zoning Bylaw 8500 as is and Restrict Accessory Residential Building Height and Use

- | | |
|---------------|---|
| Description - | - leave the 5.0 m and 1½ storey height limit and other restrictions on accessory residential buildings in the Agriculture (AG1) zone |
| - | - continue to allow agricultural buildings on bona fide farms without these height and use restrictions (i.e., properties that are used for a farm business and/or have a farm assessment as determined by the BC Assessment Authority) |
| Pros | - protects the ALR for farming (e.g., from the potential for illegal coach houses) |
| - | - applies the same standard for accessory residential buildings that is found in most other zones that are used for single family residential purposes |
| - | - bona fide farms would continue to be permitted higher heights for their agricultural buildings |
| Cons | - the distinction between accessory residential buildings and agricultural buildings in the AG1 zone is not that clear and could change after construction (e.g., a bona fide farm may not always be farmed in the future) |
| - | - does not involve any further public input (i.e., a Public Hearing on a Zoning Bylaw amendment) |

Option 2: Other Stakeholders' Preference: Amend Richmond Zoning Bylaw 8500 to Essentially Return to the Previous Zoning Bylaw Provisions

- | | | |
|---------------|---|---|
| Description - | - | change the 5.0 m or 1½ storey height limit to 10.5 m or 2 storeys for all accessory residential buildings in the Agriculture (AG1) zone |
| | - | repeal all of the other restrictions on accessory residential buildings, except the 50.0 m maximum building separation from the single family house |
| Pros | - | returns to the previous practice, that was in place for a number of years |
| | - | provides all agricultural property owners with the same flexibility |
| Cons | - | does not protect farmland or avoids potential conflicts |
| | - | difficult for Community Bylaws and ALC staff to deal with the enforcement of illegal coach houses in the ALR |

Financial Impact

None to the City.

Conclusion

Council requested that staff consult with stakeholders regarding the new 5.0 m or 1½ storey height limit on accessory residential buildings in the Agriculture (AG1) zone in response to a delegation at a Public Hearing.

Staff have consulted with the Agricultural Land Commission (ALC), Richmond Agricultural Advisory Committee (AAC) and the delegate and other interested stakeholders in this matter.

Two options have been identified to deal with accessory residential buildings in the (AG1) zone:

- Option 1: Leave Richmond Zoning Bylaw 8500 as is and Restrict Accessory Residential Building Height and Use*
- Option 2: Amend Richmond Zoning Bylaw 8500 to Essentially Return to the Previous Zoning Bylaw Provisions.*

Option 1 is preferred by City staff because it:

- is supported by staff from the ALC and by Richmond's AAC;
- prevents an illegal coach house, which is not permitted by the ALC in the ALR or the City in the AG1 zone;
- helps enhance or protect agricultural land by reducing the potential for residential conflicts with farming;
- allows a half storey which is adequate for a recreation room or office in an accessory residential building (the Zoning Bylaw doesn't prohibit these uses); and
- is similar to all other zones that permit single family housing, both in the previous and existing Zoning Bylaws, which have a 5.0 m height limit for accessory residential buildings.

Therefore, it is recommended that Planning Committee receive this Staff Report for information.



Holger Burke, MCIP
Development Coordinator
(604-276-4164)
HB:cas

DEVELOPMENT PERMIT PANEL

REPORTS AND ACCOMPANYING PLANS

TO BE CONSIDERED BY COUNCIL

AT THE COUNCIL MEETING

SCHEDULED FOR

TUESDAY, APRIL 10, 2012

Mayor Malcolm D. Brodie	Councillor Linda McPhail
Councillor Chak Au	Councillor Harold Steves
Councillor Linda Barnes	Director, City Clerk's Office
Councillor Derek Dang	Director, Development
Councillor Evelina Halsey-Brandt	Council Chambers Binder
Councillor Ken Johnston	Front of House Counter Copy
Councillor Bill McNulty	



City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: April 4, 2012

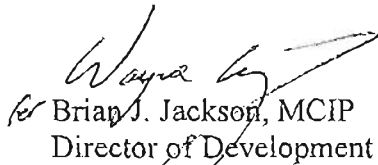
From: Brian J. Jackson, MCIP
Director of Development

File: DP 08-418522

Re: Application by – ATI Investments Ltd. for Development Permit at
6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and
6180 Cooney Road

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on March 28, 2012.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.


for Brian J. Jackson, MCIP
Director of Development

BJJ:blg
Att.



Development Permit Panel

Wednesday, March 28, 2012

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: Dave Semple, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 14, 2012, be adopted.

CARRIED

2. Development Permit 08-418522

(File Ref. No.: DP 08-418522) (REDMS No. 3467319)

APPLICANT: ATI Investments Ltd.

PROPERTY LOCATION: 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road)

INTENT OF PERMIT:

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Applicant's Comments

Wayne Leung, Architect, W.T. Architects, Inc., advised that he represented the applicant and provided the following details to describe the proposed ten-storey residential building, containing 80 units, and parking for 112 cars, at a Cooney Road location at Westminster Highway:

**Development Permit Panel
Wednesday, March 28, 2012**

- the design abides by all the City's requirements, as outlined in the staff report;
- at the April, 2009 Public Hearing area residents raised a concern regarding the east elevation, and the applicant and architect met with residents to advised that the parapet height has been reduced, and a "green wall" feature was improved to soften the presence of the parking podium to the neighbouring site;
- the proposed structure rises ten stories, and featured upper terraced decks on the south-facing façade and a terraced residential block along Cooney Road, on the west;
- the tallest part of the proposed structure is at the corner of Westminster Highway and Cooney Road;
- the proposed building wraps around the parkade, with units fronting both Westminster Highway and Cooney Road;
- the proposed four-storey podium along Westminster Highway is clad in brick, as well as painted concrete;
- at the corner location where Westminster Highway meets Cooney Road, there is an opportunity for a sculptural glass wall with water as a public art feature;
- the roof treatment of the parkade includes a terrace deck feature, and sustainability features including landscaping elements, including planters;
- residents enjoying the indoor amenity room on the fourth level have direct access to an outdoor roof terrace with gardens that connects to the landscaped roof and the children's play area located one half level below;
- the children's play area is located at the sunniest, southeast corner, and includes equipment for children aged 2 through 6 years;
- aging-in-place principles are used in each units, and features such as backing for future grab bar rails and lever handles ensure units are convertible.

Staff Comments

Brian J. Jackson, Acting General Manager, Planning and Development, advised that the applicant had responded well to issues of adjacencies. In addition applicant was providing almost two times the amount of indoor amenity space than is required, and had provided outdoor amenity space that surpasses the bylaw requirements as well. He noted that the proposed development takes advantage of the sun.

He stated that the applicant had responded well to concerns raised at the Public Hearing, by placing the 10-storey tower as far west as possible, and that concerns regarding adjacency were addressed by significant landscaping elements at grade level. In addition, the planned green wall treatment includes metal screens to facilitate climbers to soften the exposure of the parkade façade.

Mr. Jackson remarked that staff supports the application.

Panel Discussion

In response to queries by the Panel directed to the applicant and to staff, Mr. Leung and Mr. Jackson provided the following additional information:

- the parapet has been reduced;
- the patterns of openings has been reorganized to ensure that there is no direct viewing into the parkade;
- the number of trees proposed has been increased, and the applicant has engaged an arborist to monitor the health of the neighbouring trees;
- the lane along the south end of the neighbouring property at 8440 Westminster Highway will be extended to Cooney Road
- the upper level terrace includes a trellis structure, and space where outdoor activities such as a BBQ can take place;
- the property to the south of the subject site has development potential, and the applicant has adjusted the elevation;
- the south elevation wraps around the corner, at the lane location, and features an improved pattern of parkade openings;
- the proposed public art feature at the corner of Cooney and Westminster is a combination of a water feature, a sculpture, a glass wall, and light elements;
- low e-double glazing is proposed as an energy efficient feature, but triple glazing is not proposed.

Gallery Comments

Cecile French, 8580 General Currie Road inquired whether the children's outdoor play area, on an elevation above street level, would be made secure.

Mr. Jackson advised that lattice fencing would provide security and safety.

Correspondence

Maria Kwong (Schedule 1)

Mr. Jackson advised that Ms. Kwong had concerns regarding traffic in the area and the potential for the proposed development to block sunlight.

Mr. Jackson noted that the following improvements that form part of the proposed development would improve any traffic issues or concerns: (i) road widening; (ii) a new bike lane; (iii) a new, wider sidewalk; and (iv) a new lane to the south of the subject site. He added that these improvements would improve traffic circulation at the corner of Westminster Highway and Cooney Road.

Mr. Jackson stated that by moving the tower as far west as possible, the applicant had minimized the blocking of the sun

In response to a query from the Panel, Mr. Jackson confirmed that the applicant had not applied for a parking variance.

Panel Discussion

There was agreement that the proposed development should be supported.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

CARRIED

3. Development Permit DP 11-585139

(File Ref. No.: DP 11-585139) (REDMS No. 3408808)

APPLICANT: Western St. Albans Venture Ltd.

PROPERTY LOCATION: 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road)

INTENT OF PERMIT:

1. Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.

Applicant's Comments

Wayne Fougere, Fougere Architecture Inc. described the proposed development of 23 townhouse units, located on Jones Road, at St. Alban's Road. He provided the following details:

- the proposed townhouse units are three storey, and the site is maintained low in the ground in order to save as many trees as possible;
- on-site healthy trees will be retained at the subject site's northeast corner, and a healthy Beech tree at the southwest corner is also being retained;
- the retention of these on-site trees could only have been done by pushing the site down in the ground;

**Schedule 1 to the Minutes of
the Development Permit
Panel meeting of Wednesday,
March 28, 2012.**

To Development Permit Panel
Date: <u>MAR 28/2012</u>
Item # <u>2</u>
Re: <u>DP 08-418522</u>

From: Maria Kwong [mailto:mariakwong@yahoo.com]
Sent: March 17, 2012 8:44 PM
To: DevApps
Subject: DP08-418522 March 28 2012 3:30pm Hearing

Property Location: 6140 Cooney Road
Applicant: ATI Investments Ltd.
Intent of Permit: 10 storey residential highrise

Dear Sir:

I received the Notice of Application For a Development Permit DP 08-418522 from Mr David Weber. Unfortunately, I will be at work and will be unable to attend the March 28 3:30pm hearing. I would like to email my feedback.

I thought that a highrise had already been approved for that location since the ground preparation has already taken place. I am glad to see that feedback is still being considered.

I am opposed to the highrise development.

1) Traffic. That intersection is busy enough as is. There is already the "Jade" at the northwest corner, "Rosario Gardens" at the southwest corner. Adding another highrise at the southeast corner will add to Cooney Road's traffic.

2) Blocking sunlight. Cooney Road is a narrow road. Adding another highrise will further block out sunlight for the lower storey residences in the surrounding area.

Thank you.

- Maria Kwong 604-303-6424



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development

To: DPP Mtg. Mar. 28, 2012

Date: March 5, 2012

File: DP 08-418522

Re: Application by ATI Investments Ltd. for a Development Permit at
6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and
6180 Cooney Road)

Staff Recommendation

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

Staff Report

Origin

ATI Investments Ltd. has applied to the City of Richmond for permission to develop a ten-storey residential building containing 80 units, including (6) six accessible units that incorporate all the basic universal housing features and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)". The 80 suites in the proposed development include 21 one-bedroom units, 53 two-bedroom units and six (6) three-bedroom units.

The site is being rezoned from "Medium Density Low Rise Apartments (RAM1)" [former Townhouse and Apartment District (R3)] to "High Rise Apartment (ZHR6)" [former Comprehensive Development District (CD/205)] for this project under Bylaw 8472 (RZ 05-317846). The site is currently vacant and pre-loading is already taking place.

Full upgrades across all street frontages of the site and design and construction of a lane along the south property line, as well as storm and sanitary sewer upgrades associated with the proposed development will be undertaken and secured via a Servicing Agreement (SA 10-530664).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

This application remained on hold for a substantial period of time due to the City requesting incorporation of the 6180 Cooney Road site as part of the proposed development site to achieve the extension of the existing east-west lane parallel to Westminster Highway to Cooney Road.

The proposed development, subject of this report, has resulted from a cooperative effort between the applicant and City staff involving revisions and adjustments to the design to address some concerns regarding views toward the east side of the parkade from residential units on the adjacent building, achieving the proper alignment and completing the east-west lane which runs behind all sites fronting on to Westminster Highway between Garden City Road to Cooney Road, and satisfying the general planning and urban design objectives for this area envisioned in the City Centre Plan.

Development surrounding the subject site is as follows:

- To the North: Across Westminster Highway, a three-storey apartment building over one (1) storey on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the East: An older three-storey apartment building over an on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the South: Older single-family residences on sites zoned "Single Detached (RS1/E)"; and
- To the West: Across Cooney Road, a single-storey commercial building (Pizza-Hut) on a small lot and a 15-storey residential high-rise tower further to the west, on parcels zoned "Downtown Commercial (CDT1)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified various design issues to be resolved at the Development Permit stage. Staff worked with the applicant to address those issues in the following ways (shown in *bold Italics*):

- Design development to the interface area between planters/low retaining walls of patio decks and edge of the public sidewalk along Westminster Highway and Cooney Road.

While maintaining a small grade elevation difference between finished grade of street-oriented units and the sidewalk, an average of 1.00 m (3 ft.) and 0.45 m (1.5 ft.) wide landscaped area is provided between the internal edge of the sidewalk and the low retaining wall of the raised patio area of the units along Cooney Road and Westminster Highway respectively. Tree and plant locations have been revised to match the proposed street lighting layout.

- Design development to the south elevation, especially that portion closer to Cooney Road required to reflect and bring some of the features of the west elevation around the corner, along a portion of the lane.

The proposal includes larger window-sized openings in the south wall above the parkade entrance, as well as façade treatment (colour horizontal bands between scoring lines that emulate the horizontal line of windows and slabs) of the lower end units at the southwest corner of the building.

- Design development required to the east side wall of the parkade.

In order to soften the exposure of this parkade façade to views from adjacent building to the east, the overall wall height for most of the east façade has been reduced. The parapet height has also been reduced to a height of 30 ft. [9.14 m] and a green wall treatment that includes large metal screens placed on a regular pattern that will facilitate climbers to cover this wall over time.

- Recommend incorporating some brick cladding in parts of the building along Cooney Road to reinforce this relationship to the surrounding built context and relate to the four-storey residential podium along Westminster Highway.

Although "Alucobond" panels in combination with painted concrete (2 colours) are used on the west façade, the material relationship with the north side of the building and existing developments to the west is achieved by brick being used on the planter boxes and low retaining walls along the Cooney Road frontage.

- Recommend exploring reinforcing the presence of balconies on building elevations by introduction of coloured or frosted glass on balconies.

The proposed development has included a combination of frosted glass and frosted tinted glass on balconies to make the presence of balconies stronger and provide additional detail and interest to the building facades.

- Design development to the sculptural water feature with art glass at the corner of Cooney Road and Westminster Highway to introduce colour, illumination by night and a local theme, if possible.

Proposed feature at this visible corner includes sculptural glass, water flowing down the sculptural glass wall and illumination at night.

- Improved safety for users of the outdoor amenity area; especially the children play area, and on the deck of stepping floors

All balconies, outdoor and amenity areas have guardrails where required. These guardrails are combined with a wide planter on the south of the upper terraced decks and at perimeter of the roof garden/outdoor amenity area, including the children play area.

- Consider providing a green roof on top of the four-storey residential podium along Westminster Highway.

The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck.

- Consider increasing the number of trees proposed within the site along Westminster Highway and placing them in a way (alternating with the boulevard trees) that achieves a double row of trees combined with a denser visual buffer to the street.

Number of trees proposed within the front yard of ground floor units has slightly increased and their spacing has been coordinated with the expected location of boulevard trees to achieve the intended objective. Precise spacing, which has to be coordinated with the street light poles, will be determined via the Servicing Agreement regarding this work.

The Public Hearing for the rezoning of this site was held on April 20, 2009. At the Public Hearing, several property owners and residents in the neighbouring building to the east and other adjacent developments expressed concerns about rezoning the subject property.

- Concerns regarding the impact that the proposed development would pose on some of the 8440 Westminster Highway residents' views and their gardens, and traffic concerns associated with the lane along the south end of their property and its proposed extension to Cooney Road.
- Potential impacts to the foundation structure of existing building on 8440 Westminster Highway due to construction of the proposed development.
- Changes to the harmony and character of the existing low-rise area.

In response to the issues raised by the long-term residents in the neighbouring building, Council encouraged the applicant to meet with the Strata and address their concerns with sensitivity.

Staff worked with the applicant to address those issues in the following ways:

- *To soften views over the east side wall of the parkade, additional tree planting has been added along the east side yard, at the interstitial space between the proposed development and the existing building to the east of the proposal. In addition, a green wall treatment is now proposed for the east wall of the parkade. This green wall includes a combination of large metal screens placed on a regular pattern covering the parkade fenestrations that will allow the climbers planted on the landscaped side yard to cover the wall, over time.*

To protect sun exposure and recognize the lower profile of the existing building at 8440 Westminster Highway, the proposal concentrates the higher building masses on the west side of the site and locates the lower, four-storey residential podium mass extending toward the east, along the Westminster Highway frontage.

The extension of the east-west lane to daylight on Cooney Road will improve overall vehicular circulation and access to parking for all buildings along Westminster Highway, between Cooney Road and Garden City Road. This will also have a direct beneficial impact regarding the neighbouring development by providing an alternative route to Cooney Road in addition to the existing emergency purposes right-of-way (ROW) established along the east side of 8440 Westminster Highway, and providing residents of buildings along Westminster Highway with an access/exit route that daylights on the west at Cooney Road and on Garden City Road on the east.

- *Prior to commencement of construction, Read Jones Christoffersen, Structural Engineers, consultants for the subject development will provide residents at 8440 Westminster Highway with the adequate engineering information on procedures and measures that will be taken to ensure that there is no impact to adjacent buildings structures due to construction of the proposed development.*
- *The present character of this low-rise area of the City Centre is already in transition to a more intense use of the land that will see medium-rise and hi-rise type of buildings in the future, as the vision of the City Centre Area Plan is implemented over time. The proposed type of development is consistent with the Area Plan and represents one additional step in consolidating the vision for the City Centre.*
- *In response to Council's direction to hold an information meeting with the residents of the neighbouring building to the east, Mr. Wing T. Leung, the architect for this project, met with Strata Council for 8440 Westminster Highway on February 29, 2012 and received a positive response to the changes made. Mr. Leung also requested that at the Strata Council's General Meeting that was to be held on March 3, 2012, the consulting engineers for the project be given permission to undertake a Building Survey to inspect their existing building conditions before construction of the proposed building begins and then again at completion of construction. The consulting engineers will also monitor the new structure's building elevations and shoring.*

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). In addition, it is generally in compliance with the "High Rise Apartment (ZHR 6)-Brighthouse Village (City Centre)" zone, [former "Comprehensive Development District (CD/205)"]. No variances are requested for the proposed development.

Advisory Design Panel Comments

The Advisory Design Panel reviewed this development proposal at its meeting of August 20, 2008 as part of the rezoning application review process. The Panel supported and provided comments on the proposed development, as presented.

A copy of the relevant excerpt from the subject Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Based on the level completeness, details and advanced design of the proposal at the time the proposal was presented to the Panel for review, and the ensuing design development and refinement of the proposal in cooperation with City staff through the Development Permit review process, staff has decided that this proposal needed not to be submitted to the Advisory Design Panel for further review.

Analysis

Conditions of Adjacency

- In general, the proposed development has successfully addressed the mass and open space relationship to adjacent existing buildings (and expected future developments) surrounding the site.
- Locating the stepping mass of the tower portion of the proposal on the west side of the site, and the four-storey residential podium along the Westminster Highway frontage toward the east, provide a soft transition and adequate interface with the existing low-rise building forms found to the east along Westminster Highway.
- The landscaped roof/outdoor amenity area provided on top of a portion of the three-storey parkade, the 4.0 m wide landscaped east side yard setback, and the green wall treatment of the parkade's east façade soften the presence of the podium and provide visual interest to the residents in the building next door.
- The mass of the proposed building along Cooney Road resolves the mass transition toward the areas westward from Cooney Road which include high-rise residential towers, as envisioned in the City Centre Area Plan.
- Along Cooney Road, the building mass steps down from 10-storey at the Cooney Road and Westminster Highway corner to four-storey toward the south. The 6.0 m wide lane (ultimately at 9.0 m as per CCAP) contributes to increasing the separation and adds to the mass transition to the existing lower density residential context to the south.

Urban Design and Site Planning

The proposed development meets the intent of the CCAP, Brighthouse Village, with respect to land uses, density and site planning aspects in Sub-Area B2 identified for Mixed-Use Mid-Rise Residential & Limited Commercial. Although the proposed development exceeds the CCAP expected eight-storey building height in the area, the proposed development height of 10-storey is localized at the corner of Westminster Highway and Cooney Road, forming part of the building mass that steps down to four-storey from north to south along Cooney Road.

- The distribution of mass and location of the various components of the proposed development minimize impact on adjacent development by the eastern location of the proposed garden/outdoor amenity space above the parkade podium.

- The higher northern end of the building extending along Cooney Road anchors the corner at Westminster Highway and accentuates the unique architectural treatment of that ending of the building that establishes an urban landmark at the eastern gateway into the City Centre area on Westminster Highway.
- The proposed development presents a continuous four-storey residential podium which extends for most of the frontage along Westminster Highway that recognizes and relates to the height of the existing buildings to the east, and reflects the desirable built form intended for that perimeter area of the City Centre.
- Location of the main building in relationship to the corner incorporates substantial setbacks on the east and north sides that reinforce the strong and identifiable higher building mass that anchors the northwest corner of the site.
- Units in the lower level of the building along both Cooney Road and Westminster Highway have direct access from the street, reinforcing the desirable street-oriented character of the proposed development. The main entrance to the building is at the corner of Cooney Road and Westminster Highway.
- The ground level units along Cooney Road and Westminster Highway have raised garden/patios with front doors and front stoops along the street that provide interest and animation to the public realm. The finished floor elevation of the ground level street-oriented units is approximately 0.60 m raised above the sidewalk, therefore providing for adequate privacy to the units while also increasing opportunities for casual surveillance over the street.
- Parking is provided in three (3) levels above the street and 1/2 parking level below the street elevation. The parkade is hidden from views from the street by the four-storey residential podium along Westminster Highway on the north side and the terraced residential block along Cooney Road, on the west. Access to the parking levels is provided from on the south side of the building, from that portion of the east-west lane that will now daylight on Cooney Road.

Design Guidelines Compliance

- The proposed development responds well to the CCAP Design Guidelines references regarding urban design and site planning.
- The proposal responds well to its location and massing context; the subject development is located at the interface between two different CCAP land use designations that result in distinctive form and character of the built environment. To the east and north, the “General Urban (T4)” for Mixed-Use Low-Rise Residential and Limited Commercial designation allows for grade-oriented housing in the form of high-density townhouses and limited commercial uses; to the west, the “Urban Core (T6)” designation for the Mixed-Use High-Rise Residential, Commercial and Mixed-Use designation allows high-density, high-rise residential and mixed-use developments in the form of towers with podium street wall bases.
- The proposal also reflects the area’s desirable street-building relationship, which includes providing direct access from the street to the street-oriented units in the main floor and the residential lobbies oriented toward the corner.

Architectural Form and Character

- The proposed four-storey podium along Westminster Highway is clad in brick to relate to the older four-storey apartment building to the east and the high-rise residential tower at the north-west corner of the Cooney Road and Westminster Highway intersection. Brick is also used in the raised planters and low retaining walls along the Cooney Road frontage.
- The parking garage is at the centre of the site concealed from street views by the residential components of the building.
- The 10-storey terracing building steps down from the high point at the northern corner down to the south, providing private landscaped roof terraces and good sun exposure to ending units and the landscaped roof/outdoor amenity space.
- Aluminum panels (Alucabond) and glazing are the dominant materials used on the northwest corner of the 10-storey building to contrast with the brick cladding frames of the four-storey residential podium along Westminster Highway and the painted concrete frames of the portion of the building on Cooney Road that terraces down toward the south. This different architectural treatment of the building at the corner of Westminster Highway and Cooney Road establishes a visual landmark that identifies a gateway to the City Centre and defines the iconic character of this building.
- The series of concrete and brick frames found in the north and west facades, excepting the corner at Westminster Highway and Cooney Road that use aluminum panels, break the mass of the building and accentuate the terracing character of the proposed development along Cooney Road and help to identify each unit on the Westminster Highway four-storey podium. Further articulation of the building facades is achieved by the cantilevered balcony slabs, use of a combination of frosted and tinted frosted glass balcony railing glass, and perimeter/edge planters along the south side of the building.
- The wall of the parkade that faces the existing residential development to the east includes metal framed screens arranged in a regular pattern that, combined with planting trees along that side yard and climbers along the base of the wall, will turn this side of the parkade into a “green wall” and soften the presence of the podium to the neighbouring site.
- Windows and overall façade treatment of the south side of end units at the south-west corner of the building, adjacent to the entrance point to the east-west lane from Cooney Road, provide articulation and detailing to this portion of the building that will be exposed to views from the south.

Landscape Design and Open Space Design

- Ground level landscaping at the perimeter of the site includes a combination of trees on planters, a variety of shrubs on low raised planters, raised patio of street-fronting units, and water feature at the corner of Westminster Highway and Cooney Road. The trees planted within the development site are proposed to alternate with the street trees on the boulevard for the purpose of increasing the visual green density of this buffer along the site’s perimeter streets. Precise location of trees, on site and on street boulevard, will be refined via the related Servicing Agreement.
- The landscaped roof/outdoor amenity space is exposed to the sun from the south and includes feature pavement, seating walls, a trellis structure and a central children’s play area. This central space is well contained along its west and north edge by terraced low planters and a pedestrian walk that provides the linkage from the patio area of residential units and the indoor amenity space toward this outdoor amenity.

- A wide planter with shrubs define the south facing terraced deck of units of the proposed building and is also provided at the perimeter of the outdoor amenity area on the roof of parkade. This edge treatment ensures safety for children, especially children using the play area of the common outdoor amenity space.
- The proposed extension of the existing lane to Cooney Road will create a small remaining parcel of land on its south side at the southeast corner of the site. This parcel of land will be transferred to City's ownership via an offer to purchase for a nominal amount prior to final Building Permit inspection. The residents of the building may be able to use this lot in the future subject to entering a legal agreement with the City that defines maintenance and liability responsibilities. This agreement may also allow for termination at the City's discretion, as this area is intended for consolidation and future development in conjunction with the lands to the south

Indoor and Outdoor Amenity Space

- Indoor amenity space for the residents is provided on level four, with direct access to a roof terrace/gardens that embraces and connects to the landscaped roof and the children's play area located 1/2 level below.
- The area allocated to outdoor amenity area/roof gardens is approximately 700 m² (7,500 ft²) and include a rubberized surface for the children's play area. The area of the indoor amenity space provided in the building is approximately 133 m² (1430 ft²). The indoor and outdoor amenity space provided in the proposed development comply with the requirements of the Official Community Plan (OCP).
- Outdoor amenity area and gardens are well exposed to the sun coming from the south and southeast. The stepped mass of the building from north to south allows for good sun exposure of the outdoor amenity area/gardens over the roof of the parkade. As there is a grade difference between the level of the indoor amenity space and the roof garden/outdoor amenity area, ramps are provided between these two (2) levels to facilitate wheelchair accessibility between these amenity spaces.

Vehicular Circulation, Parking and Loading

- This development will enhance the existing road network and contribute to achieving completion of the long-term City Centre road network as envisioned in the City Centre Area Plan by extending the east-west lane to Cooney Road along the south property line. Daylighting this lane to Cooney Road will greatly enhance and facilitate vehicular access to and from the long area of mid-rise residential buildings fronting Westminster Highway, between Cooney Road on the west and Garden City Road on the east.
- The proposed development also involves enhancement of the pedestrian and cyclist crossing at the intersection of Cooney Road and Westminster Highway, and contribute to an Accessible Pedestrian Signal at that location.
- Access to all parking, visitors and residents, is provided from the east-west lane along the south side of the proposed development. Access control to the parkade and the separation between visitor parking and residents' parking is achieved via overhead security doors.
- The proposal provides a total of 112 parking spaces and meets the City Centre residential parking requirements of the Zoning Bylaw. There are 95 parking spaces for residents and 17 visitor parking; this total includes 33 small car parking spaces and five (5) Accessible parking spaces.

- Loading/unloading and garbage/recycling collection service will take place off the laneway from a proposed widening of the lane (a laybay area) at the south-east corner of the parkade podium, in the proximity of the parkade entrance. This arrangement is supported by Transportation Engineering, based on the fact that this arrangement will allow loading/unloading operations without obstructing vehicular circulation on the lane.

Affordable Housing

- As the proposed development application was submitted to the City in 2005, prior to the Richmond Affordable Housing Strategy coming into effect, the proposed development has been exempt from mandatory provision of an affordable housing component as part of the development proposal.
- However, in response to City Council's interest in providing affordable housing and recognizing the density granted to the site resulting from the "Urban Centre (T5)" designation in the City Centre Area Plan, the proposed development will be making a monetary contribution toward the City's Affordable Housing Reserve equivalent to the contribution required under the Richmond Affordable Housing Strategy for residential development involving 80 or less units.

Accessibility /Barrier-free Access

- The proposed development includes six (6) units (Units 208, 308, 506, 705, 805 and 905) are identified in the respective floor plans) and indoor and outdoor amenity spaces that are accessible to a person with disability from a public road and from off-street parking areas.
- These units and common spaces will comply with the Basic Universal Housing features, as described in the Zoning Bylaw. These features include, among others:
 - Automated door openers at main entry and common areas.
 - Units with wider entry door opening and doors in common areas (not less than 0.855 m (2 ft. 10 in.).
 - Minimum clear opening for interior door to at least one (1) bedroom and one (1) accessible bathroom to be not less than 0.80 m (2 ft. 8 in.).
 - Flush thresholds throughout the building will not be more than 0.13 m in height.
- In addition to the Universal Accessible units described above, every unit in the building will include features that facilitate the process of "aging-in-place" such as:
 - Backing for future hand rail installation in at least one bathroom; and
 - Doors in every unit and common areas equipped with opening devices that do not require tight grasping or twisting of wrist.

Sustainability Features of the Proposal

In response to the City's commitment to long-term environmental, financial and social sustainability, the proposed development includes a series of sustainable features that include, among others:

- Use of locally/regionally harvested and manufactured products.
- Green roofs and planters helping (covering approximately 25% of the site area) to mitigate storm water run-off and reduce the urban heat island effect.
- Drought resistant planting to on roof gardens to reduce irrigation needs.

- Motion sensors and timers in public use areas to help reducing electric power consumption. An “all off” switch is being considered for each unit to help reducing the power consumption within the unit.
- Efficient fixed lights, fans and cooling/heating equipment in addition to occupant control over heating/cooling zones within the unit.
- Low-E glazing and cantilevered balcony slabs to reduce heat gain.
- Implementation of construction waste management plan to divert waste from landfill.
- Use of recycled material products or with recycled content where applicable.
- Use of concrete with fly ash content to be specified where possible.
- Low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and showerheads, front load washers and water efficient dishwashers.
- Interior of the units will use low emitting materials as sealants, adhesives, paints carpets and composite wood where applicable.
- Provision of operable windows in units to improve quality of the indoor environment, and pressurization of all lobbies and hallways to keep common areas smoke and odour free.

Crime Prevention Through Environmental Design

The proposed development incorporates a series of CPTED design principles that include, but are not limited to the following:

- Entrance to parking from the lane protected by an overhead gate. Two (2) security gates separate residential and visitor parking areas.
- Use of reflective white paint and fenestrations provided on the parkade exterior walls that allow for natural light and natural air circulation into the various parking levels.
- Use of anti-graffiti paint on the lower level of the south elevation wall.
- Vision panels provided in doors of vestibules and corridors to elevator lobbies and doors leading to public accessible areas (exit stairs).
- Clear and direct path from visitor parking area to elevator core provided.
- Low level lighting, pedestrian lighting or wall mounted fixtures provided along streets and around the outdoor amenity space to increase casual surveillance from surrounding residential units.

Public Art

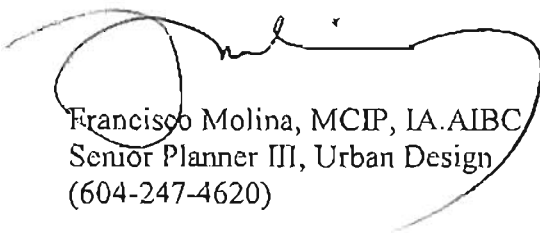
The site is at a significant and strategic corner location in relationship to the City Centre and provides an ideal opportunity to integrate public art as part of its architectural response to the immediate urban context.

- The proposed development includes a Public Art component on the Westminster Highway side of the building lobby consisting of a sculptural glass wall with water sliding down its surface to a horizontal reflecting water base. This glass wall feature will be illuminated from its base at night.
- As part of the rezoning of the subject site (RZ 05-317846) the applicant also committed to a voluntary contribution to the Public Art Statutory Fund for use in future Public Art projects.

Conclusions

The subject development is responsive to the City of Richmond's design objectives within the Brighthouse Village of the City Centre. The proposal's unique terracing massing and quality of the associated continuous low-rise residential podium, design details, and the building relationship to adjacent developments and street actively contribute to enhancing the quality of the public realm along Westminster Highway and Cooney Road. The iconic character of the proposed development will also establish an architectural landmark at the eastern gateway to the City Centre area.

Based on the proposal's design response to its context and location within the City Centre area, and the significant landmark quality of the architectural project, staff support the proposed development proposal



Francisco Molina, MCIP, IA.AIBC
Senior Planner III, Urban Design
(604-247-4620)

FM:blg

The following are to be met prior to forwarding this application to Council for approval:

- Additional laneworks are to be constructed via the City's standard Servicing Agreement. These works involve connecting the laneworks designed via SA10-530664, east from this development site, connecting to the existing laneworks entirely in the rear of 8440 Westminster Highway. These works are to occur in the corridor provided via Public Rights of Passage right-of-way (ROW) Plan 63110. Works include, but are not limited to, construction of a 6.0 m lane (no curbs at this time), complete with drainage and Type I Decorative Luminaire Pole - as per Rmd. Std Dwg L12.5. Pole and light to be powder coated black. The existing trees in the lane ROW will need to be removed and replaced on the proposed development site at the developer's expense. No tree cutting permit is required. The design of these works can be added to the existing offsite design works done via SA10-530664.
- As the laneworks described above include the removal of existing trees at the rear of the adjacent site to the east, the Strata Council of 8440 Westminster Hwy should be given reasonable notice of any pending tree removal related to the construction of the new lane at the rear of their lands.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$342,807.75 (based on cost estimates provided by ITO & Associates Landscape Architect, the project's Landscape Architect).

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to make a "latecomers" contribution payment of \$4,116.36 for storm and sanitary upgrades associated with lot at 6180 Cooney Road; if not previous payment has been made.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units, as described in this report, including lever handles for doors and faucets and blocking in washroom walls to facilitate future potential installation of grab bars/handrails.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

Prior to final Building Permit granting occupancy, or stratification (whichever occurs first) the developer is required to complete the following:

- The applicant to complete transfer of the following lands to the City;
 - a) the 3.78m Public Rights-of-Passage (PROP) ROW along Cooney Road, that tapers down to 3.02 m at the new lane;
 - b) the 4 m x 4 m PROP ROW corner cut at Westminster Highway and Cooney Road from the new ROW along Cooney Rd and Westminster Hwy;
 - c) the 6 m PROP ROW along the entire south edge of former 6180 Cooney Road, from Cooney Road, which taper north through former 8420 Westminster Highway aligning 3 m north with the lane at the rear of 8440 Westminster Highway. The PROP ROW at the rear of former 8420 Westminster Hwy being 9 m wide; and
 - d) the new lot created between the new south edge of the lane through former 8420 Cooney Road to the south. Potential use of this lot as a garden by the residents of the building, subject a legal agreement with the City.



DP 10-516067

Attachment 1

Address: 6140 Cooney Road (former 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road)

Applicant: ATI Investments Ltd. Owner: ATI Investments Ltd

Planning Area(s): City Centre Area Plan – Brighthouse Village

Floor Area Gross: 8,245.9 m² Floor Area Net: 7,542.05 m²

	Existing	Proposed
Site Area:	3,908.4 m ²	3,795.98 m ²
Land Uses:	Single Family Residential	Medium Density. Mid-Rise Multiple Family
OCP Designation:	Neighbourhood Residential	Urban Centre (T5)- Brighthouse Village
Zoning:	Medium Density-Low Rise Apartments (RM1)	High Rise Apartment (ZHR6)- Brighthouse Village (City Centre)
Number of Units:		80 units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 max	1.99	none permitted
Lot Coverage:	Max. 60%	approx 48 %	None
Setback – Public Street (North):	Min. 3.0 m	3.0 m	None
Setback – Public Street (West):	Min. 3.0 m	6.78 m	None
Setback – Side Yard:	Min. 3.7 m	3.76 m	None
Setback – Rear Yard (lane)	Min. 1.0 m	7.0 m	None
Height (m):	Max. 31.0 m	30.71 m	None
Lot Size:	N/A	N/A	None
Off-street Parking Spaces – Regular :	56 minimum	107	None
Off-street Parking Spaces – Small Car:	56 maximum	33	None
Off-street Parking Spaces – Accessible:	5	5	None
Total off-street Spaces:	112	112	None
Tandem Parking Spaces	not permitted	N/A	None
Bicycle Parking - Class 1	100	100	None

Bicycle Parking - Class 2	16	16	None
Amenity Space – Indoor:	Min. 70 m ²	133 m ²	None
Amenity Space – Outdoor:	Min. 480 m ²	approx. 700 m ²	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, August 20, 2008 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

**Excerpts from the
Advisory Design Panel Discussion Notes**
Wednesday,

Time: 4:00 p.m.
Place: Room M.1.003
Richmond City Hall
Present: Simon Ho, Acting Chair
Gary Fields
Dean Gregory
Willa Walsh
Also Present: Diana Nikolic, Planner
Sara Badyal, Planner
Francisco Molina, Planner
Rustico Agawin, Recording Secretary
Absent: Dana Westermarck
Cst. Derek Cheng
Mark J. Greatrix
Thomas Leung
Tom Parker

The discussion began at 4:00 p.m.

* Please note that as a quorum was not present, these notes do not constitute a record of *decisions* made by the Advisory Panel, rather a record of the discussions held.

1. **REZONING 05-317846 – TEN STOREY RESIDENTIAL (PRELIMINARY)**
APPLICANT: W.T. Leung Architects Inc.
PROPERTY LOCATION: 6140, 6160, 6180 Cooney Road and 8420 Westminster Highway

Staff Comments

Francisco Molina, Senior Planner III, Urban Design, gave a brief history of the project and described the site context as follows:

- rezoning application commenced in 2005; main reason for the delay was the need for the extension of the lane through to Cooney Road; meets maximum density requirement; present height is over 25 meters which is above the maximum but City Centre Area Plan (CCAP) allows some flexibility in height when interfaces and relationships are considered;
- project is purely residential building and is allowed under the CCAP; meets most of the criteria of design guidelines and the recommendations in the updated CCAP; and
- staff supports increase in height because the parcel is small and narrow; project proposal has solved most of the urban design problems faced by the project.

Mr. Molina likewise advised Panel to look into the following concerns:

- interface of parkade component with residential building at the east side;
We have lowered the east parkade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.
- interface area between the building and the street especially units at the lower level which have decks that open towards the street;
The street tree locations have been adjusted in conjunction with street lights in a way the trees create a buffer between the lower floors of the building and the street.
- opportunities for public art at the main corner of Westminster Highway and Cooney Road, which may contribute toward reinforcing the corner as a landmark;
The water feature at this important corner will be illuminated and receive some coloured features, including art glass.
- consider roof treatment on level 5;
The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck. This treatment is shown in the landscaping drawings.
- with regard to landscaping, look into the potential for planters serving as parapets on upper decks; and
Planters have been incorporated on all upper terraced decks facing south
- development on adjacent corners includes substantial use of brick, should brick be more extensively used within this project.
Brick is being used on the building portion along Westminster Highway (North) and the planter boxes along Cooney Road, including the extension into the lane (West and South).

Mr. Molina expressed that in general, staff is satisfied with the project proposal.

Applicant's Comments

Wing Ting Leung of W.T. Leung Architects, Inc., with the aid of a model and artist renderings, reviewed the project and site context and highlighted the following points:

- from an urban design point of view, the apartments on raised parking podiums facing Westminster Highway and Cooney Road seem to give an impression of an unfriendly pedestrian streetscape, but the design is intended to wrap and conceal the parking areas, with two apartments blocks facing Westminster Highway and Cooney Road;
- brick masonry is included on levels one through three on the Westminster elevation referencing the brick material used in the surrounding neighbourhood; aluminum, concrete and glazing is the dominant material and allows the architecture to introduce a sense of movement, particularly at the corner;
- amenity areas are highly accessible; accessible parking is also provided; features ramps and connection to the lobby; and
- landscape on the corner of Westminster Highway and Cooney Road provide opportunities for public art in the future.

Masa Ito, Landscape Architect of Ito and Associates, with the aid of a model and artist's renderings pointed out that on the ground level in the corner of Westminster Highway and Cooney Road, a sculptural waterfall wall is proposed. It is an eight-foot, free-standing wall with metal cladding and opaque glass proposed to be illuminated at night. He stated that the community garden and an arbour adjacent to the lane are separated by a low (one meter high) picket fence. He also described the landscape plan on the fourth level which features a garden, amenity area, extended amenity room, play area, arbour and lawn. The level 5 rooftop is not indicated to be landscaped as only one unit has access to the area.

Panel Discussion

In answer to a question, the applicant described the features of the corner lot structure.

Comments from the Panel were as follows:

- nice corner for public art; good idea as the corner is noticeable by people living near the area and in the building; vehicular traffic in the area also ensures public exposure;
- project is well-developed;
- impact of the parking façade on the eastern adjacency is harsh and the impact on the low-rise townhouses should be further considered; articulate wall to create pleasant experience for residents;

We have lowered the east façade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.

A meeting with the neighbouring building representatives has been held for discussion of the proposed improvements.

- colour palette for the building is quite restrained; consider some variety and intensity and create a more residential rather than a commercial look;

We have added coloured spandrel, coloured glass and further details to the guardrails and windows.

- enclosed balconies interesting but have a tendency to become cluttered; use appropriate glass and spandrel treatment to ensure the space doesn't become a visible storage space;

Enclosed balconies have been eliminated.

- lobby entrance is minimal; consider expansion;

The waiting area in the lobby has been improved by adjusting the ramp. Internal layout refined; please refer to furnished plans layout.)

- raised patios with steps are nicely handled; landscaping will add separation from the sidewalk to the units;

Landscaped planters and trees improve privacy of patios.

- consider planting perennials rather than annuals for sustainability reasons; plant diversity is encouraged; species diversity also supports plant and environmental health;

Perennials have been provided. Please refer to Landscaping drawings.

- project is well-handled; appropriate style and massing for the context;
- zigzag element in the corner of Westminster Highway and Cooney Road is "seductive-looking"; consider adding colour to maximize the effect;

This portion of the building will be clad with Alucobond panels. Colour: "champagne metallic", spandrel glazing in this element will be "hale navy blue"

- consider raising the parapet in the corner for more differentiation;

Parapet at the corner was raised by approximately 0.70 m (2'-4") to give the corner a more self-contained appearance

- consider the bulging effect of the balconies on the south elevation;

The balconies on the south-west corner of the building wrap around and into the lane and extend further as concrete fins.

- appreciate the playfulness of the openings on the east parkade elevation; consider introduction of more colour;

The east wall of the parkade has been modified with concrete pilasters, down lights for accentuation and will receive green screen wall panels, where climbers can grow up. The metal grilles behind the green screen will be painted and will reduce glare resulting from car headlights.

- the way units meet grade is appreciated; an appropriate response to a design problem; enhances the feeling of community; and

- articulate and add detail to the balconies, but should not affect the purity, cleanliness and simplicity of the form of the building.

More detail have been added to the balcony handrails, including coloured, frosted glazing and more detail. Please refer to the south elevation for typical guardrail design.

In response to the Panel's comments, the applicant advised that he appreciates the comments of the Panel and agreed to take a second look at the difficult aspects of the project. He also pointed out the necessity raising the height of the corner element by a meter or two.

The Acting Chair summarized the comments of the Panel and stated that they are extremely positive.

Due to the absence of Quorum, a recommendation could not be considered.



City of Richmond

Development Permit

No. DP 08-418522

To the Holder: ATI INVESTMENTS LTD.

Property Address: 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160
AND 6180 COONEY ROAD)

Address: C/O W. T. LEUNG ARCHITECTS INC.
#300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #18e attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of **\$342,807.75** to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 08-418522

To the Holder: ATI INVESTMENTS LTD.

Property Address: 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160
AND 6180 COONEY ROAD)

Address: C/O W. T. LEUNG ARCHITECTS INC.
#300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

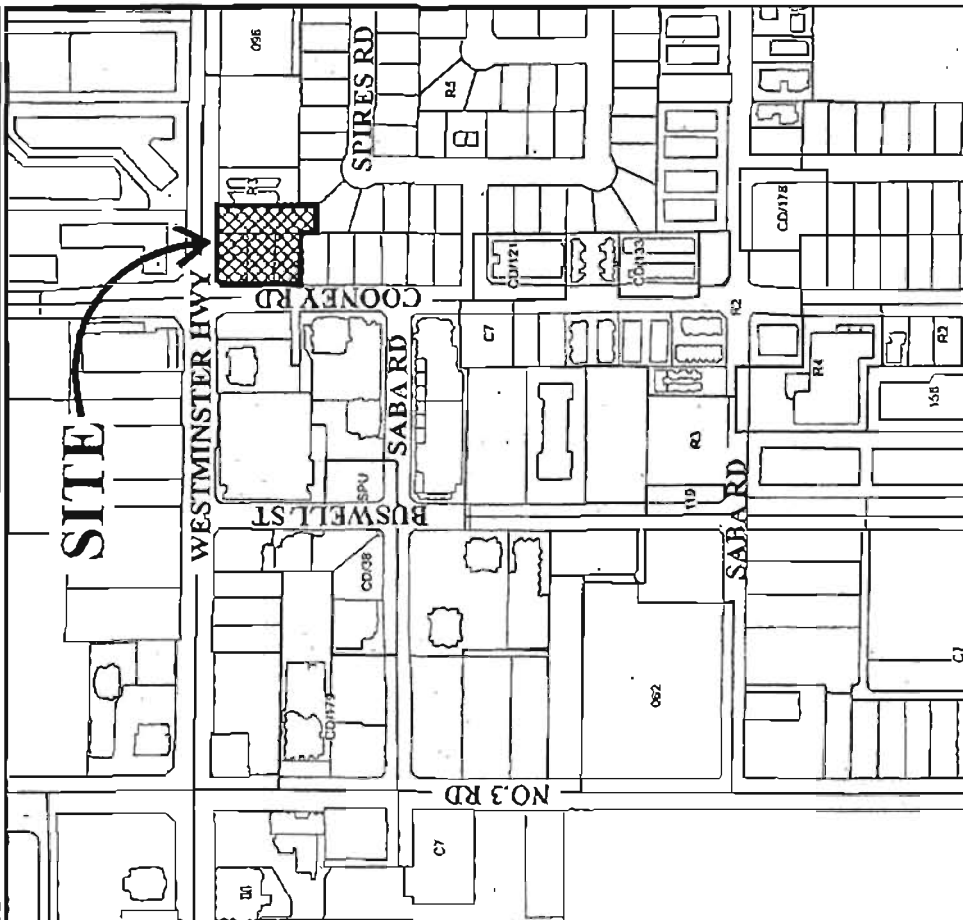
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



SITE

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BUSWELL ST

SABARD RD

SPIRE RD

COONEY RD

NO 3 RD



WESTMINSTER HWY

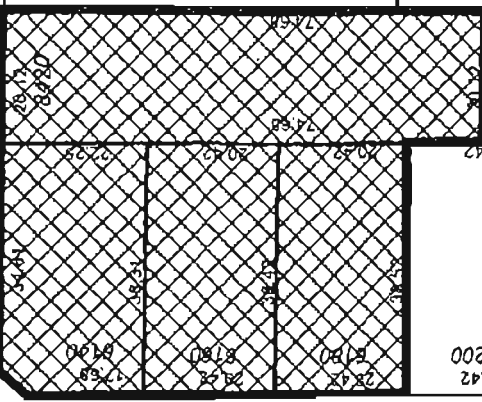
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Original Date: 05/22/08

Revision Date:

Note: Dimensions are in METRES

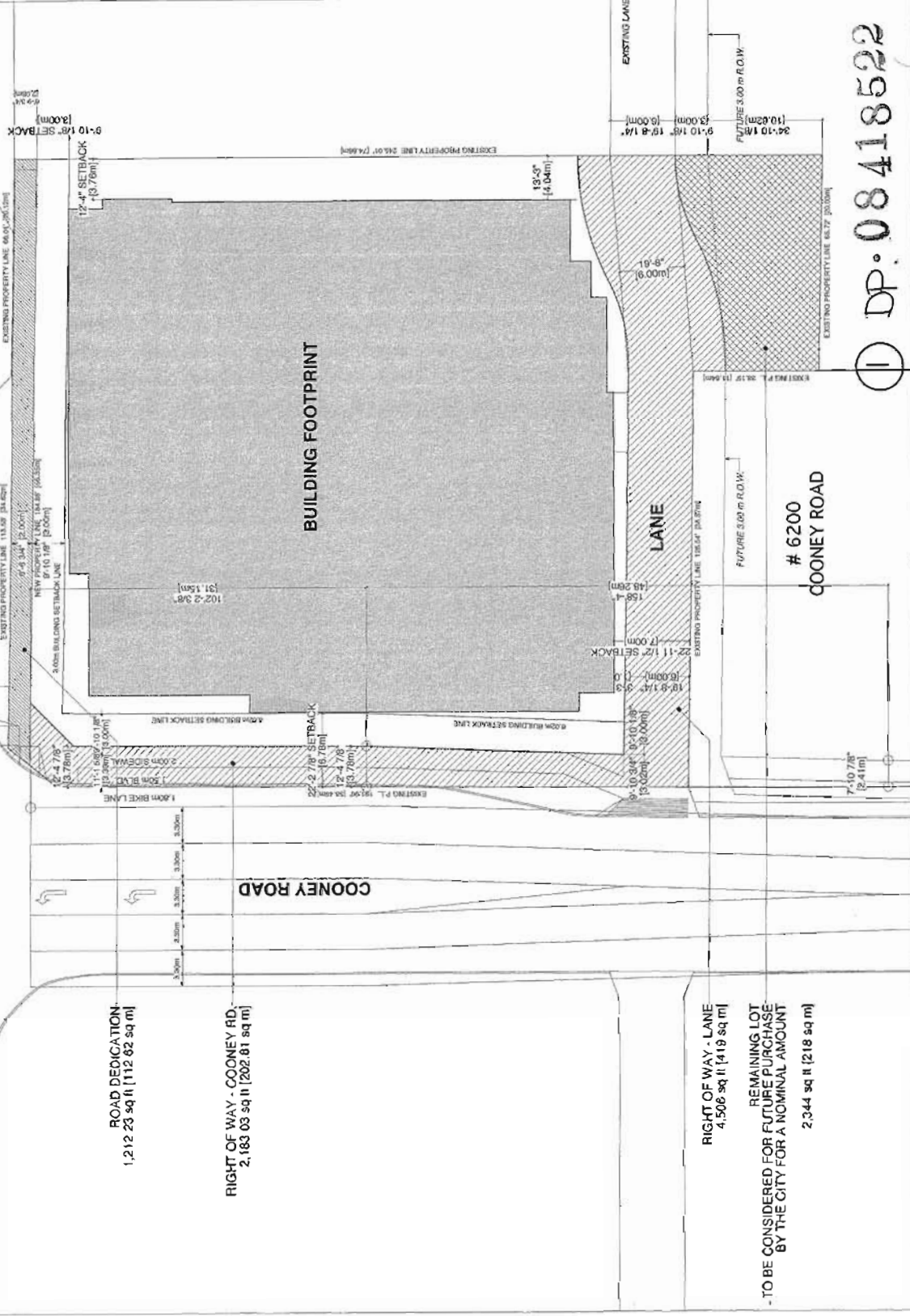


DP 08-418522 SCHEDULE "A"



WESTMINSTER HWY.

STREET LIGHT TYP.



ROAD DEDICATION:
1,212.23 sq ft [112.62 sq m]

RIGHT OF WAY - COONEY RD.
2,183.03 sq ft [202.81 sq m]

RIGHT OF WAY - LANE
4,508 sq ft [419 sq m]

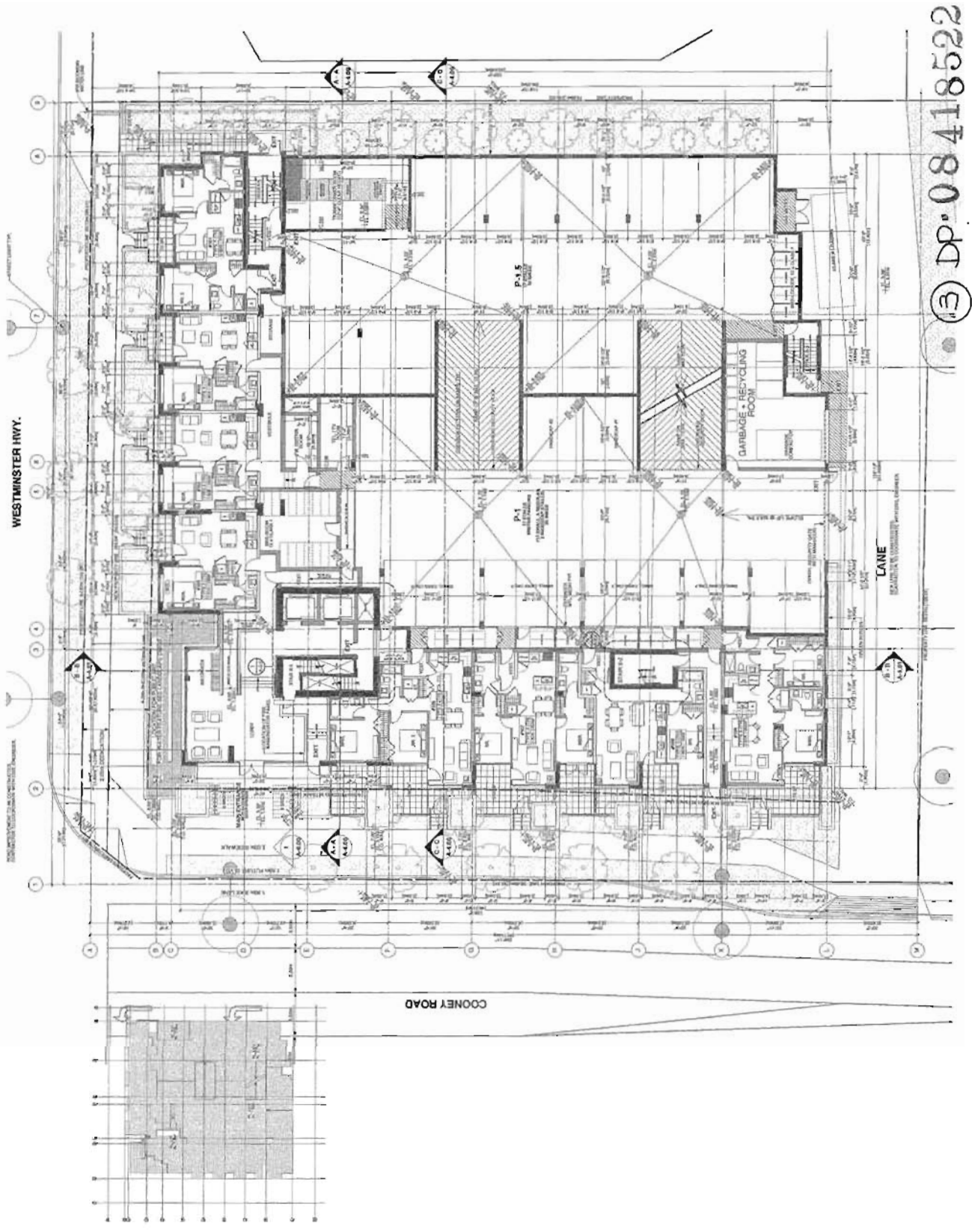
REMAINING LOT
- TO BE CONSIDERED FOR FUTURE PURCHASE
BY THE CITY FOR A NOMINAL AMOUNT
2,344 sq ft [218 sq m]

① DP-08418522

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8140
COONEY ROAD

SITE AREA
- DEDICATIONS
- RIGHT OF WAY



⑬ DP-08418522

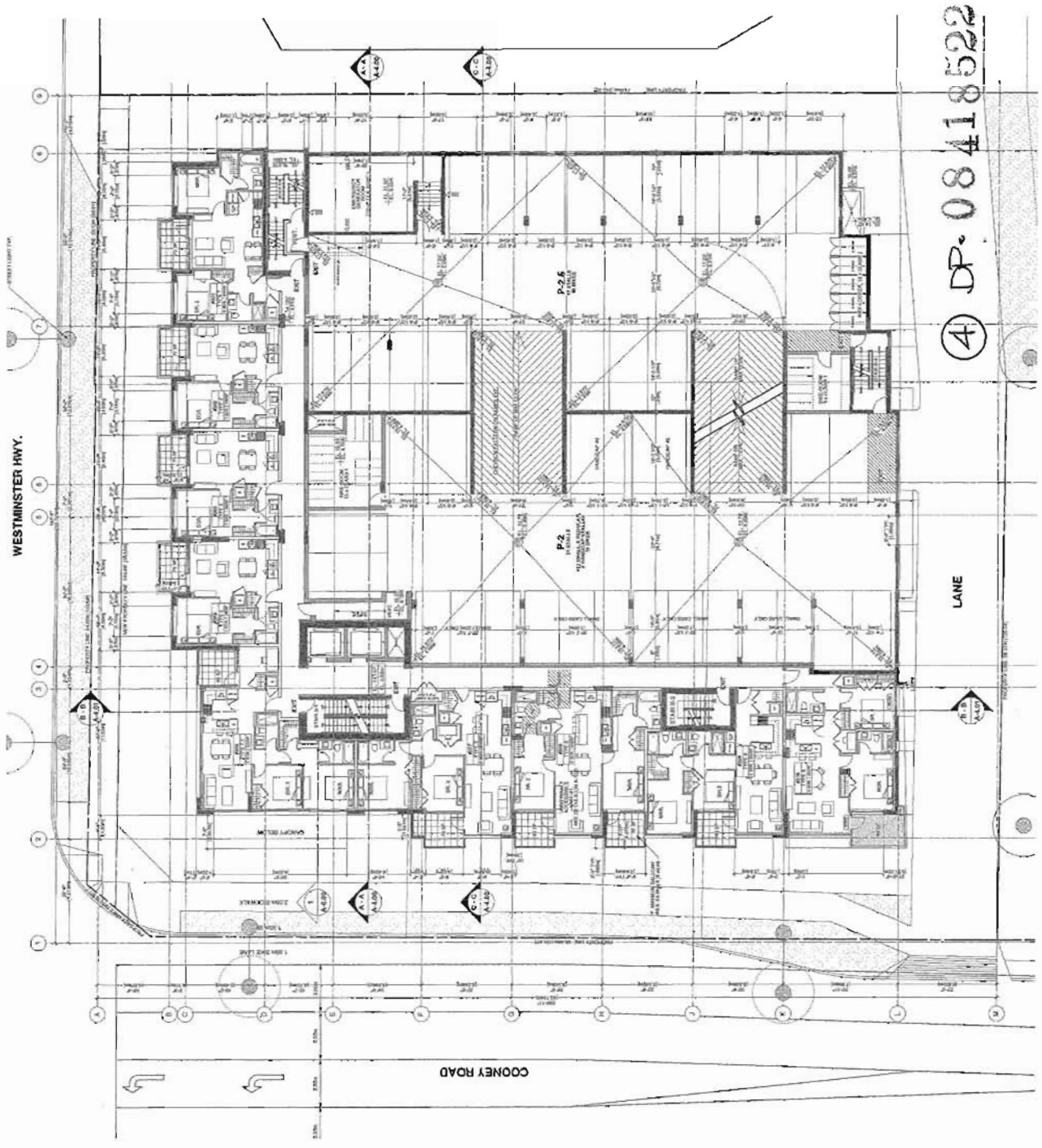


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- 3. EXISTING BUILDING EXTERIOR DOORS
- 4. EXISTING BUILDING EXTERIOR WINDOWS
- 5. EXISTING BUILDING EXTERIOR ROOF
- 6. EXISTING BUILDING EXTERIOR STAIRS
- 7. EXISTING BUILDING EXTERIOR ELEVATIONS
- 8. EXISTING BUILDING EXTERIOR DETAILS
- 9. EXISTING BUILDING EXTERIOR MATERIALS
- 10. EXISTING BUILDING EXTERIOR FINISHES
- 11. EXISTING BUILDING EXTERIOR LANDSCAPE
- 12. EXISTING BUILDING EXTERIOR UTILITIES
- 13. EXISTING BUILDING EXTERIOR STRUCTURE
- 14. EXISTING BUILDING EXTERIOR MECHANICAL
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- 19. EXISTING BUILDING EXTERIOR FENCING
- 20. EXISTING BUILDING EXTERIOR SIGNAGE
- 21. EXISTING BUILDING EXTERIOR LIGHTING
- 22. EXISTING BUILDING EXTERIOR SECURITY
- 23. EXISTING BUILDING EXTERIOR ACCESSIBILITY
- 24. EXISTING BUILDING EXTERIOR COMPLIANCE
- 25. EXISTING BUILDING EXTERIOR MAINTENANCE
- 26. EXISTING BUILDING EXTERIOR REPAIRS
- 27. EXISTING BUILDING EXTERIOR REPLACEMENTS
- 28. EXISTING BUILDING EXTERIOR ADDITIONS
- 29. EXISTING BUILDING EXTERIOR ALTERATIONS
- 30. EXISTING BUILDING EXTERIOR DEMOLITIONS

6140
COONEY ROAD

2nd FLOOR
PARKING 'P-2'

DATE: 10/15/2014
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



4 DP-08418522

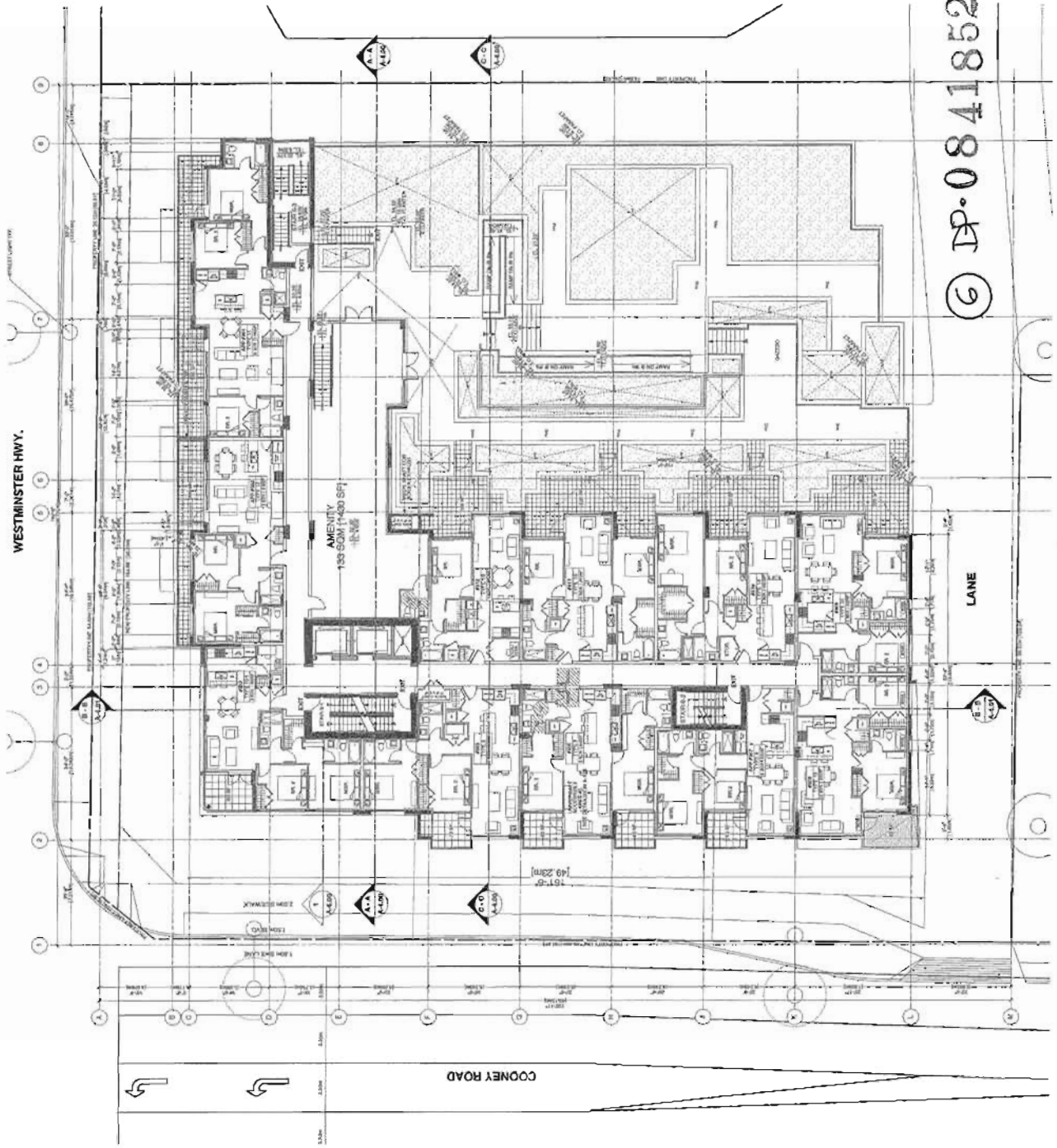


- 1. EXISTING BUILDING
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- 23. EXISTING DRIVE
- 24. EXISTING STREET
- 25. EXISTING ALLEY
- 26. EXISTING LOT
- 27. EXISTING ZONE
- 28. EXISTING DISTRICT
- 29. EXISTING CITY
- 30. EXISTING STATE
- 31. EXISTING COUNTRY
- 32. EXISTING WORLD
- 33. EXISTING UNIVERSE
- 34. EXISTING GOD
- 35. EXISTING HEAVEN
- 36. EXISTING EARTH
- 37. EXISTING WATER
- 38. EXISTING FIRE
- 39. EXISTING AIR
- 40. EXISTING SPACE
- 41. EXISTING TIME
- 42. EXISTING LIFE
- 43. EXISTING DEATH
- 44. EXISTING REBIRTH
- 45. EXISTING RESURRECTION
- 46. EXISTING GLORY
- 47. EXISTING HONOR
- 48. EXISTING POWER
- 49. EXISTING WEALTH
- 50. EXISTING KNOWLEDGE
- 51. EXISTING WISDOM
- 52. EXISTING FAITH
- 53. EXISTING HOPE
- 54. EXISTING LOVE
- 55. EXISTING MERCY
- 56. EXISTING GRACE
- 57. EXISTING PEACE
- 58. EXISTING JOY
- 59. EXISTING BLISS
- 60. EXISTING HAPPINESS
- 61. EXISTING CONTENTMENT
- 62. EXISTING SATISFACTION
- 63. EXISTING FULFILLMENT
- 64. EXISTING COMPLETION
- 65. EXISTING PERFECTION
- 66. EXISTING FLAWLESSNESS
- 67. EXISTING IMMACULATE
- 68. EXISTING PURE
- 69. EXISTING CLEAN
- 70. EXISTING FRESH
- 71. EXISTING NEW
- 72. EXISTING YOUNG
- 73. EXISTING OLD
- 74. EXISTING MATURE
- 75. EXISTING WISE
- 76. EXISTING FOOLISH
- 77. EXISTING SILENT
- 78. EXISTING NOISY
- 79. EXISTING QUIET
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- 81. EXISTING SLOW
- 82. EXISTING FAST
- 83. EXISTING EASY
- 84. EXISTING HARD
- 85. EXISTING LIGHT
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- 90. EXISTING MURKY
- 91. EXISTING OPEN
- 92. EXISTING CLOSED
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- 96. EXISTING LIMITED
- 97. EXISTING UNLIMITED
- 98. EXISTING FINITE
- 99. EXISTING INFINITE
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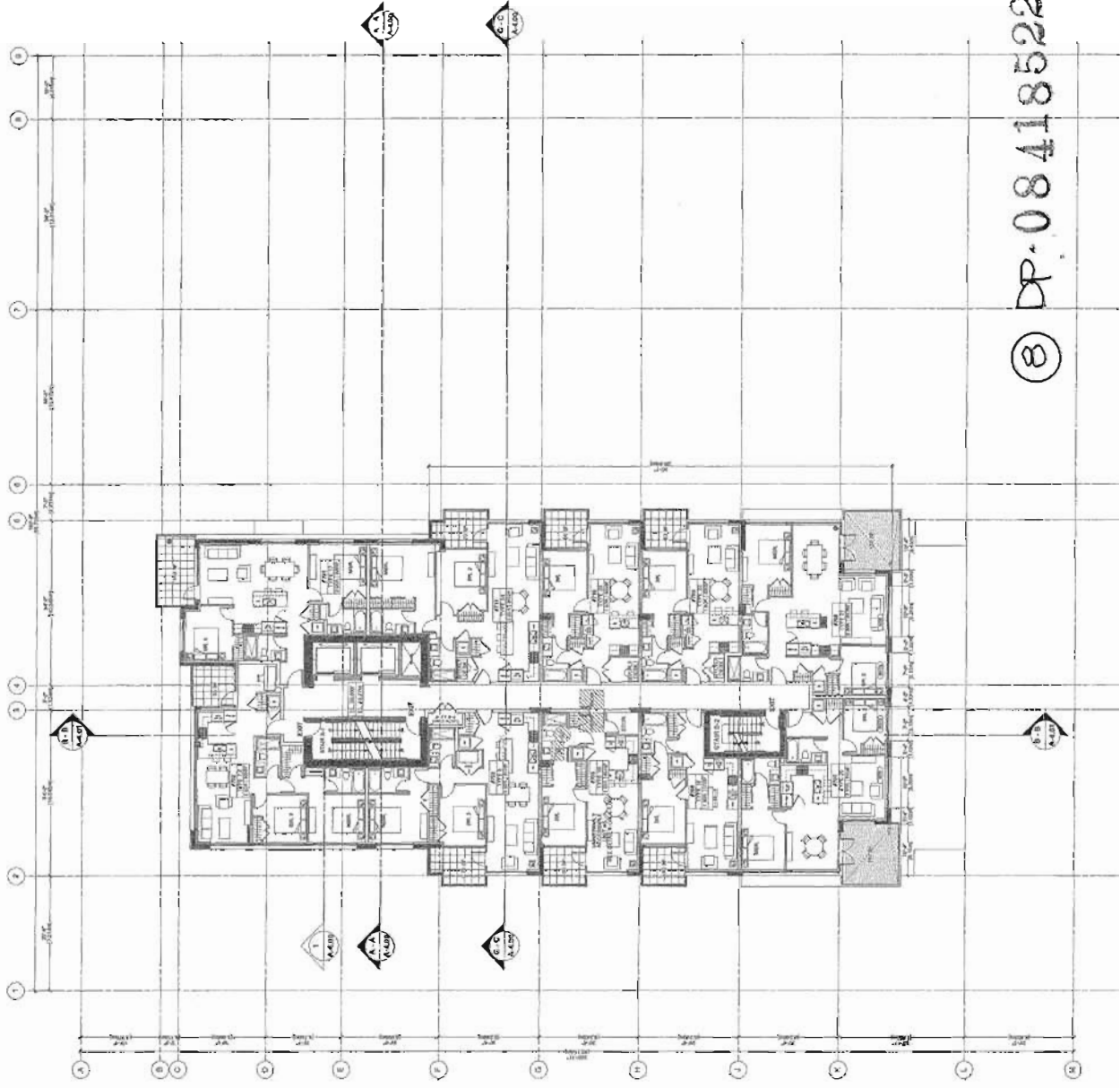
6140
COONEY ROAD
Baltimore, MD 21204
Tel: 410.524.1111
Fax: 410.524.1112

4th FLOOR
PLAN

DATE	07/05
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"
PROJECT	6140 COONEY ROAD
SHEET	4th FLOOR PLAN



⑥ DP-08418522



⑧ DP-08418522

1. DESIGN: W. T. LEUNG ARCHITECTS
2. ARCHITECT: W. T. LEUNG ARCHITECTS
3. ENGINEER: W. T. LEUNG ARCHITECTS
4. CONTRACTOR: W. T. LEUNG ARCHITECTS
5. OWNER: W. T. LEUNG ARCHITECTS
6. DATE: 08/20/2008
7. SCALE: 1/8" = 1'-0"

6140
COONEY ROAD

6th FLOOR
PLAN

W. T. LEUNG ARCHITECTS
INC.

1. DESIGN: W. T. LEUNG ARCHITECTS
2. ARCHITECT: W. T. LEUNG ARCHITECTS
3. ENGINEER: W. T. LEUNG ARCHITECTS
4. CONTRACTOR: W. T. LEUNG ARCHITECTS
5. OWNER: W. T. LEUNG ARCHITECTS
6. DATE: 08/20/2008
7. SCALE: 1/8" = 1'-0"



- 1. EXISTING FLOOR PLAN
- 2. EXISTING WALLS
- 3. EXISTING DOORS
- 4. EXISTING WINDOWS
- 5. EXISTING STAIRS
- 6. EXISTING ELEVATORS
- 7. EXISTING ROOF
- 8. EXISTING SITE
- 9. EXISTING UTILITIES
- 10. EXISTING LANDSCAPE
- 11. EXISTING PAVING
- 12. EXISTING FURNITURE
- 13. EXISTING EQUIPMENT
- 14. EXISTING MATERIALS
- 15. EXISTING FINISHES
- 16. EXISTING LIGHTING
- 17. EXISTING MECHANICAL
- 18. EXISTING ELECTRICAL
- 19. EXISTING TELEPHONE
- 20. EXISTING DATA
- 21. EXISTING SECURITY
- 22. EXISTING ACCESSIBILITY
- 23. EXISTING SUSTAINABILITY
- 24. EXISTING WELL-BEING
- 25. EXISTING COMMUNITY
- 26. EXISTING CULTURE
- 27. EXISTING HISTORY
- 28. EXISTING IDENTITY
- 29. EXISTING REPUTATION
- 30. EXISTING FUTURE

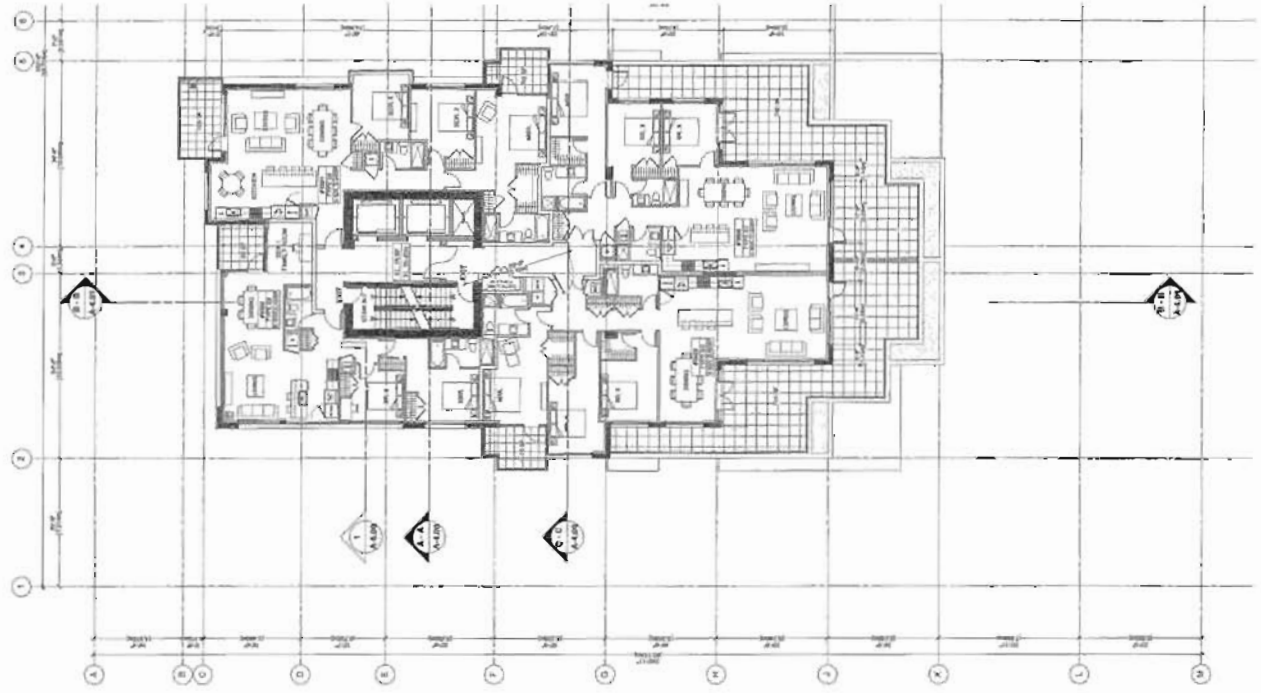
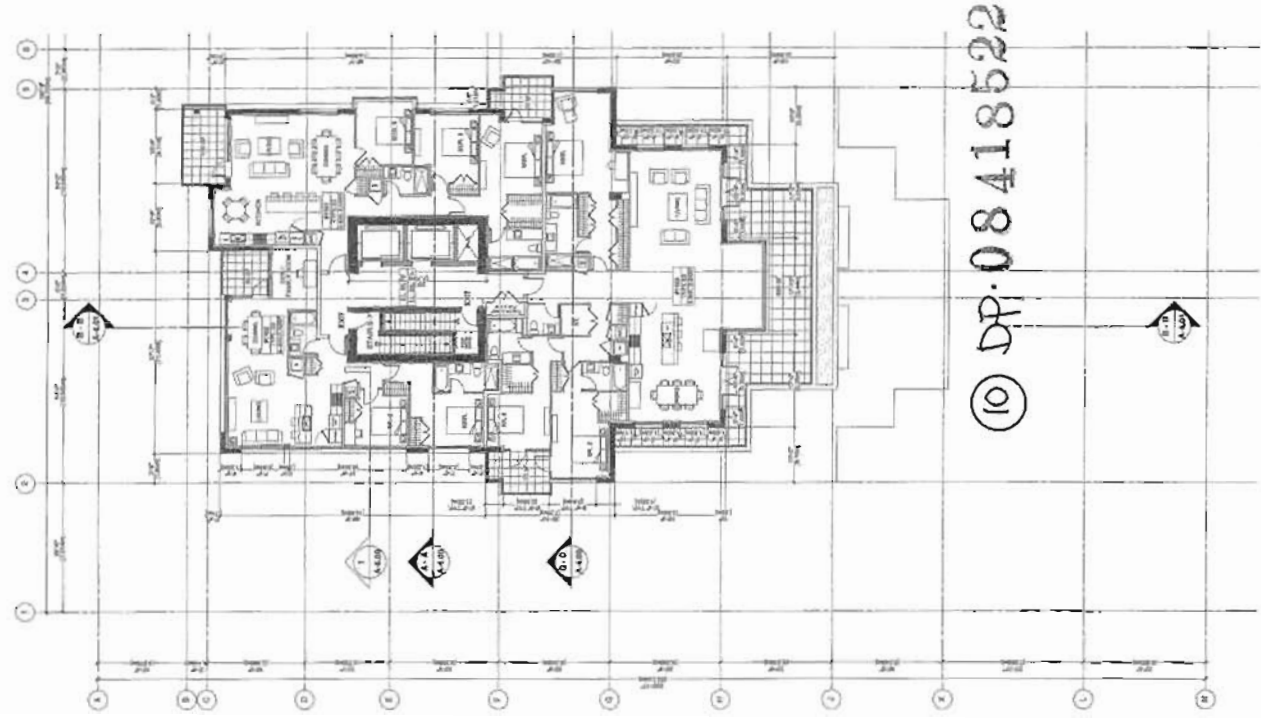
6140
COONEY ROAD

COONEY ROAD
RECONSTRUCTION, N.C.

9th & 10th
FLOOR PLAN

DATE	01/18
BY	W. T. LEUNG
CHECKED	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT	COONEY ROAD
SHEET	9th & 10th FLOOR PLAN

A-2.08

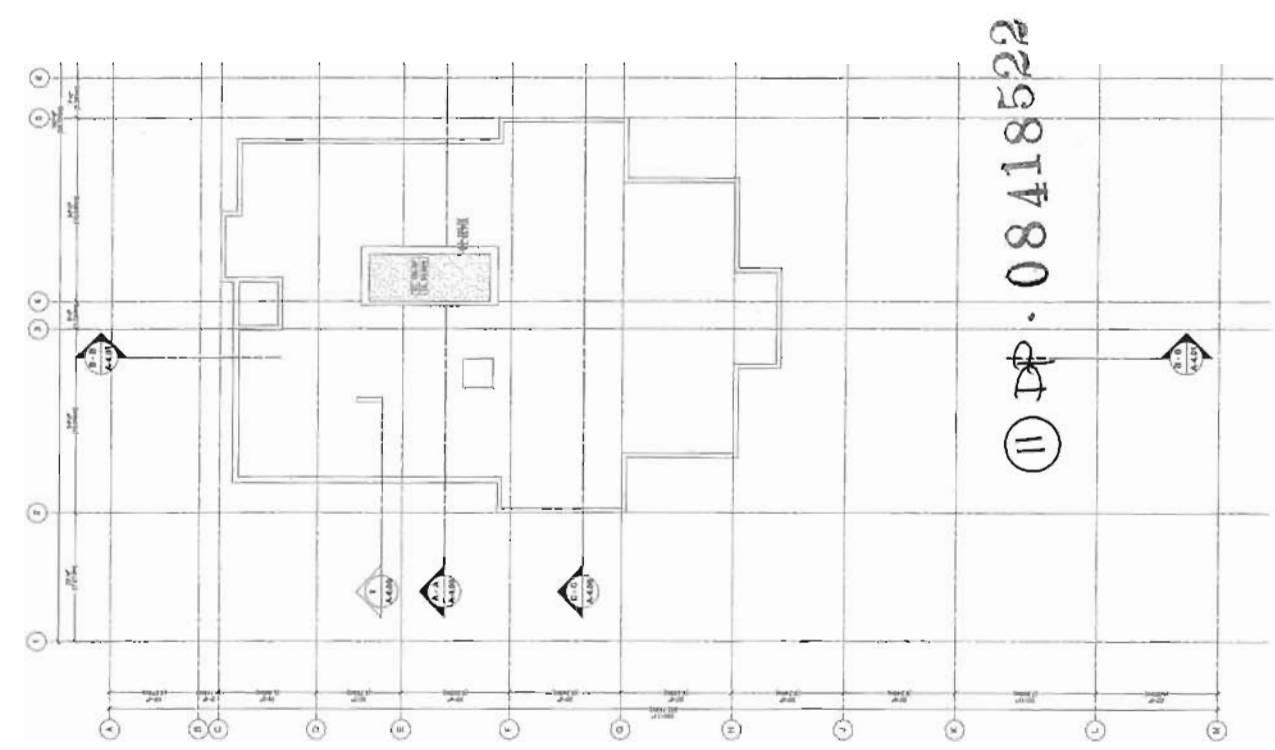




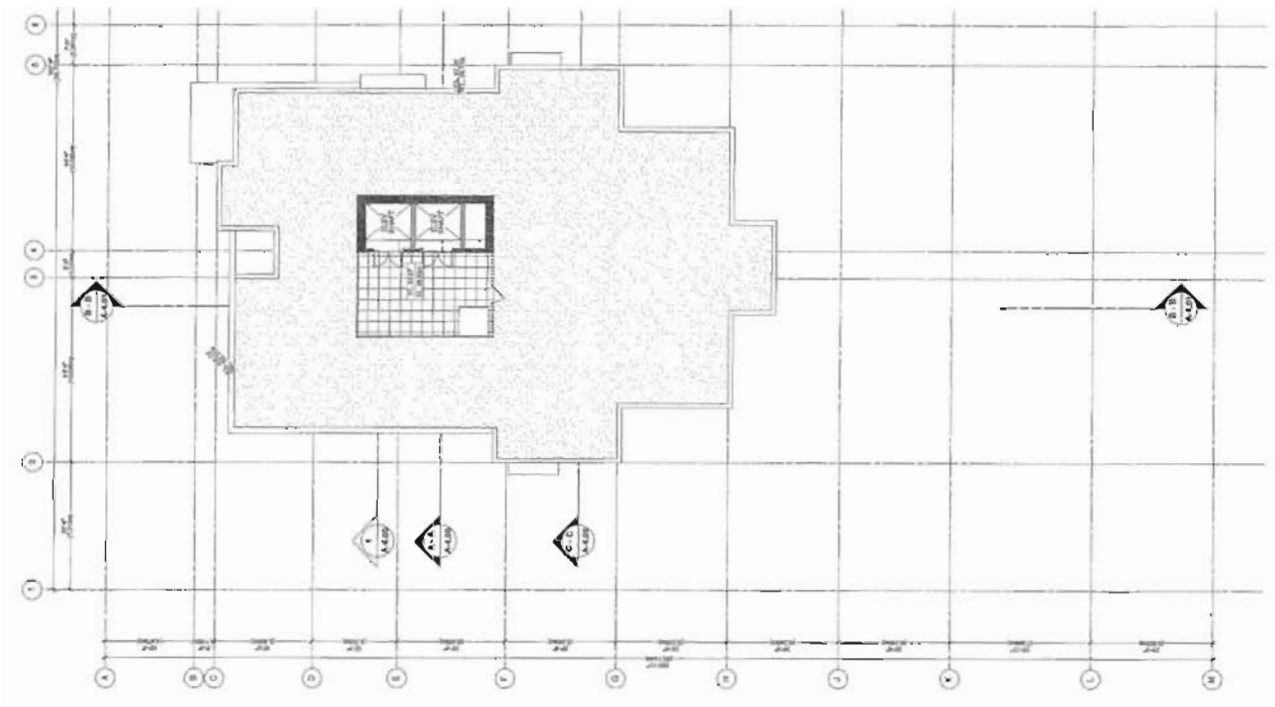
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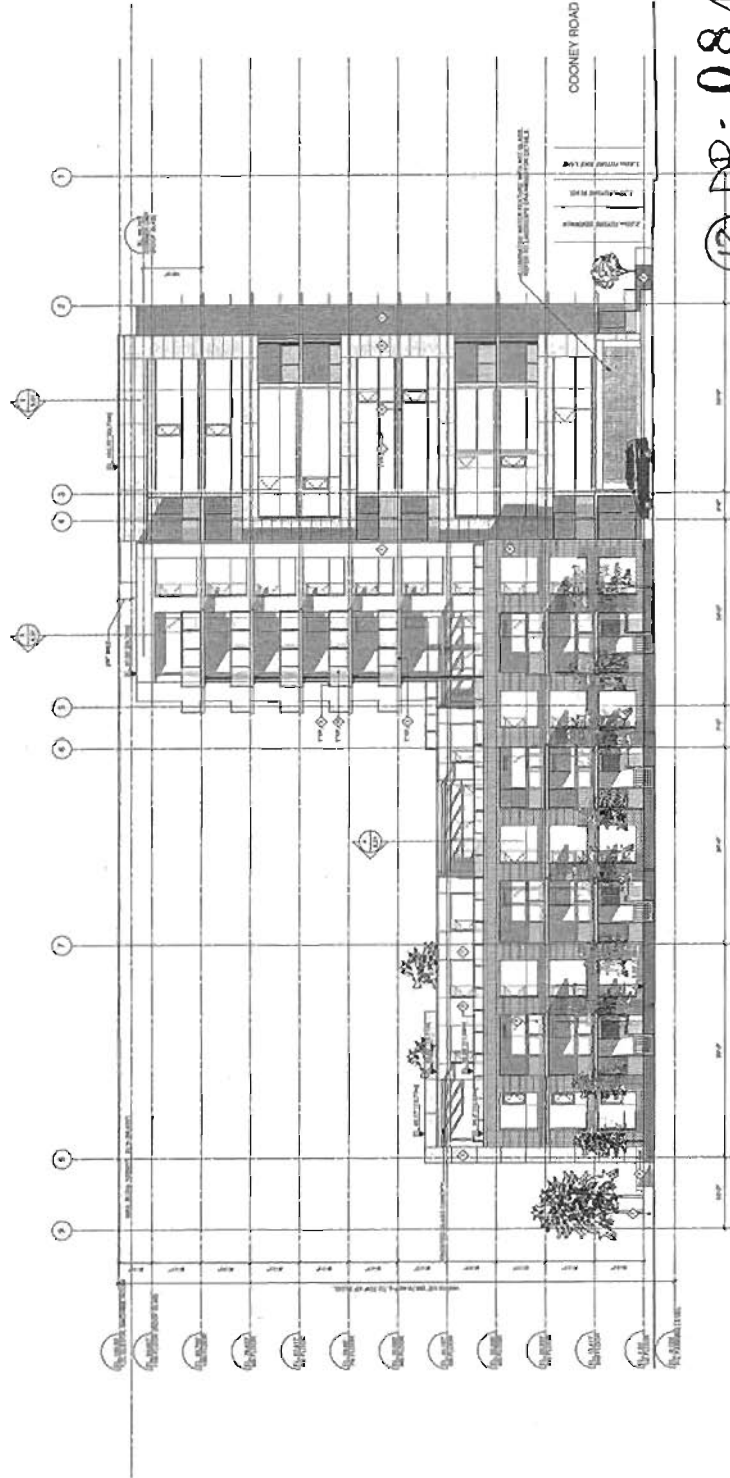
6140
COONEY ROAD

ELEVATOR
MACH. ROOM
& ROOF PLAN

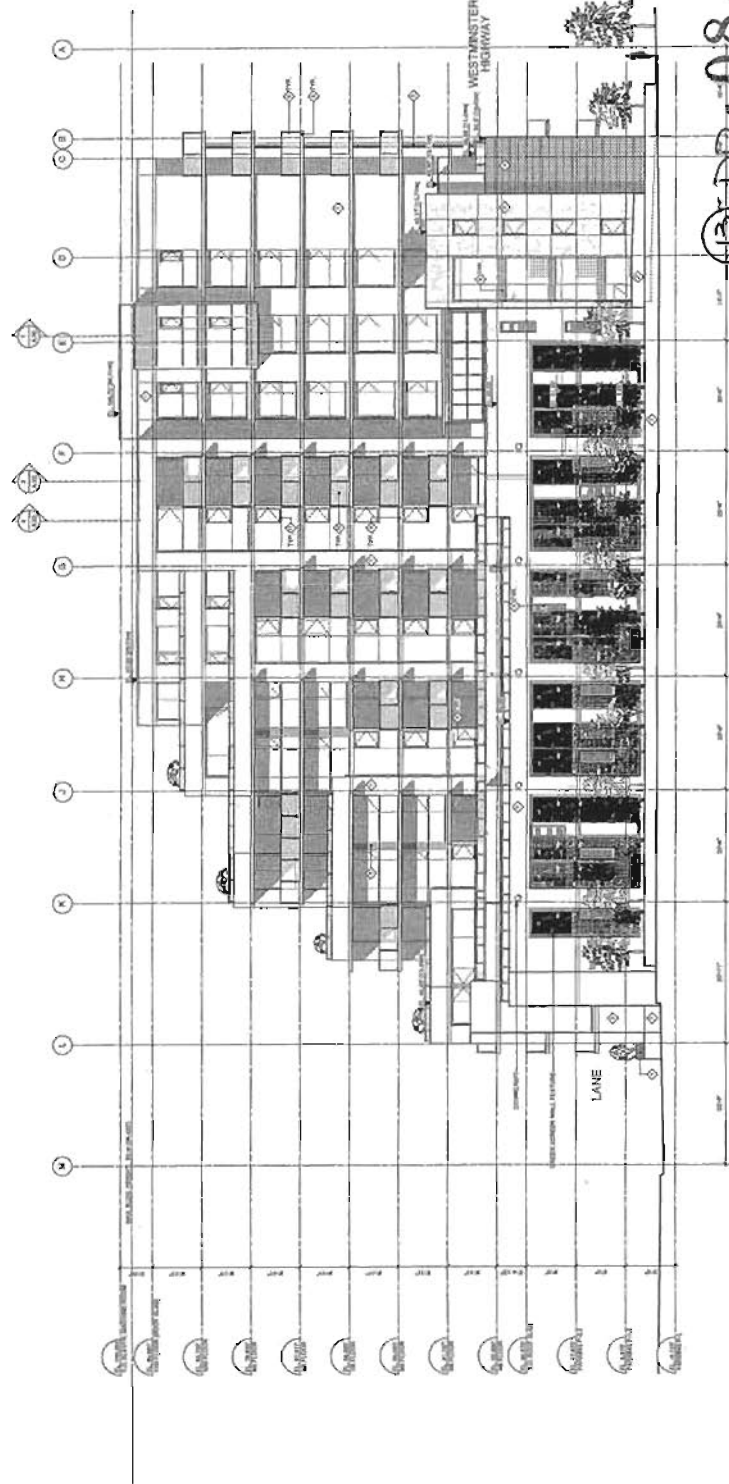


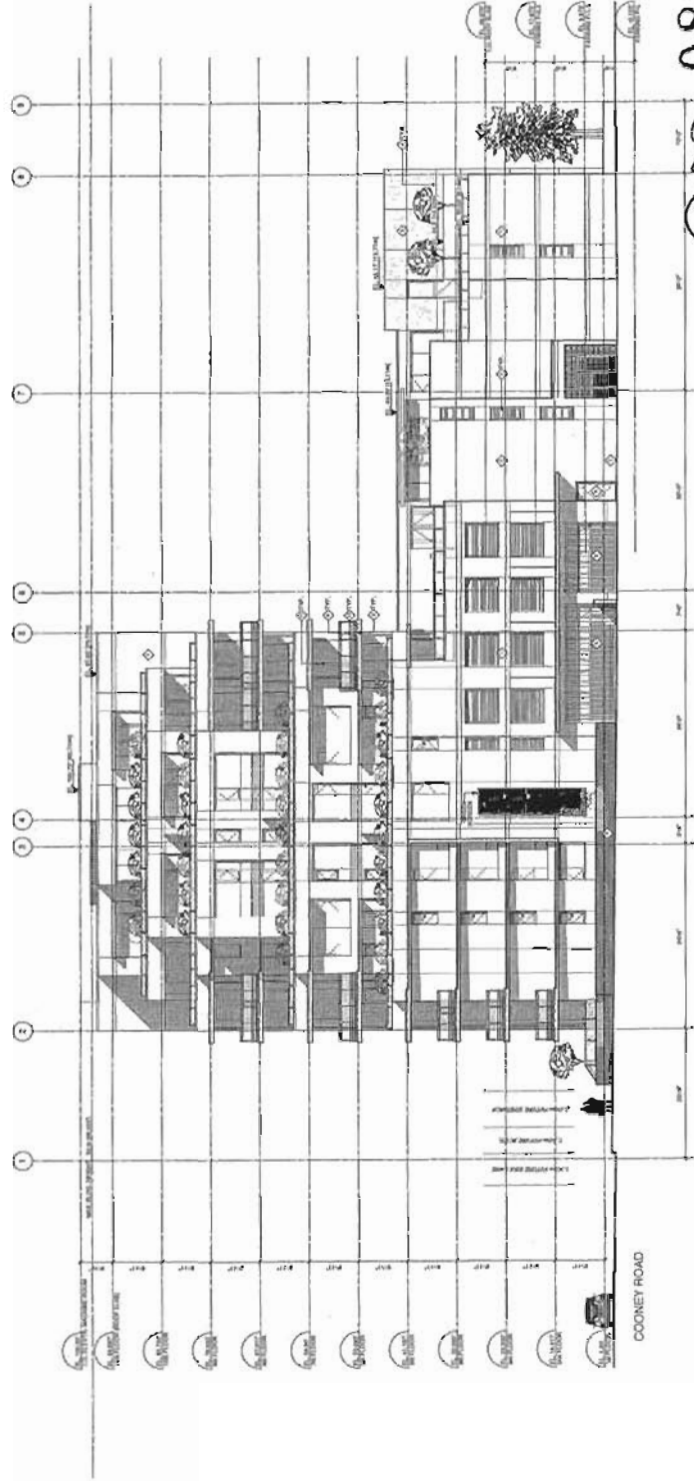
11 DP - 08418522





- 6140 COONEY ROAD**
- NORTH ELEVATION**
- COONEY ROAD
- ARCHITECT: W. T. LEUNG ARCHITECTS, INC.
- DATE: 10/10/10
- PROJECT: 10-10-10-10-10
1. EXISTING BUILDING
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10. EXISTING BUILDING





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8140
COONEY ROAD

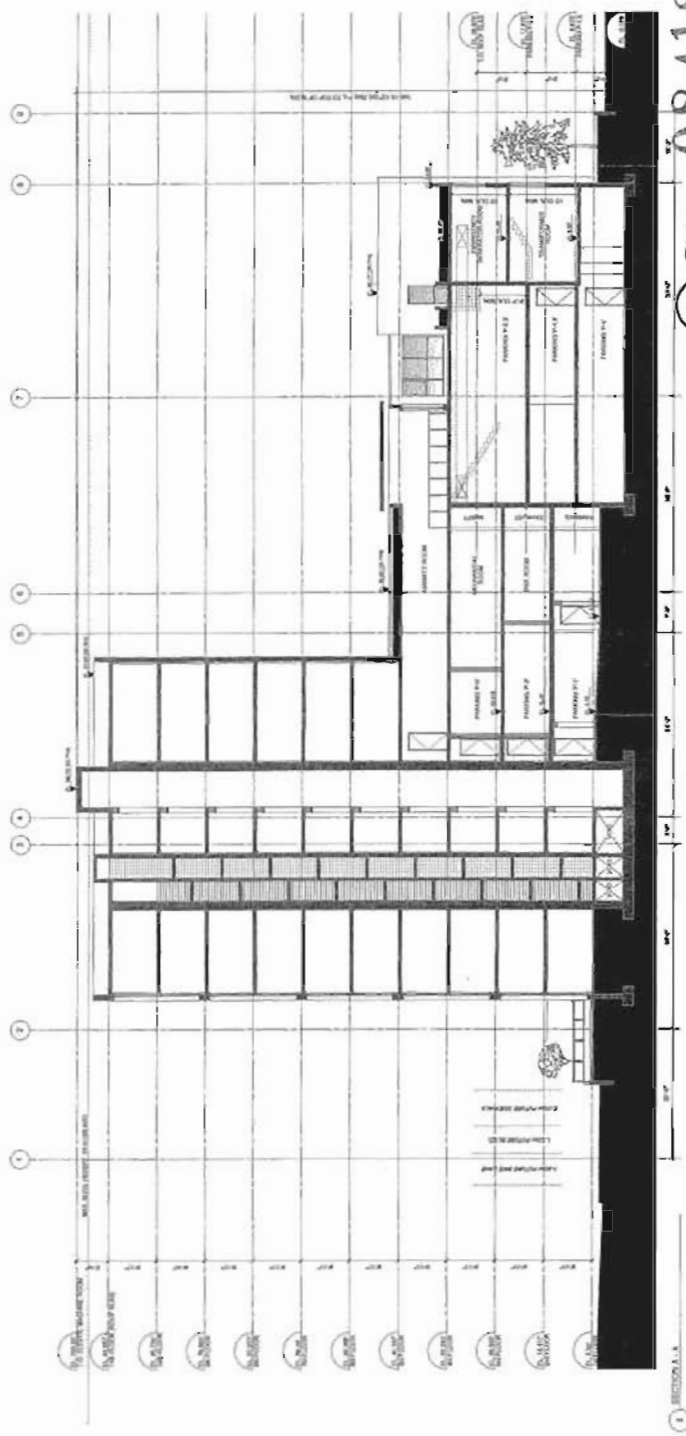
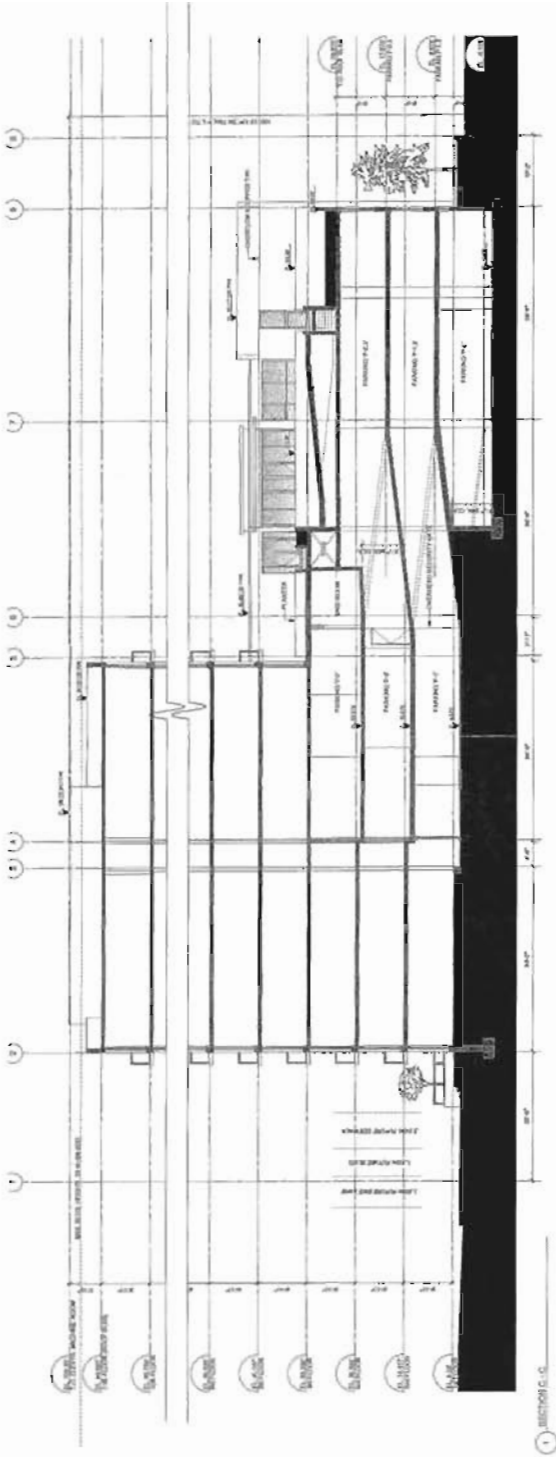
SOUTH
ELEVATION

DATE: 07/15
BY: [Signature]
CHECKED: 07/15/15
SCALE: 1/8" = 1'-0"
SHEET: 1 OF 1
PROJECT: 1000-1000

A-3.02

⑭ DP-08418522

16 DP 08418522



1. OWNER: UNIVERSITY OF CALIFORNIA
2. PROJECT: UNIVERSITY OF CALIFORNIA
3. LOCATION: UNIVERSITY OF CALIFORNIA
4. DRAWING NO.: 08418522
5. DATE: 08/15/2008
6. SCALE: 1/8" = 1'-0"

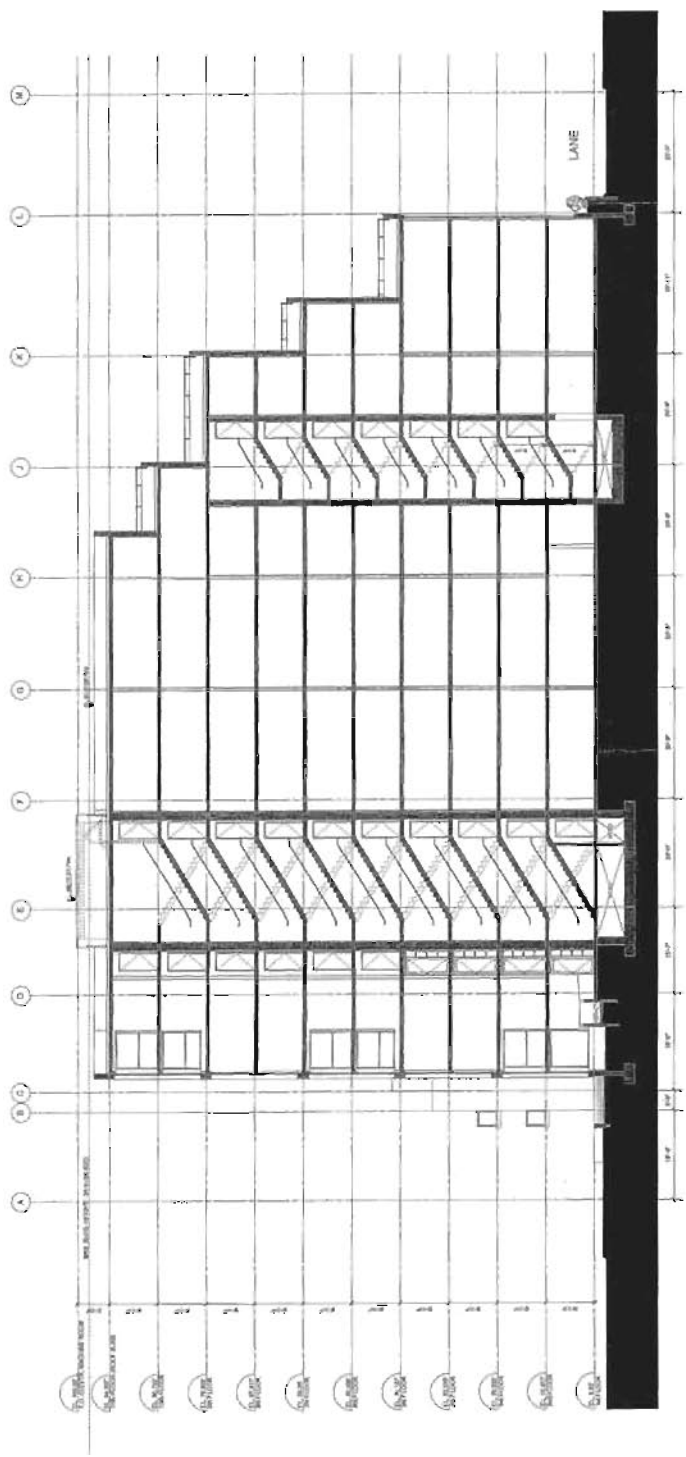
6140
COONEY ROAD

UNIVERSITY OF CALIFORNIA
BERKELEY, CA

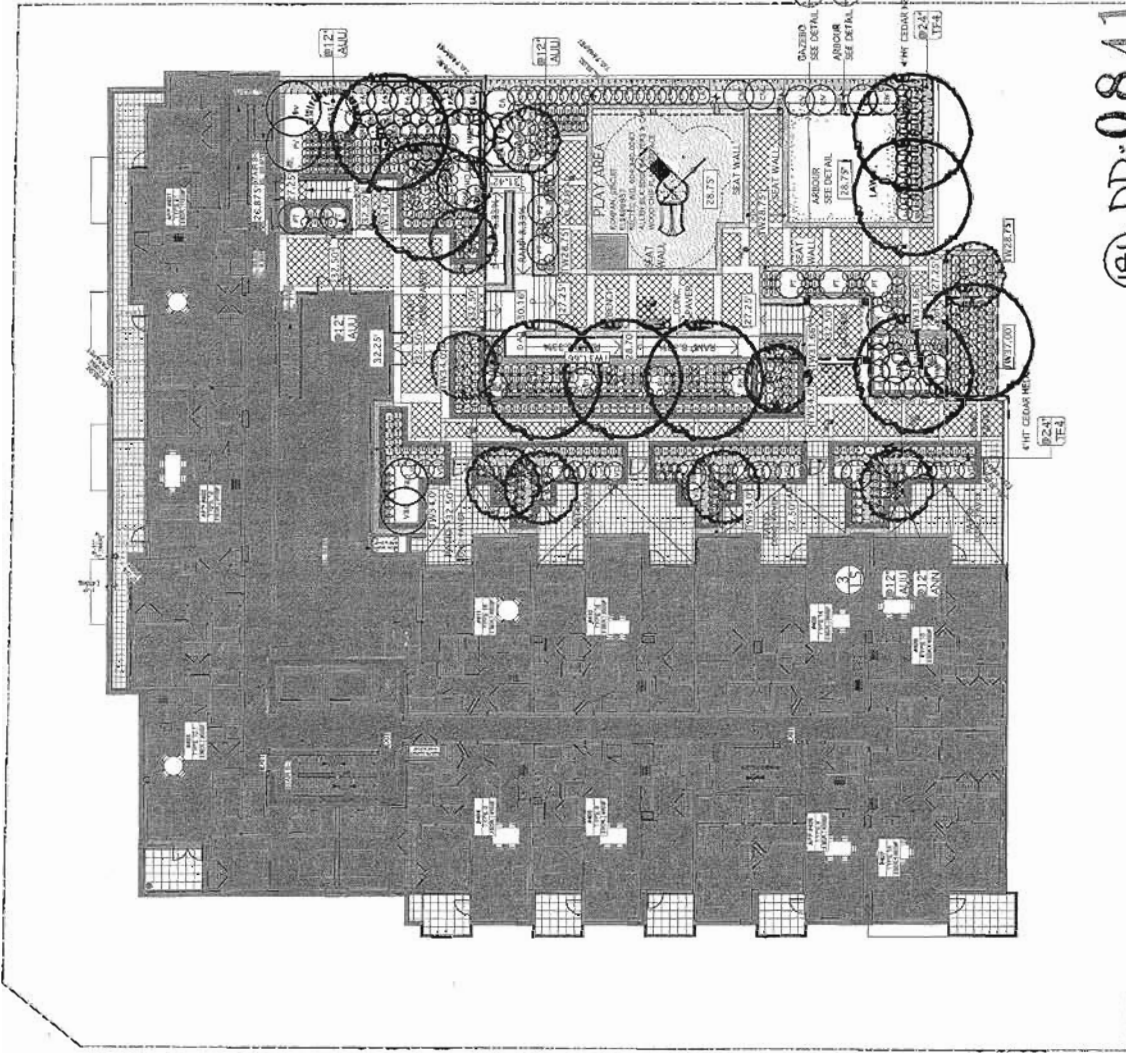
SECTION B-B

DATE: 08/15/2008
SCALE: 1/8" = 1'-0"
DRAWN BY: W. T. LEUNG
CHECKED BY: W. T. LEUNG
PROJECT NO.: 08418522

A-4.01

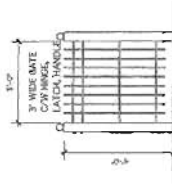
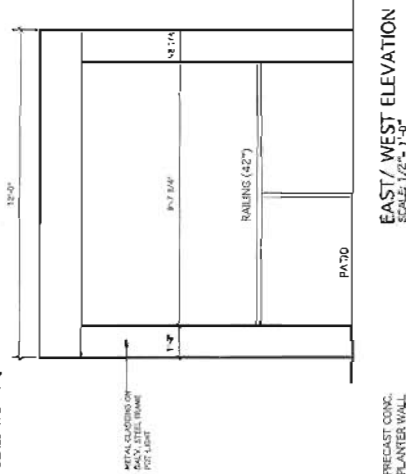
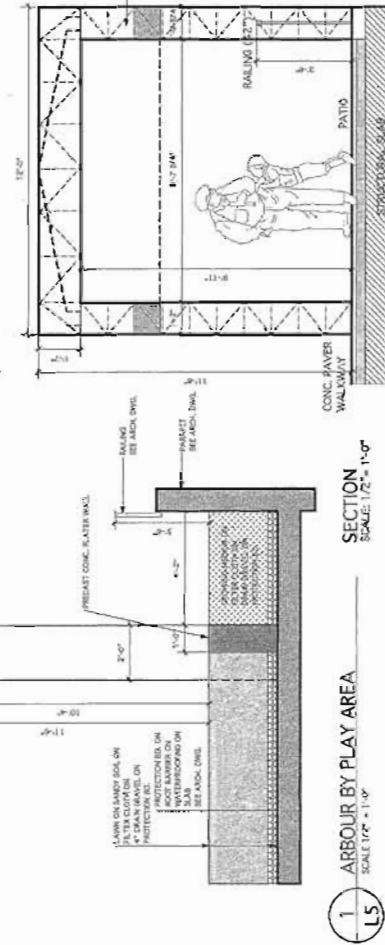
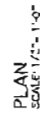
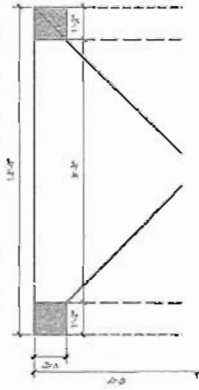
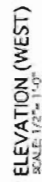
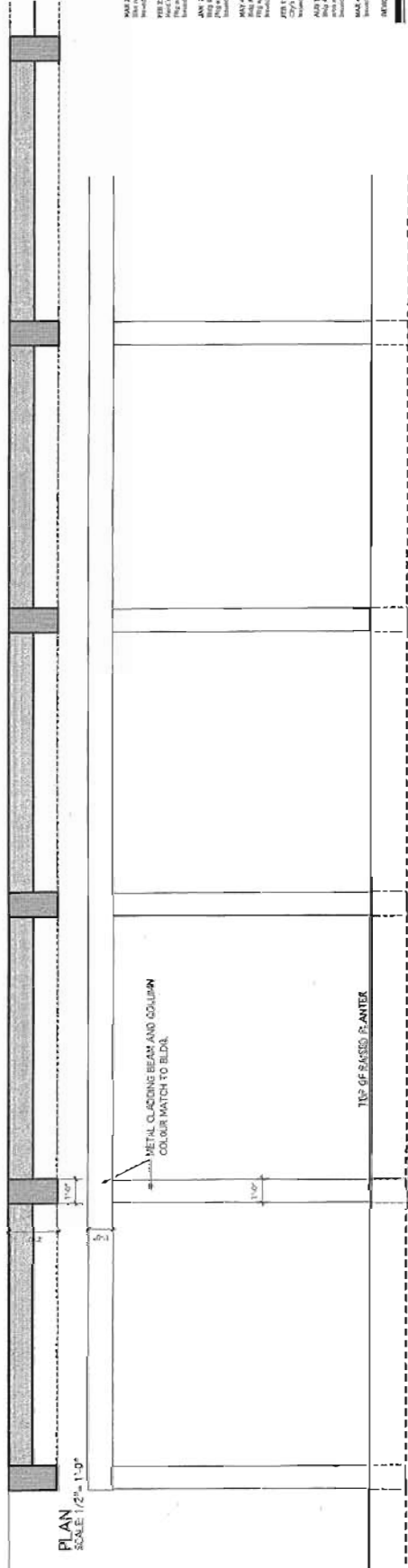


⑰ DP. 08418522



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df	5

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MAR 2, 2012 10th main school Invited for 2P	MAR 22, 2012 10th main school Invited for 2P	JUN 21, 2012 10th main school Invited for 2P	MAY 4, 2011 10th main school Invited for 2P	JUN 12, 2009 10th main school Invited for 2P	AUG 14, 2008 10th main school Invited for 2P	MAY 4, 2008 10th main school Invited for 2P
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IT
& ASSOCIATES
Landscape Architects

3150 Hunt Street
Tulsaheim, MO 675 25.4

Web: (800) 275 2852
Fax: (800) 275 2856
Email: Rowan@itaa.com

Property
0140 COONEY RD
RICHMOND, B.C.

1. Species Myrica aspera Thunberg ex Willd.
 2. Locality Wetland, 1000 ft. elevation
 3. Date Feb. 15, 2007
 4. Collector W. J. & S. J.
 5. Number 1000

57



City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: March 28, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-584276

Re: Application by – Southarm Lands Ltd. for Development Permit at 8691, 8711,
8731, 8751, 8771 and 8791 Williams Road

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on January 25, 2012.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.

Brian J. Jackson, MCIP
Director of Development

EL:blg

Att.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of eight (8) townhouse units at 8540 No. 3 Road on a site zoned Medium Density Townhouses (RTM2); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum lot width from 30 m to 27.6 m;*
 - b) *reduce the minimum exterior (north) side yard setback along Bowcock Road from 6.0 m to 3.0 m for Building 1 and from 6.0 m to 4.6 m for Building 2;*
 - c) *reduce the minimum interior side yard setback from 3.0 m to 2.09 m for the single storey garages along the south property line; and*
 - d) *to allow tandem parking spaces in four (4) of the townhouse units and five (5) small-car parking stalls in five (5) of the townhouse units.*

CARRIED

3. Development Permit 11-584276

(File Ref. No.: DP 11-584276) (REDMS No. 3381487)

APPLICANT: Southarm Lands Ltd.

PROPERTY LOCATION: 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road

INTENT OF PERMIT:

1. Permit the construction of 31 townhouse units at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road on a site zoned Medium Density Townhouses (RTM2); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to allow 30 tandem parking spaces in 15 of the 31 townhouse units.

Applicant's Comments

Taizo Yamamoto, Yamamoto Architect Inc., advised that the subject site is surrounded by single-family dwellings to the north, the east and the west, and that the architectural design of the proposed 31 townhouse units on Williams Road is in response to this context. He provided the following design details:

- the two-storey duplex units are proposed on the northern portion of the site, in recognition of the adjacent existing single-family rear yards, to minimize privacy and overlook concerns;
- roof form on the townhouse units along the back edge is a 'hip form', to minimize shadowing on surrounding single-family dwellings;
- upgrading of the buffer along the rear property line includes a line of fence/trellis, to protect the privacy to the neighbouring homes to the north;

**Development Permit Panel
Wednesday, January 25, 2012**

- tree preservation, including a large Cherry tree, will guide the amenity area strategy; the amenity area enjoys a central location;
- at the northwest corner of the subject site, there is a cluster of red Cedar, along with large deciduous trees;
- the whole entry feature has been unified as one permeable paved area;
- the central drive aisle creates an open feeling at the entry; there is some depth, as well as the introduction of some trees;
- there is potential for development to the east, and a garage feature at that end of the site provides cross-access; to minimize the number of people coming onto and leaving the subject site;
- a quiet open play area includes a slide and a climbing element, with mature trees as a backdrop to the area;
- there are two convertible units incorporated into the design;
- accessibility features that allow for aging in place have been incorporated into all units in the proposed development;
- energy efficient appliances and low water use plumbing fixtures are incorporated to conserve energy and water;
- materials include Hardi-Plank siding, not vinyl siding, and Hardi-Plank cement; and
- a rhythm of identity to the project is achieved by each unit having its own defined entrance.

Panel Discussion

In response to queries, Mr. Yamamoto provided the following information:

- retention trees include a cluster on the west side of the subject site in a passive amenity area, including Cedar, Maple and Weeping Birch, a transplanted Japanese Maple tree located along Williams Road, a large Cherry tree in the active amenity space, and a Norwegian Spruce tree in the northeast of the site;
- the play area includes permeable paving, as well as benches on the perimeter; and
- to create a buffer along the rear property line, a five metre rear yard, a fence, an added trellis, hedge and spot tree planting will be employed.

The Chair noted that the applicant had addressed the subject of privacy concerns, raised at the June, 2011 Public Hearing.

Staff Comments

Mr. Jackson noted the tight nature of the subject site and commended the architect for having done everything possible to address privacy concerns expressed by neighbours. The roof form was lowered and a generous five metre rear yard setback was provided.

Development Permit Panel
Wednesday, January 25, 2012

Mr. Jackson stated that the size of the outdoor amenity area is double the required size, as outlined in the Official Community Plan requirements.

He noted that there are three locations where mature trees are to be retained on the subject site, and added that instead of the required 32 replacement trees, the applicant is providing 64 replacement trees.

Gallery Comments

Mr. Tsang, resident of Pigott Road, asked if neighbours would have a say in whether the construction permit would be issued to the applicant. He stated his concern with the same issues that had been raised at the June 2011 Public Hearing, such as townhouse construction, shadowing, noise, and setback between the proposed townhouse units, and residences on Pigott Road.

The Chair advised that: (i) the decision to permit townhouse units had been made during the rezoning process; (ii) the Development Permit Panel was charged with issues related to architectural character and form; and (iii) the bylaw requirement for a minimum three metre setback had been exceeded, with some proposed townhouse units sited at a five metre setback, and other units exceeding that distance.

Ms. Jen Chao, 8740 Pigott Road, expressed her concern with the 30 tandem parking spaces in 15 of the proposed townhouse units, and queried whether an exception was being made for the applicant.

The Chair advised that each townhouse unit has two parking spaces, some tandem, some side-by-side, in addition to seven visitor parking stalls provided throughout the site, and that these numbers meet the requirements of the bylaw.

Ms. Chao expressed concern that the proposed townhouse units would create more traffic in the neighbourhood.

Correspondence

None.

Panel Discussion

The Panel acknowledged concerns raised by neighbours and extended appreciation to staff and the architect, and in addition expressed support for the design, and noted that the architect and applicant had responded to the concerns raised during the Public Hearing. Support was also expressed for the way the rooflines were oriented, how the buildings were pulled back from shared property lines, and the plans for fencing to ensure the privacy of neighbours.

Development Permit Panel
Wednesday, January 25, 2012

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 31 townhouse units at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road on a site zoned Medium Density Townhouses (RTM2); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to allow 30 tandem parking spaces in 15 of the 31 townhouse units.*

CARRIED

4. Development Permit 11-584282

(File Ref. No.: DP 11-584282) (REDMS No. 3414815)

APPLICANT: AM-PRI Construction Ltd.

PROPERTY LOCATION: 9811 Ferndale Road (formerly 9791 & 9811 Ferndale Road and 6071, 6091 & 6131 No. 4 Road)

INTENT OF PERMIT:

1. Permit the construction of 24 Townhouse Units at 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road) on a site zoned "Medium Density Townhouses (RTM2)"; and.
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b; and
 - b) permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).

Applicant's Comments

Taizo Yamamoto, Yamamoto Architect Inc., advised that the proposed 24 townhouse units are on a left over corner of Ferndale Road and No. 4 Road, and that they are surrounded by single-family detached dwellings to the east, and multi-unit townhouse developments to the north, south and west. He provided the following design details:

- originally, access to the subject site was provided by access from the townhouse unit complex to the west, at 9751 Ferndale Road, but through the public process, residents of the complex to the west expressed a desire that residents of the proposed townhouse unit complex not use this access; the architect created as robust a buffer as possible between the two sites to provide some meandering, and to allow large plants and some depth;



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: Application by Southarm Lands Ltd. for a Development Permit at 8691, 8711,
8731, 8751, 8771 and 8791 Williams Road

To: DPP Mtg, JAN. 25, 2012

Date: December 20, 2011

File: DP 11-584276

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 31 townhouse units at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road on a site zoned Medium Density Townhouses (RTM2); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to allow 30 tandem parking spaces in 15 of the 31 townhouse units.

Brian J. Jackson, MCIP
Director of Development

BJJ:el

Att.

Staff Report

Origin

Southarm Lands Ltd. has applied to the City of Richmond for permission to develop 31 townhouse units at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road. This site is being rezoned from Single Detached (RS1/E) to Medium Density Townhouses (RTM2) for this project under Bylaw 8739 (RZ 10-545919). The site is currently vacant. Road and infrastructure improvements were secured through the rezoning and will be constructed through the separate required Servicing Agreement (SA 10-557039). Works include, but are not limited to upgrades to the existing storm system, relocation of the sidewalk to the property line, installation of a grass and treed boulevard between the new sidewalk and existing road curb, and construction of a 2 m x 5 m concrete bus pad at the existing west bound bus stop location on Williams Road.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

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

To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Garden City Road;

To the South: Hugh McRoberts Secondary and South Arm Community Centre zoned School and Institutional Use (SI);

To the West: Existing single-family dwellings on lots zoned Single Detached (RS1/E) and two (2) in-stream townhouse proposals on the north side of Williams Road. The Rezoning application for the 10 units townhouse proposal at 8511 and 8531/8533 Williams Road (RZ 08- 414049) was given Third Reading on April 18, 2011. The Development Permit for the 15-unit townhouse development at 8391 Williams Road (DP 07-381317) was issued on July 25, 2011.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 20, 2011. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Concern that the proposed townhouse development would reduce privacy and sunlight to the existing single-family homes to the north, as well as increase noise and activities in the area.

The applicant is proposing to plant Vine Maple trees in the rear yards and install a hedgerow (Portuguese Laurel) and a line of fence/trellis along the rear property line to protect the privacy and reduce the activity/traffic noise to the neighbouring homes to the north. The back units are carefully designed with 2-storey massing; shadow casting will not be a critical issue as the proposed rear yard setback of 5.0 m is greater than the

requirement under the RTM2 zone (3.0 m) and exceeds the OCP guidelines for arterial road redevelopment setbacks for 2 storey units (4.5 m).

2. Potential traffic impacts due to the proposed development.

Staff have reviewed the size of the proposed townhouse development and are satisfied the adjacent roadway and nearby signalized intersection at Garden City Road and Williams Road will accommodate the anticipated site generated traffic volume within the existing geometry and capacity. Williams Road has a single lane of travel for vehicles in each direction with a centre two-way left turn lane to handle the left-turning traffic movements without blocking through traffic.

Staff reviewed current vehicle volumes and intersection operation and the results are typical of arterial road operation and no changes are recommended; however, monitoring of the area will continue.

Staff observed some vehicular congestion at the southern end of the intersection of Garden City Road and Williams Road at the Hugh McRoberts Secondary School drop off and pick up times; however, this peak in traffic volume is limited in duration.

Site access entailed consideration of the separation between driveways and intersections, sightlines, impacts on adjacent and nearby properties, functional on and off site movement, and design. In addition, the proposed development is designed to accommodate loading and garbage/recycling collection on-site, which will improve current traffic flow (as current pick up operation for the six single-family houses occurs on street) and reduce the number of conflict points for vehicles, cyclists (in the adjacent bike lane) and pedestrians. As well, the long term objective is for the driveway access established on this site to be utilized by adjacent properties to the east and the west when they redevelop. This will further reduce the number of access points on Williams Road for this area in the future.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Medium Density Townhouses (RTM2) zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to allow 30 tandem parking spaces in 15 of the 31 townhouse units.

(Staff supports the proposed tandem parking arrangement on the basis that the tandem parking arrangement is generally accepted in townhouse developments to reduce the site coverage. A total of seven (7) visitor parking stalls are provided through out the site, which exceeds the bylaw requirement. Registration of a restrictive covenant on title to prohibit the conversion of the garage area into habitable space has been secured at the Rezoning stage.)

Advisory Design Panel Comments

The Advisory Design Panel supported the project and changes have been incorporated in line with comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Thursday, September 8, 2011 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes adjacent to the site.
- The three-storey units proposed on-site are centrally located. All end units in the street fronting buildings (adjacent to the neighbouring single-family houses to the east and west, as well as adjacent to the entry driveway) have been stepped down from three (3) storeys to two (2) storeys.
- Two-storey duplex units are proposed on the northern portion of the site in recognition of the adjacent existing single-family rear yards, and to minimize privacy and overlook concerns. The proposed rear yard setback of 5.0 m exceeds the requirements of the RTM2 zone (3.0 m) and the guidelines in the Arterial Road Redevelopment Policy (4.5 m).
- A hedgerow and a 1.8 m (6 ft.) high fence with an additional 0.6m (2 ft.) high trellis extensions (overall 8 ft. high) are proposed along the rear property line to protect the privacy of the neighbouring single-family homes to the north.
- Adjacent properties to the east and west are expected to be redeveloped into townhouse complexes in the future. A conceptual development of these sites for illustration purposes is on file. A cross-access agreement, allowing access to/from the future development sites via the subject site has been secured at rezoning.
- Due to the small size of developable area on 8811 Williams Road and 9991 Garden City Road, the applicant has agreed to share the outdoor amenity spaces and the garbage/recycling facilities at the subject site with the future development at 8811 Williams Road and 9991 Garden City Road. A cross-access easement/agreement has been secured at rezoning to facilitate this arrangement.

Urban Design and Site Planning

- The layout of the townhouse units is organized around one (1) driveway providing access to the site from Williams Road and an east-west drive aisle providing access to all unit garages.
- All units have two (2) vehicle parking spaces. Tandem parking spaces are proposed in 15 of the street fronting units.
- A total of six (6) standard and one (1) accessible visitor parking spaces are provided throughout the site.
- Outdoor amenity space is provided in accordance with the OCP and is designed to promote both active and passive use.
- The main outdoor amenity area is proposed at the entry point for maximum exposure. The size and location of the outdoor amenity space, within the central portion of the site, is appropriate in providing a feature open landscape and amenity convenient to all of the units.

- A second outdoor amenity area is proposed at the north-western edge of the site where existing trees within this area are to be retained.
- The garbage and recycling enclosure is located on the west side of the entry driveway and has been incorporated into the design of the adjacent building to minimize its visual impact.

Architectural Form and Character

- A pedestrian scale is achieved along the public street and internal drive aisle with the inclusion of variation in building height, projections, recesses, entry porches, varying material combinations, a range of colour finishes, landscape features, and individual internal unit entrances. All units along Williams Road have direct access from the street.
- A mix of gable roofs and hip roofs reinforces change in massing towards the cluster ends to facilitate scale transition to existing single-family dwelling to the east and west.
- High pitch gable roof with eave extensions tie the upper floor roof to the lower roof to help reducing the building mass visually and improving the articulation to the buildings.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, secondary unit entrances, and planting islands.
- The proposed building materials (Hardie-Plank siding, Hardie-Panel, wood trim, granite, and asphalt roof shingles) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with both the existing single-family character of the neighbourhood and multi-family character being introduced along Williams Road.
- Two (2) convertible units have been incorporated into the design. In addition, accessibility features that allow for aging in place have been incorporated into all units in this development (i.e. blocking in all bathrooms for grab-bars, level handle for all doors, and lever faucet in all bathrooms and powder rooms).

Landscape Design and Open Space Design

- The landscape design was developed considering maximum possible tree retention. Eight (8) bylaw-sized trees are to be retained and one (1) tree is being relocated on site. A contract with a certified arborist to oversee site preparation activities on-site and supervise any constructions and hard surface paving within the protection zone is required.
- Tree preservation was reviewed at rezoning stage and 16 bylaw-sized trees on-site were identified for removal due to general poor condition. These trees were removed after the rezoning application for the development proposal achieved Third Reading (Tree Removal Permit 11-594267). A total of 32 replacement trees are required.
- The applicant is proposing to plant 64 replacement trees on-site, including nine (9) conifer and 55 deciduous trees; in addition, hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- A low metal fence, punctuated by masonry columns at individual gate entrances, will be introduced to demarcate private space and individual grade level unit entrances along the street frontage.
- Fence along the street frontage is set back 0.4 m from the property line to allow for a landscaped area between the fence and the edge of the public sidewalk.
- Children's play equipment catered for 2 to 6 years old age group is proposed in the central outdoor amenity area.

- Benches, gazebo, bicycle rack, and large specimen trees proposed in the central outdoor amenity area encourage social activities among the future residents.
- Feature paving highlights at the site entrance as well as in front of the outdoor amenity area provide a break to the long asphalt driveway.
- Indoor amenity space is not proposed on-site. A \$43,000 cash-in-lieu contribution has been secured as a condition of rezoning approval.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontage, outdoor amenity space, and internal drive aisle.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Space differentiation (public, semi public, private) is achieved through the use of fences, gates, and landscape features.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- Windows overlooking the outdoor amenity space are integrated in the building design to increase surveillance opportunity.

Sustainability

- All existing trees along north property line are proposed to be preserved and large amenity areas are proposed at two (2) locations to protect existing trees on site.
- Units along north, east and west property lines are 2 storey units which minimize casting shadows to adjacent properties and helps to maintain the appropriate environment for natural habitat.
- Drought tolerant and native planting materials are incorporated into the landscaping design.
- Permeable pavers are proposed on portions of the internal driveway to improve the permeability of the site and reduce volume of storm water discharge to the domestic utility services. The lot coverage for permeable area (including landscaping) is 41.7%.
- The proposed buildings are clad with high quality materials that require low maintenance and Low-E windows are used through entire project.
- Energy star appliances (except stoves) and lighting fixtures as well as water efficient plumbing fixtures will be used to conserve energy and water.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application.



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

EL:rg

The following are to be met prior to forwarding this application to Council for approval:

- 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 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.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$115,440 (based on gross floor area of 57,720 ft²).

Prior to future Building Permit issuance, the developer is required to complete the following:

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



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 11-584276

Attachment 1

Address: 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road

Applicant: Southarm Lands Ltd.

Owner: 0879284 BC Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 5,362.2 m² (57,720.1 ft²)

Floor Area Net: 3,725.3 m² (40,100.2 ft²)

	Existing	Proposed
Site Area:	5,880.7 m ² (63,300.0 ft ²)	5,732.0 m ² (61,699.1 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Zoning:	Single Detached (RS1/E)	Medium Density Townhouses (RTM2)
Number of Units:	6	31

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	40.0%	none
Lot Coverage – Non-porous Surfaces	Max. 65%	58.3%	none
Lot Coverage – Landscaping:	Min. 25%	27.0%	none
Setback – Front Yard (m):	Min. 6 m	6.0 m	none
Setback – Side Yard (East) (m):	Min. 3 m	3.0 m	none
Setback – Side Yard (West) (m):	Min. 3 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3 m	5.0 m	none
Height (m):	12.0 m (3 storeys)	11.0 m	none
Lot Size (min. dimensions):	min. 40 m wide x 30 m deep	120.7 m wide x 48.7 m deep	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.225 (V) per unit	none
Off-street Parking Spaces – Total:	69	69	none
Tandem Parking Spaces:	not permitted	30	variance requested
Small Parking Spaces:	Max. 34	4	none
Off-street Parking Spaces – Accessible	1	1	none

Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.298 (Class 1) and 0.225 (Class 2) per unit	none
Total Bicycle Parking Spaces – Class 1 / Class 2:	39 (Class 1) and 7 (Class 2)	40 (Class 1) and 7 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$43,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 31 units = 186 m ²	375 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 8, 2011 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows (applicant's responses in *bold italics*):

1. consider modifications to the pitched roof angles;

We would like to maintain the gable roof along the street and internal road. Even though the roof pitch is high, all gable roofs are designed to look lower by eave extensions and connecting with lower roof. Large gable roofs are apart from each other and separated by a smaller gable proportionally. There are several tall existing trees in back ground and we believe that current gable roof elements improves the streetscape with the tree and we have changed some roof angles and shapes to improve the elevation. (Please see the item #2 below)

For rear buildings, roof pitch of entry porch roof has been lowered and became more consistent with the other roofs. The gable roof of two end units of the street facing buildings is carried to the back buildings. All two storey unit along the neighbouring properties shares the same roof pitched gable roof.

2. consider roof modifications at the building ends, i.e. hipped roof condition, to soften the edges;

Large gable roofs at the end of front buildings are changed to hip roof in order to soften the edges.

3. create a getaway expression at the entrance off of Williams Road from an architectural and landscape perspective;

The two units facing the entry driveway have been modified. Front gable roof is raised and new gable element is introduced on the entry driveway side and larger windows are introduced to make the building corner more distinctive as a main entry way.

4. consider additional opportunities to maximize opportunities for adaptable units post construction ;

A chair lift can be installed in 3 storey units. Solid wood blocking along the staircase wall will be provided.

5. extend permeable pavers through entry and potentially throughout the project to improve stormwater management.

The entire entry driveway will be finished by permeable pavers in order to improve the stormwater management and streetscape.



No. DP 11-584276

To the Holder: SOUTHARM LANDS LTD.

Property Address: 8691, 8711, 8731, 8751, 8771 AND 8791 WILLIAMS ROAD

Address: c/o YOSHI MIKAMO
 YAMAMOTO ARCHITECTURE INC.
 2386 OAK STREET
 VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to allow 30 tandem parking spaces in 15 of the 31 townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$115,440.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-584276

To the Holder: SOUTHARM LANDS LTD.

Property Address: 8691, 8711, 8731, 8751, 8771 AND 8791 WILLIAMS ROAD

Address: c/o YOSHI MIKAMO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

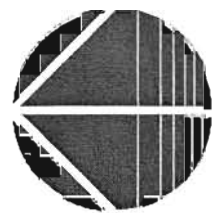
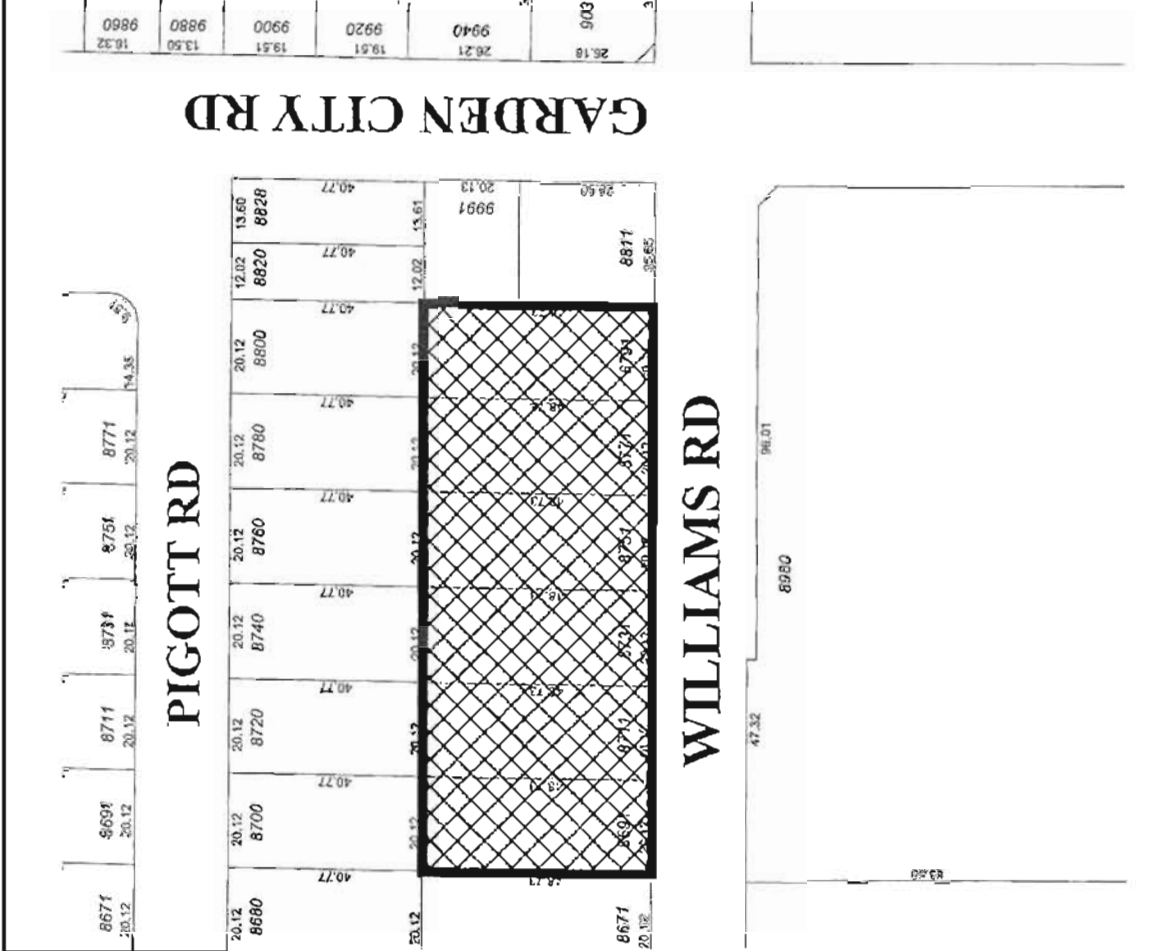
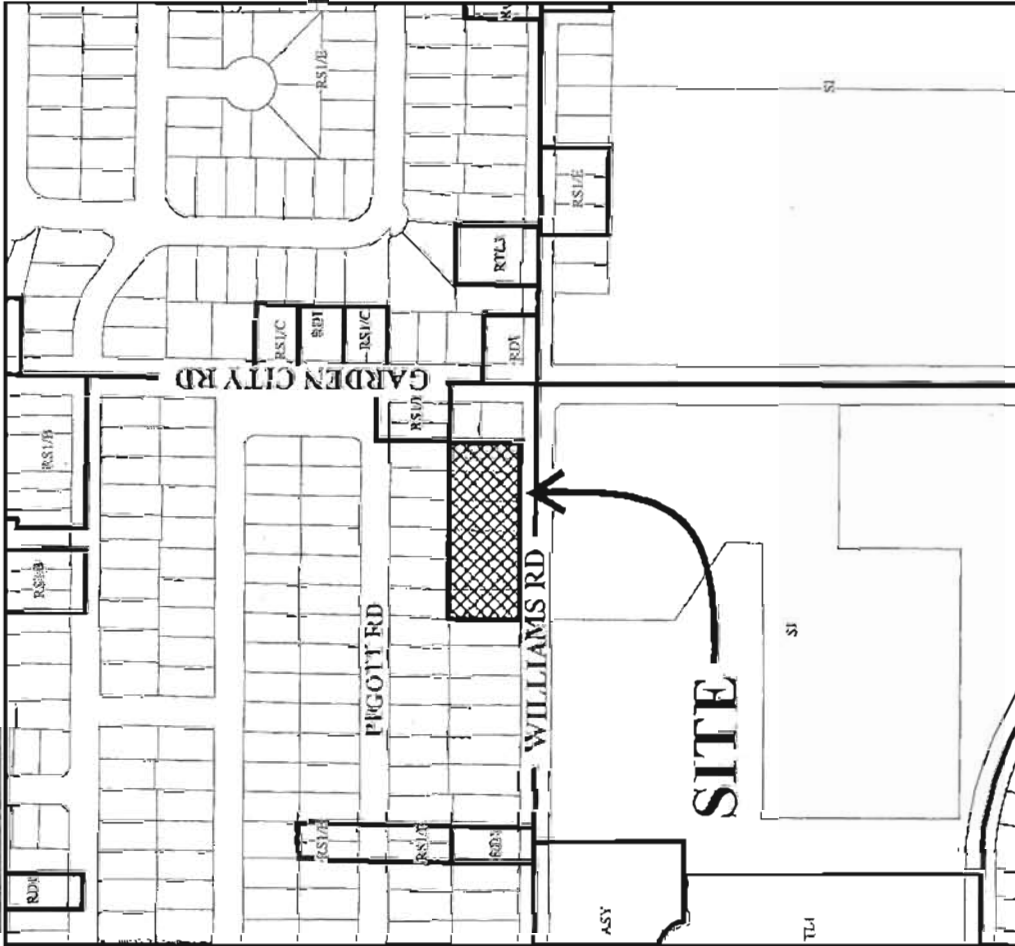
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 11-584276 SCHEDULE "A"

Original Date: 07/25/11

Revision Date:

Note: Dimensions are in METERS

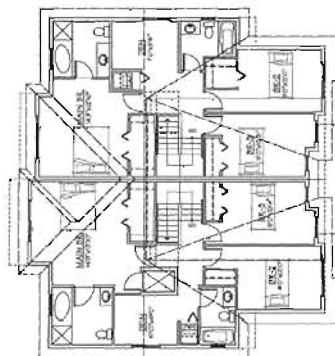
FEATURES IN ALL UNITS

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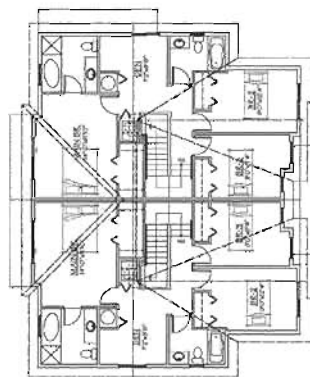
© 2005 EVERETT COLLECTION. ALL RIGHTS RESERVED.

202 MINIMALIST 1521282
 01 LONG GLAZING UNIT FOR ALL WINDOWS

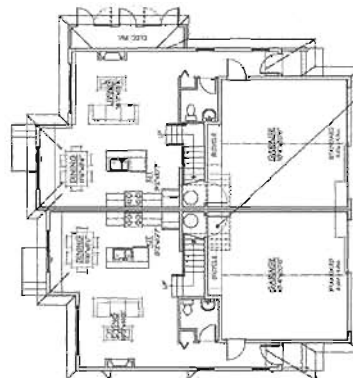
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SCALES: 1/8" = 1'-0"
REEL: ME-1-B-QP



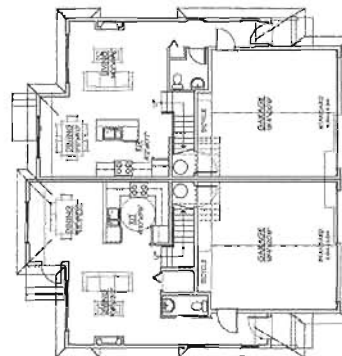
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CEL. HT. 8'-0"



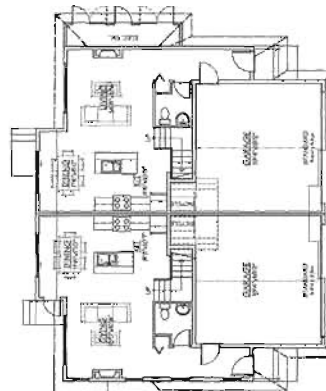
SECOND FLOOR PLAN



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CELL 241, 242, 243



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CUL. HT. 8'-0"



14-200
 01-10-42-NO. 2
 RE
 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.B. INT. 1/8" = 1'-0"

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REFERENCE PLAN

2000

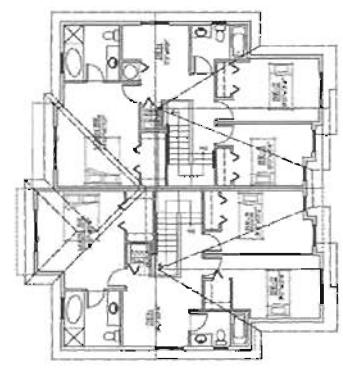
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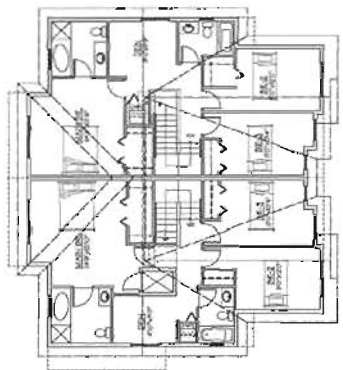
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SUSTAINABILITY FEATURES:
 100% KRAFT PAPER (FSC® PULP)
 100% RECYCLED PAPER (FSC® PULP)
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 100% RECYCLED PAPER (FSC® PULP)

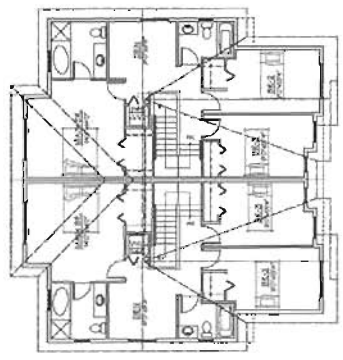
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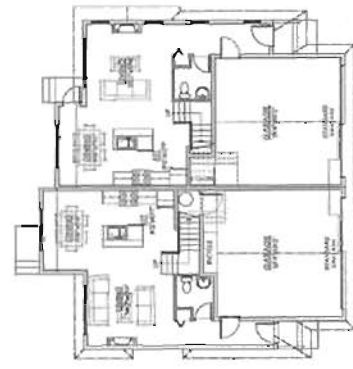
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CEL. NO. 8-07



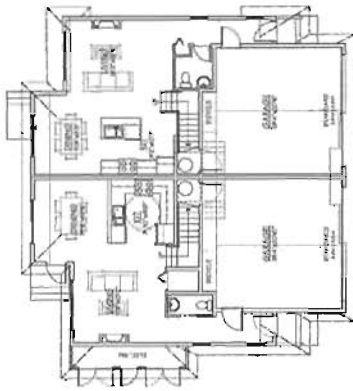
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CEL. NO. 15-47



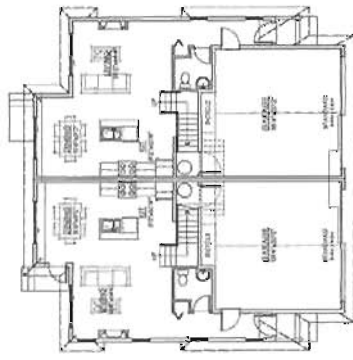
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
FILE: WT. 10-07



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. 17.11 B-Q



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL-1147-19-00



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEL. HT. = 9'-0"

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Journal of Internal Medicine 255: 103–112

**Yamamoto
Architecture Inc.**

REFERENCE PLAN
DEC 20 2011 DP 11584276
FLOOR PLANS
ISSUED 1978
DATE OF ACQUISITION
FROM THE ARCHIVE

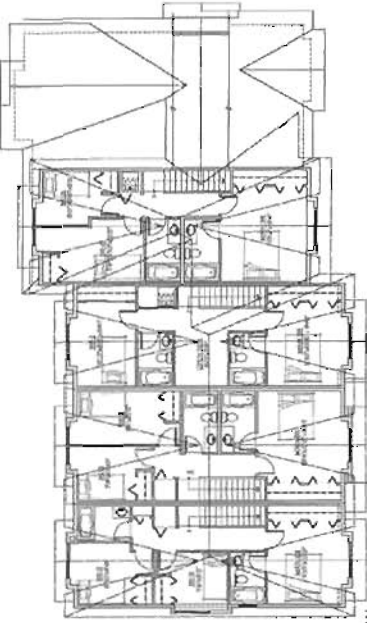
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BUILDING NO. 9 & 10

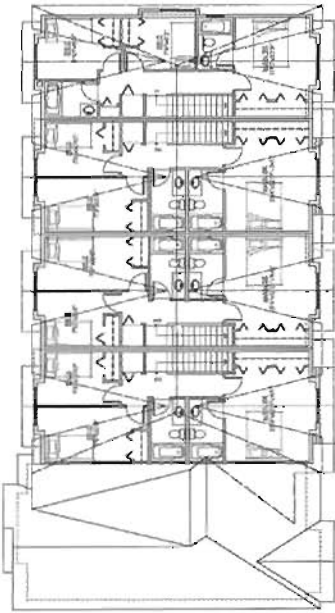
AGING IN PLACE FEATURES IN ALL UNITS:
 (1) WALK-IN SHOWER WITH SEATING
 (2) WALK-IN CLOSET
 (3) HANDICAPPED TOILET
 (4) HANDICAPPED BATH
 (5) HANDICAPPED KITCHEN
 (6) HANDICAPPED LIVING AREA
 (7) HANDICAPPED DINING AREA
 (8) HANDICAPPED BEDROOM
 (9) HANDICAPPED HALLWAY
 (10) HANDICAPPED ENTRY

SUSTAINABILITY FEATURES:

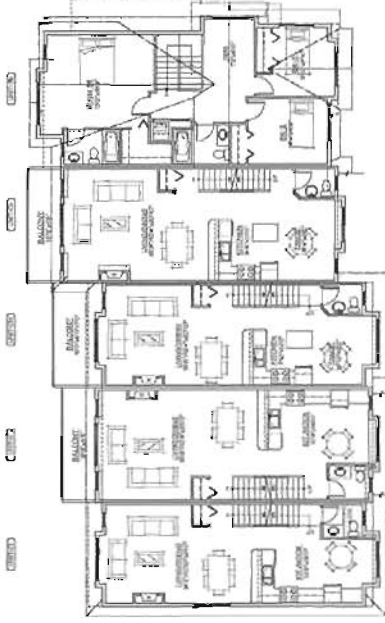
(1) LEED GOLD CERTIFICATION
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 (9) LEED GOLD CERTIFICATION
 (10) LEED GOLD CERTIFICATION



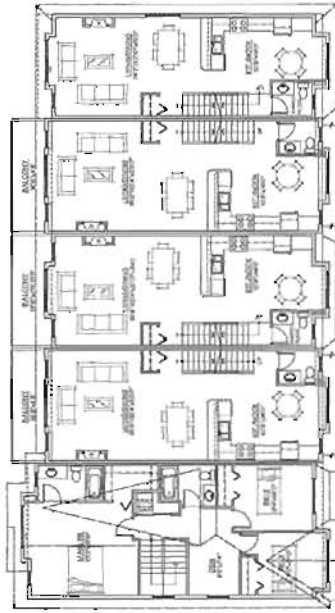
THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"



THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"



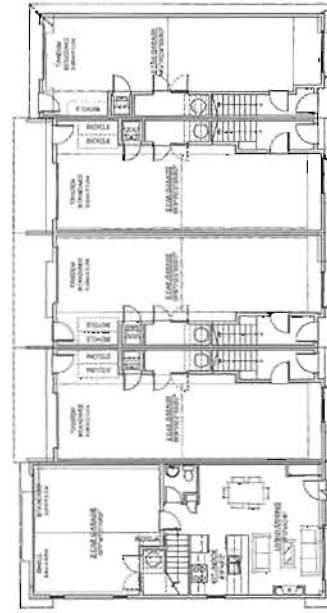
SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"



SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"



GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"



GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 C.E.L. 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	11/11/11	ISSUED FOR PERMIT
2	11/11/11	ISSUED FOR PERMIT
3	11/11/11	ISSUED FOR PERMIT
4	11/11/11	ISSUED FOR PERMIT
5	11/11/11	ISSUED FOR PERMIT
6	11/11/11	ISSUED FOR PERMIT
7	11/11/11	ISSUED FOR PERMIT
8	11/11/11	ISSUED FOR PERMIT
9	11/11/11	ISSUED FOR PERMIT
10	11/11/11	ISSUED FOR PERMIT

PROJECT INFORMATION
 PROJECT: **THURGOOD**
 DEVELOPER: **THURGOOD**

DESIGNER
 YAMAMOTO ARCHITECTURE INC.
 1000 PINE STREET, SUITE 100
 BOSTON, MA 02114

ARCHITECT
 YAMAMOTO ARCHITECTURE INC.
 1000 PINE STREET, SUITE 100
 BOSTON, MA 02114

DATE
 11/11/11

PROJECT NO.
 11584276

SCALE
 1/8" = 1'-0"

DATE
 11/11/11

PROJECT NO.
 11584276

SCALE
 1/8" = 1'-0"

REFERENCE PLAN

DEC 20 2011

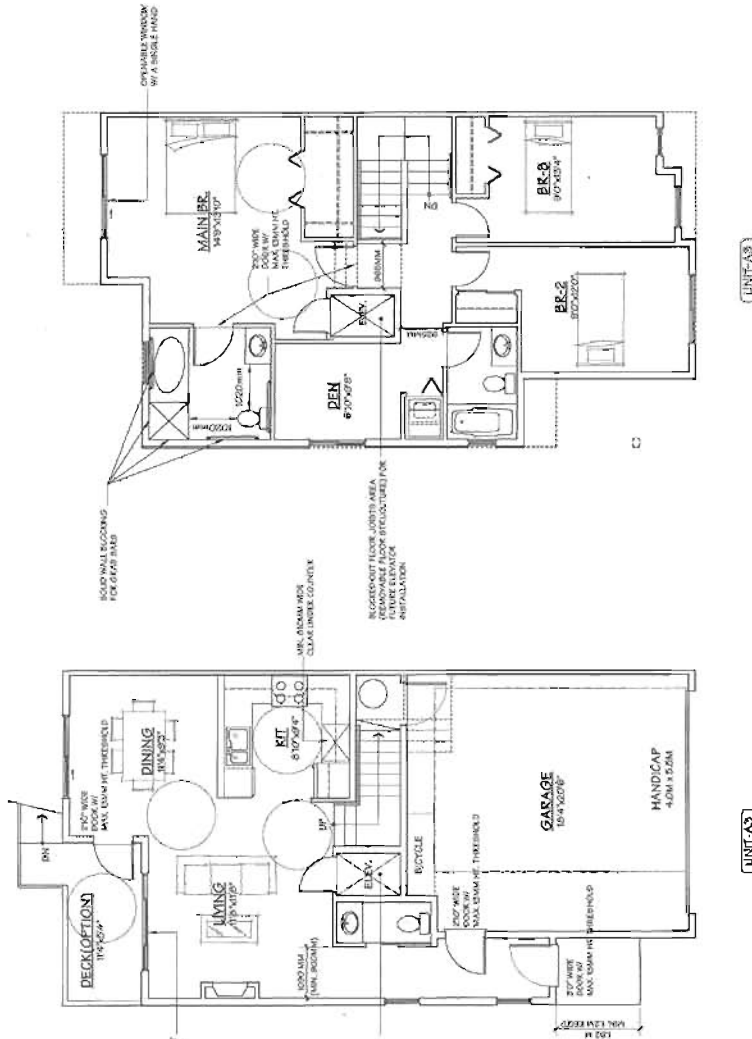
DP 11584276

5.3

11584276

SUSTAINABILITY FEATURES:

- (1) LOW E GLAZING UNIT FOR ALL WINDOWS
- (2) ENERGY EFFICIENT APPLIANCES (EXCEPT STOVE)
- (3) MORE EFFICIENT FLOORING PATTERNS



GROUND FLOOR PLAN

SECOND FLOOR PLAN

BUILDING NO.4 & 7

CONVERTIBLE UNIT PLAN

REFERENCE PLAN

DEC 20 2011

CONVERTIBLE UNIT

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
100 N. 5TH ST. NEW YORK, N.Y. 10017

Yamamoto
Architecture Inc.

2010

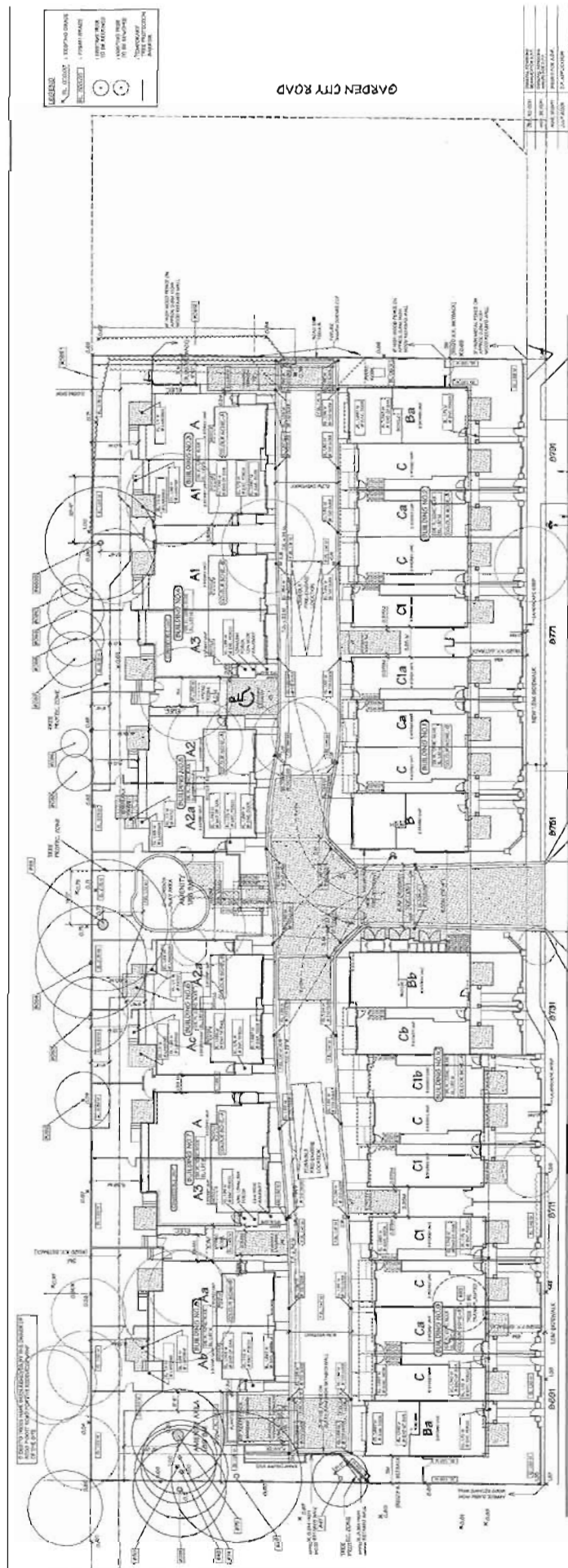
DEPARTMENT OF THE ARMY
ENGINEERING CENTER

[illegible]

MO	DATE	RECEIVED
AMERICAN UNIVERSITY	APR 20 1978	LIBRARY

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1



NO	DATE	FILE NUMBER

31 UNIT TOWNHOUSE DEVELOPMENT
10/10/2007

0001, 0146, 0194, 0771, 0772, 0779 WILLIAMS ROAD
BETHLEHEM, PA

**Yamamoto
Architecture Inc.**

15842
SITE PLAN
DRAWING TITLE
DATE: 04/10/2007
BY: J. L. WILSON
FOR: J. L. WILSON
SHEET: 15842

1.0	AL	INVEST
	SHORT TERM	LIAB
	LONG TERM	LIAB

[illegible]

	OPEN SPACES	TRAPPED SPACES
OPEN SPACES	40 SPACES	0 SPACES
TOTAL	40 SPACES	0 SPACES

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED

	OPEN SPACES	TRAPPED SPACES
REQUIRED MINIMUM	40 SPACES + 31 UNITS	30 SPACES (CLASS 1)
EXISTING	42 SPACES + 31 UNITS	30 SPACES (CLASS 1)
TOTAL	42 SPACES	30 SPACES

FURNISHED HOTEL	
2 APARTS - 10 GARAGES	20 SPACES (CLASS 1)
1 APART - 10 GARAGES	20 SPACES (CLASS 1)
BICYCLE RACK	5 TENURE (CLASS 3)
TOTAL	45 SPACES

INCOME

- MAX. 100 SQ.M. (20% SQ.FT.)

AMENITY AREA:

REQUIRED

CONVERTIBLE UNITS

UNIT AS	UNIT AS (RUCK, MO & M)
OUTDOOR	■ 2 UNITS
INDOOR	
OUTDOOR	

■ NO SOLAR (2000 SOLAR)

■ PAYMENT IN LBS

■ 250 SOLAR

[illegible]

F.A.R.: **PROPOSED FLOOR AREA:**
 IN NEW AREA (SQ. FT.) 4,455 ACRES 1.20 AC. 10,750 SQ. FT.
 IN EXISTING AREA (SQ. FT.) 1,100,000
 MAX. ALLOWED OFFICE AREA 1,100,000
 MAX. ALLOWED RETAIL AREA 1,100,000
 TOTAL FLOOR AREA 1,104,455 SQ. FT. (10,750 SQ. FT.)

PROPOSED FLOOR AREA:
 OFFICE AREA 1,100,000 SQ. FT. RETAIL AREA 1,100,000 SQ. FT.

UNITA (G 36-02)	36 492,7 A	350 430,9 A	2 UNITA	370 278,9 A
1040,00 UNITA	46 492,7 A	450 430,9 A	1 UNITA	370 430,9 A
1000,00 (G 36-02)	45 030,0 A	435 030,0 A	1 UNITA	355 030,0 A
1000,00 (G 36-02)	44 530,0 A	430 530,0 A	1 UNITA	350 530,0 A
1000,00 (G 36-02)	43 530,0 A	420 530,0 A	1 UNITA	340 530,0 A
1000,00 (G 36-02)	42 530,0 A	410 530,0 A	1 UNITA	330 530,0 A
1000,00 (G 36-02)	41 530,0 A	400 530,0 A	1 UNITA	320 530,0 A
1000,00 (G 36-02)	40 530,0 A	390 530,0 A	1 UNITA	310 530,0 A
1000,00 (G 36-02)	39 530,0 A	380 530,0 A	1 UNITA	300 530,0 A
1000,00 (G 36-02)	38 530,0 A	370 530,0 A	1 UNITA	290 530,0 A
1000,00 (G 36-02)	37 530,0 A	360 530,0 A	1 UNITA	280 530,0 A
1000,00 (G 36-02)	36 530,0 A	350 530,0 A	1 UNITA	270 530,0 A
1000,00 (G 36-02)	35 530,0 A	340 530,0 A	1 UNITA	260 530,0 A
1000,00 (G 36-02)	34 530,0 A	330 530,0 A	1 UNITA	250 530,0 A
1000,00 (G 36-02)	33 530,0 A	320 530,0 A	1 UNITA	240 530,0 A
1000,00 (G 36-02)	32 530,0 A	310 530,0 A	1 UNITA	230 530,0 A
1000,00 (G 36-02)	31 530,0 A	300 530,0 A	1 UNITA	220 530,0 A
1000,00 (G 36-02)	30 530,0 A	290 530,0 A	1 UNITA	210 530,0 A
1000,00 (G 36-02)	29 530,0 A	280 530,0 A	1 UNITA	200 530,0 A
1000,00 (G 36-02)	28 530,0 A	270 530,0 A	1 UNITA	190 530,0 A
1000,00 (G 36-02)	27 530,0 A	260 530,0 A	1 UNITA	180 530,0 A
1000,00 (G 36-02)	26 530,0 A	250 530,0 A	1 UNITA	170 530,0 A
1000,00 (G 36-02)	25 530,0 A	240 530,0 A	1 UNITA	160 530,0 A
1000,00 (G 36-02)	24 530,0 A	230 530,0 A	1 UNITA	150 530,0 A
1000,00 (G 36-02)	23 530,0 A	220 530,0 A	1 UNITA	140 530,0 A
1000,00 (G 36-02)	22 530,0 A	210 530,0 A	1 UNITA	130 530,0 A
1000,00 (G 36-02)	21 530,0 A	200 530,0 A	1 UNITA	120 530,0 A
1000,00 (G 36-02)	20 530,0 A	190 530,0 A	1 UNITA	110 530,0 A
1000,00 (G 36-02)	19 530,0 A	180 530,0 A	1 UNITA	100 530,0 A
1000,00 (G 36-02)	18 530,0 A	170 530,0 A	1 UNITA	90 530,0 A
1000,00 (G 36-02)	17 530,0 A	160 530,0 A	1 UNITA	80 530,0 A
1000,00 (G 36-02)	16 530,0 A	150 530,0 A	1 UNITA	70 530,0 A
1000,00 (G 36-02)	15 530,0 A	140 530,0 A	1 UNITA	60 530,0 A
1000,00 (G 36-02)	14 530,0 A	130 530,0 A	1 UNITA	50 530,0 A
1000,00 (G 36-02)	13 530,0 A	120 530,0 A	1 UNITA	40 530,0 A
1000,00 (G 36-02)	12 530,0 A	110 530,0 A	1 UNITA	30 530,0 A
1000,00 (G 36-02)	11 530,0 A	100 530,0 A	1 UNITA	20 530,0 A
1000,00 (G 36-02)	10 530,0 A	90 530,0 A	1 UNITA	10 530,0 A
1000,00 (G 36-02)	9 530,0 A	80 530,0 A	1 UNITA	0 530,0 A
1000,00 (G 36-02)	8 530,0 A	70 530,0 A	1 UNITA	
1000,00 (G 36-02)	7 530,0 A	60 530,0 A	1 UNITA	
1000,00 (G 36-02)	6 530,0 A	50 530,0 A	1 UNITA	
1000,00 (G 36-02)	5 530,0 A	40 530,0 A	1 UNITA	
1000,00 (G 36-02)	4 530,0 A	30 530,0 A	1 UNITA	
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STATISTICS:	
CENSUS ADDRESS:	60401, 6701, 6701, 6701, 6701 WILLIAMSBURG
LEGAL DESCRIPTION:	
ZONING:	RUE

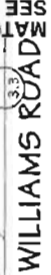
00000 RTE AREA	0.0007 IN/M (0.0000 IN/FT)	22701 IN/FT (BUILDING)
NIT RTE AREA	0.7520 IN/M (0.0000 IN/FT)	9474 IN/FT (COY FENCE FOR FRONT ROAD)
MAX LEFT COVERAGE	0.0000 IN/FT = 0%	34.0796 IN/FT (2392.0 IN/M)
PREPARED		

TOTAL	34649.2364 FT. (N81° 40' E, 0.0000, 20.19)	57
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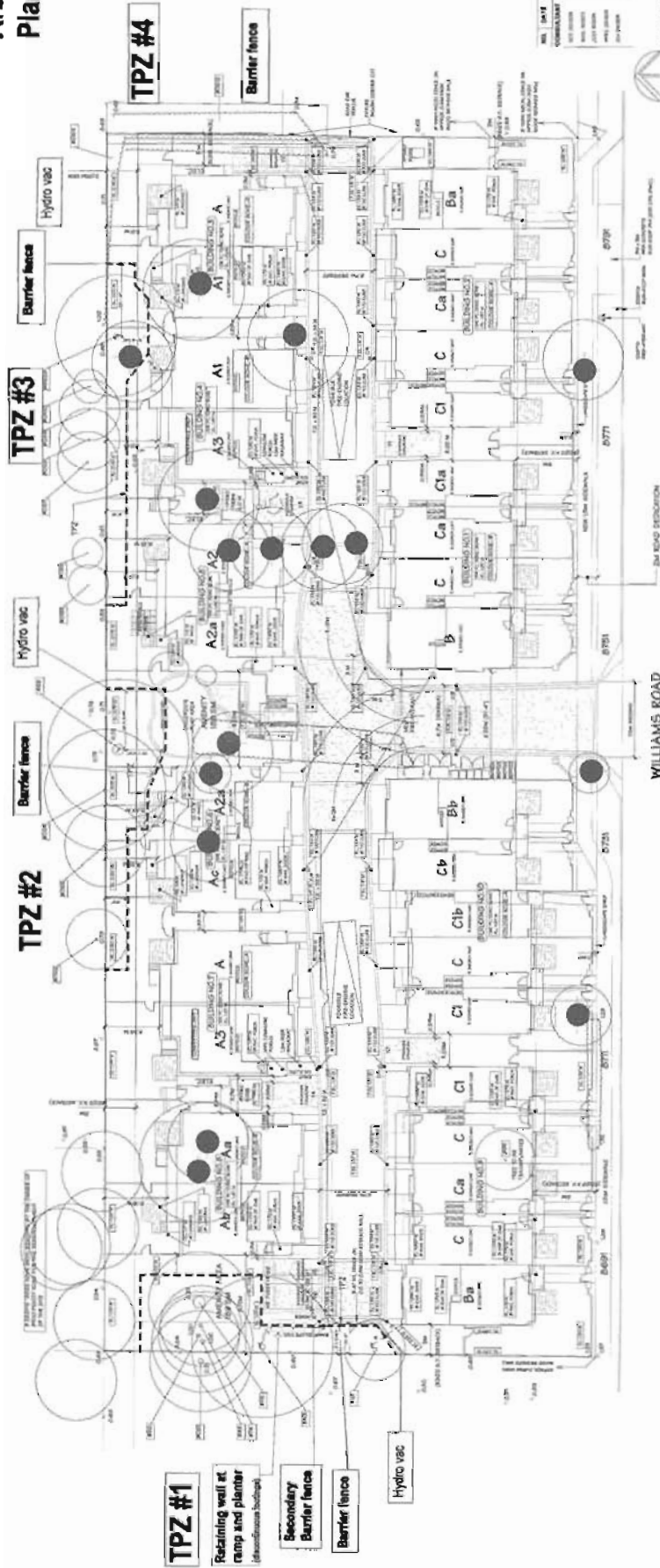
NEW! REVISED TANKING SYSTEM

CONTEXT PLAN : SEE SHEET # 2.0

3.0





Arborist Site
Plan

Arboretet Site Plan Annotations, by VanArbor, October 24, 2011

[illegible]

NO. 10-12	REVISED
COMMENTS	
BY: [Signature]	DATE: 10/1/12
BY: [Signature]	DATE: 10/1/12
BY: [Signature]	DATE: 10/1/12
BY: [Signature]	DATE: 10/1/12
BY: [Signature]	DATE: 10/1/12

31 UNIT TOWNHOUSE DEVELOPMENT

**Yamamoto
Architecture Inc.**

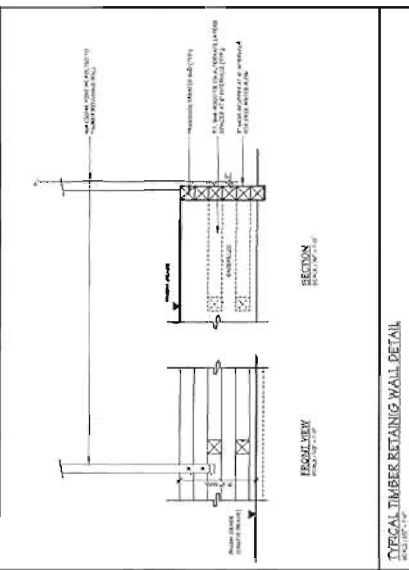
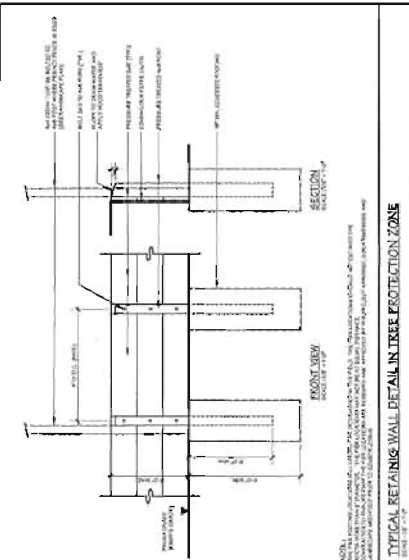
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DP 11 SITE PLAN 584276

ISSUE	100-1100	ISSUE NO.	5KL3
DATE	JULY 7, 1960		
ISSUE BY	TV		
ISSUED TO		ISSUE NO.	100

DEC 20 2011

PLAN #3D



DATE	2/1/2011	PROJECT	21 UNIT TOWNHOUSE DEVELOPMENT
BY	J. YAMAMOTO	SCALE	AS SHOWN
CHECKED	J. YAMAMOTO	DATE	2/1/2011
APPROVED	J. YAMAMOTO	DATE	2/1/2011

YAMAMOTO ARCHITECTS, INC.
 1000 N. 10TH AVE., SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111
 FAX: 303.733.1112
 WWW.YAMAMOTOARCHITECTS.COM

21 UNIT TOWNHOUSE DEVELOPMENT
 1000 N. 10TH AVE., SUITE 100
 DENVER, CO 80202

Yamamoto
 Architecture Inc.

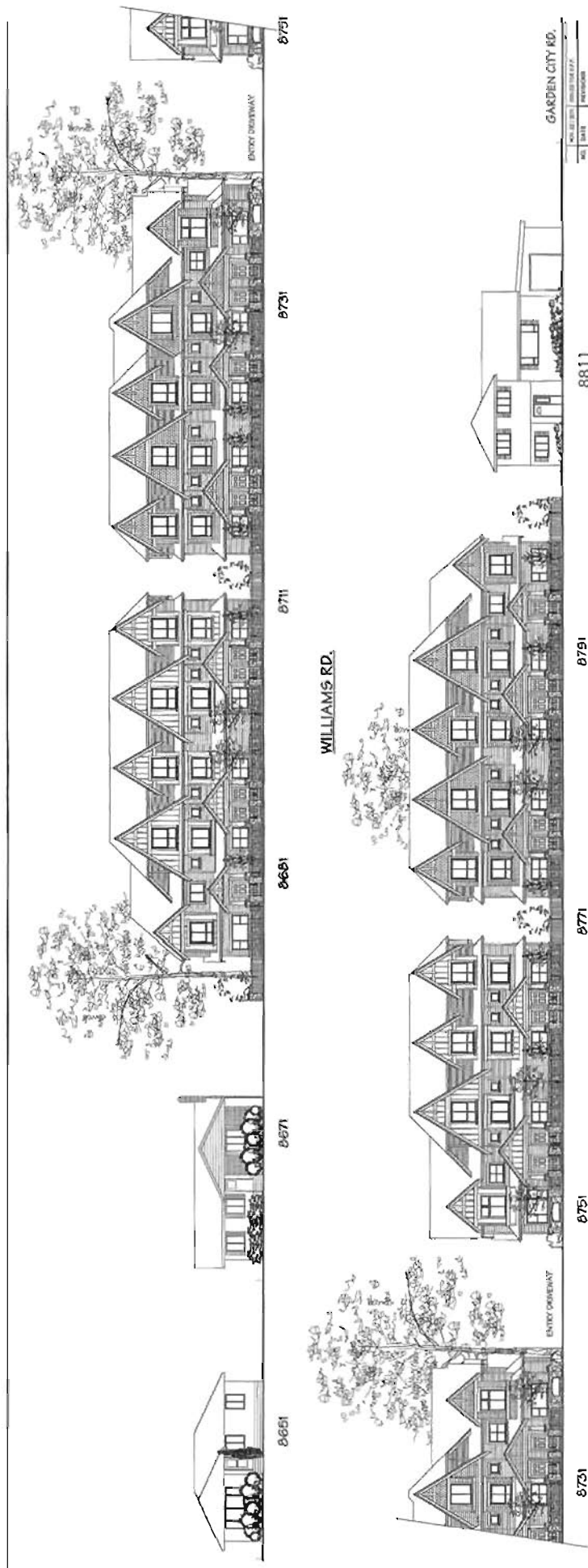
21 UNIT TOWNHOUSE DEVELOPMENT
 1000 N. 10TH AVE., SUITE 100
 DENVER, CO 80202

DP 11584276
 PLAN 3E
 DEC 20 2011

DATE	12/20/2011	PROJECT	21 UNIT TOWNHOUSE DEVELOPMENT
BY	J. YAMAMOTO	SCALE	AS SHOWN
CHECKED	J. YAMAMOTO	DATE	12/20/2011
APPROVED	J. YAMAMOTO	DATE	12/20/2011

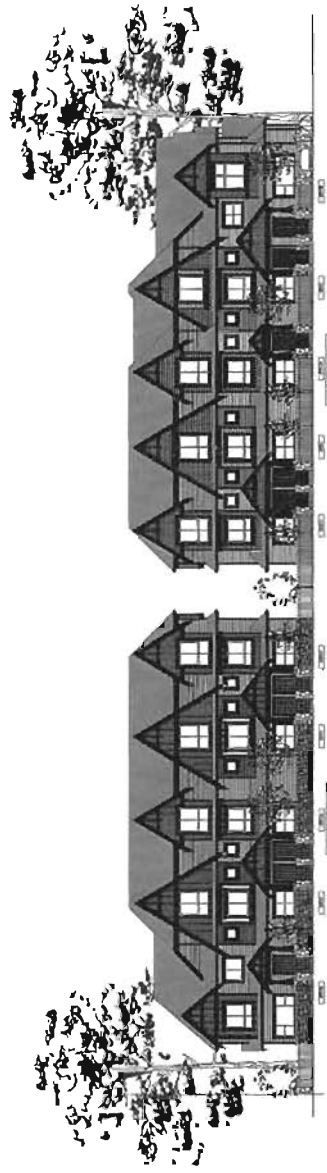
Yamamoto
 Architecture Inc.

21 UNIT TOWNHOUSE DEVELOPMENT
 1000 N. 10TH AVE., SUITE 100
 DENVER, CO 80202



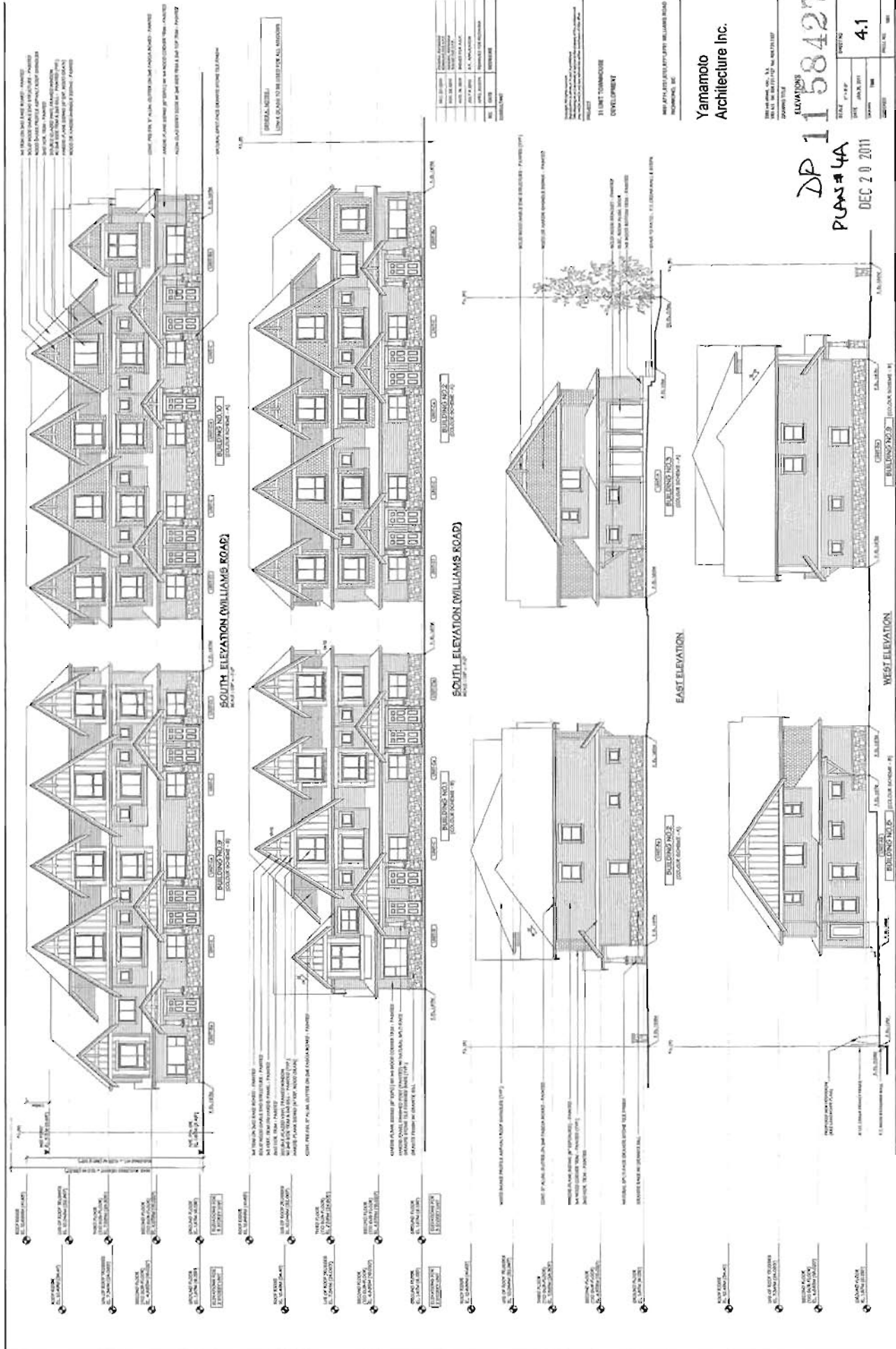
WILLIAMS RD.

GARDEN CITY RD.	
NO. 1	NO. 2
NO. 3	NO. 4
NO. 5	NO. 6



WILLIAMS RD.

PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT
 PREPARED BY: YAMAMOTO ARCHITECTURE INC.
 11584276
 PLAN # 4
 DEC 20 2011
 SCALE: 1/8" = 1'-0"
 SHEET NO.: 4.0



Yanamolo
Architecture Inc.

DP 11584276
PLAN 14
DEC 20 2011

4:1



 $\sigma(\text{standard deviation})$

100



DEPARTMENT OF THE ARMY
WASHINGTON, D.C. 20315-6001

[illegible]

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2273-74	2274	2274, 2275
2274-75	2275	2275, 2276
2275-76	2276	2276, 2277
2276-77	2277	2277, 2278
2277-78	2278	2278, 2279
2278-79	2279	2279, 2280
2279-80	2280	2280, 2281

31 UNIT TOWNSHIP
COUNTY OF ALBERTA

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**Yamamoto
Architecture Inc.**

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

ELEVATIONS
158425

	$\frac{1}{2} \times 0.6$	0.3
Weighted average	0.78	0.22

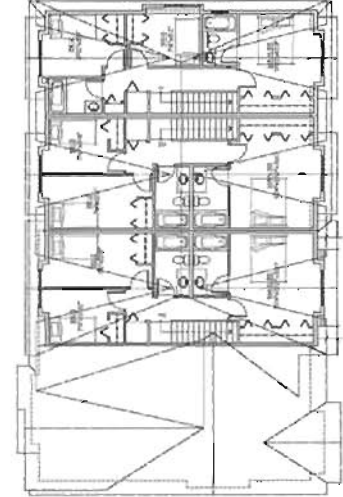
4.4

	Before	After
Mean	60.78	69.23
Standard deviation	10.34	10.34
N	10	10

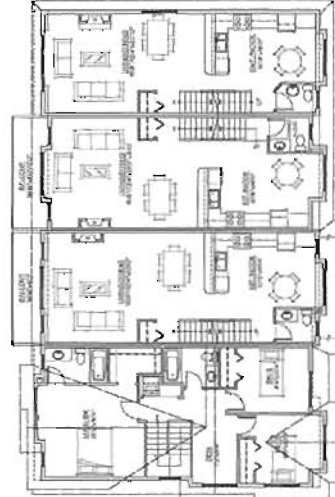
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BUILDING NO.1 & 2

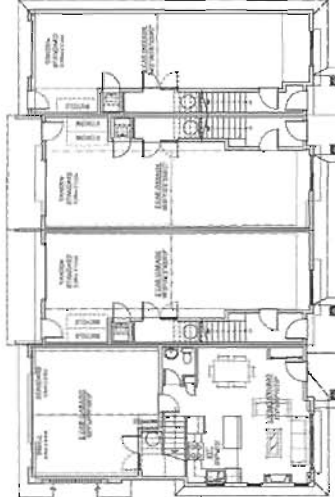
AGING IN PLACE FEATURES IN ALL UNITS:
 1. WALKING SURFACES: ALL FLOORS, STAIRS, AND EXTERIOR PATIOES SHALL BE FLOORING THAT MEETS THE REQUIREMENTS OF THE ADA.
 2. BATHROOMS: ALL BATHROOMS SHALL BE FLOORING THAT MEETS THE REQUIREMENTS OF THE ADA.
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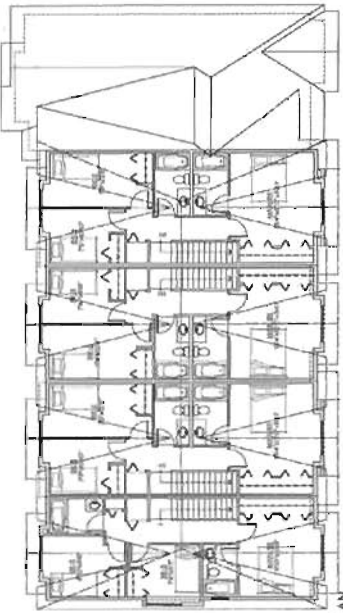
THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 101-102



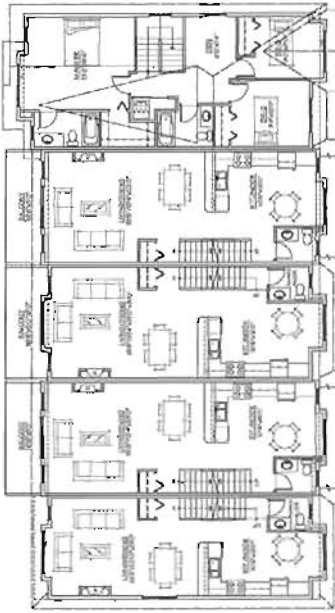
SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 101-103



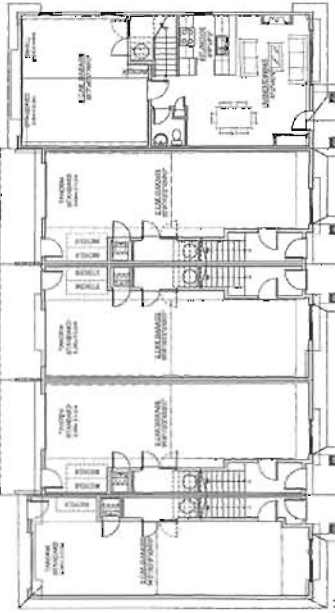
GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 101-104



THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 102-103



SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 102-104



GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SEE SHEET 102-105

NO.	DATE	DESCRIPTION
1	10/1/11	ISSUED FOR PERMIT
2	10/1/11	ISSUED FOR PERMIT
3	10/1/11	ISSUED FOR PERMIT
4	10/1/11	ISSUED FOR PERMIT
5	10/1/11	ISSUED FOR PERMIT
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8	10/1/11	ISSUED FOR PERMIT
9	10/1/11	ISSUED FOR PERMIT
10	10/1/11	ISSUED FOR PERMIT

71 AMT CORP
 DEVELOPMENT

1000 10TH AVENUE, SUITE 100
 DENVER, CO 80202

Yamamoto
 Architecture Inc.

1000 10TH AVENUE, SUITE 100
 DENVER, CO 80202

REFERENCE PLAN

DEC 20 2011

DP

11584276



NO.	DATE	DESCRIPTION
1	10/1/11	ISSUED FOR PERMIT
2	10/1/11	ISSUED FOR PERMIT
3	10/1/11	ISSUED FOR PERMIT
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8	10/1/11	ISSUED FOR PERMIT
9	10/1/11	ISSUED FOR PERMIT
10	10/1/11	ISSUED FOR PERMIT



City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: March 28, 2012

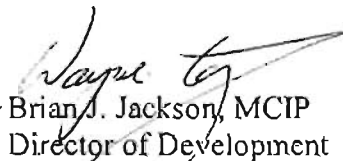
From: Brian J. Jackson, MCIP
Director of Development

File: DP 09-498967

Re: Application by – OTO Development Ltd. for Development Permit at 8080 and
8100 Blundell Road

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on August 24, 2011.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.


for Brian J. Jackson, MCIP
Director of Development

EL:blg

Att.



Development Permit Panel

Wednesday, August 24, 2011

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: Dave Semple, Chair
Andrew Nazareth, General Manager, Business and Financial Services
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 27, 2011, be adopted.

CARRIED

2. Development Permit DP 09-498967

(File Ref. No.: DP 09-498967) (REDMS No. 3258988)

APPLICANT: OTO Development Ltd.

PROPERTY LOCATION: 8080 and 8100 Blundell Road

INTENT OF PERMIT:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
 - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

Applicant's Comments

Chris Chung, Architect, CMTC Architects, provided the following background information regarding the proposed eight townhouse units at 8080 and 8100 Blundell Road:

- the site is currently occupied by two single-family houses; the proposed development is surrounded by developments with higher densities to the north, east and west;
- two rows of 4-unit buildings are being proposed, with 3-storey units in the middle and 2-storey end units facing Blundell Road and the back which were stepped down to respect the massing of adjacent developments and provide visual connection to the street;
- the three trees preserved on site were not included in the original scheme;
- two existing driveways are consolidated and will be used as entrance to the proposed development;
- proposed building materials, e.g. Hardie-Plank siding and board and batten reflect the character of the surrounding developments;
- large windows allow for clear visual connection to the street; and
- amenity space at the southwest corner of the site is augmented by the drive aisle.

Rebecca Colter, Landscape Architect, DMG Landscape Architects, pointed out the following three main landscape architecture design moves:

- creating an attractive entry to the development through landscaping the frontage;
- providing each of the townhouse units with its own private landscaped area with fenced-in private backyard with a lawn area and planted with either an ornamental maple tree or an ornamental pear tree; and
- providing an outdoor amenity area at the southwest corner of the site with i) grasspave pavers over a portion of on-site turning area to accommodate garbage and moving trucks and offer a green grass open amenity space; and ii) a Fibar playground surface area with three play elements designed for individual play for children between one to five years old.

Ms. Colter also mentioned the following landscape features of the project:

- 6-foot solid wood fence around the perimeter of the property;
- 4-foot lattice wood fence between the residential backyards;
- open aluminum rail fence at the frontage;
- 2 to 3 foot retaining walls around the edge of the property;
- a bench adjacent to the children's play area; and
- mostly native planting materials which are drought resistant.

Panel Discussion

In response to the query whether bollards or other safety elements are provided to prevent damage to the buildings from trucking turning movements near the amenity space and garbage and recycling facilities, Mr. Chung stated that none are provided at present as the turning radius is deemed sufficient. He explained that the post at the southwest corner of Building 1 can serve as a bollard and a safety element.

In response to the query whether the two visitor parking spaces are sufficient considering that one of them is allotted for handicapped parking, Mr. Jackson advised that they meet the bylaw requirement and that staff supports the provision of a parking space in the development that is wide enough to accommodate wheelchairs.

In response to the query whether measures are provided to ensure the safety of children going to and using the play area in view of its proximity to the on-site truck turning area, Mr. Chung stated that children should be supervised in the play area and that a walkway originally proposed could be reintroduced.

The Chair advised that it is unacceptable that the project does not provide a safety zone by using bollards, fencing, or other safety elements between the children's play area and the truck turning area. He stated that the applicant needs to go back to staff to address this important safety issue.

The Chair requested the applicant to work with staff regarding the appropriateness of using a structural element of a building, i.e. the post at the southwest corner of Building 1, as a safety element in view of the potential damage that could be done to it by trucks manoeuvring in the garbage and recycling area. He reiterated that the applicant needs to address safety issues in the proposed development.

The Chair noted that units along Blundell Road have front doors facing the street and expressed the Panel's appreciation for this design feature.

Staff Comments

Brian J. Jackson, Director of Development, advised that staff supports the application and stated the following:

- the design of the project is innovative and responsive to adjacent areas;
- some trees are preserved at the back of the property; and
- applicant has responded well to the height issue along Blundell Road by proposing two-storey units facing the street and at the back of the two buildings.

Mr. Jackson also expressed staff's support to the two requested variances for the following reasons:

- moving Building 1 closer to Blundell Road by one meter is justified due to the location and size of the amenity spaces provided at the rear of the property which is larger than the bylaw requirement; and

Development Permit Panel
Wednesday, August 24, 2011

- the request for tandem parking spaces for four units is appropriate in view of the location of the project.

Panel Discussion

The Panel expressed support for the project subject to the applicant making the necessary design changes as suggested by the Panel to ensure the safety of children in the play area and a safety element to protect the building structure regarding truck manoeuvring.

Correspondence

Alvin Leung, 115-8120 Jones Road, Richmond, B.C. V6Y 4K7 (Schedule 1)

Quan Zhang and Ling Wang, 116-8100 Jones Road, Richmond, B.C. V6Y 4B1 (Schedule 2)

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and*
 - b) *allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.*

CARRIED

3. Development Variance 11-581634
(File Ref. No.: DV 11-581634) (REDMS No. 3288483)

APPLICANT: CTA Design Group

PROPERTY LOCATION: 11120 Silversmith Place



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: Application by OTO Development Ltd. for a Development Permit at 8080 and
8100 Blundell Road

To: DPP, Aug. 24, 2011
Date: July 28, 2011

File: DP 09-498967

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
 - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

Brian J. Jackson, MCIP
Director of Development

BJJ:el

Att.

Staff Report

Origin

OTO Development Ltd. has applied to the City of Richmond for permission to develop eight (8) townhouse units at 8080 and 8100 Blundell Road. This site is being rezoned from Single Detached (RS1/E) to Low Density Townhouses (RTL3) for this project under Bylaw 8484 (RZ 06-340471). The zoning district names have changed as the rezoning applications were submitted under the former Zoning & Development Bylaw No. 5300 to rezone the site from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)".

The site is currently vacant. There is no City standard Servicing Agreement required in association with this development proposal. Removal of the existing driveways on Blundell Road and re-instating continuity of the sidewalk will be achieved via Works Order at Building Permit stage.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the north: Across Blundell Road, a four-storey apartment, on top of a single level parking structure, zoned Medium Density Low Rise Apartments (RAM1);
- To the east: An existing two-storey townhouse development zoned Low Density Townhouses (RTL1);
- To the south: Single-family houses fronting Lucerne Road, zoned Single Detached (RS1/E); and
- To the west: A three-storey apartment, on top of a single level parking structure, zoned Medium Density Low Rise Apartments (RAM1).

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage. The response to the issues follows in *italics*:

- Landscaping opportunities including planting of replacement trees on site;
The developer has agreed to plant 17 replacement trees on site.
- Measures to protect bylaw-sized trees located on the adjacent property and have driplines (and root systems) encroach onto the subject development site;
Tree protection barriers will be installed on site prior to any construction activities occurring on-site. A Tree Preservation Plan is included in the landscape drawing (Plan #4).

- Opportunities to maximize permeable surface areas and articulate hard surface treatment;
The lot coverage for permeable surface is approximately 37%. Various paving materials are used to differentiate the main drive aisle, unit entries, and amenity area.
- Locations of garbage/recycling facilities and electrical room that are convenient and accessible for the future residents of the subject development and post minimum impact on adjacent parcels;
The site layout has been redesigned and the garbage and recycling enclosure is proposed at the back of Building 2, located within the permitted building envelope, and is setback 6.7 m from the rear property line.
- Enhancement of the outdoor amenity area to maximize use;
The outdoor amenity space is proposed at the southwest corner of the site for maximum sun exposure. Vehicle manoeuvring area at the back of Building 1 is designed to integrate with the outdoor amenity area to enlarge the area for outdoor recreational activities.
- Building siting, massing and opportunities to step the front building down to 2½ storey along the entrance drive aisle;
The development scheme has been redesigned and two (2) 3-storey buildings are proposed. All end units(north & south) are stepped down to a 2 storey massing, including the units fronting Blundell Road.
- Opportunities to incorporate additional window openings on exposed elevations, particularly adjacent to side yard;
The development scheme has been revised with strategic window placement that allows for light into each of the units while providing eyes on the street, internal drive aisle, visitor parking, and outdoor amenity space for security and safety.
- Refinement of building elevations and cladding materials; and
Visual interest and variety has been achieved with variation in building height, projections, recesses, variation in material combinations, and a range of colour finishes. The exterior material is of high quality with heavy timber and stone at the base to ground the buildings and to add new elements to the architectural articulation.
- Options for universal accessibility.
One (1) convertible unit is proposed. Accessibility features that allow for aging in place have been incorporated into all units in this development.

The Public Hearing for the rezoning of this site was held on May 19, 2009. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Concern associated with the density proposed.

The proposed zoning (RTL3 with a maximum density of 0.6 FAR) complies with the site's "Low-Density Residential" land use designation in the Official Community Plan (OCP). The subject site is within an area identified by the Arterial Road Redevelopment Policy

that includes provisions for the consideration of multiple-family development within proximity to a Neighbourhood Service Centre and/or a City Community Centre.

2. Concern associated with the additional vehicle traffic anticipated in association with the proposal.

Traffic generated from this proposed 8-unit townhouse development is considered to be minimal and therefore it will not pose any significant traffic impacts on Blundell Road, which has sufficient road capacity to accommodate the site-generated traffic. The proposed development will result in consolidation of two existing driveways at 8080 and 8100 Blundell Road into one common driveway, which will provide adequate separation from the existing driveway at 8040 Blundell Road for safe site access.

3. Concern that the proposed townhouse development would reduce privacy and destroy the quiet and peaceful environment the residents at the adjacent apartment building to the west currently enjoy.

The developer has made an effort to save as many trees on site as possible but two (2) separate arborist reports have indicated that the nature of the existing trees on site are not only in distress, but also in poor health. The proposed tree replacement and a new line of Cedar hedge will in time create a much more lush and healthier environment for the surrounding neighbours. In addition, the existing dilapidated fence will be replaced with a new cedar fence that will provide privacy and security, once completed.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Low Density Townhouses (RTL3) zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1.

(Staff supports the proposed variance, as the variance is a result of a dedication of land for future road widening on Blundell Road. The variance permits Building 1 to move forward on the site and allows for a greater rear setback to provide a better transition between the proposed development and the adjacent single-family homes as well as a larger outdoor amenity space at the southwest corner of the site.)

- 2) Allow eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

(Staff supports the proposed tandem parking arrangement on the basis that the tandem parking arrangement is generally accepted in small developments to reduce the site coverage. A restrictive covenant to prohibit the conversion of the garage area into habitable space will be required as a condition of the Development Permit.)

Advisory Design Panel Comments

The subject application was not presented to the Advisory Design Panel on the basis that the project generally met all the applicable Development Permit Guidelines, and the overall design and site plan adequately addressed staff comments.

Analysis

Conditions of Adjacency

- The proposed height, siting and orientation of the buildings respect the massing of the existing residential developments adjacent to the site.
- The three-storey units proposed on-site are centrally located, end units fronting the street and located adjacent to the neighbouring single-family houses to the south have been stepped down to two (2) storeys.
- The proposed rear yard setback of 6.7 m exceeds the requirements of the RTL3 zone (3.0 m) and of the guidelines in the Arterial Road Redevelopment Policy (4.5 m for 2 storey townhouse interface with single-family housing).
- The proposed side yard setbacks of 3.0 m comply with the requirements of the RTL3 zone (3.0 m) and correspond to the existing side yard setback provided on the adjacent townhouse development to the east.
- New trees are to be planted along the east and west property lines to provide natural privacy screens between the proposed development and the existing adjacent residential developments.

Urban Design and Site Planning

- The layout of the townhouse units is organized along one (1) short north-south drive aisle providing access to the site and access to all unit garages from Blundell Road.
- On-site truck turning is accommodated by the proposed drive aisle arrangement at the southern edge of the site.
- All units have two (2) vehicle parking spaces. A total of 18 parking spaces are provided, including two (2) visitor stalls at the southeast corner of the site. Tandem parking spaces are proposed in four (4) of the eight (8) units. A Restrictive Covenant prohibiting the conversion of tandem parking area into habitable area is required.
- Outdoor amenity space is provided in accordance with the OCP and is designed to promote both active and passive use. The outdoor amenity is proposed at the southwest corner of the site. Children's play equipment is proposed adjacent to an outdoor bench; this arrangement, in addition to windows on the south elevation of Building 1, provide the opportunity for passive surveillance of the outdoor amenity area.
- The amenity has been designed for convenience, safety and accessibility for building occupants and the use of grasspave pavers over a portion of the on-site truck turning area provides both physical and visual extensions of the amenity area.

Architectural Form and Character

- The building forms are well articulated. The pedestrian residential streetscape along Blundell Road is enhanced by a mix of gable roofs as well as the direct accesses to the street facing units from the street/public sidewalk.

- A pedestrian scale is achieved along the internal drive aisle with the inclusion of varying building height, projections, recesses, varying material combinations, a range of colour finishes, and well defined individual unit entries.
- The proposed building materials (asphalt roof shingles, wood fascia, Hardie-Plank siding, Hardie-Panel, and culture stone) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with both the existing single-family character of the neighbourhood and multi-family character along Blundell Road. Visual interest is achieved by the use of contrasting colours on sidings and trims.
- One (1) convertible unit has been incorporated into the design. Alternate floor plan demonstrating simple conversion potential to accommodate a person in a wheelchair is provided.
- Accessibility features that allow for aging in place have been incorporated into this development (i.e., blocking in all bathrooms for grab-bars, level handle for all doors, and lever faucet in all bathrooms and powder rooms).

Tree Preservation

- All 26 bylaw-sized trees noted on-site were identified for removal at Rezoning stage due to general poor condition and proposed change in site grade.
- Tree retention was revisited as part of the Development Permit review process. Three (3) bylaw-sized trees along the south property are proposed for retention.
- The developer has also agreed to protect seven (7) trees located on the adjacent property to the south (8091 Lucerne Road) and two (2) trees on the adjacent property to the west (8040 Blundell Road).
- Although a retaining wall is proposed along the south property line, the project arborist has stated that the potential damage to the protect trees will not typically result in long term harm, assuming the work is completed with care. As a condition to Development Permit issuance, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones must be submitted.
- After the rezoning application for the development proposal achieved Third Reading, a Tree Permit was issued to allow for the removal of 23 bylaw-sized trees on-site due to impeding of building demolition. 46 replacement trees are required.
- The applicant is proposing to plant 17 replacement trees on-site and provide cash-in-lieu in the amount of \$14,500 for off-site planting of the balance of the replacement trees (29 trees) prior to issuance of the Development Permit.

Landscape Design and Open Space Design

- Two (2) conifer and 15 deciduous trees are proposed on-site; hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- A low metal fence, punctuated by masonry columns at individual gate entrances, will be introduced to demarcate private space and individual grade level unit entrances along the street frontage.
- Fence along the street frontage is setback from the property line to allow for a landscaped area between the fence and the edge of the public sidewalk.

- Three (3) sets of children's play equipments designed for solo play as well as cooperative activities are proposed in the outdoor amenity area.
- A bench is proposed adjacent to the children's play area to create an opportunity for passive surveillance of the outdoor amenity area.
- Indoor amenity space is not proposed on-site. A \$8,000 cash-in-lieu contribution has been secured as a condition of rezoning approval.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontage, outdoor amenity space, and internal drive aisle.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- The internal drive aisle as well as the outdoor amenity space will be well lit.

Sustainability

- Low Emissivity (Low E) windows as well as siding, board and batten, wood fascia, and metal flashing materials with low Volatile Organic Compound (VOC) contents are specified.
- Native planting materials are incorporated into the landscaping design to reduce water consumption, and maintenance as well as to provide food sources for birds and wildlife.
- Vaulted living area in the end units and larger window designs allow more natural light and better ventilation to enter into the interior space and add value to the inhabitant's quality of life.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application.



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

EL:rg

The following are to be met prior to forwarding this application to Council for approval:

- Registration of a covenant prohibiting the conversion of parking area into habitable space;
- 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 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.

- City acceptance of the developer's offer to voluntarily contribute \$14,500 to the City's Tree Compensation Fund for the planting of 29 replacement trees within the City; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$32,294.52 (based on total floor area of 16,147.26 ft²).

Prior to future Building Permit issuance, the developer is required to complete the following:

- Removal of the existing sidewalk crossings and reinstatement of the side walk through a City Work Order at developer's cost.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the rezoning and/or Development Permit processes.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 09-498967

Attachment 1

Address: 8080 and 8100 Blundell Road

Applicant: OTO Development Ltd.

Owner: OTO Development Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 926.64 m² (9,974.60 ft²) Floor Area Net: 1,500.08 m² (16,147.26 ft²)

	Existing	Proposed
Site Area:	1,578.5 m ² (16,991.39 ft ²)	1,552.6 m ² (16,712 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL3)
Number of Units:	2	8

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.596	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces	Max. 65%	63.17%	none
Lot Coverage – Landscaping:	Min. 25%	30.46%	none
Setback – Front Yard (m):	Min. 6 m	Building 1 - 5.0 m Building 2 ~ 6.0 m	variance requested
Setback – Side Yard (East) (m):	Min. 3 m	3.0 m	none
Setback – Side Yard (West) (m):	Min. 3 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3 m	6.7 m	none
Height (m):	12.0 m (3 storeys)	10.97 m	none
Lot Size (min. dimensions):	min. 30 m wide x 35 m deep	min. 38.06 wide x 41.5 m deep	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	18	18	none
Tandem Parking Spaces:	not permitted	8	variance requested
Off-street Parking Spaces - Accessible	0	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.2 (Class 2) per unit	none

Bicycle Parking Spaces – Total:	10 (Class 1) and 2 (Class 2)	10 (Class 1) and 2 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$8,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 8 units = 48 m ²	89.43 m ²	none



City of Richmond
Planning and Development Department

Development Permit

No. DP 09-498967

To the Holder: OTO DEVELOPMENT LTD.
Property Address: 8080 AND 8100 BLUNDELL ROAD
Address: C/O CHRIS CHUNG
CMTC ARCHITECT INC.
3440 EAST GEORGIA STREET
VANCOUVER, BC V6X 4K1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
 - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$32,294.52. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 09-498967

To the Holder: OTO DEVELOPMENT LTD.
Property Address: 8080 AND 8100 BLUNDELL ROAD
Address: C/O CHRIS CHUNG
CMTC ARCHITECT INC.
3440 EAST GEORGIA STREET
VANCOUVER, BC V6X 4K1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

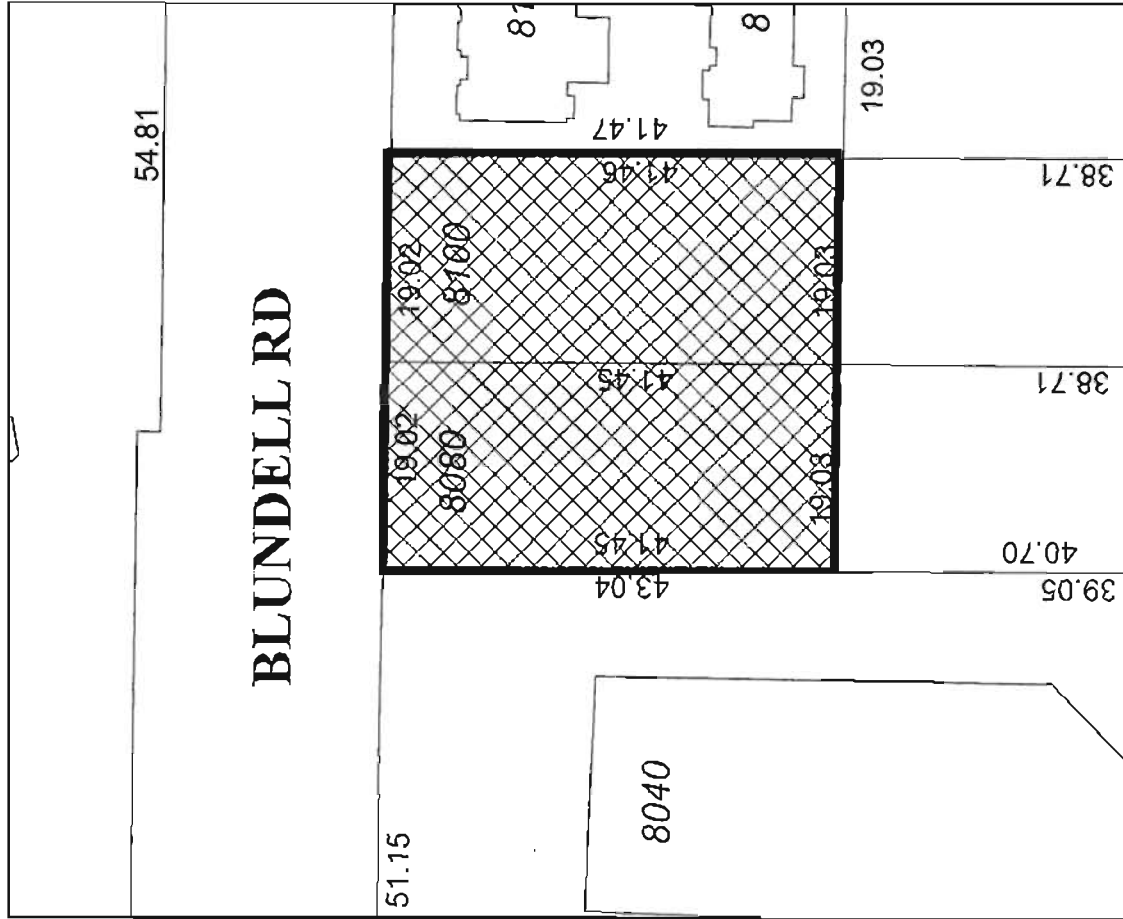
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 09-498967 SCHEDULE "A"

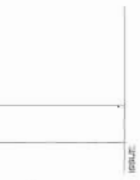
Original Date: 11/12/09

Revision Date: 07/28/11

Note: Dimensions are in METRES

CONSTRUCTION NOTES: The information on this drawing is for the use of the contractor only. It is the responsibility of the contractor to verify the accuracy of the information on this drawing. The architect is not responsible for the construction of the project.

NO.	DATE	REVISION
1	2011.07.28	Issue for Construction
2	2011.07.28	Issue for Construction
3	2011.07.28	Issue for Construction
4	2011.07.28	Issue for Construction



CMTC ARCHITECTS INC.
3440 E. GEORGIA STREET
VANCOUVER, B.C.
CANADA V6N 1A1
TEL: (604) 681-1125
CHERRYL@CMTCARCHITECT.CA

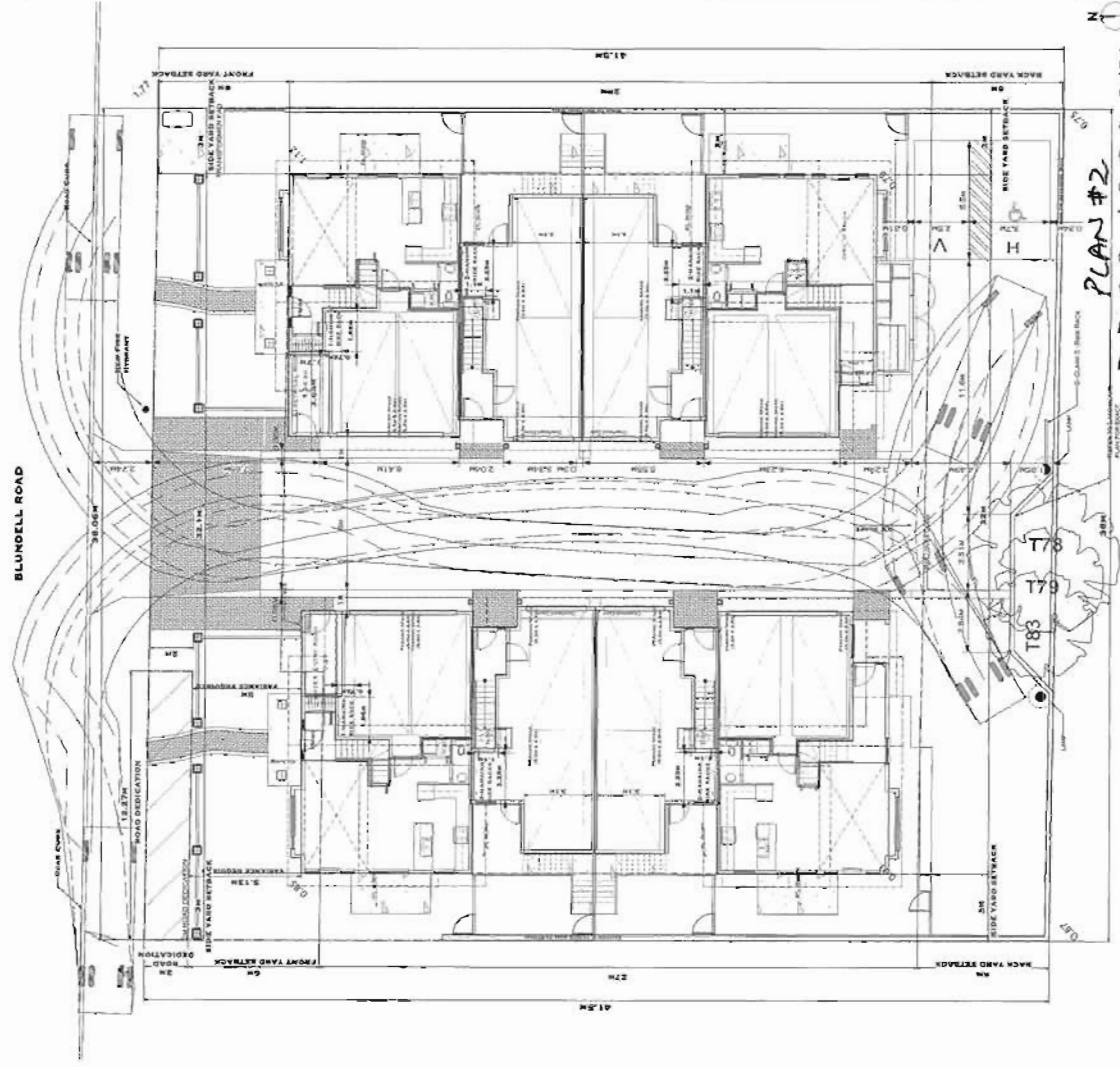
**YEW
TOWNHOMES**
DP 09-498967
8000 BLUNDILL RD.
RICHMOND B.C. V6V 1J8
CANADA

Project	C.C.	Date	Aug 2nd 2011
Drawn by	C.C.	Scale	1:1000
Check	ALH/MSH	Project No.	100000
Sheet No.			

PARKING PLAN

PROJECT NO. **PLAN #2**

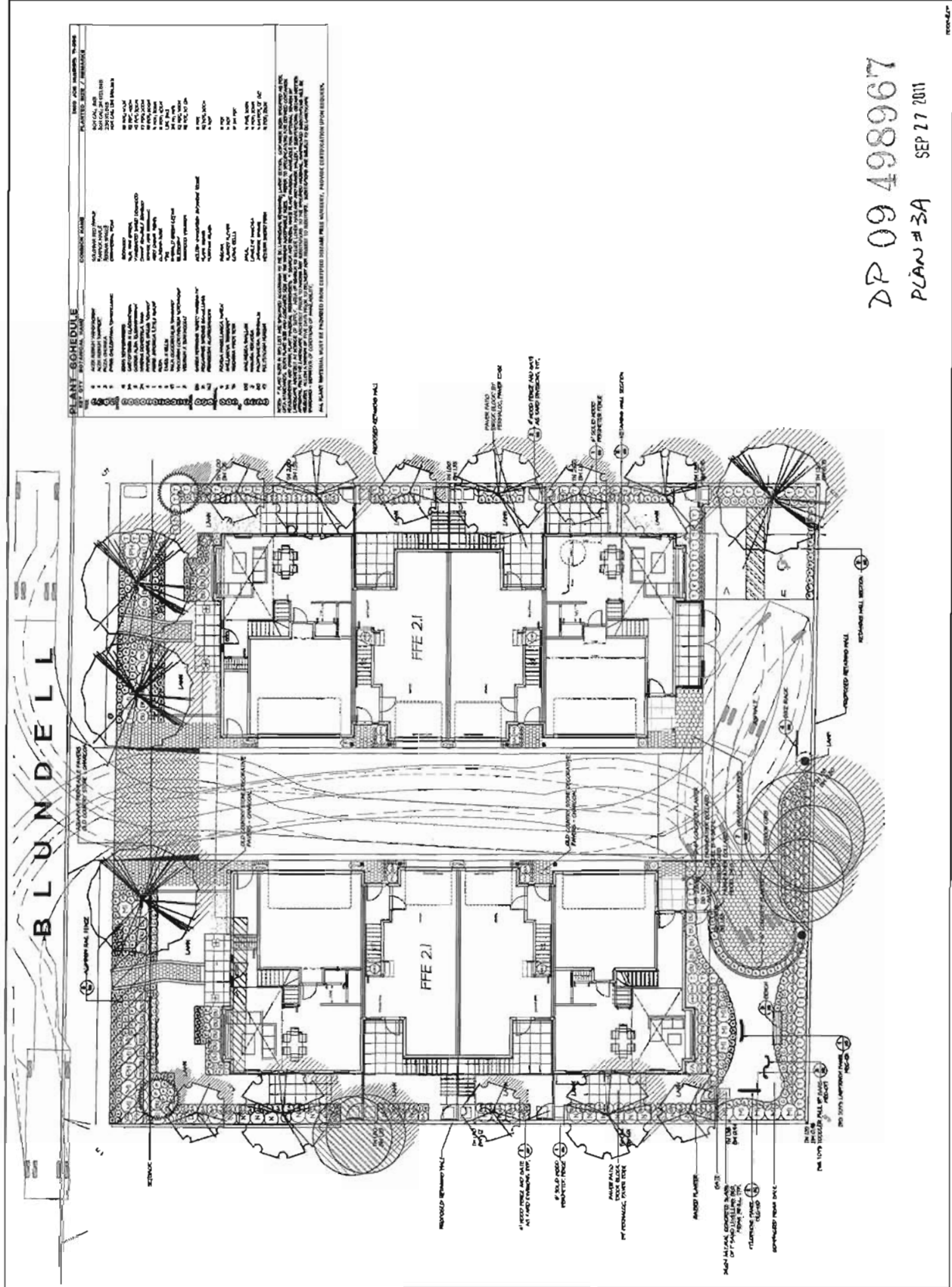
JUL 28 2011



PLAN #2
DP 09 498967

1. SITE PLAN
SCALE 1:1000

DP 09 60 296867
PLAN#3A SEP 27 2011



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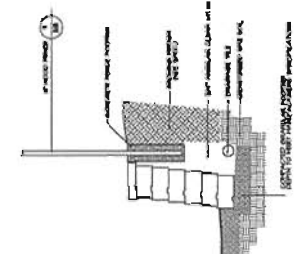
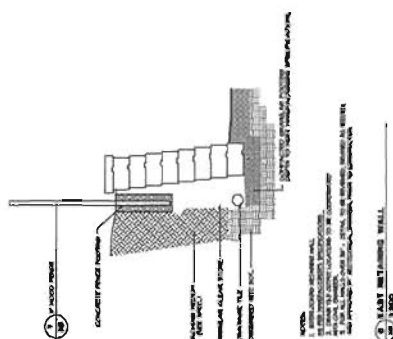
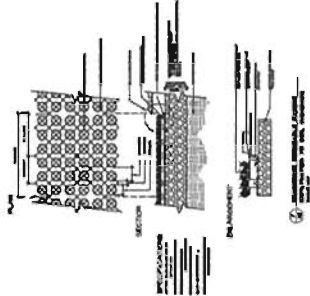


DMG LANDSCAPE ARCHITECTURE
1000 BUNDELL ROAD
RICHMOND, BC
V6X 1A7
Tel: 604.273.8888
Fax: 604.273.8889
www.dmglandscape.com

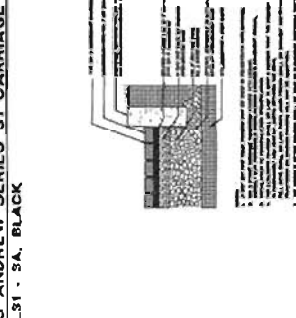
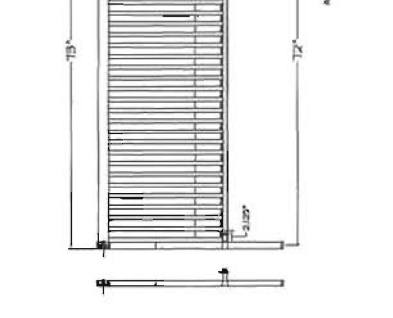
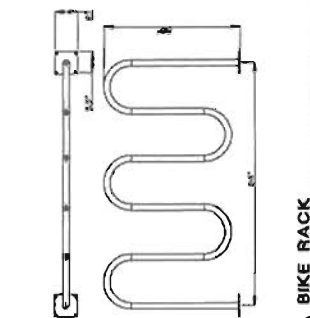
9 UNIT TOWNHOUSE DEVELOPMENT
1000 BUNDELL ROAD
RICHMOND, BC
V6X 1A7
Tel: 604.273.8888
Fax: 604.273.8889
www.dmglandscape.com

LANDSCAPE STRUCTURE DETAILS

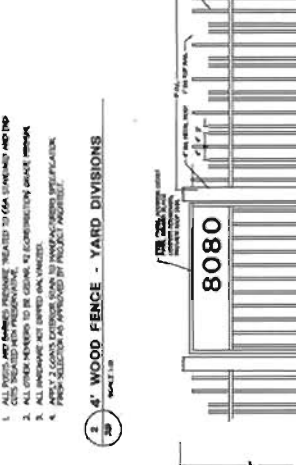
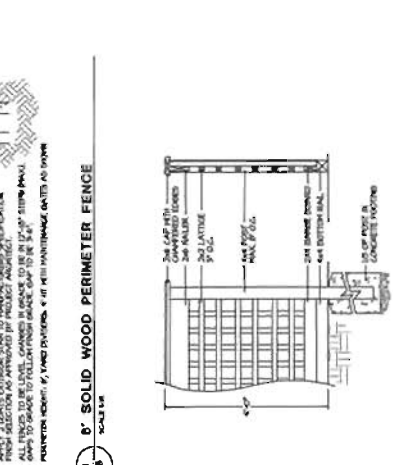
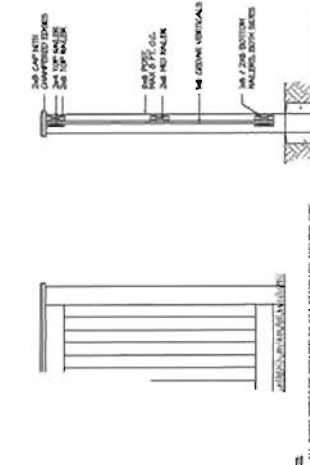
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PROJECT NUMBER	38
CLIENT	WYNDY ARCHITECT INC.
PROJECT NAME	9 UNIT TOWNHOUSE DEVELOPMENT
PROJECT ADDRESS	1000 BUNDELL ROAD, RICHMOND, BC



NOTES:
1. ALL POSTS AND CAPS SHALL BE CONCRETE.
2. ALL POSTS SHALL BE 4" DIA. AND 36" HIGH.
3. ALL CAPS SHALL BE 12" WIDE AND 4" HIGH.
4. ALL POSTS SHALL BE SET IN 12" DIA. HOLES.
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PLAN 38
SEP 27 2011
DP 09498967

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DMG
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120, Bedford Avenue, Suite 110
New York, NY 10014
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PROJECT
9 UNIT TOWNHOUSE
DEVELOPMENT
1000 BLUNELL ROAD
RICHMOND, B.C.
WITH DUT ARCHITECT INC.

SPECIFICATIONS

DATE	3.10.20	ISSUED NUMBER	3E
NO.	3E		
REV.			
DATE			
BY			
CHK.			

1. The purpose of this specification is to define the minimum standards for the materials and workmanship to be used in the construction of the 9 Unit Townhouse Development. It is intended to provide a clear and concise guide for the contractor and to ensure that the finished product meets the highest standards of quality and durability.

2. The materials and workmanship specified herein shall be of the highest quality and shall be subject to inspection and approval by the architect at all times. The contractor shall be responsible for obtaining all necessary permits and licenses for the construction of the project.

3. The contractor shall be responsible for the coordination of all trades and for the timely completion of the project. The contractor shall also be responsible for the safety of the construction site and for the protection of the surrounding environment.

4. The contractor shall be responsible for the maintenance of the construction site and for the removal of all debris and waste. The contractor shall also be responsible for the cleanup of the site at the completion of the project.

5. The contractor shall be responsible for the payment of all taxes and fees associated with the construction of the project. The contractor shall also be responsible for the payment of all insurance and bonding requirements.

6. The contractor shall be responsible for the delivery of all materials and equipment to the construction site. The contractor shall also be responsible for the storage and handling of all materials and equipment.

7. The contractor shall be responsible for the installation of all materials and equipment in accordance with the specifications and standards set forth in this document. The contractor shall also be responsible for the testing and inspection of all workmanship.

8. The contractor shall be responsible for the completion of the project within the specified time frame. The contractor shall also be responsible for the timely payment of all subcontractors and suppliers.

9. The contractor shall be responsible for the maintenance of the project records and for the provision of all necessary documentation. The contractor shall also be responsible for the provision of all necessary information to the architect and to the owner.

10. The contractor shall be responsible for the overall quality and appearance of the project. The contractor shall also be responsible for the satisfaction of the owner and for the achievement of the project goals.

DP 09498967
PLAN 3E
SEP 27 2011

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5. The contractor shall be responsible for the payment of all taxes and fees associated with the construction of the project. The contractor shall also be responsible for the payment of all insurance and bonding requirements.

6. The contractor shall be responsible for the delivery of all materials and equipment to the construction site. The contractor shall also be responsible for the storage and handling of all materials and equipment.

7. The contractor shall be responsible for the installation of all materials and equipment in accordance with the specifications and standards set forth in this document. The contractor shall also be responsible for the testing and inspection of all workmanship.

8. The contractor shall be responsible for the completion of the project within the specified time frame. The contractor shall also be responsible for the timely payment of all subcontractors and suppliers.

9. The contractor shall be responsible for the maintenance of the project records and for the provision of all necessary documentation. The contractor shall also be responsible for the provision of all necessary information to the architect and to the owner.

10. The contractor shall be responsible for the overall quality and appearance of the project. The contractor shall also be responsible for the satisfaction of the owner and for the achievement of the project goals.

THIS PLAN IS THE PROPERTY OF S.A.T.K. ARCHITECTURAL INC. AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF S.A.T.K. ARCHITECTURAL INC. ANY VIOLATION OF THIS NOTICE WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.

REVISIONS

NO.	DATE	DESCRIPTION
1	2011.07.28	Initial Design
2	2011.08.01	Revised Design

DATE: 2011.07.28

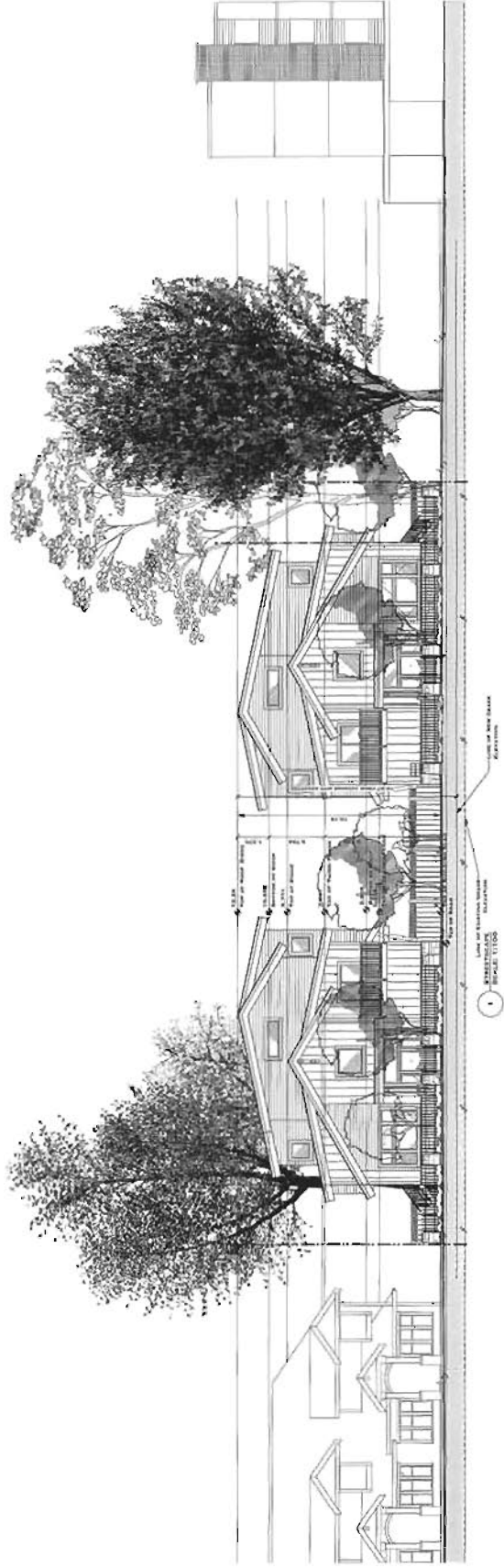


S.A.T.K. ARCHITECTURAL INC.
3401 GILBERT STREET
VANCOUVER, B.C.
V6L 2G9
TEL: 778-888-1029
WWW.SATKARCHITECT.COM

PROJECT:
YEW TOWNHOMES
DP 09-498967
8080 BLISSWELL RD
RICHMOND, B.C. V6X 1J8
CANADA

C.C.	DATE	APPROVED
C.C.	AUG 2011	
ALL NOTED	DATE	APPROVED
ALL NOTED	10/08/11	

STREETSCAPE
PLAN #4



PLAN #4 JUL 28 2011
DP 09 498967

THIS SET OF ARCHITECTURAL DRAWINGS IS THE PROPERTY OF YEW TOWNHOMES INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF YEW TOWNHOMES INC.

NO.	DATE	DESCRIPTION
1	2011.07.28	Issue for Review
2	2011.08.04	Issue for Review
3	2011.08.11	Issue for Review
4	2011.08.18	Issue for Review
5	2011.08.25	Issue for Review
6	2011.09.01	Issue for Review
7	2011.09.08	Issue for Review
8	2011.09.15	Issue for Review
9	2011.09.22	Issue for Review
10	2011.09.29	Issue for Review
11	2011.10.06	Issue for Review
12	2011.10.13	Issue for Review
13	2011.10.20	Issue for Review
14	2011.10.27	Issue for Review
15	2011.11.03	Issue for Review
16	2011.11.10	Issue for Review
17	2011.11.17	Issue for Review
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27	2012.02.02	Issue for Review
28	2012.02.09	Issue for Review
29	2012.02.16	Issue for Review
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98	2013.06.12	Issue for Review
99	2013.06.19	Issue for Review
100	2013.06.26	Issue for Review



YEW TOWNHOMES INC.
2000 BURNHAMTHORPE RD. UNIT 101
MISSISSAUGA, ONTARIO L4X 1L7
CANADA
TEL: (905) 876-1225
WWW.YEWTOWNHOMES.COM

YEW TOWNHOMES
DP 09-498967
BORG BLANCHARD
REPRESENTATIVE
CANADA

CC	2011.07.28	2011.07.28
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PLAN #4B



PCAN#48 JUL 28 2011
DP 09498967

- MATERIAL LEGEND**
1. ASPHALT SHINGLES - IGO CARBIDE 40
 2. WOOD FASCIA - BM-SNOW WHITE (2122-70)
 3. VINYL WINDOWS - WHITE
 4. CEDAR MILL HARDIE SIDING - HARRIS CREAM
 5. CEDAR RAILING AND FASCIA - DECK STAIN
 6. CEDAR MILL HARDIE 16" BOARD AND BATTEN - MOUNTAIN SAGE
 7. CEDAR MILL FLOORING - WHITE (10)
 8. CULTURE STONE - MOJAVE PR 8014
 9. CONCRETE - GREY
 10. TIMBER - DECK STAIN
 11. GARAGE DOOR
 12. HARDIE TRIM - MOUNTAIN SAGE
 13. FIREGLASS FRONT DOOR

YEW TOWNHOMES
 1000 BURNELL RD
 RICHMOND BC V6V 1J8
 TEL: (604) 273-1111
 WWW.YEWTOWNHOMES.COM

REVISIONS
 NO. DATE DESCRIPTION
 1 10/11/11 Initial Design
 2 10/11/11 Revised Design
 3 10/11/11 Revised Design

SCALE



Y.E.W. ARCHITECTURE
 3480 JENNIFER STREET
 VANCOUVER, B.C.
 CANADA V6N 2L7
 TEL: (778) 869-1525
 CHUCK@YEWARCHITECT.COM

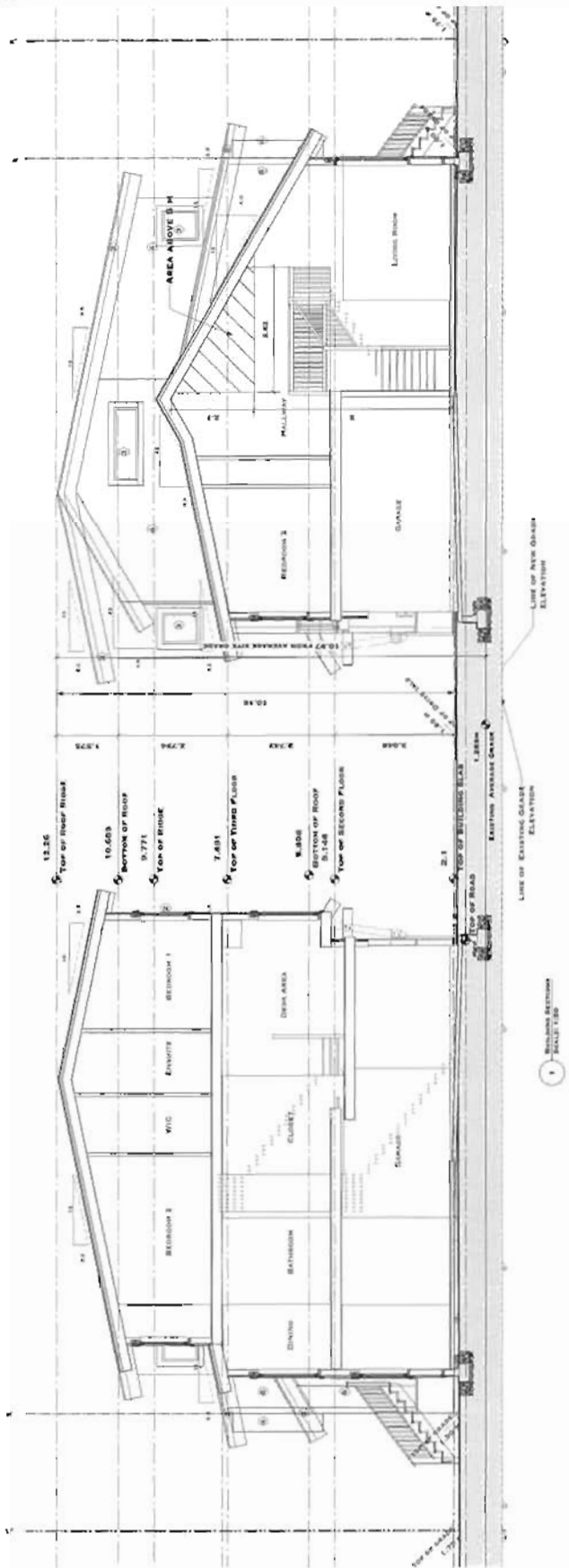
YEW
 TOWNHOMES
 DP 09-498967

1000 BURNELL RD
 RICHMOND BC V6V 1J8
 CANADA

C.C.	10/11/11	10/11/11
C.C.	10/11/11	10/11/11
AS NOTED	10/11/11	10/11/11
DATE	10/11/11	10/11/11

CROSS
 SECTIONS

PLAN
 #4C



REFERENCE PLAN JUL 28 2011

DP 09 498967

JUL 28 2011

496867 60-22

REFERENCE PI

244

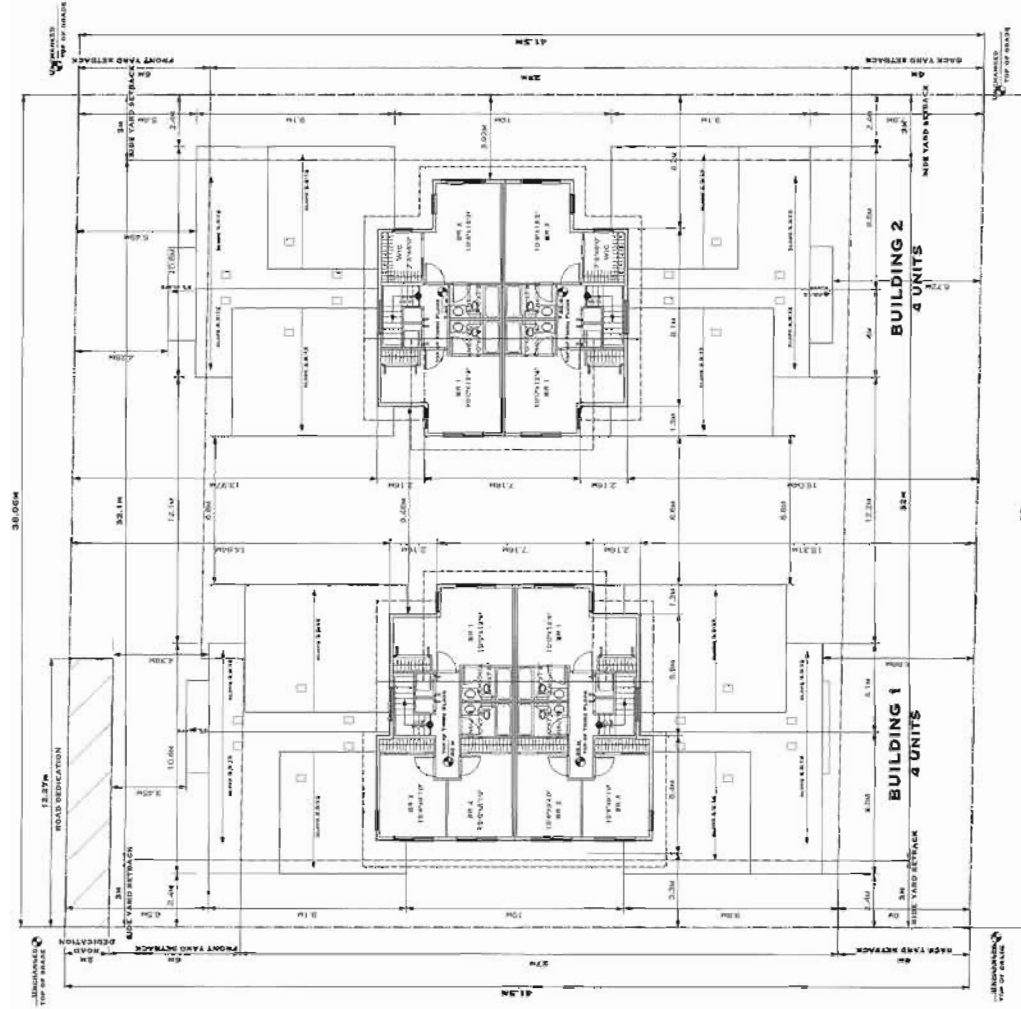
JUL 28 2011

COMPACT MECHANICAL, ELECTRICAL AND PLUMBING (MEP) EQUIPMENT SHALL BE LOCATED WITHIN THE MECHANICAL ROOMS AND SHALL BE ACCESSIBLE FROM THE MECHANICAL ROOMS. THE MECHANICAL ROOMS SHALL BE LOCATED WITHIN THE MECHANICAL ROOMS AND SHALL BE ACCESSIBLE FROM THE MECHANICAL ROOMS.

BLUNDRELL ROAD

REVISIONS

NO.	DATE	DESCRIPTION
1	2011.07.26	ISSUED FOR PERMIT
2	2011.07.26	ISSUED FOR PERMIT
3	2011.07.26	ISSUED FOR PERMIT



- ACCESSIBLE NOTES:**
- A CONVERTIBLE UNIT IS PROVIDED FOR THIS PROJECT.
 - AGING IN PLACE FEATURES ARE PROVIDED IN ALL UNITS OF THIS PROJECT.
 - SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION.
 - THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE FEATURES LISTED IN THE ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST 5 IN WASHROOM WALLS.
 - FOR PLUMBING FEATURES AND OTHER DETAILS.



CMAT & ASSOCIATES
3400 BURNHAMTHORPE RD. UNIT 101
VANCOUVER, B.C.
CANADA V6K 2L7
TEL: (778) 869-1525
CHRISTOPHER@CMAT.CA

YEW TOWNHOMES
DP 09498967
6080 BLUNDRELL RD.
RICHMOND, B.C. V6X 1J8
CANADA

C.C.	DATE	DESCRIPTION
C.C.	2011.07.26	ISSUED FOR PERMIT
AS NOTED	104000	ISSUED FOR PERMIT

REFERENCE PLAN DP 09498967

1 3RD FLOOR PLAN
SCALE 1:100

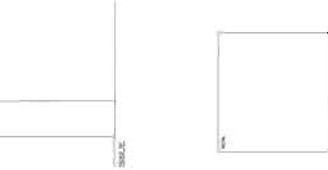
SHEET NO.
PLAN #2B

JUL 26 2011

CONSTRUCTION NOTES: THIS DRAWING WAS PREPARED BY THE ARCHITECT AND IS TO BE USED FOR CONSTRUCTION PURPOSES ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ARCHITECT IN WRITING.

REVISIONS

NO.	DATE	DESCRIPTION
1	2011.07.28	ISSUED FOR PERMIT



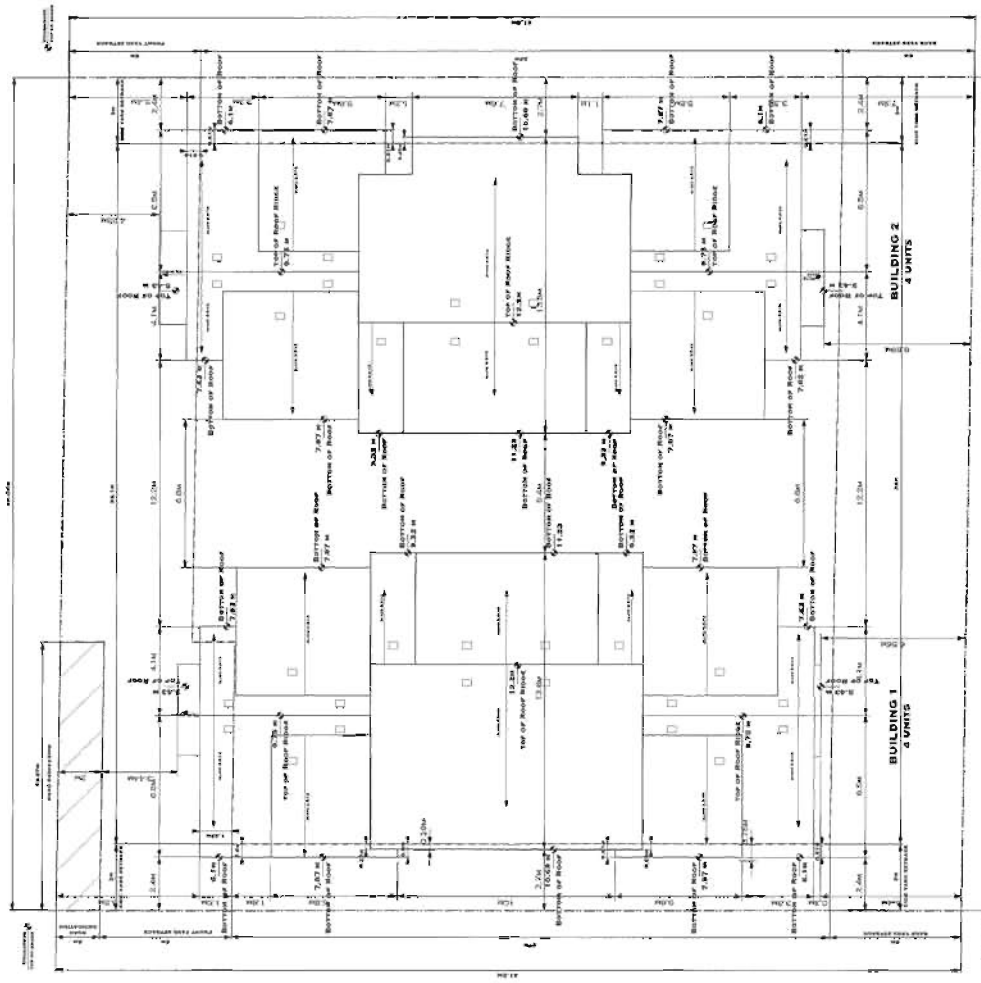
C.M.T.C. ARCHITECTURAL INC.
3450 SHEPPARD AVENUE EAST
VANCOUVER, B.C.
CANADA V6K 2L7
TEL: (778) 868-1525
CHIEF ARCHITECT: C.M.T.C. INC.

PROJECT
YEW TOWNHOMES
DP 09-498967
8080 BLUESKILL RD
RICHMOND B.C. V6V 1J8
VANCOUVER, CANADA

DATE	28 AUG 2011
DESIGNED BY	C.C.
CHECKED BY	C.C.
DATE NOTED	10-8-80
PROJECT NO.	

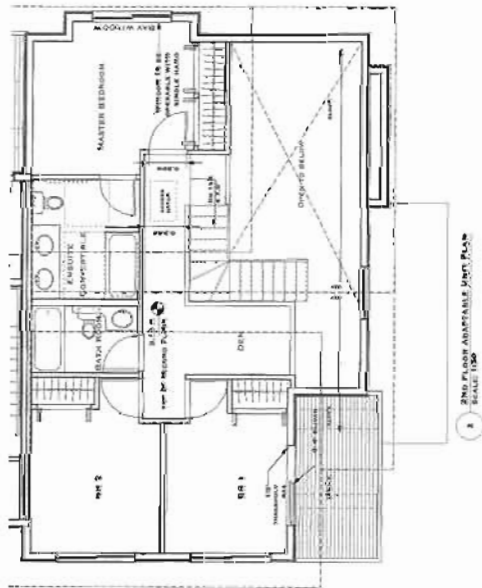
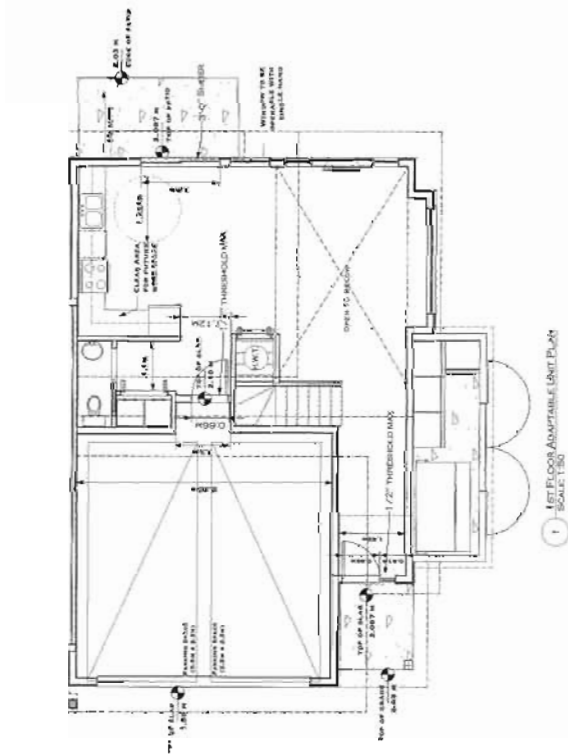
ROOF PLAN
PLAN #2C

BLUESKILL PRAD

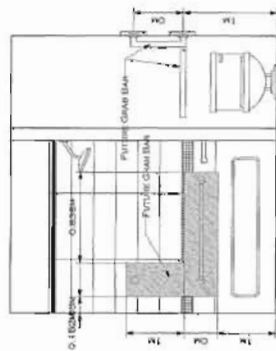
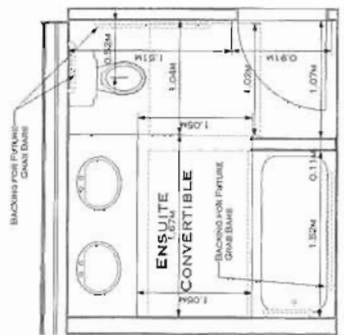


JUL 28 2011
REFERENCE PLAN DP 09-498967
1 ROOF PLAN
SCALE: 1/100

ACCESSIBLE NOTES:
- A CONVERTIBLE UNIT IS PROPOSED FOR THIS PROJECT.
- ASH IN PLACE FEATURES ARE PROPOSED IN ALL UNITS OF THIS PROJECT.
- SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR AND "LIFT-TYPE" HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES.
- THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE FEATURES LISTED IN THE ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST 6 IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION AND "LIFT-TYPE" HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES.



ALTERNATIVELY A STAIRLIFT CAN ALSO BE BUILT INTO THE STAIRCASE - SUCH AS THE BRUNO ELECTRA-RIDE II. MODEL CRE-2100 WHICH CAN ACCOMMODATE THE 90 DEGREE STAIRCASE.



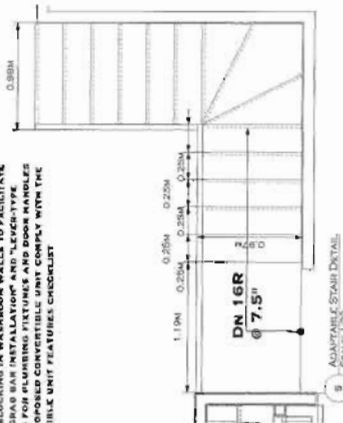
3 CONVERTIBLE BATHROOM PLAN

4. CONVERTIBLE BATHROOM

[illegible]

ACCESSIBLE NOTES:

- AGING IN PLACE FEATURES ARE PROPOSED IN ALL UNITS OF THIS PROJECT.
- SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION AND "LEVER-TYPE" HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES
- THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE CONVERTIBLE UNIT FEATURES CHECKLIST



DP 09 498967
JUL 28 2011
REFERENCE PLAN
N

**YEW
TOWNHOMES**
DP C9-498967

6000 BLUNDELL RD
RICHMOND BC V6Y 1J8
CANADA

DATE	DATE	DATE
C.C.	C.C.	C.C.
AS NOTED	10-0-00	10-0-00

CONVERTIBLE UNIT

CONVERTIBLE
UNIT

PLAN #2D

[illegible]

NO.	DATE	DESCRIPTION
1	Jan. 1, 1911	Initial cash 25,000,000 Paid
2	Jan. 1, 1911	Initial cash 25,000,000 Paid
3	Jan. 1, 1911	Initial cash 25,000,000 Paid
4	Jan. 1, 1911	Initial cash 25,000,000 Paid



City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: April 3, 2012

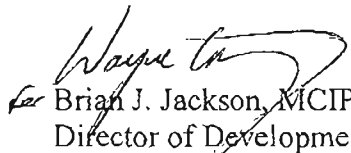
From: Brian J. Jackson, MCIP
Director of Development

File: DP 09-506909

Re: Application by – W. T. Leung Architects Inc. for Development Permit at 6331 and 6351 Cooney Road

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on July 13, 2011.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.


for Brian J. Jackson, MCIP
Director of Development

BJJ:big
Att.



Development Permit Panel

Wednesday, July 13, 2011

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: Robert Gonzalez, Chair
Dave Semple, General Manager, Parks and Recreation
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, June 29, 2011, be adopted.

CARRIED

2. Development Permit 09-506909

(File Ref. No.: DP 09-506909) (REOMS No. 03181807)

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 6331 and 6351 Cooney Road

INTENT OF PERMIT:

Permit the construction of a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village".

Applicant's Comments

Mr. Leung, Architect, W.T. Leung Architects Inc., provided the following details regarding the proposed 14-storey residential tower, with 77 apartment units, plus two live/work residential units fronting Cooney Road:

- 40% of the apartment units are two bedrooms, and will appeal to families;
- there is to be a 7.5 metre-wide lane along the south property line to link with a future north/south lane parallel to Cooney Road;

Development Permit Panel
Wednesday, July 13, 2011

- to the north of the subject site is a 14-storey residential tower and it is separated from the proposed development by 116 feet, or approximately 36 metres, more than the zoning bylaw requirement;
- the three-storey parkade fronts Cooney Road, and the lower storeys are hidden behind the live/work units;
- a landscaped terrace is featured on the roof deck and provides a children's play area, seating areas for parents/guardians, and urban garden plots for cultivation by residents;
- one indoor amenity area is on the ground level, near the lobby, and another indoor amenity area is part of the fourth level, and is directly linked to the roof deck's outdoor amenity area;
- the roof of the low rise portion of the proposed development is treated with textured gravel designs;
- brick masonry is incorporated as a façade material on the lower elevation;
- the north portion of the tower features window elements; and
- provision exists for a future public art installation on the ground level.

Staff Comments

Wayne Craig, Program Coordinator-Development, advised that staff supports the application and noted the refinement of the building design. He added that the proposed development includes 10 adaptable units that allow for conversion with aging-in-place features. Mr. Craig noted that the primary vehicular access is along the south property line, from the new lane, and that the lane will provide for access to another, future development, to the south of the subject site.

Panel Discussion

Discussion ensued among the Panel, Mr. Craig and Mr. Leung, and the following advice was provided:

- there is an existing sanitary line along the south property line of the adjacent property to the north, and a private driveway for the neighbouring property, not a public lane, is also located there;
- the setbacks comply with the requirements of the zoning bylaw, and in the City Centre it is not uncommon to have zero metre sideyard setbacks;
- details of the rooftop outdoor amenity area include: (i) a garden; (ii) a lawn area; (iii) a play area; (iv) a paved area appropriate for a barbeque; (v) a seating area that can accommodate large shade umbrellas; (vi) and landscaped edges;
- the ground floor plan includes: (i) a water feature on either side of the front entrance; (ii) a footbridge spanning the water; (iii) and a corner space that could accommodate a future public art feature; and

- regarding privacy for residents of the residential tower to the north of the proposed development, the proposed building is setback, there is no parking on the roof of the proposed parkade, and tall planting and a green wall along the parkade wall will alleviate views from the lower apartment units in the adjacent tower; in addition to a green wall and windows in the stairwell of the parkade, there will be a planter box pattern to animate the parkade façade.

Gallery Comments

Gary Cross, 503-8238 Saba Road, commented that as a resident of the City Centre he lives in an area undergoing a lot of development, and he expressed the following concerns:

- (i) the untidy and unappealing appearance of the subject site, including graffiti on the 12 foot hoarding erected around the site, and the City's requirements of the applicant/developer to tidy the site and the surrounding area;
- (ii) disruption of the neighbourhood, including the creation of dust, for the prolonged period of the construction phase;
- (iii) construction companies may not respect the City's noise bylaw and may use heavy power tools late into the night and early on Sunday mornings; and
- (iv) the inconvenience of closed sidewalks in the Saba Road neighbourhood during construction and, if sidewalks are available to pedestrians, the wooden structure around and over them may not be outfitted with lights to improve pedestrians' vision.

In response to the Chair's direction to address Mr. Cross' concerns, Mr. Leung remarked that:

- (i) he would advise his client that the subject site needs to be weeded and tidied up;
- (ii) his client does not desire a long construction period, so the neighbourhood should not be disrupted for more than 27 to 30 months pre-load and construction;
- (iii) dust should be addressed by the contractors responsible for (i) the pre-load process, and (ii) the construction period, and there is provision in the tender for water to be applied to the site to mitigate any dust problem;
- (iv) general contractors hired to construct the development should adhere to the hours of construction as outlined in the City's noise bylaw; and
- (v) hoarding to protect pedestrians during construction is painted white on the interior, and will be lit, to enhance sight, and overall protection.

The Chair advised that, in terms of graffiti, the City sets standards for clean-up, and that when a complaint call is received, the City acts to ensure that within 24 hours of the call those responsible for the graffiti surface eradicates the graffiti. He added that if this procedure is not followed, City workers are dispatched, and the cost of the clean up is charged back to those responsible for the graffiti surface.

The Chair directed Mr. Leung to advise his client regarding the solutions to Mr. Cross's concerns, and added that, if the City receives a complaint call from a resident regarding construction sites not adhering to the noise bylaw, enforcement officers are dispatched.

Mr. Wang, 101-8288 Saba Road, stated that he is a resident of the residential tower to the north of the subject site, and that he is concerned that an engineering, or a geotechnical, problem has led to the sinking of the land beneath his tower. He remarked that when his tower was built the surrounding walkway was flat, but that the south side of his tower has sunk, and the walkway was repaved but is sinking again.

Mr. Wang concluded his remarks by commenting that if the proposed 14-storey residential tower is built to the south of the tower where he lives, he is concerned that the pre-load and the construction phases would create more trouble regarding the sinking problem.

Mr. Craig advised that as part of the City's building permit process a geotechnical report, by a certified professional engineer, must be done to detail how the site, and neighbouring sites, will be impacted by construction. This standard procedure provides geotechnical assurance for construction safety.

The Chair advised that the geotechnical concerns outlined in Mr. Wang's two pieces of correspondence (attached to these Minutes as Schedule 2 and Schedule 3), outlining concerns regarding settlement of his residential tower, would be reviewed in the building permit process.

Further, the Chair directed staff to keep Mr. Wang informed of the process as it moves forward.

Mr. Leung stated that as part of a development's normal procedure, adjacent sites can allow a developer to conduct a survey of their buildings, and to use monitoring equipment on their buildings, to assess the impact on surrounding sites before, during and after the pre-load period.

In response to a query from the Chair regarding the preload, Mr. Leung advised that: (i) the proposed development sits on a foundation, not below the street elevation; and (ii) the height of the preload on the subject site will vary.

Walter Debruse, 6280 Cooney, accompanied by one of his Cooney Road neighbours, stated his concern that the backyard of his single-family residence across the street from the subject site already experiences significant shading, and that the proposed development will add to the shadowing problem, and further affect the lack of sunshine that reaches his garden.

Discussion regarding shadowing ensued among the Panel, Mr. Leung, and Mr. Craig, and the following comments were made:

- the architect measured a 45 degree sun angle thrown by the proposed development;
- typically there is a minimum 24 metres required between residential towers as outlined in the Official Community Plan (OCP), with road width providing substantial separation; and

- in this case the minimum building setbacks exceed those in the OCP.

Correspondence

Bill Lai, 8238 Saba Road

Mr. Craig stated that Mr. Lai's concern regarding view and privacy issues had been addressed during the discussion.

Mr. S. Wang, #1001-8288 Saba Road (received July 11, 2011)

Mr. S. Wang, #1001-8288 Saba Road (received July 12, 2011)

Mr. Craig advised that Mr. Wang was in attendance, and that his concern regarding settling had been discussed.

Panel Discussion

There was agreement that the design elements, including the generous amenity space, the rooftop gardens, and the live/work units, demonstrated that much thought had gone into the design of the proposed development, and that there would be minimum impact on the adjacent residential tower, due to the distance between the two structures.

The Chair noted that staff would follow up on the settlement concern stated by Mr. Wang, and that all comments by speakers were a matter of record.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village".

CARRIED

3. Development Permit 10-538908

(File Ref. No.: DP 10-538908) (REDMS No. 3193121)

APPLICANT: Doug Massie Architect of Chercover Massie & Associates Ltd.

PROPERTY LOCATION: 8851 Heather Street

INTENT OF PERMIT:

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m

Schedule 1 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009:

To Development Permit Panel	
Date:	July 13, 2011
Item #	2
Re:	2009-506909

		INT
	DW	
✓	Q	
	KY	
	DB	

July 6, 2011

2060-20-8738

Director,
City Clerk's Office
City of Richmond,
6911 No.3 Road,
Richmond, BC V6Y 2C1

Submissions on Intent of Permit for 6331 and 6351 Cooney Road

We strongly opposed the construction of a 14-story tower with just SIX (6) feet next to the existing 14-story tower dwelling apartment.

It will block the AIR and VIEW for those residents living just next to the new building and it will also affect directly their PRIVACY of living. It is absolutely unnecessary to allow building such a high density environment within such narrow space.

It will not be fair to the residents, the property owners and the tax payers living in the current apartment building.


Ajil Lari
8238 Saba Road



Schedule 2 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009.

CITY OF RICHMOND
INFO CENTRE

JUL 11 2011

To: Director, City of Richmond Clerk's Office

Re: DP 09-506909 at 6331 & 6351 Cooney Road

Attn: David Weber

To Development Permit Panel	
Date:	JUL 13, 2011
Item #	2
Re:	DP 09-506909

8'25
DW

Dear Officer,

Re permission of a 14-story tower construction in captioned location, we as residents in 8288 Saba Road oppose this proposal for public benefits outlined as below :

Our current resided high-rise tower B specifically has geographic dangerous of further sink incline to the south. Due to construction impropriety of it, the tower sunk in the south side over 2.5 foot in past 10 years. If to build another high-rise aside, definitely our building will be in great danger to further sink and incline into south side. This will harm both existing building and the new tower to build in the south side.

Please have professional architectural engineering authority to check and evaluate.

By Mr. S. Wang



Owner of Unit 1001, On the Behalf of residents in 8288 Saba Road, Richmond. BC.

e-mail: 8163898@gmail.com ; Tel: 604-816-3898

Schedule 3 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009.

CityClerk

From: 8163898@gmail.com
Sent: July 12, 2011 12:09 PM
To: CityClerk
Subject: Re: Development Permit 09-506909, (File Ref. No.: DP 09-506909) (REDMS No. 3191807)
Attachments: FS-2010-07.pdf; Sunk 1.jpg; Sunk 2.jpg; Sunk 3.jpg; Sunk 4.jpg; Saba letter.doc; repalring
2.jpg; Repairing.jpg

Categories: 08-4105-20-2009506909 - DP 6331 & 6351 Cooney Road

To Development Permit Panel	
Date:	July 13, 2011
Item #	2
Re:	DP-09-506909

		INT
✓	GI	
	KY	
	DB	

To: Development Permit Panel & Council Chambers
Dear Officers,

This is regarding your council meeting topic No.2 of July 13
(Wed) :

http://www.richmond.ca/cityhall/council/agendas/dpp/2011/071311_agenda.htm

As refer in this e-mail title, we now obtained photos and repair
evidence from strata managing company (contact info in the
bottom of this e-mail).

Please review our pledging letter (submitted to city hall) below
and see attached images for our discussion at the July 13
meeting.

By Mr. S. Wang
Owner of Unit 1001, On the Behalf of residents in 8288 Saba Road, Richmond,
BC.
e-mail: 8163898@gmail.com ; Tel: 604-816-3898

To: Director, City of Richmond Clerk's Office

Re: DP 09-506909 at 6331 & 6351 Cooney Road
Attr: David Weber

Dear Officer,



Re permission of a 14-story tower construction in captioned location, we as residents in 8288 Saba Road oppose this proposal for public benefits outlined as below :

Our current resided high-rise tower B specifically has geographic dangerous of further sink incline to the south. Due to construction impropriety of it, the tower sunk in the south side over 2.5 foot in past 10 years. If to build another high-rise aside, definitely our building will be in great danger to further sink and incline into south side. This will harm both existing building and the new tower to build in the south side.

Please have professional architectural engineering authority to check and evaluate.

By Mr. S. Wang

Owner of Unit 1001, On the Behalf of residents in 8288 Saba Road, Richmond, BC.

e-mail: 8163898@gmail.com ; Tel: 604-816-3898

Re:

Development Permit 09-506909

(File Ref. No.: DP-09-506909) (REDMS No. 3191807)

APPLICANT:

W.T. Leung Architects Inc.

PROPERTY LOCATION:

6331 and 6351 Cooney Road

INTENT OF PERMIT:

Permit the construction of a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village".

From: Simon Wang

Sent: Tuesday, July 12, 2011 11:37 AM

To: 8163898@gmail.com

Subject: LMS2970 - CONCRETE PAVERS REPAIRS

Hi, Mr. Wang

Please find attached the invoice and photos regarding the pavers repairs project.

Simon Wang

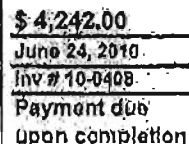
Strata Manager

Baywest Management Corp.

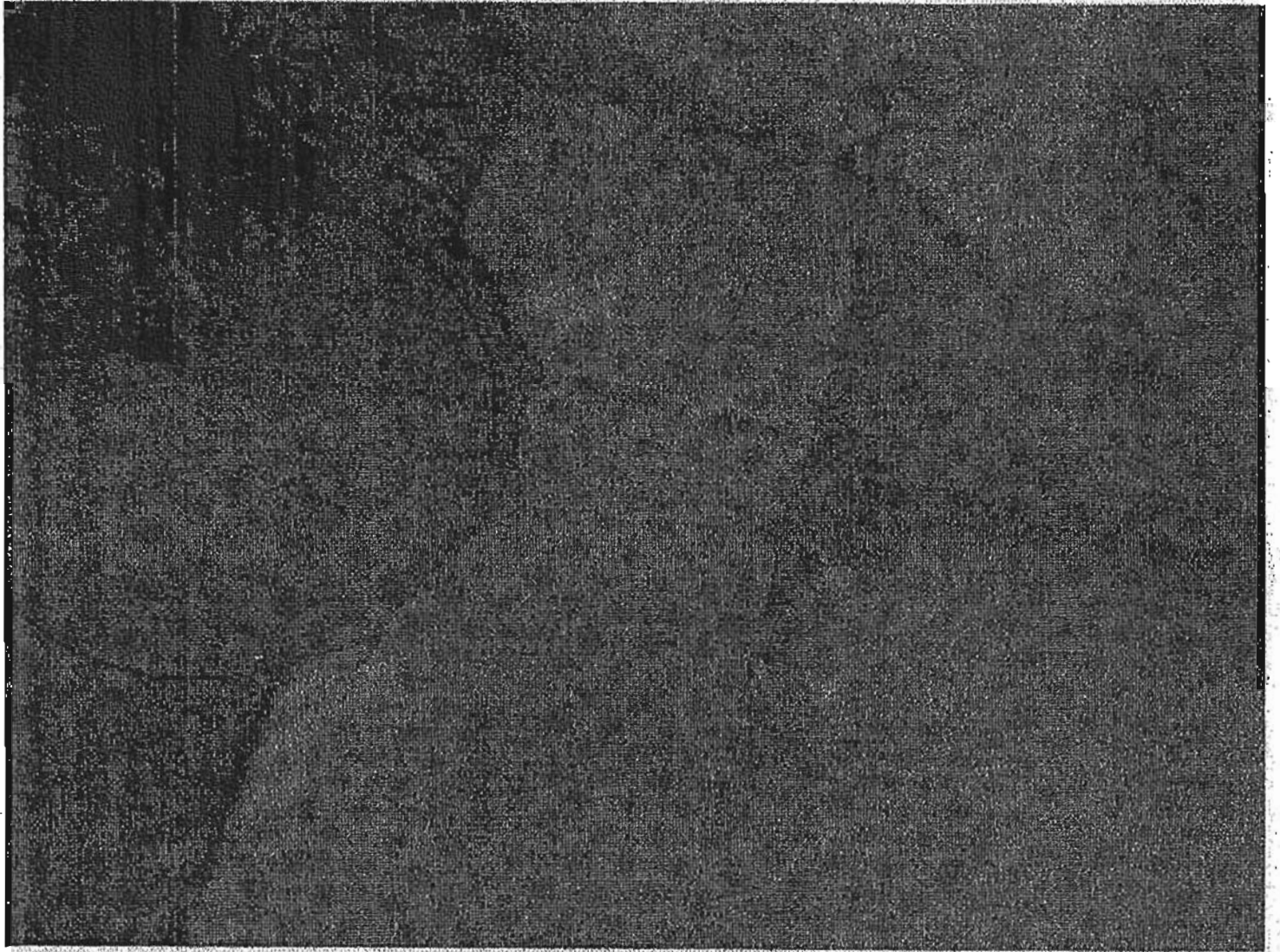
301 - 1195 West Broadway Vancouver, BC V6H 3X5

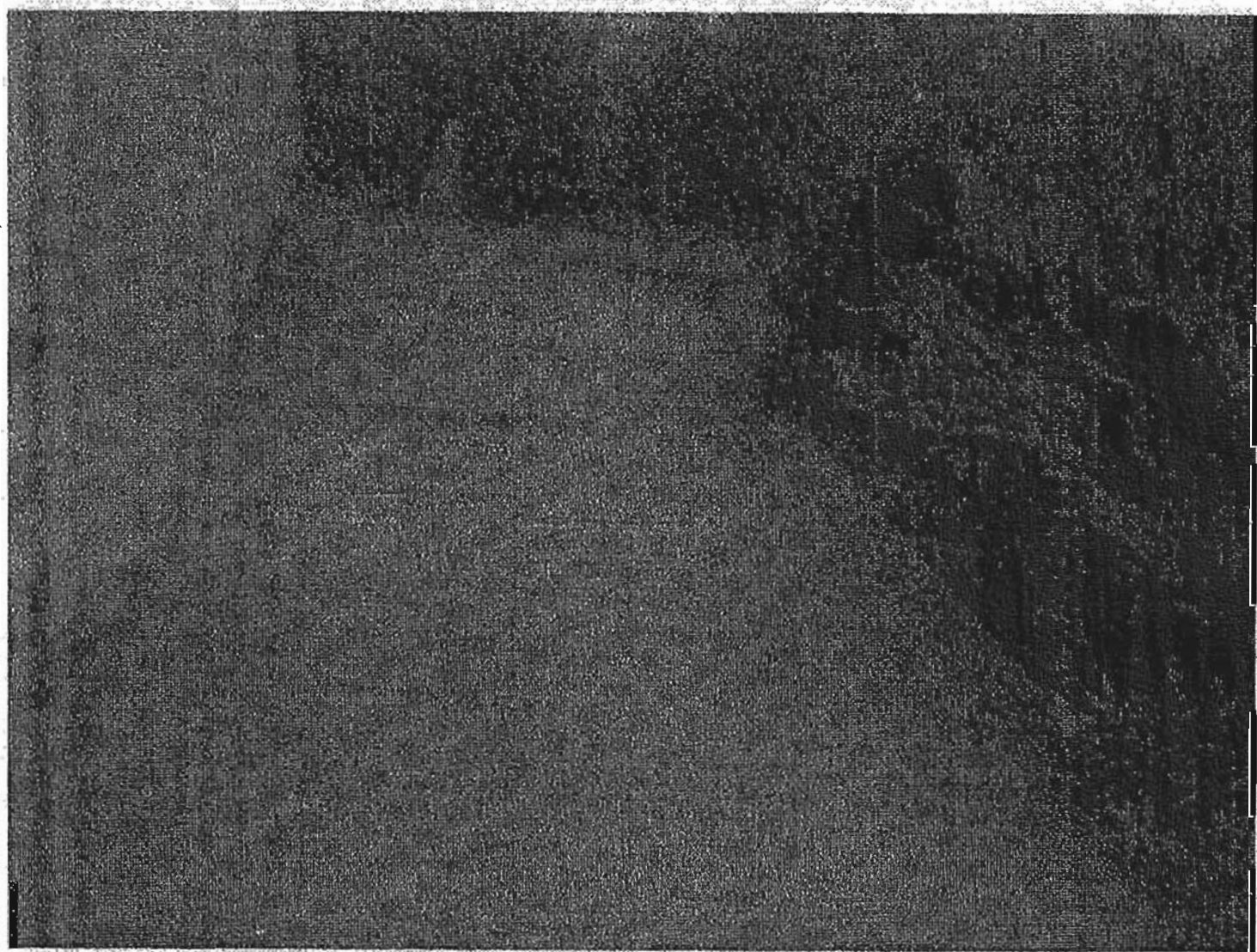
direct 804.714.1535
fax 604.592.3667
email swang@baywest.ca | baywest.ca

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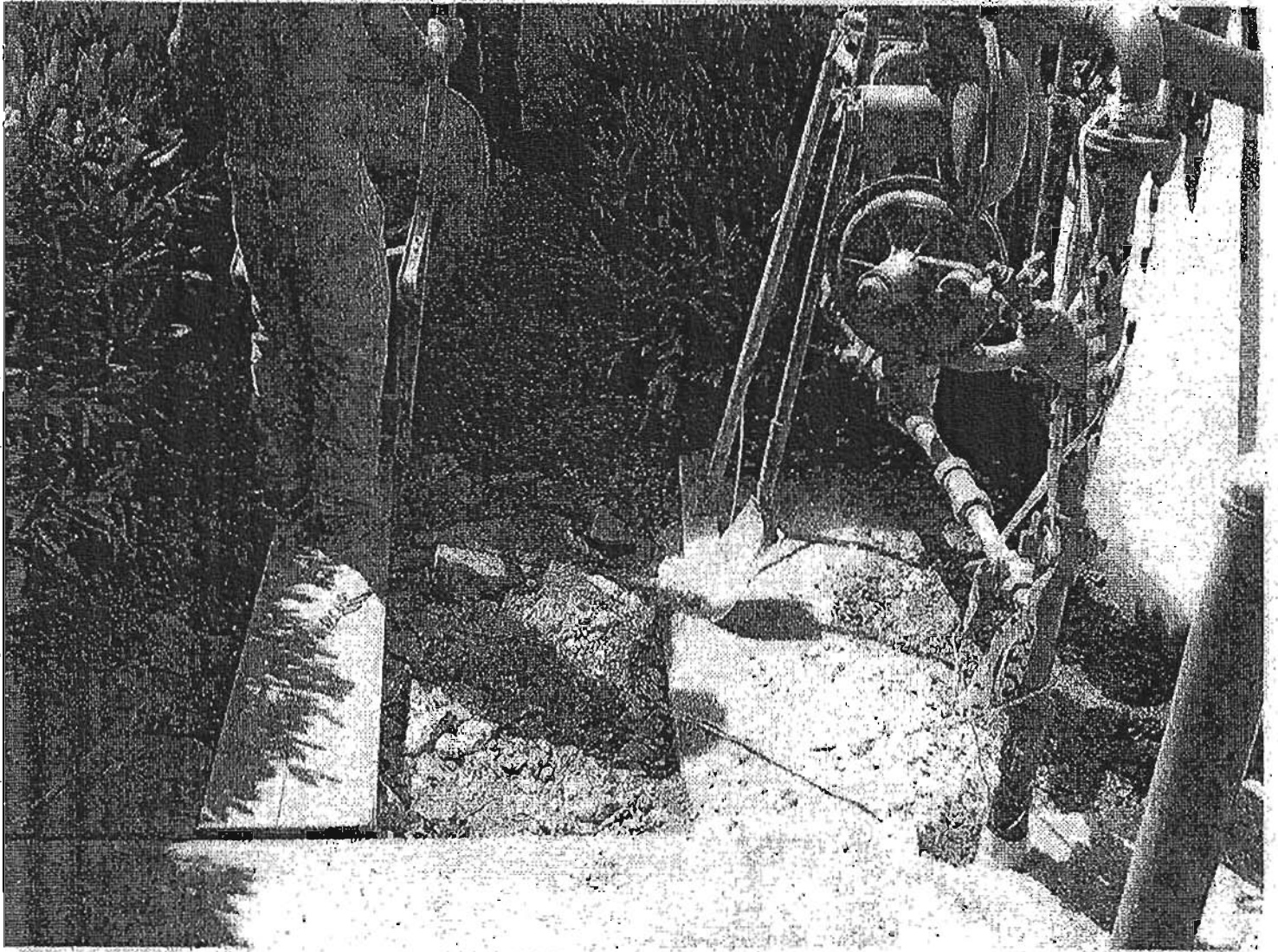














City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: DPP Mtg., July 13, 2011

To: Development Permit Panel

Date: June 14, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DP 09-506909

Re: Application by W.T. Leung Architects Inc. for a Development Permit at 6331
and 6351 Cooney Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village".

Brian J. Jackson, MCIP
Director of Development

BJJ:bg
Att. 6

Staff Report

Origin

W.T. Leung Architects Ltd. has applied to the City of Richmond for permission to develop a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned High Rise Apartment (ZHR8) Brighthouse Village. The site is currently vacant. See **Schedule A** for the Location Plan.

The site is being rezoned from “Downtown Commercial (CDT1)” and “Low Density Townhouses (RTL1)” to “High Rise Apartment (ZHR8) Brighthouse Village” under Zoning Bylaw 8500, Amendment Bylaw 8738 (RZ 09-506908).

The off-site sanitary, storm and water upgrades including the site service connections are the subject of a separate Servicing Agreement and the Owner/Developer has agreed to these requirements.

Project Description

This proposed development contains a net floor area of 6,563.7m² (70,651.2 ft²) with a proposed density of 2.67 FAR. The main building components consist of a 14-storey tower with a roof deck including 77 apartment units and a 3½ storey low-rise building along the streetfront including 2 live/work units at grade on Cooney Road. The tower contains 35 one-bedroom units and 42 two-bedroom including 10 adaptable units suitable for aging-in-place. The low-rise portion of the building fronting Cooney Road includes 2 live/work units with direct access to the street, each with grade separation between the live/work components. Above the live/work units is a level of podium parking, screened with aluminum grillwork and brick cladding. Above the podium parking level are 5 x 1-storey residential units that all have access to the roof garden on level 4.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

- | | |
|---------------|--|
| To the north, | a relatively recent, 14-storey residential tower on a site zoned “Downtown Commercial (CDT1)” with OCP – CCAP designation “Urban Core T6 (45m)”; |
| To the east, | across Cooney Road, a recent 3-storey townhouse development on a site zoned “Town Housing (ZT46) - South McLennan and Brighthouse Village (City Centre)” with OCP – CCAP designation “General Urban T4 (15m)”; |
| To the south, | an older, 1-storey single-family residential dwelling on a site zoned “Low Density Townhouses (RTL1)” with OCP – CCAP designation “Urban Centre T5 (25m)”; |
| To the west, | two older, 4-storey wood frame apartment buildings on a site zoned “Medium Density Low Rise Apartments (RAM1)” with OCP – CCAP designation “Urban Centre T5 (25m)”. |

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

Lane Design: The detailed design of the 7.5m wide lane along the entire south property line of the subject site was deferred to the Development Permit stage. There are 6 existing trees on the neighbouring lot to the south (6371 Cooney Road) that straddle the property line with the subject site and the proposed 7.5m wide lane. The proposed lane design includes a porous paving system above the root zone of the existing trees on the neighbouring property to preserve these trees. Given that the measures to protect the trees are temporary, pending the redevelopment of the lot to the south, no security has been required.

Live/Work Unit Design: The layout of the live/work units has been adjusted to better reflect the intended use of the work area within the unit by separating the bathroom from the work space. In addition, adjustments have been made to the landscape design on the boulevard with the addition of more shrub planting in front of the live portion while the work portion of the unit is open to the street with decorative paving and space for bike parking.

In addition to the above two issues, at the Public Hearing for the rezoning of this site held on May 16, 2011 the following concern about rezoning the property was expressed:

Traffic noise along Cooney Road, particularly from bus traffic was raised as a concern and the Applicant was requested to ensure that adequate noise mitigation measures, were incorporated into the design to address this matter.

Staff worked with the Applicant to address these issues in the following ways:

The Applicant has agreed to engage a registered professional to prepare an acoustic report and to incorporate the noise mitigation recommendations from the acoustic report. The acoustic report will address both indoor and outdoor amenity areas as well traffic noise levels in portions of the dwelling units. In addition, the registered professional will be required to verify that the recommended noise mitigation measures have been incorporated into the building during construction. A Noise Attenuation restrictive covenant is also a requirement of the Development Permit.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the "High Rise Apartment (ZHR8) Brighthouse Village" zoning for the site and the general intent of the applicable development permit guidelines.

Zoning Compliance/Variations

There are no requested variations.

Advisory Design Panel Comments

The Advisory Design Panel was supportive of this development application. A copy of the relevant excerpt from the Advisory Design Panel Minutes from November 17, 2010 is attached for reference (**Attachment 2**). The design response from the Applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

The façade treatments of the tower and low-rise building differ on all 4 sides, responding to environmental needs and the conditions of adjacency with surrounding development.

North Edge: The separation from the proposed parking structure and the bay windows of the adjacent residential tower to the north of the proposed development at 8288 Saba Road is 8.33m and 9.65m to the base plane of the tower. The 2nd and 3rd storey south facing apartment units near the southeast corner of the residential tower located at 8288 Saba Road will directly face the proposed parkade north wall. This interface is being addressed by the proposed development as follows:

- voids or openings in the parking structure walls;
- horizontal planters attached to the parkade walls complete with trellis systems and vines,
- introduction of frosted windows in the stairwell of the parkade,
- tall bamboo planting along the east half of the parkade wall will alleviate views from the lower apartment units in the adjacent residential tower (see **Attachment 3**).

There are 2 south facing apartment units on the 4th floor of the residential tower located at 8288 Saba Road that will have partial view blockage from the proposed parkade structure. Units on the 5th floor and higher will have views across or down onto the proposed parkade roof deck and the outdoor amenity area together with the associated landscape plantings as there is no parking on the roof of the parkade.

East Edge: The proposed development fronts onto Cooney Road and the existing new 3-storey townhouses at 8088 Cooney Road, which are located on the opposite side of the road are separated from the proposed development by approximately 25m. The tower entrance and 2 live-work units front the street. The lower storeys of the parking structure are hidden behind the live-work units and the upper storey of the parkade is screened with brick veneer and pre-finished aluminum grill work. An additional level of residential units front onto Cooney Road above the parkade roof.

South Edge: The proposed 14-storey residential tower is separated from an older 2-storey single-family dwelling located at 6371 Cooney Road by the proposed 7.5m wide lane along the entire south property line of the subject site. The proposed lane design includes provisions to ensure the temporary retention of 6 existing large trees on the adjacent site that straddle the property line including a low retaining wall, a vehicle restraint barrier, a fence to screen vehicle headlights and unit paving from the ultimate crown of the lane to the south property line. See **Attachment 4** for details regarding the proposed lane design. The proposed development results in one existing single-family residential lot at 6371 Cooney Road to the south of the subject site, which will be temporarily isolated. The Applicant has provided a conceptual scheme that demonstrates the development potential of the 6371 Cooney Road (see **Attachment 5**). This scheme illustrates that the neighbouring property at 6371 Cooney Road could be redeveloped to achieve 2.0 FAR including 15 apartment units complete with the required 1.5m dedication along the north property, which will complete the 9.0m wide east-west lane. Vehicle access to any future redevelopment of 6371 Cooney Road will be via this new east-west lane.

West Edge: The proposed residential tower is separated from 2 older 4-storey residential buildings located at 6340 and 6380 Buswell Street by approximately 12m. These existing adjacent residential building consist of 3-storeys of apartment units over 1-storey of parking at-grade. There is an existing 1.2m high, decorative concrete masonry screen along the entire east side of these 2 properties that will remain.

Transportation & Traffic

Cooney Road Widening: The Owner/Developer has agreed to provide the required SRW/dedication as part of the rezoning. The SRW is intended for a future bike lane and left turn lane at Cooney and Saba Roads. However, the timing of these road improvements cannot be predicted. In the interim, the road design will maintain the continuity of the existing curb alignment but incorporate boulevard enhancements that will improve the streetfront character of this development until such time as the bike lane along this section of Cooney Road is constructed.

New East-West Lane: The Owner/Developer has also agreed to provide the required 7.5m wide SRW along the south property line of the consolidated development parcel. This east-west lane will provide future access from Cooney Road to either Cook Road and/or Buswell Street. The ultimate 9.0m lane width will be achieved when the property to the south rezones and provides the remaining 1.5m. A 2m x 2m corner cut is also provided at the northwest corner of the lane to allow adequate vehicle manoeuvring for the future westward lane extension to Buswell Street.

On-Site Parking/Loading: The parking and loading requirements of the bylaw have been met (i.e. 95 required and 105 parking spaces provided - 88 residents and 17 visitors) with 16 small car parking stalls. Access to the resident and visitor parking is provided from the new east-west lane along the south property line. The required 115 bike spaces (Class 1 - 99 and Class 2 - 16) are also provided. The single loading space will accommodate 1 truck (SU-9 equivalent) with direct and separate access from the lane.

Transportation Demand Management Measures: The Owner/Developer has previously agreed to contribute \$12,000 for an enhanced accessible upgrade of traffic signals at the Cooney Road/Saba Road intersection and \$22,000 towards a bus shelter elsewhere in the City as part of the rezoning.

Engineering & Servicing

Sanitary: The existing sanitary line along the west property line will ultimately be abandoned and replaced with a new sanitary line along Cooney Road connecting to the Buswell sanitary pump station via Cook Road. In the short term, the subject site sanitary connection will tie into the existing sanitary line along the west property line and the Owner/Developer has agreed to the required upgrades of the existing sanitary sewer and to contribute the value of sanitary frontage improvements along Cooney Road plus a back charge for previous up-grades. The existing sanitary line along the south property line of the adjacent property to the north will remain but requires maintenance and/or replacement. In this regard, a rezoning consideration requires an engineering solution certified by a structural engineer stipulating that the footing and foundation design of the parkade will permit excavation to the bottom of the adjacent sanitary line without undermining the parkade structure.

Storm: The Owner/Developer has agreed to contribute the value of requested consortium committed upgrades for the Cook and Cooney Roads drainage area.

Water: Water analysis was not required and the Owner/Developer has accepted all related frontage improvements for water service.

Urban Design and Site Planning

Urban Design: The massing of the tower has been revised to better reflect a transition between the existing high-rise building to the north (maximum 45.0m height) and the potential future development on the lot to the south (maximum 25.0m height). The roof deck on the south side of the tower is 35.8m high, which closely approximates the mid-point between the 45m height limit to the north and the 25m height limit to the south. Also, the top units on the south side of the tower have been set back 7.4m from the face of the building. In addition, the concrete frame grid on the south portion of the tower has been terminated one floor below the top level, which further reduces the apparent height of the tower on the south site. Finally, the new lane dedication to the south of this proposed development will serve to reinforce the transition in height from north to south. Rooftop mechanical equipment is hidden behind parapet masonry screening elements.

Streetfront Character: The addition of 1 storey to the low-rise building (ie. from 9.3m to 12.9m height) has strengthened the streetwall along this portion of the project as envisioned in the CCAP design guidelines. This has also served to create a stronger concrete frame grid expression for the low-rise building and reflects the architectural treatment of the south portion of the tower, visually linking these two elements. Recessing the balconies on the upper level, single storey units in the low-rise building and the introduction of brick and aluminum grill work as infill materials to the concrete frame in front of the parkade contributes variety, hence greater visual interest to the street façade and effectively conceals the parking behind. Extending the length of the main entry canopy strengthens the announcement of entry to the tower and the addition of canopies over the live/work units contributes to the pedestrian scale on the street plus introduces another element of continuity along the streetfront. The recessed, solid concrete stairwell on the northeast corner serves to visually terminate and anchor north-side street façade of the building while the architectural expression at the south end wraps the corner into the lane.

Architectural Form and Character

The tower design consists of 2 distinct treatments; the south half of the tower features a projecting concrete frame grid with recessed balconies while the north portion of the tower consists of a glazed curtain-wall design with projecting balconies. This variation in the architectural character of the tower serves to further reinforce the height transition from higher on the north side to lower on the south side and also distinguishes this tower in the surrounding neighbourhood. The darker colour palette of warm grey and burgundy further serves to differentiate this tower within the surrounding context. The quality of façade materials, especially the incorporation of brick masonry and aluminum louvres plus the rhythm of projecting and recessed balconies adds variety while the repetition of the projecting concrete frame grid in both the tower and the low-rise building visual links these 2 elements. The south façade of the tower presents an even stronger expression of the projecting concrete frame grid in combination with the recessed balconies, which further enhances the visual interest of this project. The west tower façade repeats the combination of the projecting concrete frame grid and the glass curtain wall treatments separated by a recessed elevator core for yet another architectural expression. The north façade of the tower introduces projecting balconies to further articulate the tower massing.

The north, west and south façades of the parkade are modulated by openings in the walls and the projecting, demountable planters in combination with trellis structures above. The south and north façades of the parkade have been improved by the introduction of additional projecting planters and trellis structures on the walls and the introduction of additional plant material on the ground plane. In summary, the architectural form and character of the project presents four different but related façade treatments that distinguish this building as unique in the surrounding context.

Landscape Design and Open Space Design

Existing Trees: A tree survey and arborist report has been submitted, which proposes the removal of 5 existing on-site trees greater than 20cm in caliper size. These include 4 trees between 20-30 cm (i.e. 1 cherry, 1 plum, 1 pear and 1 birch) plus 1 cedar tree at 62cm caliper. The arborist report indicates these trees are in “poor to very poor health ... with structural conditions ... and rated nil to marginal for retention value”.

Space is limited on the ground plane for new replacement tree planting by the building footprint and existing or proposed SRW's/dedications along all property lines. The Owner/Developer proposes to plant 5 street trees at 8cm caliper along Cooney Road (i.e. species as required by the City) plus 5 trees along the lane (i.e. 4 serviceberry at 6cm caliper plus 1 japanese maple at 2.5m height). On the 4th level roof deck, the landscape design includes 10 serviceberry trees at 6cm caliper, 5 magnolia trees at 1.5m height and 42 smoke trees at 1.5m height. Since there are weight limits and height/wind considerations for trees on the roof deck, the proposed 57 smaller roof deck trees in combination with the proposed 10 trees on the ground plane are assessed as adequate compensation for the 5 existing on-site trees proposed to be removed.

In addition, there are 6 existing trees along the property line of the neighbouring property to the south (6371 Cooney Road) that will eventually need to be removed in order to provide the additional 1.5m lane ROW. However, until such time as 6371 Cooney Road redevelops, the laneway will be designed to preserve the existing trees on the adjacent property to the south.

Landscape: No tree planting is permitted on the sanitary ROW's along the north and west property lines but projecting demountable planters have been provided along the north, west and south sides of the parkade structure. The outdoor amenity area on the 4th level roof deck includes:

- a small terrace, which acts as a direct extension of the indoor amenity area,
- an outdoor patio, that further extends the indoor amenity area with tables, chairs and umbrellas,
- a children's play area with additional creative play opportunities build into the landscape,
- a landscaped courtyard area with lush planting and bench seating,
- a rectilinear grass area for lounging in the summer and expanded children's play, and
- a small, screened private patio area for the single residential unit faces this roof deck.

The boulevard landscape treatment has been modulated to complement the adjacent uses in the building at grade. The building entrance has been clearly marked and highlighted with an overhead canopy, water feature and accent planting. The landscape in front of the live/work units provides a landscape separation between the live portion of the unit and the street while the work portion of the unit is open to the sidewalk creating transparency to the street that both informs pedestrians about the uses behind the streetwall and contributes more eyes on the street for security. A landscape letter of credit in the amount of \$280,460.00 will be submitted, which is 100% of the landscape cost estimate including installation submitted by the landscape architect.

Accessibility & Sustainability

Accessibility: Barrier free routes are provided from the wheelchair parking stalls to the lobby, the amenity spaces (indoor and outdoor) and the convertible units (see **Attachment 6**). There are 10 convertible 1-bedroom units provided in this development, which include most of the features required in a universally accessible unit, such as wheelchair turning radii, interior manoeuvring and bathroom transfer space. A minimum level of millwork modification will be required to turn these convertible units into universally accessible units, if desired. In addition, convertible features include an outward swinging or pocket bathroom door, toilet and tub grab bars, lever type faucets, lowered closet shelves and hanging rods and a barrier free connection to the indoor/outdoor amenity space. The design of all units incorporate measures for aging in place including such features as backing for grab bars in 1 bathroom, lever style door handles and tactile numbering of suites.

Sustainability: The following sustainable features have been incorporated into the design.

- Tower is designed in response to solar orientation to reduce heat gain. Balconies on the west and south facades act as sun shading devices. In contrast, the north and east facades are glazed to take advantage of the morning sun and softer natural light from the north.
- Window glass will have low-e coatings to reduce UV gain to the interior.
- Water conserving plumbing fixtures will be incorporated for the residential units, including low flow showerheads and low flow or dual flush toilets.
- Appliances will be chosen to meet standard Energy Star compliance.
- Sustainable landscape features include the use of drought-tolerant plantings to reduce load on the irrigation system, use of a high efficiency irrigation sprinklers and incorporation of soft landscape areas to absorb rainwater to reduce the rainwater load on the storm system.

Amenities & Public Art

Amenity Space: The proposed indoor amenity space includes a meeting room on the ground floor and a multi-purpose room on the 4th level totaling 119.45m². There is a terrace immediately adjacent to the indoor amenity room with a direct link to the roof deck, which act as an outdoor extension of the interior space. This proposal also includes an outdoor amenity space and garden area, which totals 660.3m² on the 4th level rooftop of the parkade structure. An area of approximately 214m² has been allocated to a children's play within this outdoor amenity area

Public Art: The Owner/Developer has agreed to contribute \$42,323.00 to the Public Art Statutory Fund in lieu of public art on-site as part of the rezoning.

Crime Prevention Through Environmental Design

City Centre standard lighting is provided on the street and in the lane. There are openings in the external walls of the parkade for sunlight penetration, the walls and ceilings will be painted a light colour complete with overhead lighting to enhance visibility in the parkade. Vision glass is proposed between the parkade and the elevator lobby for improved visibility and safety. There are view slots in the lateral walls along the ramps in the parkade. The lane conforms to the standard cross section design according to City Engineering design specifications, which includes lighting and a 1.5m wide sidewalk along the south side of the proposed building. An additional 1.5m width will be added to the lane when the property to the south redevelops.

Conclusions

The proposed development complies with the "High Rise Apartment (ZHR8) Brighthouse Village" zoning and generally conforms to the CCAP development permit guidelines, the proposed tower is situated with maximum separation possible from the existing residential tower to the north and the terracing of the upper tower storeys accomplishes the desired transition in height between the higher density residential development to the north and the lower density residential area to the south. Staff support this development permit application.



Brian Guzzi, MCIP, MCSLA
Senior Planner – Urban Design
BG:cas

Attachment 1: Development Application Data Sheet
Attachment 2: Proposed 7.5m Wide Lane Design
Attachment 3: Advisory Design Panel Comments & Applicant Responses
Attachment 4: Edge Condition (North Property Line) – 8288 Saba Road
Attachment 5: 6371 Cooney Road – Re-development Potential
Attachment 6: Accessible Routes & Aging-in Place Units

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

1. Submission of a Landscape Plan, prepared by a registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - include the dimensions of tree protection fencing as per the Tree Protection Bylaw 8057; and
 - include the 10 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Min. Caliper of Deciduous Tree	or	Min. Height of Coniferous Tree
5 deciduous street trees on Cooney Road	10 cm (4")		Not Appropriate
5 deciduous trees elsewhere on-site	6 cm (2½")		Not Appropriate

2. Receipt of a Letter-of-Credit for landscape construction including installation in the amount of \$280,460.00 based on 100% of the estimated landscape construction costs prepared and submitted by a registered Landscape Architect.
3. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
4. Registration of a legal agreement on the land title ensuring the design of the 7.5m wide SRW lane along the entire south property line of the consolidated subject site that meets the City's functional lane design requirements and also protects 6 existing trees along on the adjacent lot to the south (6371 Cooney Road) to the satisfaction of the Director of Transportation and the Director of Engineering. This legal agreement shall include a separate schedule containing a coordinated conceptual lane design including an Engineering Report and an Arborist Report. The Arborist Report shall include a complete description of tree retention measures to be incorporated into the design approach and construction methodology in order to preserve the 6 existing trees on the adjacent property to the south at 6371 Cooney Road.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

6. A Noise Attenuation Restrictive Covenant to be registered on title of the consolidated lot, indemnifying the City and requiring that, prior to Development Permit approval, a registered, qualified professional is engaged to prepare an acoustic report recommending site-specific traffic noise mitigation measures, followed up by certification by a registered, qualified professional that the recommended measures are fully implemented, with regard to:
 - Both indoor and outdoor living and amenity spaces;
 - Including, as appropriate, both active and passive measures; and
 - Demonstrating that the traffic noise levels in portions of the dwelling units shall not exceed the following noise levels in decibels (provided that noise level in decibels is the A-weighted 24-hour equivalent (Leq) sound level:
 - For bedrooms: 35 decibels
 - For living, dining, and recreation rooms: 40 decibels
 - For kitchens, bathrooms, hallways, and utility rooms: 45 decibels,
 - For outdoor amenity space: 55 decibels.

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

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

Note:

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

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

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



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 09-506909

Attachment 1

Address: 6331 and 6351 Cooney Road

Applicant: W.T. Leung Architects Inc.

Owner: Royal Grand Plaza Development Inc.

Planning Area(s): CCAP – Brighthouse Village

Floor Area Gross: 7,112.0 m² (76,552.7 ft²)

Floor Area Net: 6,563.7 m² (70,651.2 ft²)

	Existing	Proposed
Site Area:	2,458.214 m ² (26,460 ft ²)	2,458.214m ² (26,460 ft ²)
Land Uses:	Vacant	High Rise Apartment and Live/Work
Area Plan Designation:	Urban Centre T5 (25m)	Urban Centre T5 (25m) as amended by rezoning (RZ 09-506908)
OCP Designation:	Mixed Use	same
Zoning:	Downtown Commercial (CDT1) and Low Density Townhouses (RTL1)	High Rise Apartment (ZHR8) – Brighthouse Village (City Centre)
Number of Units:	0	79

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.67	2.67	none permitted
Lot Coverage:	Max. 70%	69.57%	
Setback – Front Yard:	Min. 3.0 m	Min. 2.98 m	none
Setback – North Side Yard:	Min. 2.7 m	Min. 2.74 m	none
Setback – South Side Yard:	Min. 8.0 m	Min. 8.10 m	none
Setback – Rear Yard:	Min. 1.5 m	Min. 1.5 m	none
Height (m):	41 m	40.92 m	none
Lot Size (minimum dimension):	Not Applicable	none	none
Off-street Parking Spaces – Regular/Commercial:	1.0 (R) and 0.2 (V) per unit 79 (R) and 16 (V)	1.1 (R) and 0.2 (V) per unit 88 (R) and 17 (V)	none
Total off-street Spaces:	95	105	none
On-Site Bicycle Parking - Class 1:	99	99	none
On-Site Bicycle Parking - Class 2:	16	16	none
Amenity Space – Indoor:	Min. 70 m ²	119.45 m ² (1,285.7 ft ²)	none
Amenity Space – Outdoor:	Min. 6m ² / unit or 474 m ² Total	660.30 m ² (7,107.4 ft ²)	none

Excerpt from the Minutes of the
Richmond Advisory Design Panel Meeting

November 17, 2010 – 4:00 p.m.
Richmond City Hall, Meeting Room T.1.003

6331 and 6351 Cooney Road
RZ 09-506908 & DP 09-506909

This development proposal was presented to the Richmond Advisory Design Panel (ADP) on November 17, 2010 and was supported subject the following requirements and considerations. The ADP comments are followed by the Applicant responses in *bold italics*.

A. The applicant making the following improvements to the project design:

1. Design development to provide screening for rooftop mechanical equipment. *Applicant Response: Rooftop mechanical equipment is screened by the raised brick masonry parapets between grid lines 3 and 4.*
2. Design development to improve south side elevation and consider paving materials on the lane, lighting and screening along the south property line. *Applicant Response: A suspended planter was added over the parkade entrance. A 1.5m wide sidewalk has been incorporated within the lane including City Centre standard post top lighting in the laneway plus wall mounted lights along the face of the building. The detailed lane design to ensure preservation of the 6 existing trees along the adjacent property to the south (6371 Cooney Road) will be resolved at Development Permit to the satisfaction of the Directors of Engineering and Transportation.*
3. Design development to improve the pattern design of the planter box garage wall treatment and choose appropriate planting material. *Applicant Response: There has been further design development of planter box pattern to better animate the parkade facade. As requested the planter boxes have been raised to minimum 4.5m above grade.*
4. Design development to improve the sense of entry to the development from the lane. *Applicant Response: A 1.5m wide sidewalk has been incorporated along lane from the parkade to the main building entrance. Landscape at the southeast corner of the site has been refined, wrapping around the building and extending into the lane.*
5. Design development to improve the streetscape right-of-way landscaping treatment with consideration to create transitions in height and a sense of permanence. *Applicant Response: The Cooney Road landscape treatment has been refined and better relates to the differing uses. Privacy hedges are now limited to the residential portion of the live/work units while the work portion is treated with paving to create an open visual connection to the street.*
6. Design development to ensure appropriate connectivity between visitor parking and elevator lobby. *Applicant Response: A 1.5m wide sidewalk, separated from the drive lane by a rollover curb, has been incorporated along the south edge of the building.*

B. The applicant taking into consideration the following comments:

1. Consider incorporating public art and its relationship with the water feature. *Applicant Response: A monetary contribution will be made to the Public Art Fund in lieu of public art onsite.*
2. Consider greater screening or softening along the north edge and Cooney Road. *Applicant Response: The suspended planter box pattern has been refined to provide better animation of the building face and the planter boxes have been raised to minimum 4.5m above grade. Shrubs and hedges remain as screening elements on the ground plane over the sanitary sewer SRW along the north face of the building.*
3. Consider strengthening the design of the play area surrounding the play equipment. *Applicant Response: The children's play area has been refined to provide additional detailing, denser landscape planting and creative play opportunities.*
4. Consider introducing paving treatment in the laneway. *Applicant Response: The detailed lane design to ensure preservation of the 6 existing trees along the adjacent property to the south (6371 Cooney Road) will be resolved at Development Permit to the satisfaction of the Directors of Engineering and Transportation.*
5. Consider opportunities to use water feature or roof treatment to collect rainwater. *Applicant Response: Collection of rainwater for reuse was considered however the impact and costs are prohibitive for a project of this scale.*
6. Consider livability of 4th level south edge south-facing units with regard to deep decks and raised planter conditions. *Applicant Response: The raised parapet provides a noise buffer to the vehicles in the lane. As the units are south facing, more direct sunlight will penetrate into the unit. The balconies will provide sun-shading during summer months.*
7. Consider opportunities to switch the location of the north-facing one-bedroom unit and amenity space to provide west lighting into apartment unit. *Applicant Response: After careful consideration this would reduce the size of the amenity space to 59.6m² (642 ft²) and this was considered inadequate for a development of this size.*
8. Consider podium roof treatment for attractive views from above. *Applicant Response: Coloured gravel ballast has been incorporated into roof of low-rise for visual interest from above.*
9. Consider glazing treatment in live-work units to take advantage of high ceiling. *Applicant Response: Glazing of the live-work units are within 0.3m (1 ft.) of the underside of the ceiling, allowing space for ceiling insulation and utilities between the unit and the parkade above.*
10. Consider reversed door swings to washrooms to increase manoeuvrability to all units; *Applicant Response: Reversed door swing into bathrooms is one of the adaptable and aging-in-place features.*
11. Consider ergonomics of handles and controls in selection of low-flow toilets. *Applicant Response: It is understood that lever-type toilet controls are preferred ergonomically and this will be taken into consideration for fixture specifications.*

12. Consider using rainwater collected from the roof for the water feature. *Applicant Response: In order for grey water to be used for a water feature it must be chemically treated and after careful consideration, it was determined that costs are prohibitive for installing and maintaining such a treatment system.*
13. Consider introducing areas of green roof treatment. *Applicant Response: Resulting from home warranty issues, green roofs are not recommended over living spaces. However, a landscaped garden is provided on the parkade roof. The low-rise roof has also been treated with a coloured gravel pattern to improve views from above.*



No. DP 09-506909

To the Holder: W.T. LEUNG ARCHITECTS INC.
Property Address: 6331 AND 6351 COONEY ROAD
Address: 300 – 973 W. BROADWAY
VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #27 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$280,460.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 09-506909

To the Holder: W.T. LEUNG ARCHITECTS INC.

Property Address: 6331 AND 6351 COONEY ROAD

Address: 300 – 973 W. BROADWAY
VANCOUVER, BC V5Z 1K3

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit, which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

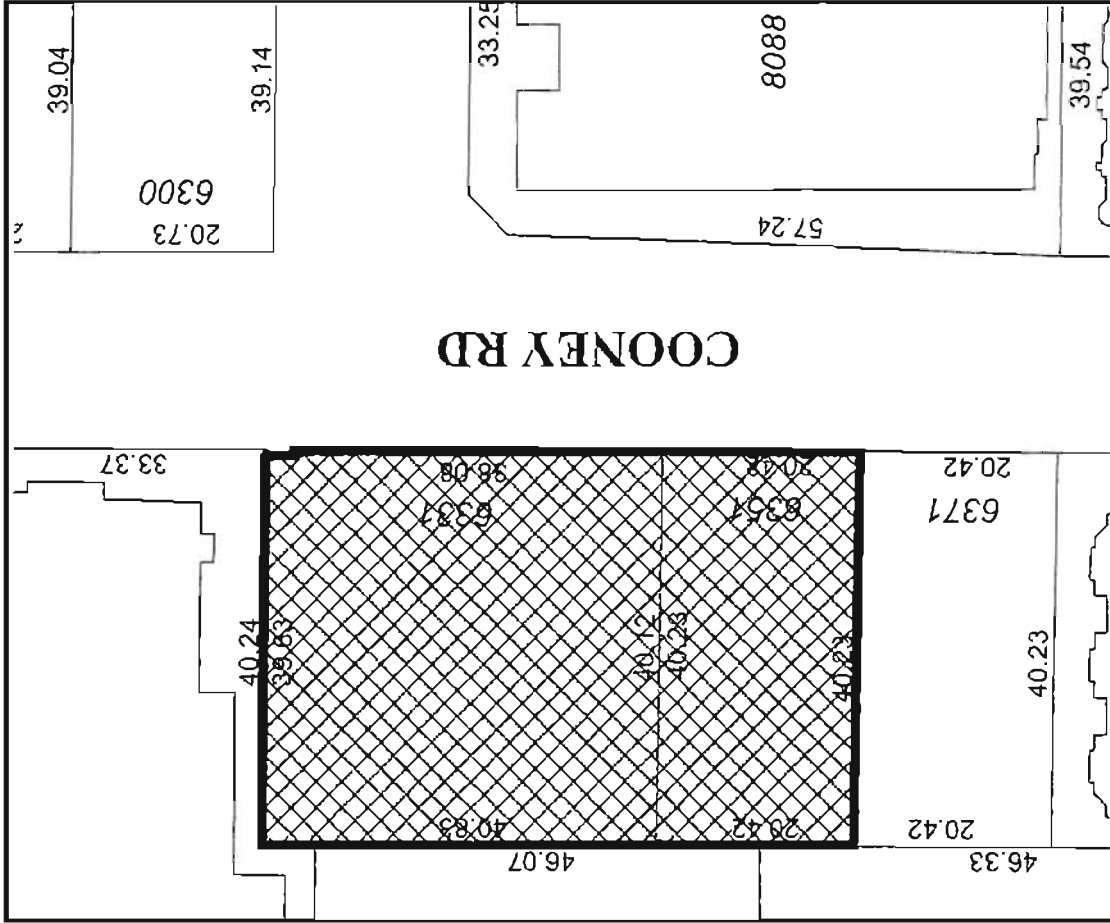
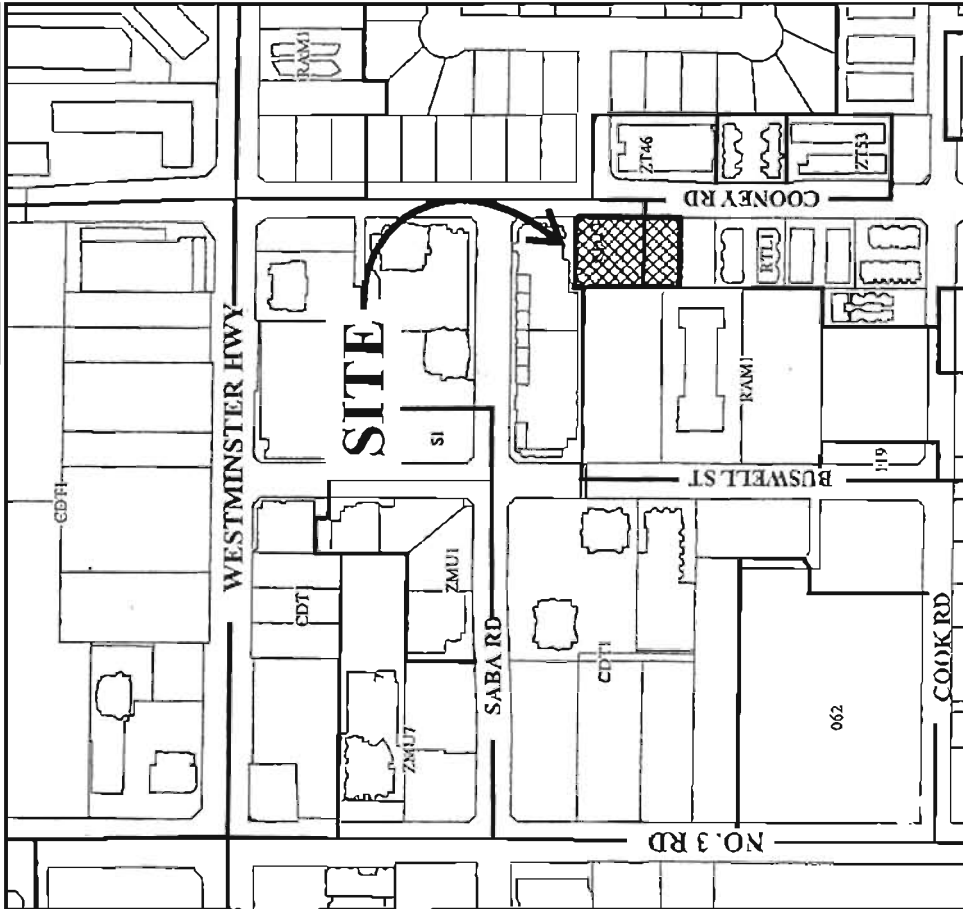
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

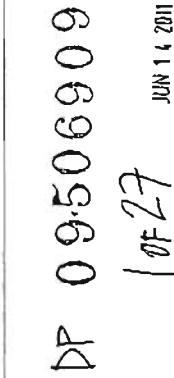


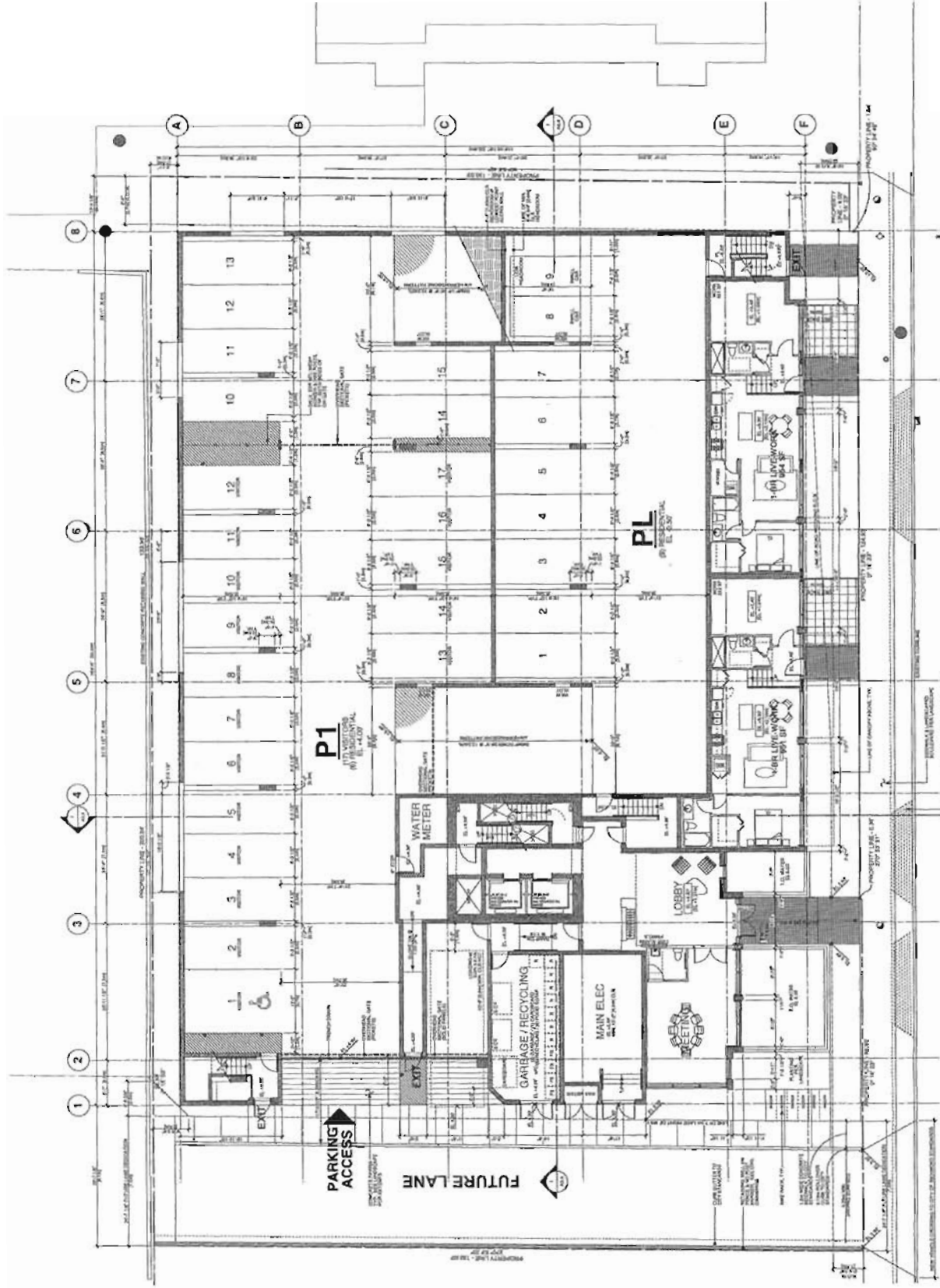
DP 09-506909 SCHEDULE "A"

Original Date: 01/27/10

Revision Date:

Note: Dimensions are in METRES

[illegible][illegible]



6331 - 6331
COONEY ROAD
RICHMOND, BC

GROUND FLOOR
PLAN



DATE	2011-06-01
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0" (1/4" = 1'-0")
PROJECT	09-506909
SHEET	2 OF 27

A2.0

JUN 20 2011 2 of 27 DR 09-506909
COONEY ROAD

1	PROJECT	6331 - 6351
2	CLIENT	COONEY ROAD
3	LOCATION	RICHMOND, BC
4	DATE	2011.06.11
5	DESIGNER	W. T. LEUNG ARCHITECTS
6	PROJECT NO.	6331 - 6351
7	PROJECT NAME	6331 - 6351
8	PROJECT ADDRESS	6331 - 6351
9	PROJECT CITY	RICHMOND, BC
10	PROJECT STATE	BC
11	PROJECT COUNTRY	CANADA
12	PROJECT TYPE	RESIDENTIAL
13	PROJECT PHASE	2ND FLOOR PLAN
14	PROJECT SCALE	1/8" = 1'-0"
15	PROJECT DATE	2011.06.11
16	PROJECT DRAWN BY	W. T. LEUNG
17	PROJECT CHECKED BY	W. T. LEUNG
18	PROJECT APPROVED BY	W. T. LEUNG
19	PROJECT SEAL NO.	10000
20	PROJECT SEAL EXPIRY	2012.06.11
21	PROJECT SEAL TYPE	Professional Engineer
22	PROJECT SEAL NO.	10000
23	PROJECT SEAL EXPIRY	2012.06.11
24	PROJECT SEAL TYPE	Professional Engineer
25	PROJECT SEAL NO.	10000
26	PROJECT SEAL EXPIRY	2012.06.11
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30	PROJECT SEAL TYPE	Professional Engineer

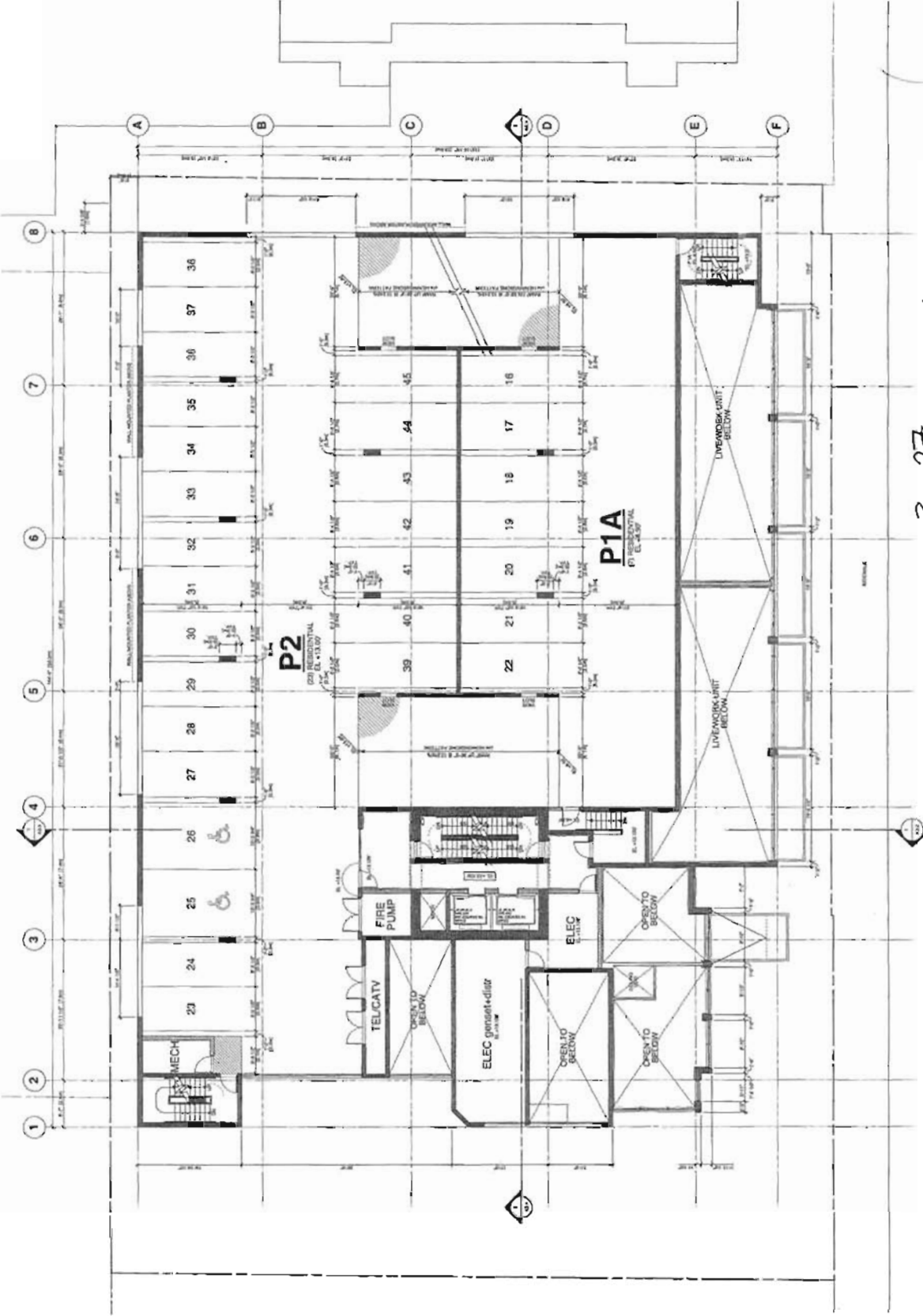
6331 - 6351
COONEY ROAD
RICHMOND, BC

2ND FLOOR PLAN



DATE	2011.06.11
BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
APPROVED BY	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT NO.	6331 - 6351
PROJECT NAME	6331 - 6351
PROJECT ADDRESS	6331 - 6351
PROJECT CITY	RICHMOND, BC
PROJECT STATE	BC
PROJECT COUNTRY	CANADA
PROJECT TYPE	RESIDENTIAL
PROJECT PHASE	2ND FLOOR PLAN
PROJECT SCALE	1/8" = 1'-0"
PROJECT DATE	2011.06.11
PROJECT DRAWN BY	W. T. LEUNG
PROJECT CHECKED BY	W. T. LEUNG
PROJECT APPROVED BY	W. T. LEUNG
PROJECT SEAL NO.	10000
PROJECT SEAL EXPIRY	2012.06.11
PROJECT SEAL TYPE	Professional Engineer

A2.1



3 of 27 JUN 11 2011 DP 09506909

1	PROJECT	6331 - 6351
2	CLIENT	6331 - 6351
3	DESIGNER	W. T. LEUNG ARCHITECTS
4	DATE	2011.06.01
5	SCALE	1/8" = 1'-0"
6	NOTES	SEE 3RD FLOOR PLAN

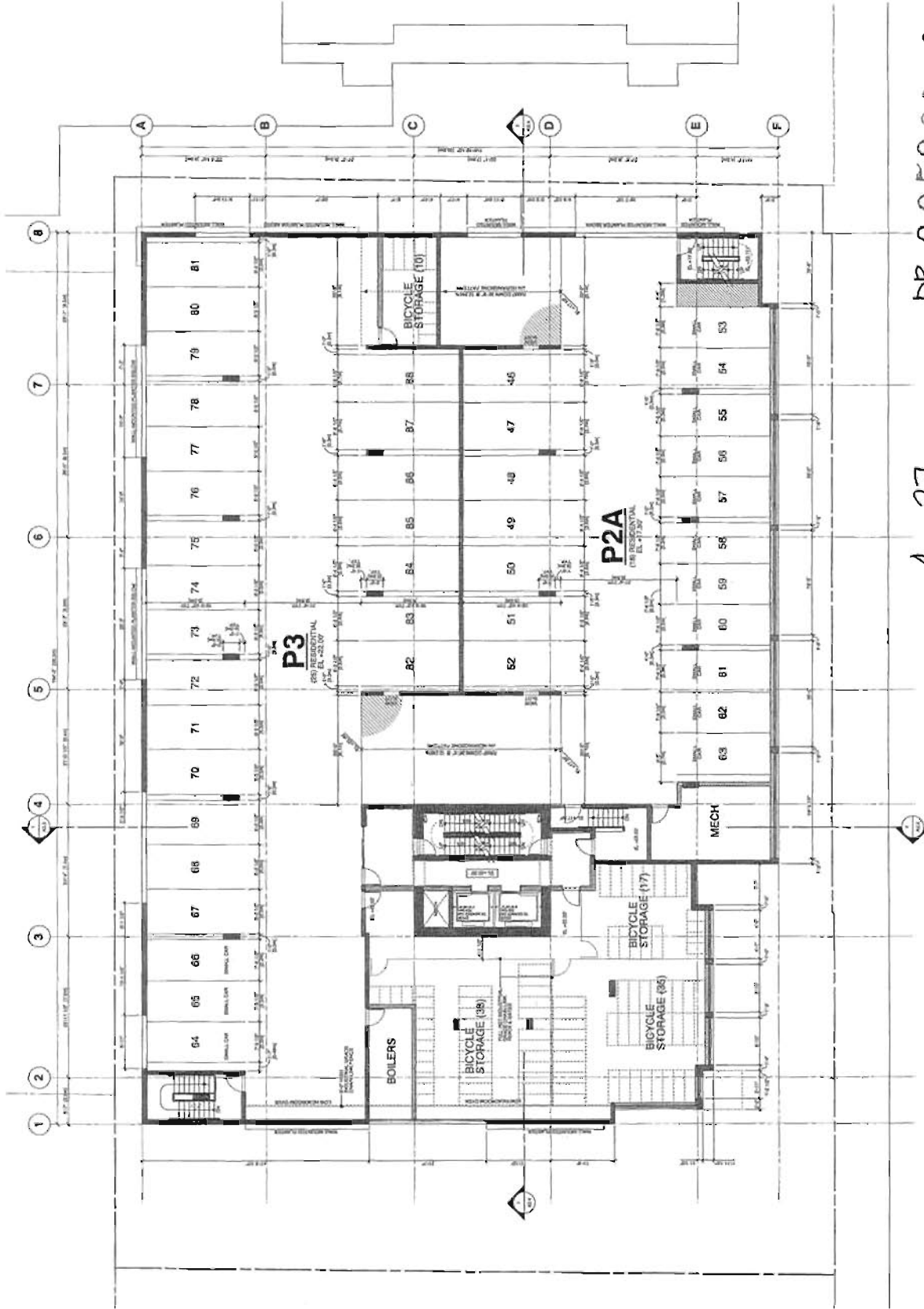
6331 - 6351
COONEY ROAD
RICHMOND, BC

3RD FLOOR PLAN

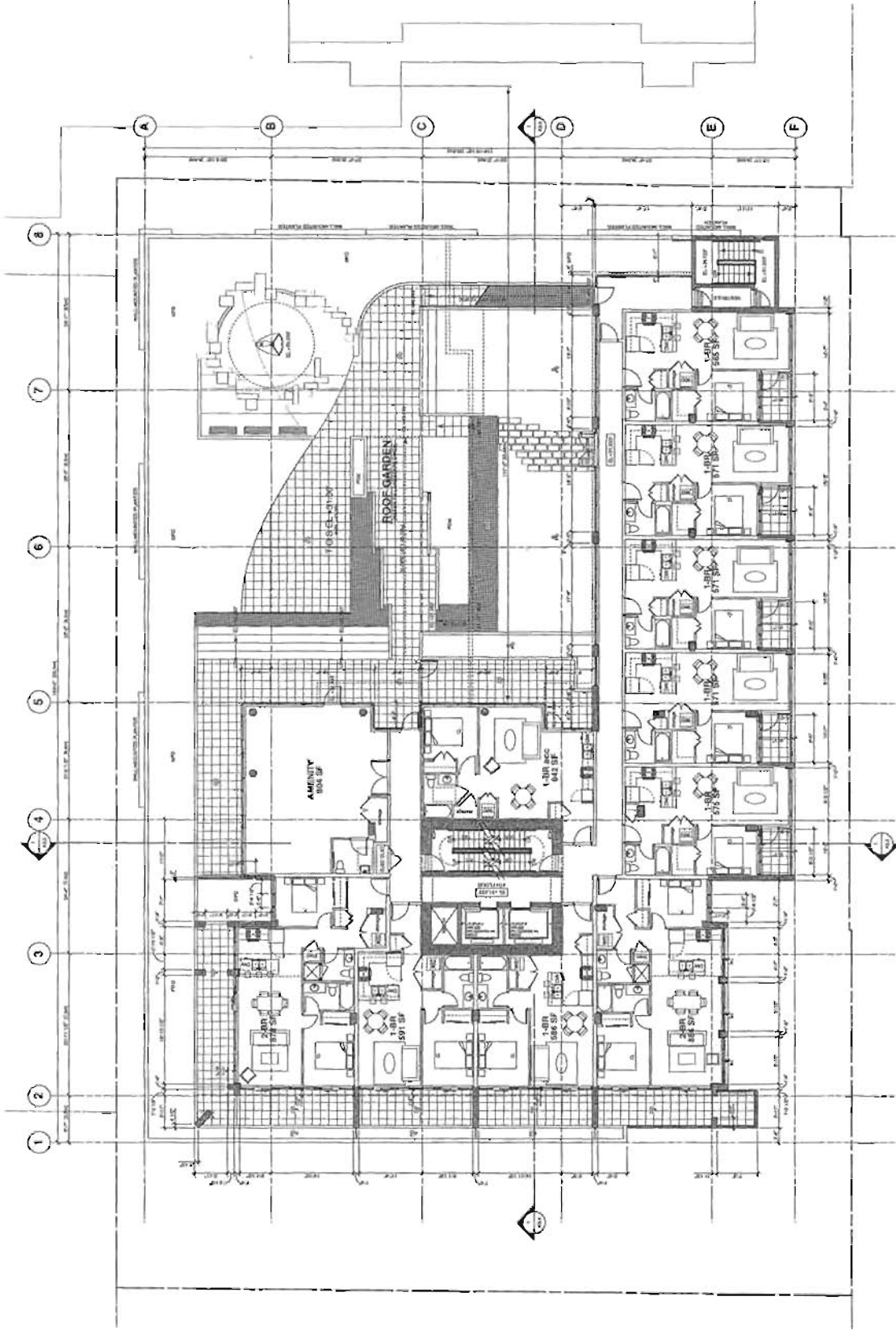


DATE	06-06
BY	KT
CHK	AS NOTED
SCALE	1/8" = 1'-0" U.N.O.
PROJECT	WTL

A2.2



4 of 27
JUN 11 2011
DP 09506909



1	PLAN	6331 - 6351
2	SECTION	6331 - 6351
3	SECTION	6331 - 6351
4	SECTION	6331 - 6351
5	SECTION	6331 - 6351
6	SECTION	6331 - 6351
7	SECTION	6331 - 6351
8	SECTION	6331 - 6351

6331 - 6351
COONEY ROAD
RICHMOND, BC

4TH FLOOR PLAN



DATE	09-08
BY	KT
REVISION	AS NOTED
SCALE	1/8" = 1'-0" U.N.D.
PROJECT	6331 - 6351
CLIENT	WTL

A2.3

5 of 27 DP 09.506909 JUN 20 2011

1	REVISION	DATE
2	REVISION	DATE
3	REVISION	DATE
4	REVISION	DATE
5	REVISION	DATE
6	REVISION	DATE
7	REVISION	DATE
8	REVISION	DATE
9	REVISION	DATE
10	REVISION	DATE

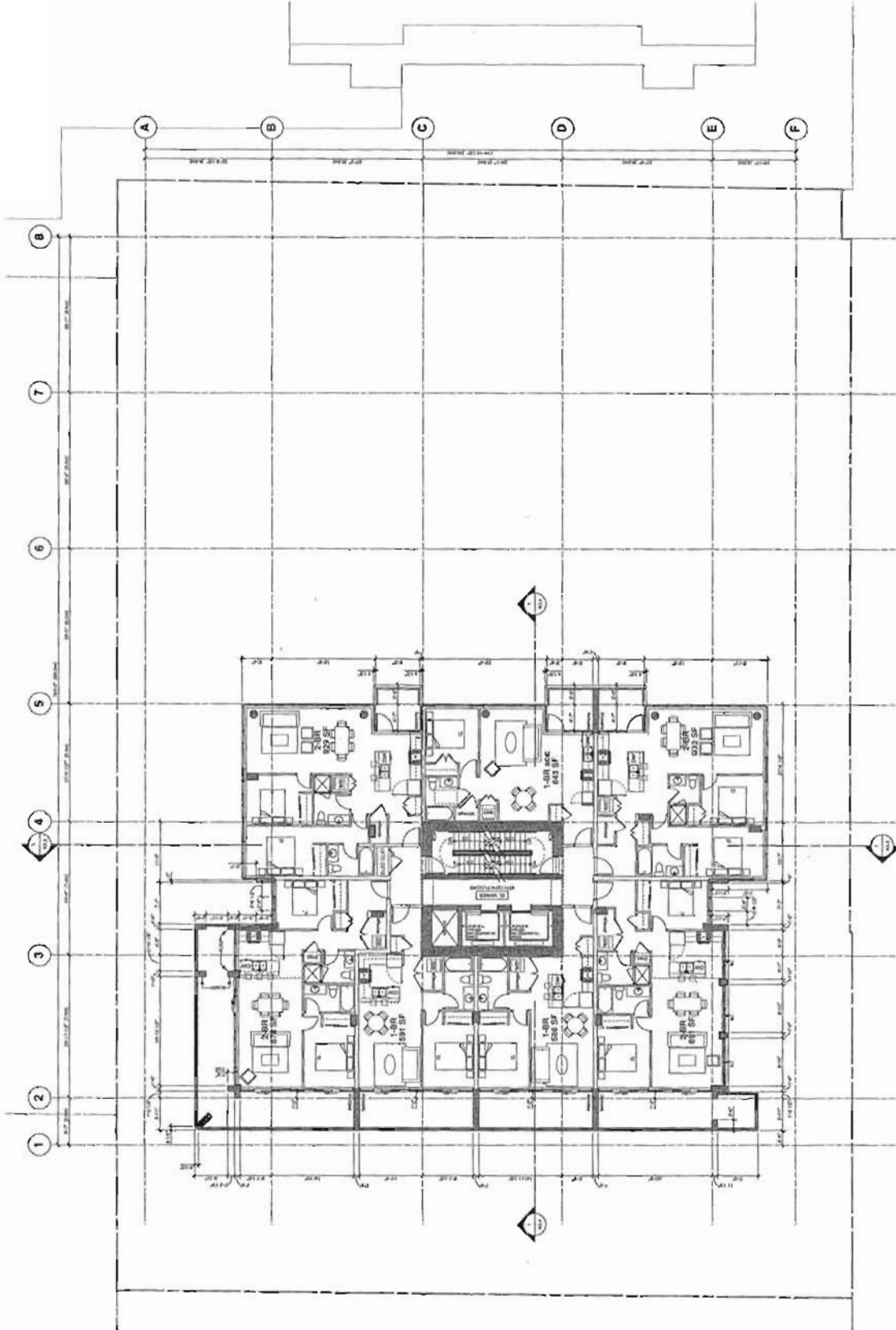
6331 - 6351
COONEY ROAD
RICHMOND, BC

TYPICAL FLOOR
PLAN (5TH TO
12TH)



DATE	06-08
BY	WT
AS NOTED	
SCALE	1/8" = 1'-0" U.N.C.
PROJECT	WTL

A2.5



7 of 27
JUN 20 2011
DP 09:506909

U.S. STATE	DATE	REMARKS
ALABAMA	10/10/10	10/10/10
ALASKA	10/10/10	10/10/10
ARIZONA	10/10/10	10/10/10
ARKANSAS	10/10/10	10/10/10
CALIFORNIA	10/10/10	10/10/10
COLORADO	10/10/10	10/10/10
CONNECTICUT	10/10/10	10/10/10
DELAWARE	10/10/10	10/10/10
FLORIDA	10/10/10	10/10/10
GEORGIA	10/10/10	10/10/10
HAWAII	10/10/10	10/10/10
ILLINOIS	10/10/10	10/10/10
INDIANA	10/10/10	10/10/10
IOWA	10/10/10	10/10/10
KANSAS	10/10/10	10/10/10
KENTUCKY	10/10/10	10/10/10
LOUISIANA	10/10/10	10/10/10
MAINE	10/10/10	10/10/10
MARYLAND	10/10/10	10/10/10
MASSACHUSETTS	10/10/10	10/10/10
MICHIGAN	10/10/10	10/10/10
MINNESOTA	10/10/10	10/10/10
MISSISSIPPI	10/10/10	10/10/10
MISSOURI	10/10/10	10/10/10
MONTANA	10/10/10	10/10/10
NEBRASKA	10/10/10	10/10/10
NEVADA	10/10/10	10/10/10
NEW HAMPSHIRE	10/10/10	10/10/10
NEW JERSEY	10/10/10	10/10/10
NEW YORK	10/10/10	10/10/10
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OHIO	10/10/10	10/10/10
OKLAHOMA	10/10/10	10/10/10
OREGON	10/10/10	10/10/10
PENNSYLVANIA	10/10/10	10/10/10
RHODE ISLAND	10/10/10	10/10/10
SOUTH CAROLINA	10/10/10	10/10/10
SOUTH DAKOTA	10/10/10	10/10/10
TENNESSEE	10/10/10	10/10/10
TEXAS	10/10/10	10/10/10
UTAH	10/10/10	10/10/10
Vermont	10/10/10	10/10/10
VIRGINIA	10/10/10	10/10/10
WASHINGTON	10/10/10	10/10/10
WEST VIRGINIA	10/10/10	10/10/10
WISCONSIN	10/10/10	10/10/10
WYOMING	10/10/10	10/10/10

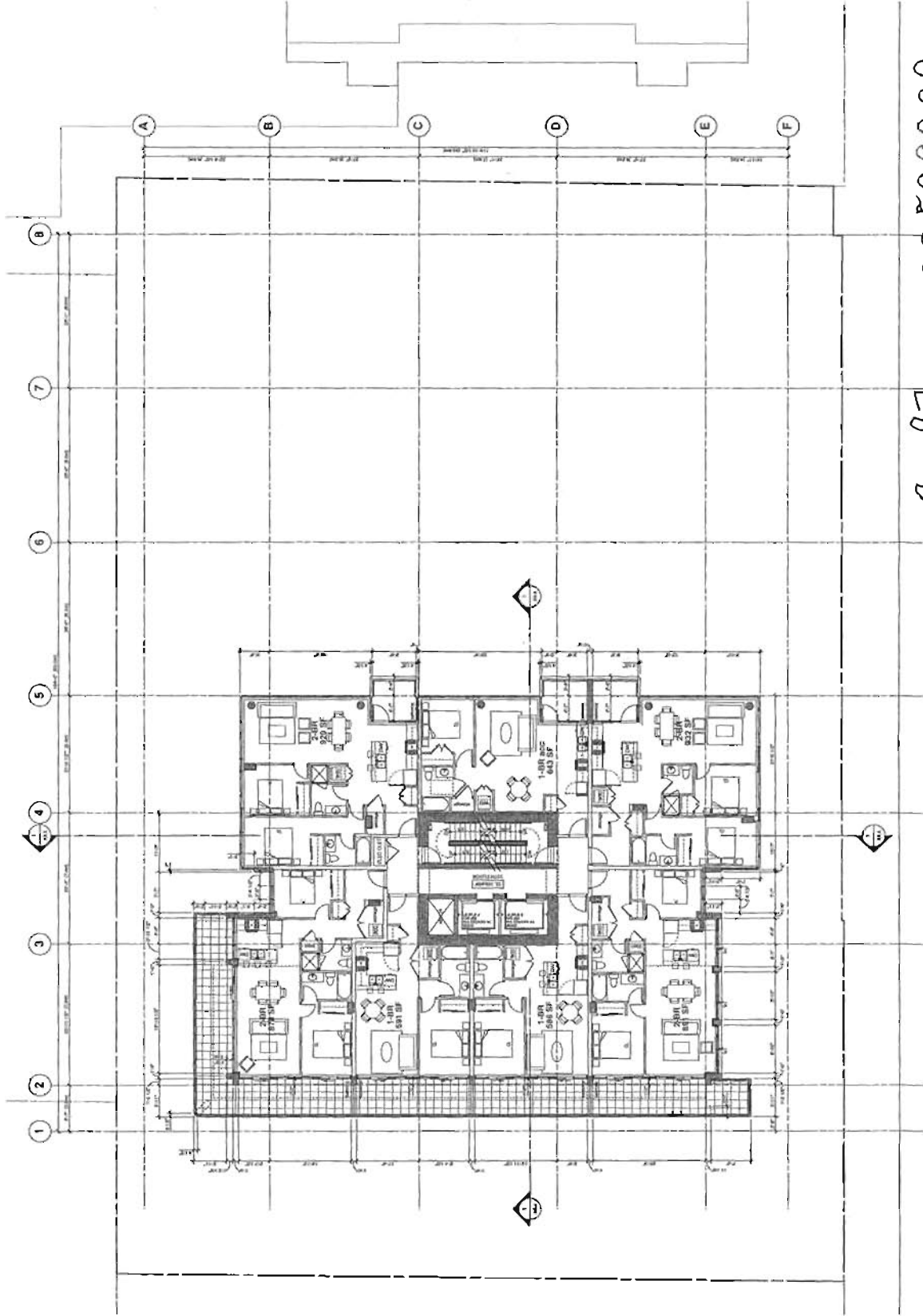
13TH FLOOR PLAN



DATE REC'D	CR-08
STATUS	KT
NOTE	AS NOTED
NO. 1	5.9" x 1.0" U.M.C.
REMARKS	WTL

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A2.6



80690560

JUN 20 2011

1	W. T. LEUNG	ARCHITECT
2	W. T. LEUNG	ARCHITECT
3	W. T. LEUNG	ARCHITECT
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6331 - 6351
COONEY ROAD
RICHMOND, BC

ELEVATOR MACHINE
ROOM / ROOF
TERRACE PLAN



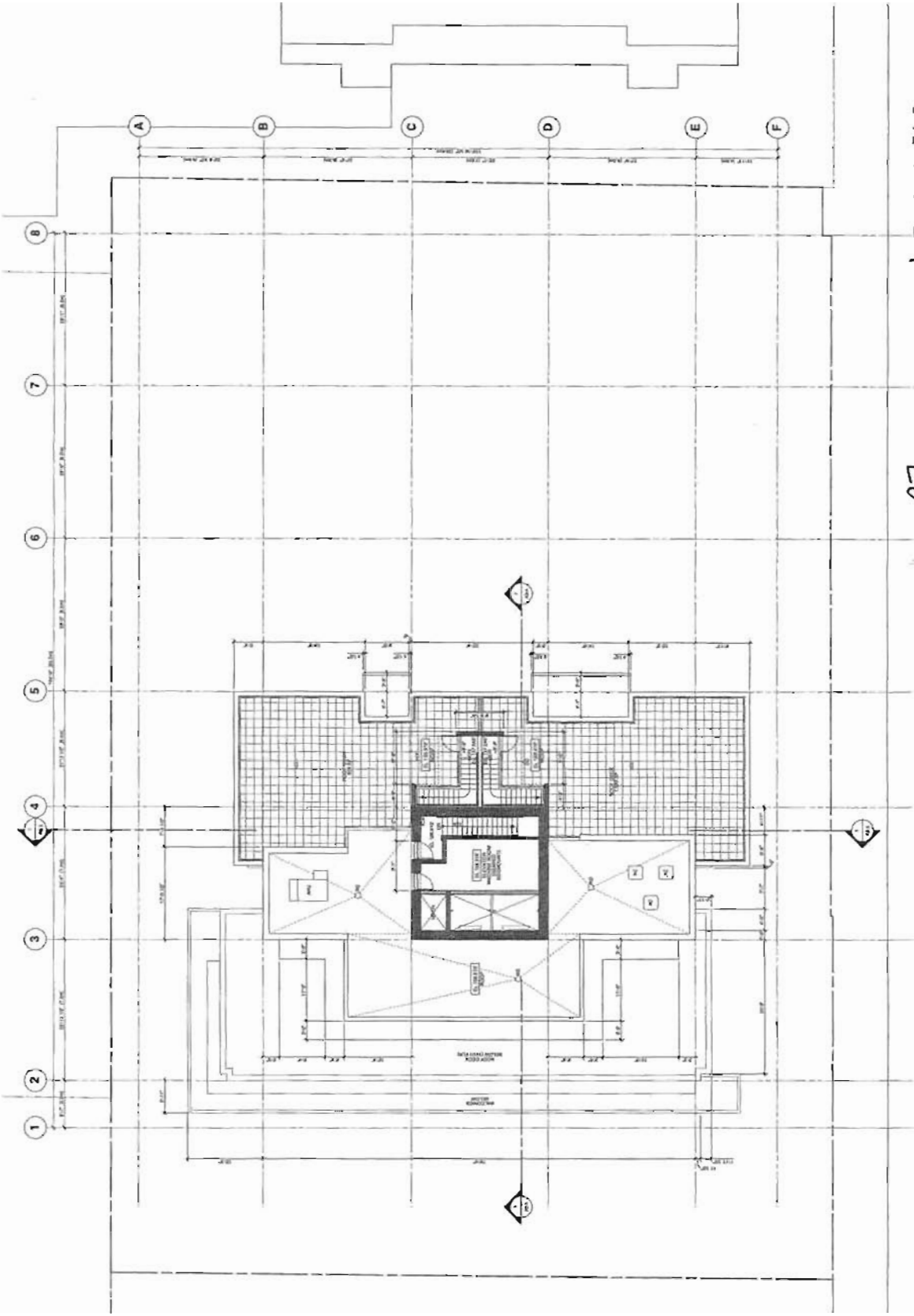
DATE	09-08
BY	RT
CHKD	AS NOTED
SCALE	1/8" = 1'-0" U.N.C.
WTL	

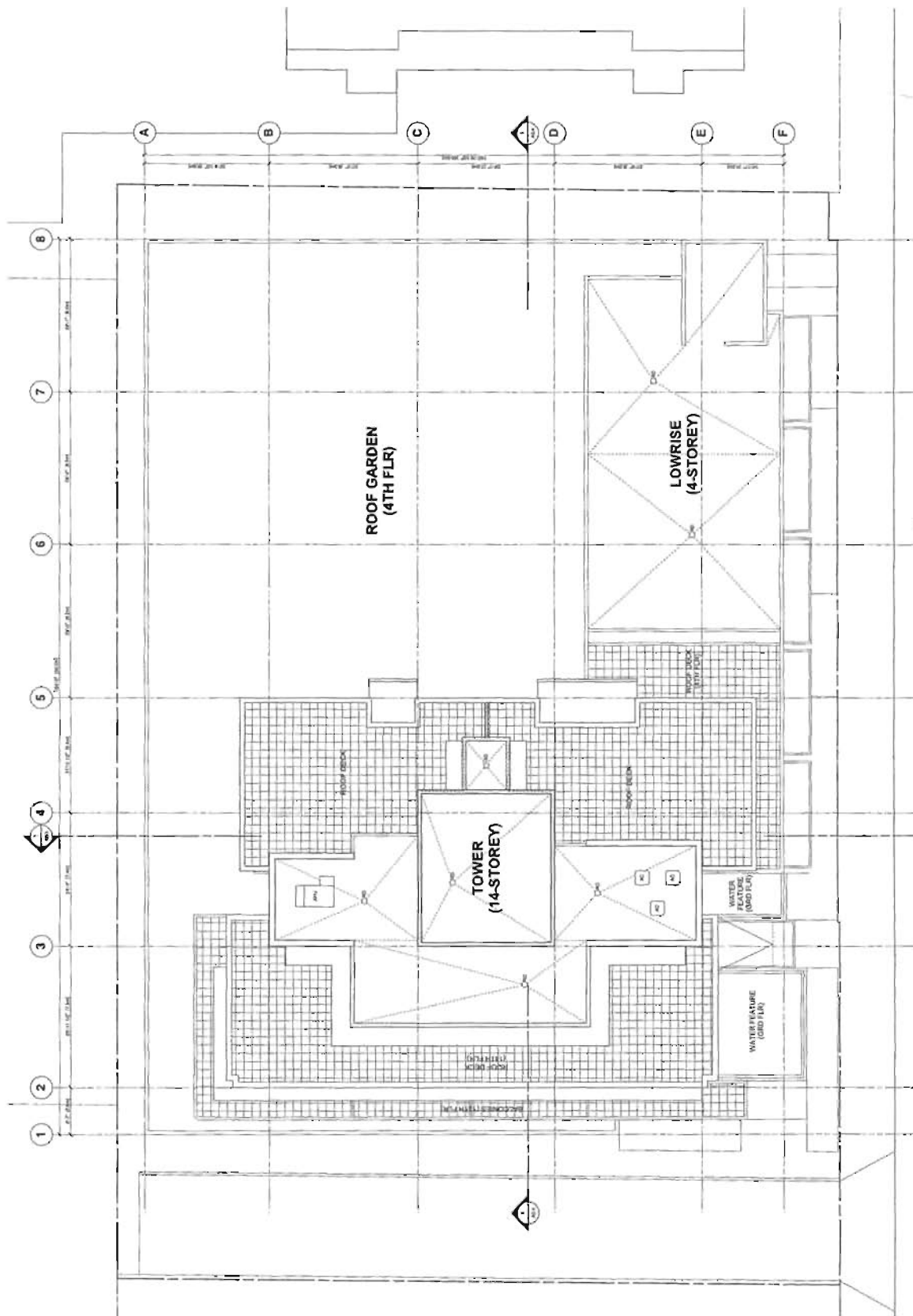
A2.8

10 of 27

JUN 14 2011

DF 09-506909





6331 - 6351
COONEY ROAD
RICHMOND, BC

ROOF PLAN

DATE	09-08
ISSUED	KT
BY	AS NOTED
FOR	1/8" x 1/2" U.O.
REMARKS	WFL

11 of 27 JUN 14 2011 DP 09506909

A2.9

FINISH MATERIAL LEGEND	
1	CONCRETE
2	BRICK
3	GLAZED TERRAZZO
4	GLAZED TERRAZZO
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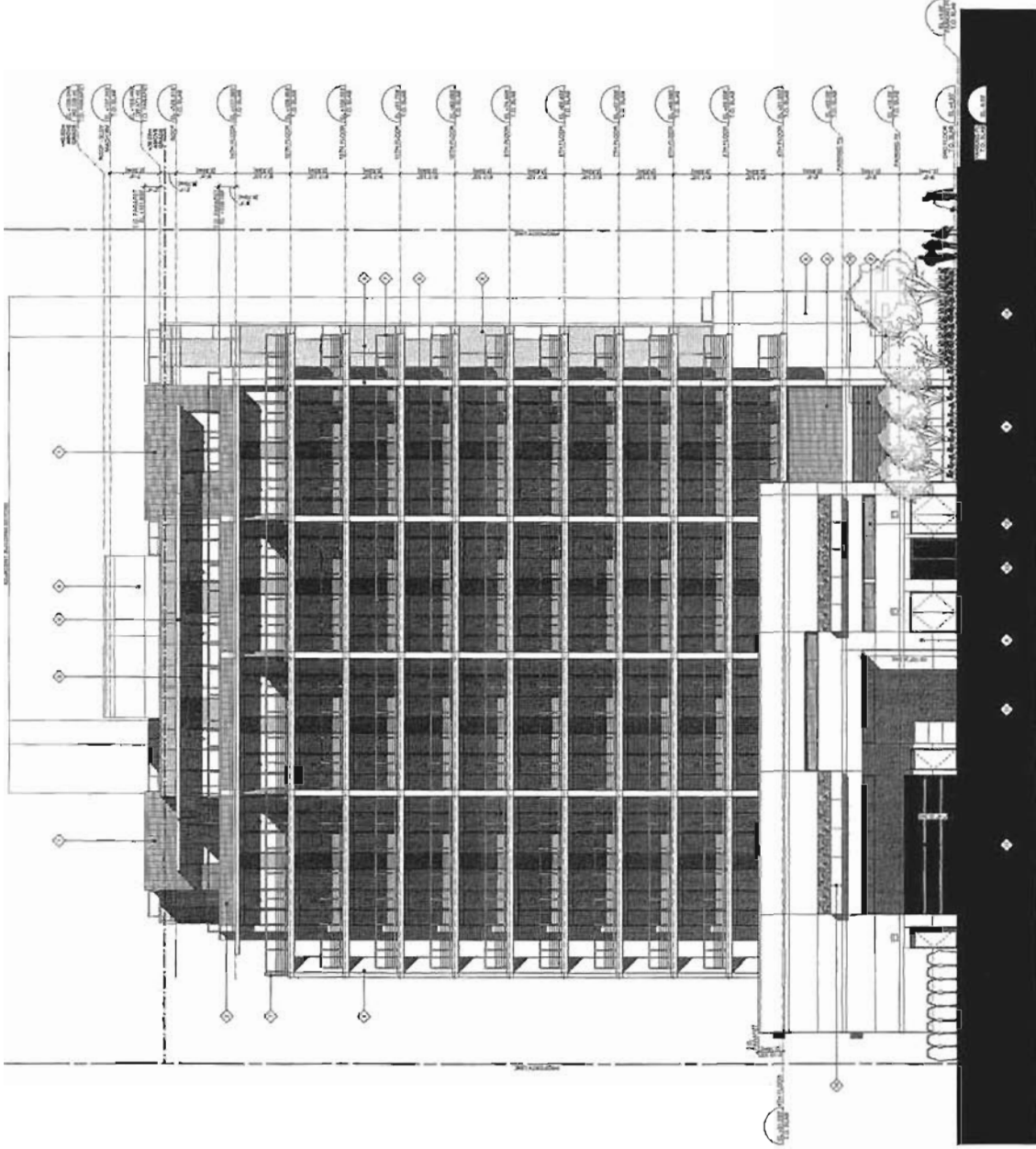
PAINT FINISH LEGEND	
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6301 - 6351
COWLEY ROAD
RICHMOND, BC

SOUTH ELEVATION
(FUTURE LANE)

DATE	10/10/2011
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"
PROJECT	WTL
DESCRIPTION	South Elevation (Future Lane)

A3.1



JUN 16 2011 130#27 DP 09506909 1 SOUTH ELEVATION (FUTURE LANE)
1/8" = 1'-0"

Architect: W. T. Leung Architects
Engineer: Robert Coleman, Inc.
Interior Designer: Robert Coleman, Inc.
Date: 06/01/2011

FINISH MATERIAL LEGEND	
1	PAINT - INTERIOR WALLS
2	PAINT - INTERIOR CEILING
3	PAINT - EXTERIOR WALLS
4	PAINT - EXTERIOR CEILING
5	PAINT - EXTERIOR FLOORS
6	PAINT - EXTERIOR ROOF
7	PAINT - EXTERIOR BALCONY
8	PAINT - EXTERIOR PORCH
9	PAINT - EXTERIOR DRIVEWAY
10	PAINT - EXTERIOR SIDEWALK
11	PAINT - EXTERIOR STAIRS
12	PAINT - EXTERIOR RAMP
13	PAINT - EXTERIOR FENCE
14	PAINT - EXTERIOR GATE
15	PAINT - EXTERIOR SIGN
16	PAINT - EXTERIOR LIGHT
17	PAINT - EXTERIOR VENT
18	PAINT - EXTERIOR DUCT
19	PAINT - EXTERIOR PIPE
20	PAINT - EXTERIOR RAIL
21	PAINT - EXTERIOR BOLLARD
22	PAINT - EXTERIOR POST
23	PAINT - EXTERIOR BRACKET
24	PAINT - EXTERIOR SCREW
25	PAINT - EXTERIOR NAIL
26	PAINT - EXTERIOR WOOD
27	PAINT - EXTERIOR METAL
28	PAINT - EXTERIOR GLASS
29	PAINT - EXTERIOR PLASTIC
30	PAINT - EXTERIOR RUBBER
31	PAINT - EXTERIOR LEATHER
32	PAINT - EXTERIOR FABRIC
33	PAINT - EXTERIOR PAPER
34	PAINT - EXTERIOR CARPET
35	PAINT - EXTERIOR TILE
36	PAINT - EXTERIOR STONE
37	PAINT - EXTERIOR BRICK
38	PAINT - EXTERIOR BLOCK
39	PAINT - EXTERIOR SLATE
40	PAINT - EXTERIOR SHINGLE
41	PAINT - EXTERIOR Siding
42	PAINT - EXTERIOR Shakes
43	PAINT - EXTERIOR Cement
44	PAINT - EXTERIOR Mortar
45	PAINT - EXTERIOR Grout
46	PAINT - EXTERIOR Sealant
47	PAINT - EXTERIOR Caulk
48	PAINT - EXTERIOR Adhesive
49	PAINT - EXTERIOR Primer
50	PAINT - EXTERIOR Topcoat
51	PAINT - EXTERIOR Undercoat
52	PAINT - EXTERIOR Basecoat
53	PAINT - EXTERIOR Finishcoat
54	PAINT - EXTERIOR Clearcoat
55	PAINT - EXTERIOR Glosscoat
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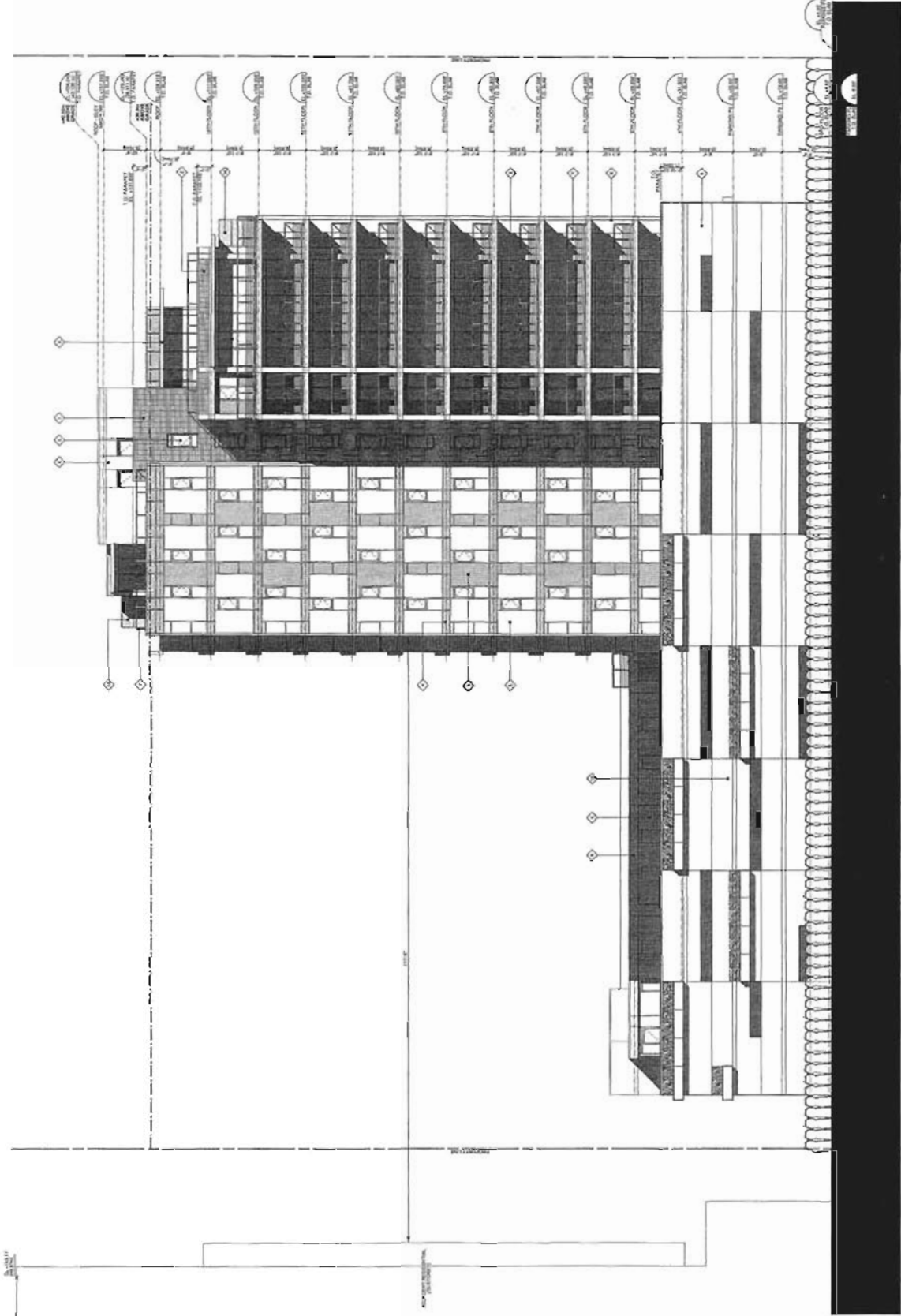
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81	PAINT - EXTERIOR Hyper-hyper-hyper-hyper-hyper-glosscoat
82	PAINT - EXTERIOR Ultra-hyper-hyper-hyper-hyper-hyper-glosscoat
83	PAINT - EXTERIOR Super-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
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85	PAINT - EXTERIOR Hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
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87	PAINT - EXTERIOR Super-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
88	PAINT - EXTERIOR Mega-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
89	PAINT - EXTERIOR Hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
90	PAINT - EXTERIOR Ultra-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
91	PAINT - EXTERIOR Super-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
92	PAINT - EXTERIOR Mega-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
93	PAINT - EXTERIOR Hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
94	PAINT - EXTERIOR Ultra-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
95	PAINT - EXTERIOR Super-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
96	PAINT - EXTERIOR Mega-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
97	PAINT - EXTERIOR Hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
98	PAINT - EXTERIOR Ultra-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
99	PAINT - EXTERIOR Super-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat
100	PAINT - EXTERIOR Mega-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-hyper-glosscoat

5301 - 5351
COONEY ROAD
RICHMOND, BC

WEST ELEVATION

DATE	06/01/2011
BY	WTL
CHECKED	AS NOTED
SCALE	1/8" = 1'-0"
PROJECT	WTL
DESCRIPTION	WEST ELEVATION
REVISIONS	

A3.2



JUN 1 2011 14 OF 27 DP 09506909 WEST ELEVATION 1/8" = 1'-0" 45 FT

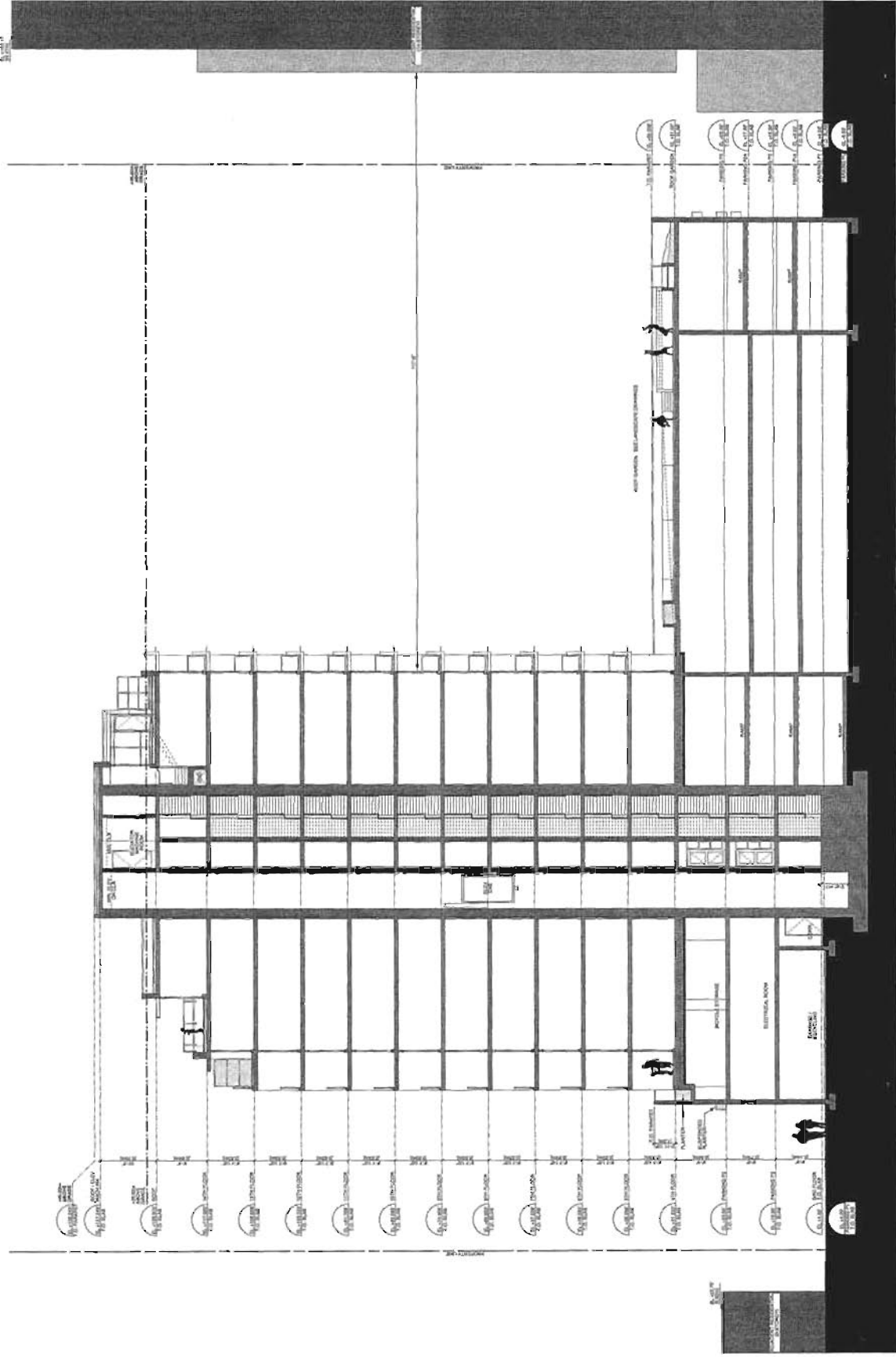
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5	THIRD FLOOR	THIRD FLOOR
6	FOURTH FLOOR	FOURTH FLOOR
7	FIFTH FLOOR	FIFTH FLOOR
8	SIXTH FLOOR	SIXTH FLOOR
9	SEVENTH FLOOR	SEVENTH FLOOR
10	EIGHTH FLOOR	EIGHTH FLOOR
11	NINTH FLOOR	NINTH FLOOR
12	TENTH FLOOR	TENTH FLOOR
13	ELEVENTH FLOOR	ELEVENTH FLOOR
14	TWELFTH FLOOR	TWELFTH FLOOR
15	THIRTEENTH FLOOR	THIRTEENTH FLOOR
16	FOURTEENTH FLOOR	FOURTEENTH FLOOR
17	FIFTEENTH FLOOR	FIFTEENTH FLOOR
18	SIXTEENTH FLOOR	SIXTEENTH FLOOR
19	SEVENTEENTH FLOOR	SEVENTEENTH FLOOR
20	EIGHTEENTH FLOOR	EIGHTEENTH FLOOR
21	NINETEENTH FLOOR	NINETEENTH FLOOR
22	TWENTIETH FLOOR	TWENTIETH FLOOR

5331-5351
 CONEY ROAD
 RICHMOND, BC

BUILDING
 SECTION A-A

DATE	10/1/10
BY	KT
CHECKED	AS NOTED
SCALE	1/8" = 1'-0"
PROJECT	BPTL

A3.4



DP 09506909 BUILDING SECTION A-A

JUN 14 2011

160527

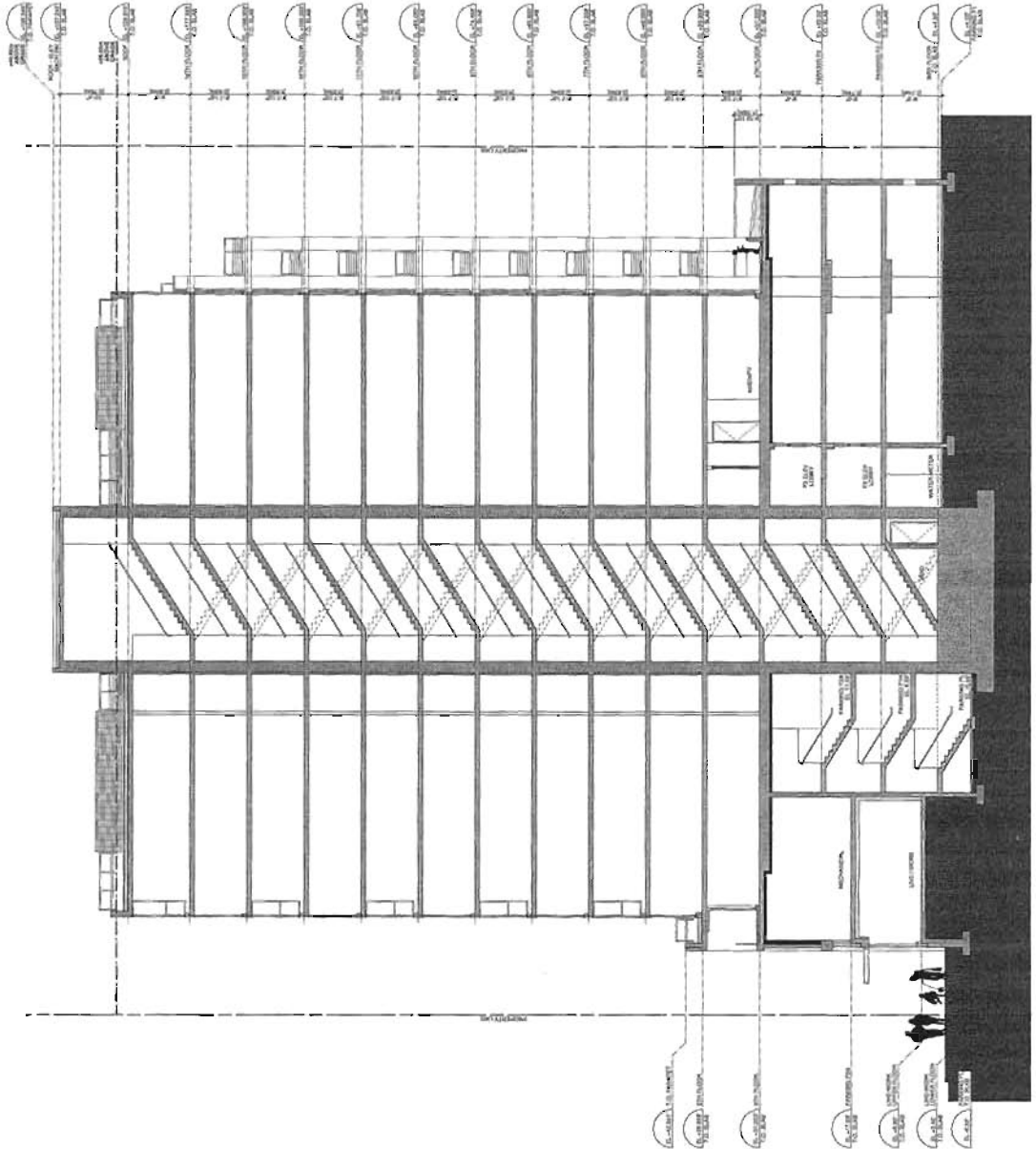
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6331 - 6351
CONEY ROAD
RICHMOND, BC

BUILDING
SECTION B-B

DATE	01/10/2011
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"
PROJECT	WTL
REVISION	

A3.5



BUILDING SECTION B-B
JUN 14 2011 DP 09506909

17 of 27

2EY) JTIAL

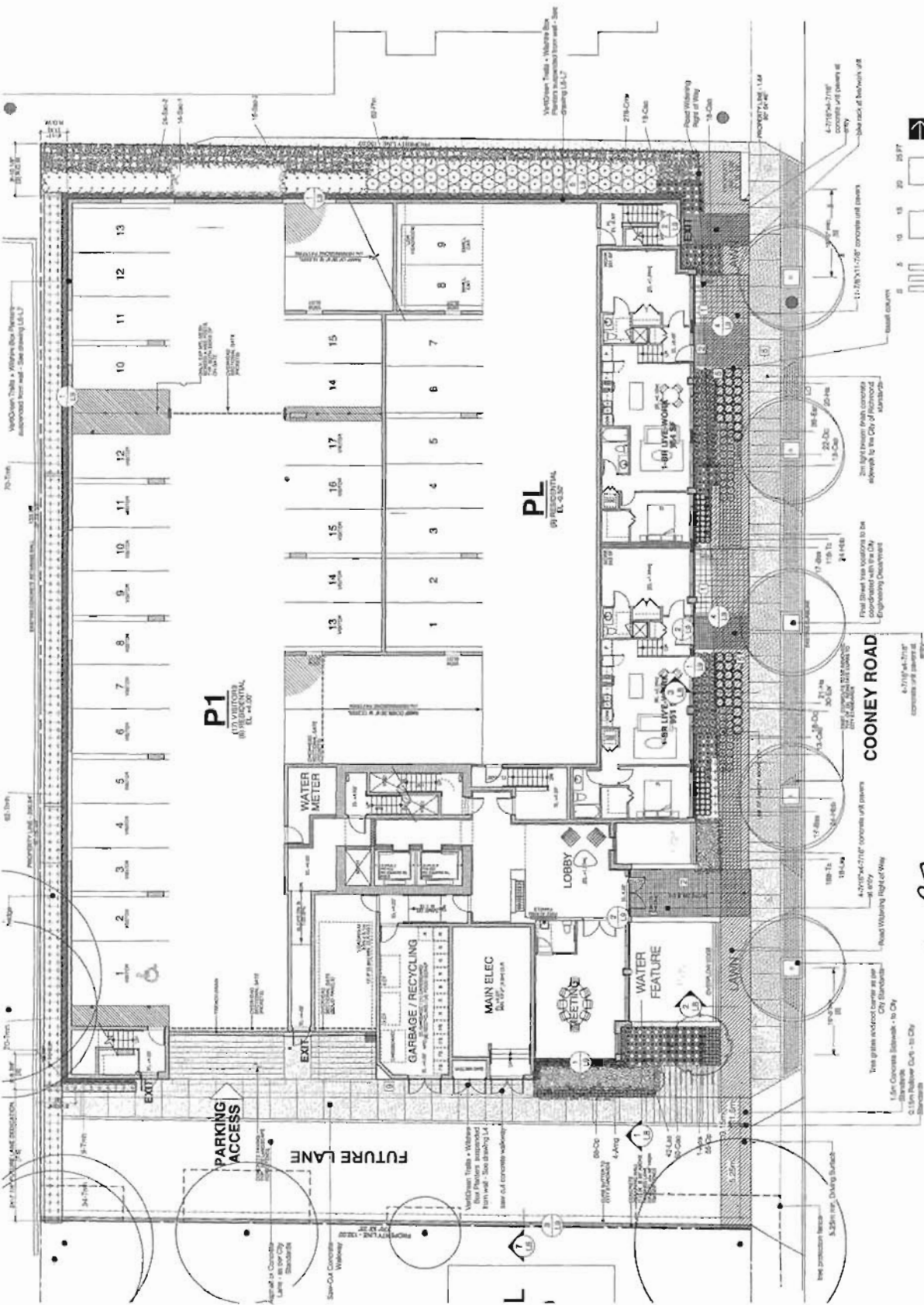
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Ans.	Date	Score
A	4/14/10	Issued for Re-Zoning - 20'
B	1/27/10	Issued for Orange Zoned
C	2/2/11	Issued for Review
D	3/23/11	Re-issued for Re-Zoning.

**Multi-Family
Residential Building**
6337-6351 Cooney Rd.
Richmond, B.C.

Ground Floor Landscape Plan

40. Page(s) Revisited or Reviewed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835,	
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JUN 16 2011

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eckford + associates
landscape architecture

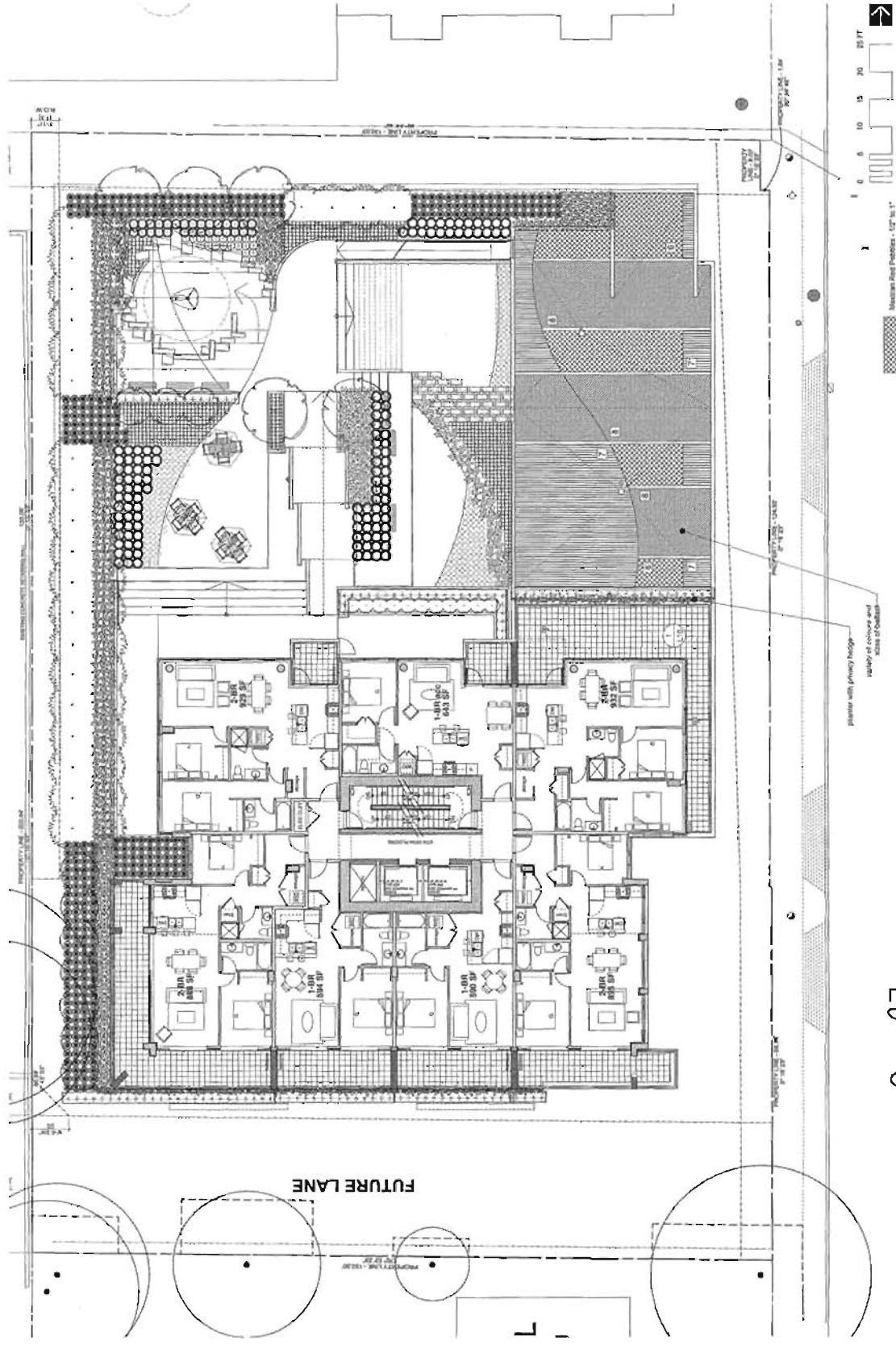
2770 West 10th Avenue, Suite 200
Vancouver, BC V6H 2B6
Tel: 604.275.1111 Fax: 604.275.1112

Site: 604.275.1111
Date: 06/14/2011

Multi-Family Residential Building
6337-6351 Conroy Rd.
Richmond, B.C.

**Level 5 &
Level 4 Roof
Landscape Plan**

Project Name	Multi-Family Residential Building
Client	6337-6351 Conroy Rd.
Location	Richmond, B.C.
Scale	1" = 10'-0"
Sheet	L4.0
Date	06/14/2011



DP 09506909

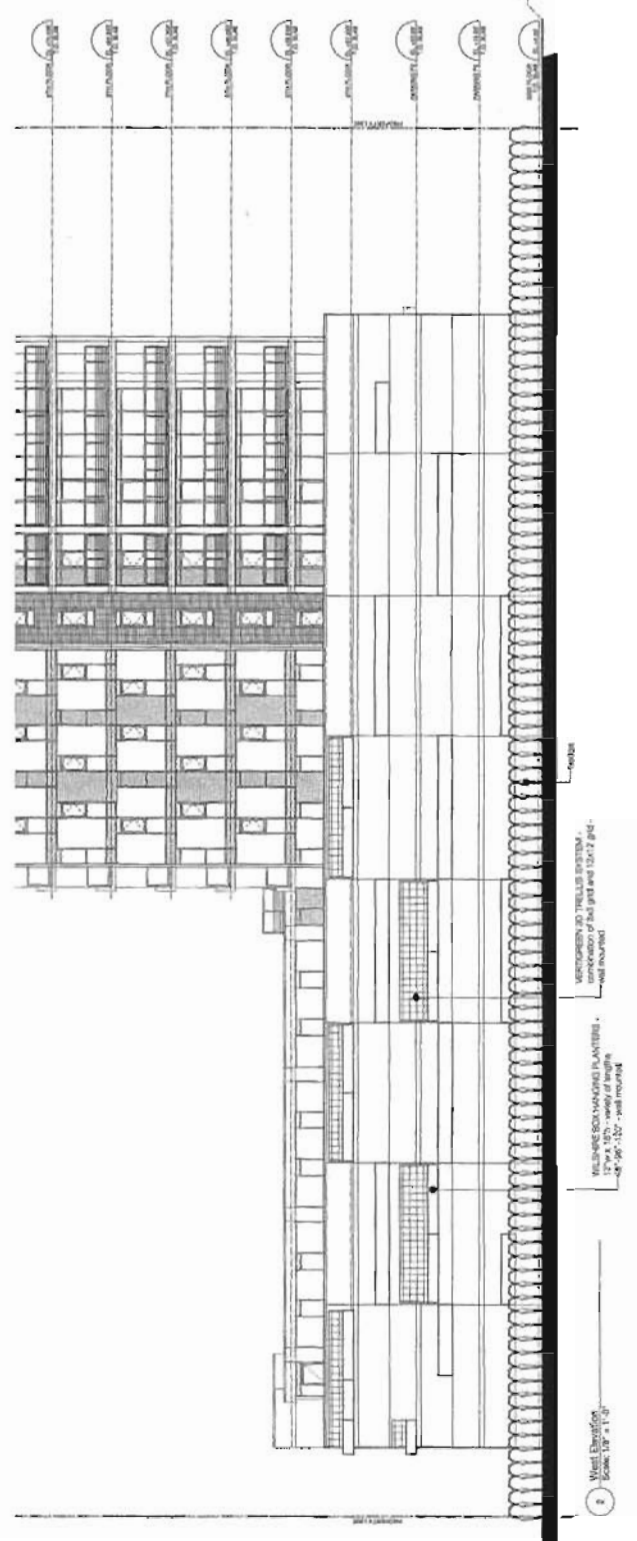
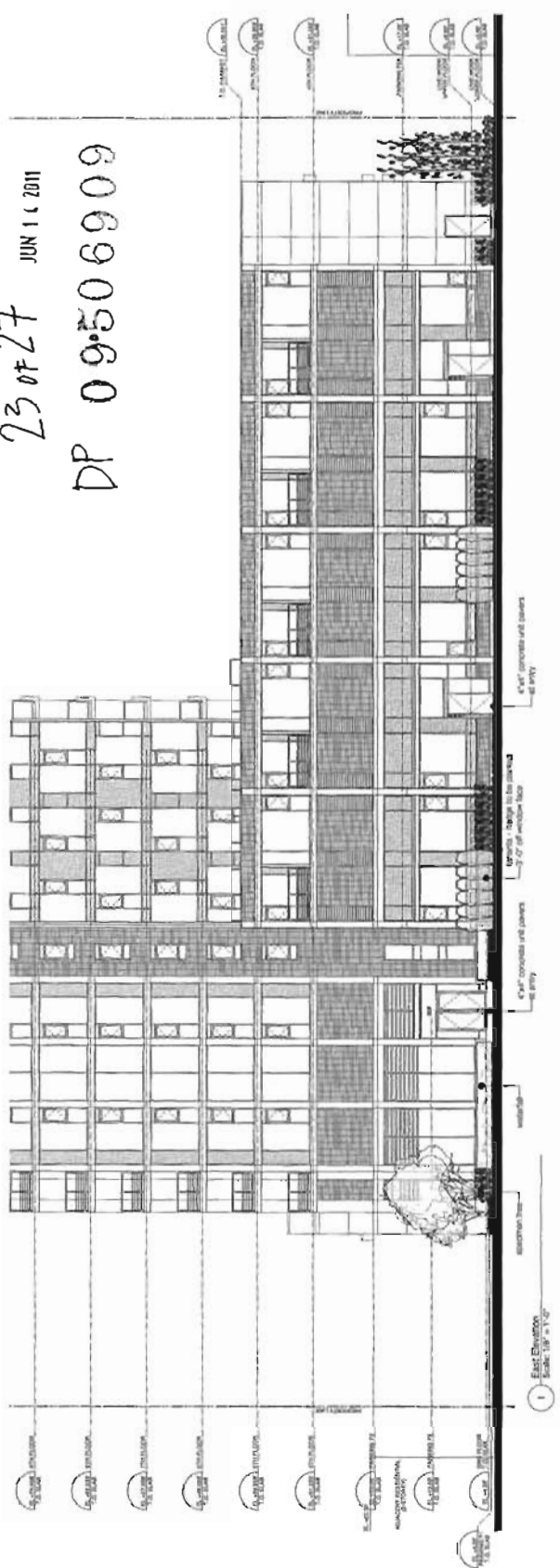
JUN 14 2011

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No.	Date	Issue Month
A	3/17/10	Issued for Re-Zoning - Q1
B	3/17/10	Issued for Design Permit
C	2/16/11	Issued for Review
D	3/25/11	App. Award for Re-Zoning
E	6/3/11	Issued for EIR

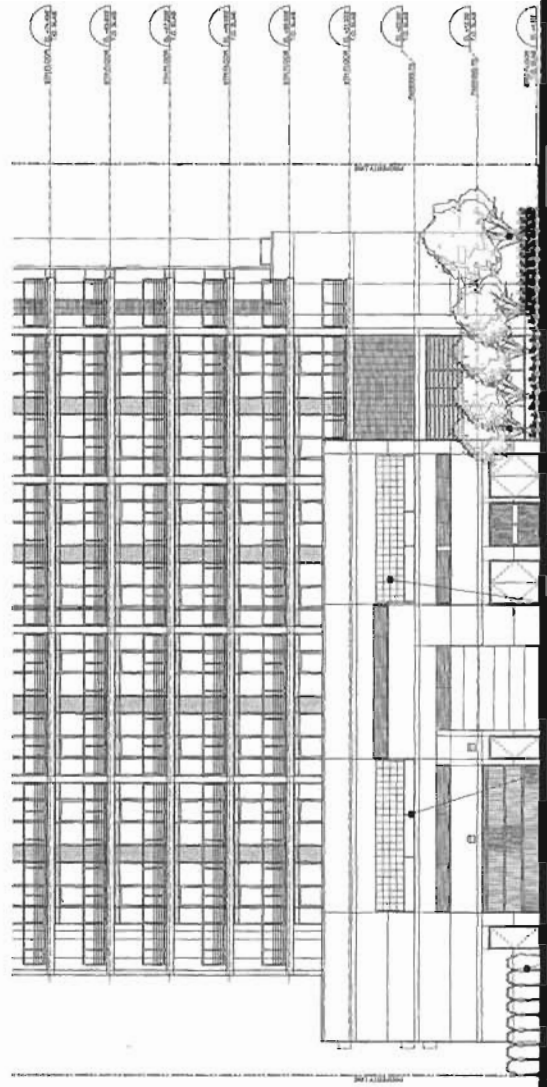
**Multi-Family
Residential Building**
6337-6351 Cooney Rd.
Richmond, BC

Landscape Elevations

[illegible]

North Elevation
Scale: 1/8" = 1'-0"

VERICORP AND THELUS SYSTEM - combination of 3rd grid and 120V grid.

¹ *Asplundia* is the preferred name for *Asplenium* plants in the Caribbean.

2 South Elevation
Finished 1-28-82 by J.C.B.

—and mounted

Small Business Owners

During winter months—

eckford + associates
INTERNATIONAL PROJECTS

NEW YORK OFFICE: 100 Madison Ave., 20th Fl.,
New York, NY 10017-4805, USA
Tel: 212 692 2000 Fax: 212 692 2005

NO. DATA Acquisition Market

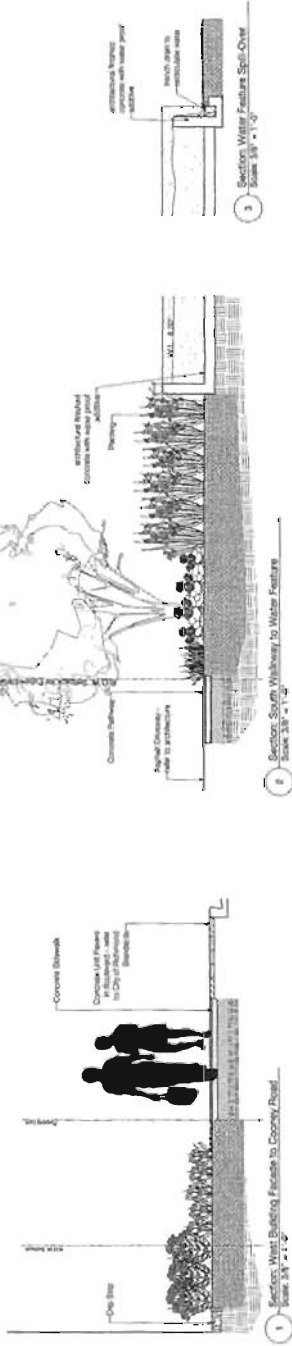
240727 JUN 16 2011 DP 09.506909

Key	Details	Issue Volume
A	11/7/92	Issued for No-Zoning - CD
B	11/7/92	Issued for Orange Portal
C	2/20/93	Issued for Review
D	2/25/93	Re-issued for No-Zoning
E	4/23/93	Issued for CD

**Multi-Family
Residential Building**
6337-6351 Cooney Rd.,
Richmond, B.C.

Landscape Elevations

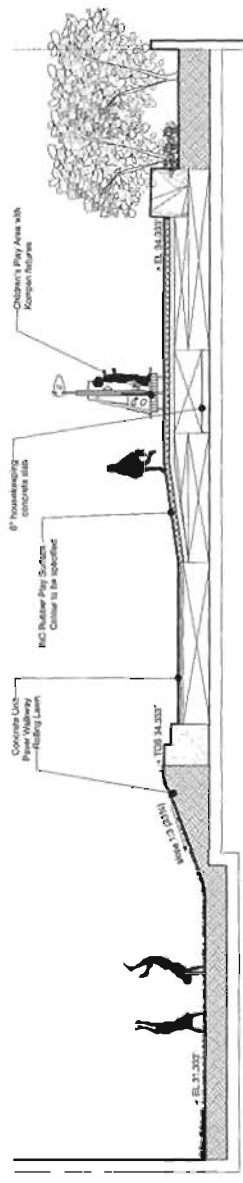
40. Approximate values of $\sin^{-1} x$ and $\cos^{-1} x$ for x in the interval $[-1, 1]$ are given below.																															
<table border="1"> <tr> <th>Interval of x</th> <th>Approximate value of $\sin^{-1} x$</th> <th>Approximate value of $\cos^{-1} x$</th> </tr> <tr> <td>$[-1, -\frac{1}{2}]$</td> <td>$[-\frac{\pi}{2}, -\frac{2\pi}{3}]$</td> <td>$[\frac{2\pi}{3}, \pi]$</td> </tr> <tr> <td>$[-\frac{1}{2}, 0]$</td> <td>$[-\frac{2\pi}{3}, 0]$</td> <td>$[\frac{\pi}{2}, \frac{2\pi}{3}]$</td> </tr> <tr> <td>$[0, \frac{1}{2}]$</td> <td>$[0, \frac{\pi}{6}]$</td> <td>$[\frac{5\pi}{6}, \frac{\pi}{2}]$</td> </tr> <tr> <td>$[\frac{1}{2}, 1]$</td> <td>$[\frac{\pi}{6}, \frac{\pi}{2}]$</td> <td>$[\frac{\pi}{3}, 0]$</td> </tr> </table>	Interval of x	Approximate value of $\sin^{-1} x$	Approximate value of $\cos^{-1} x$	$[-1, -\frac{1}{2}]$	$[-\frac{\pi}{2}, -\frac{2\pi}{3}]$	$[\frac{2\pi}{3}, \pi]$	$[-\frac{1}{2}, 0]$	$[-\frac{2\pi}{3}, 0]$	$[\frac{\pi}{2}, \frac{2\pi}{3}]$	$[0, \frac{1}{2}]$	$[0, \frac{\pi}{6}]$	$[\frac{5\pi}{6}, \frac{\pi}{2}]$	$[\frac{1}{2}, 1]$	$[\frac{\pi}{6}, \frac{\pi}{2}]$	$[\frac{\pi}{3}, 0]$	<table border="1"> <tr> <th>Interval of x</th> <th>Approximate value of $\tan^{-1} x$</th> <th>Approximate value of $\cot^{-1} x$</th> </tr> <tr> <td>$[-1, -\frac{1}{2}]$</td> <td>$[-\frac{\pi}{4}, -\frac{2\pi}{3}]$</td> <td>$[\frac{2\pi}{3}, \frac{3\pi}{4}]$</td> </tr> <tr> <td>$[-\frac{1}{2}, 0]$</td> <td>$[-\frac{2\pi}{3}, 0]$</td> <td>$[\frac{3\pi}{4}, \frac{2\pi}{3}]$</td> </tr> <tr> <td>$[0, \frac{1}{2}]$</td> <td>$[0, \frac{\pi}{6}]$</td> <td>$[\frac{5\pi}{6}, \frac{3\pi}{4}]$</td> </tr> <tr> <td>$[\frac{1}{2}, 1]$</td> <td>$[\frac{\pi}{6}, \frac{\pi}{4}]$</td> <td>$[\frac{3\pi}{4}, \frac{\pi}{3}]$</td> </tr> </table>	Interval of x	Approximate value of $\tan^{-1} x$	Approximate value of $\cot^{-1} x$	$[-1, -\frac{1}{2}]$	$[-\frac{\pi}{4}, -\frac{2\pi}{3}]$	$[\frac{2\pi}{3}, \frac{3\pi}{4}]$	$[-\frac{1}{2}, 0]$	$[-\frac{2\pi}{3}, 0]$	$[\frac{3\pi}{4}, \frac{2\pi}{3}]$	$[0, \frac{1}{2}]$	$[0, \frac{\pi}{6}]$	$[\frac{5\pi}{6}, \frac{3\pi}{4}]$	$[\frac{1}{2}, 1]$	$[\frac{\pi}{6}, \frac{\pi}{4}]$	$[\frac{3\pi}{4}, \frac{\pi}{3}]$
Interval of x	Approximate value of $\sin^{-1} x$	Approximate value of $\cos^{-1} x$																													
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$[-\frac{1}{2}, 0]$	$[-\frac{2\pi}{3}, 0]$	$[\frac{\pi}{2}, \frac{2\pi}{3}]$																													
$[0, \frac{1}{2}]$	$[0, \frac{\pi}{6}]$	$[\frac{5\pi}{6}, \frac{\pi}{2}]$																													
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$[-1, -\frac{1}{2}]$	$[-\frac{\pi}{4}, -\frac{2\pi}{3}]$	$[\frac{2\pi}{3}, \frac{3\pi}{4}]$																													
$[-\frac{1}{2}, 0]$	$[-\frac{2\pi}{3}, 0]$	$[\frac{3\pi}{4}, \frac{2\pi}{3}]$																													
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$[\frac{1}{2}, 1]$	$[\frac{\pi}{6}, \frac{\pi}{4}]$	$[\frac{3\pi}{4}, \frac{\pi}{3}]$																													



Section 1: West Building, Terrace to Courtyard
Scale: 1/4" = 1'-0"

Section 2: South Walkway to Water Feature
Scale: 3/8" = 1'-0"

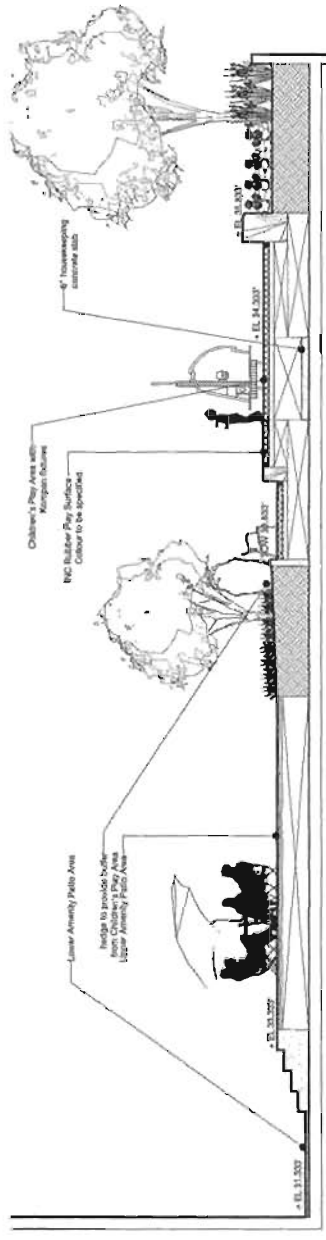
Section 3: West Building, Terrace to Courtyard
Scale: 1/4" = 1'-0"



Section 4: West/East Section, Children's Play Area
Scale: 1/4" = 1'-0"

Section 5: North/South Section, Amenity Area and Children's Play Area
Scale: 1/4" = 1'-0"

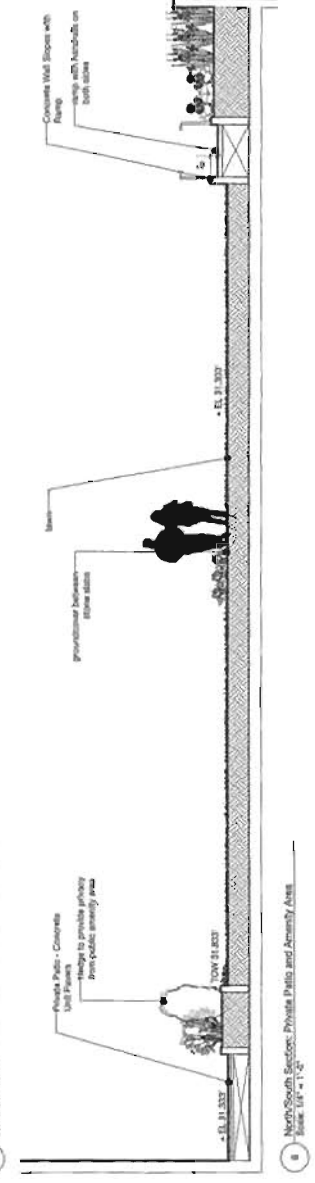
Section 6: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"



Section 5: North/South Section, Amenity Area and Children's Play Area
Scale: 1/4" = 1'-0"

Section 6: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"

Section 7: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"

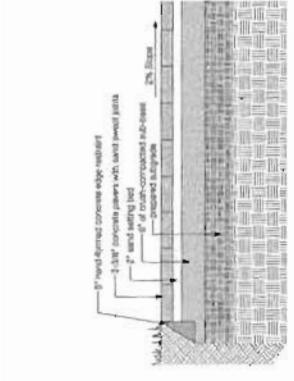


Section 6: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"

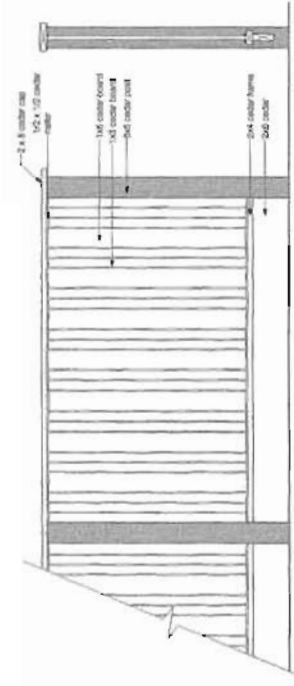
Section 7: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"

Section 8: North/South Section, Private Patio and Amenity Area
Scale: 1/4" = 1'-0"

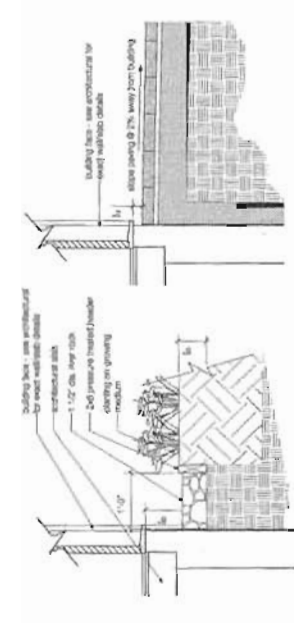
25 of 27
JUN 14 2011
DP 09506909



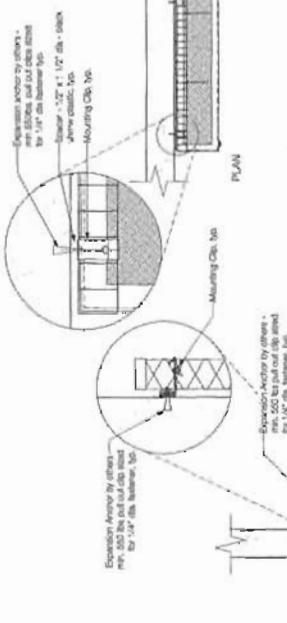
4 Detail: Paving at Grade w/ Hand-Formed Concrete Edge Restraint
 Scale 1/4" = 1'-0"



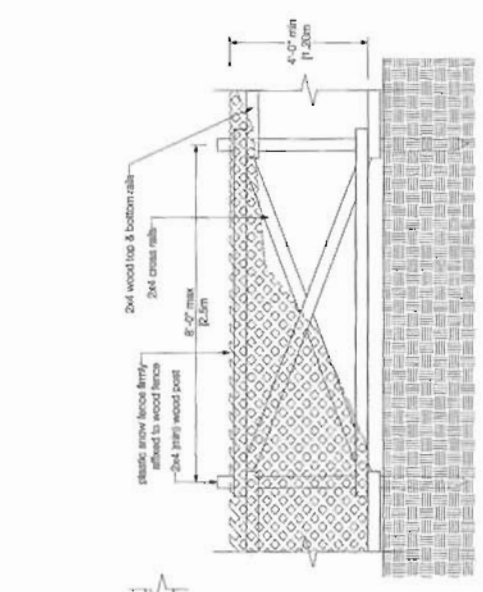
3 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



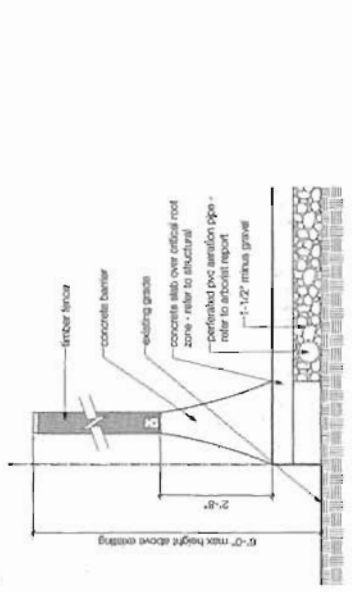
1 Detail: Crp Strp
 Scale 1/4" = 1'-0"



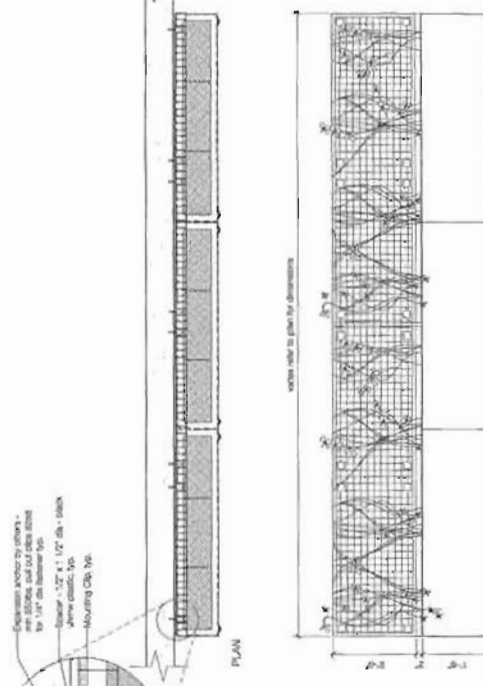
2 Detail: Threshold
 Scale 1/4" = 1'-0"



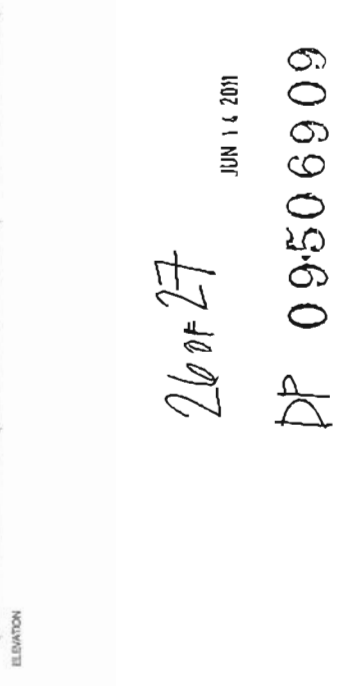
3 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



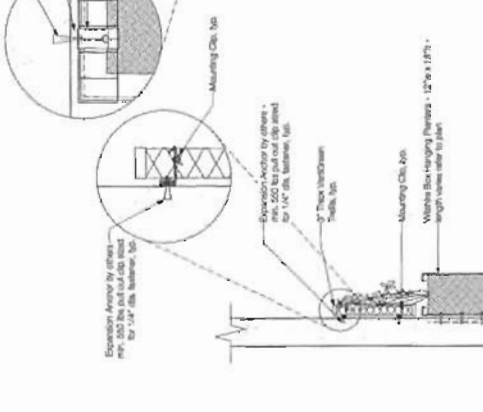
4 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



3 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



4 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



3 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"



4 Detail: 6'-0" Timber Fence
 Scale 3/8" = 1'-0"

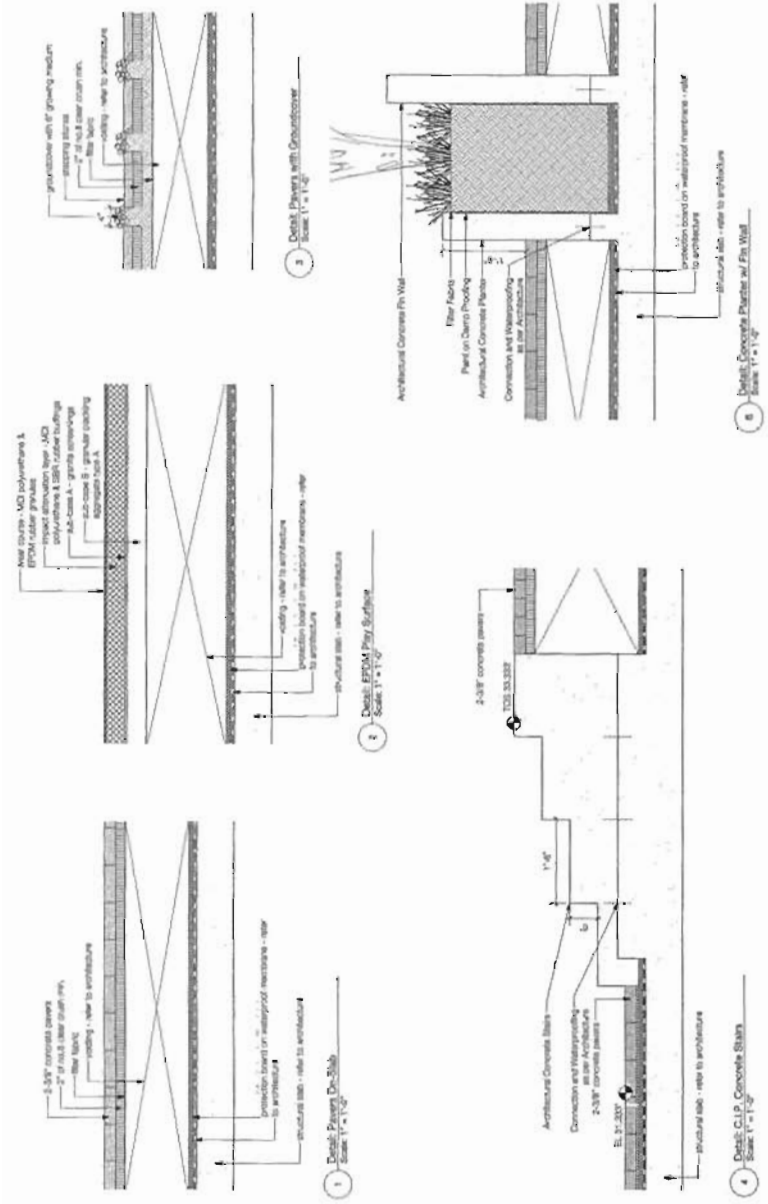
Project	2013.7
Client	6337-6351 Corner Rd.
Location	Richmond, VA
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Sheet	L9.0
Date	11.28.09
Drawn by	10

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 JUN 14 2011
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No.	Date	Revisions
A	11/09/10	Issued for Design - 3D
B	11/17/10	Issued for Design - Final
C	2/26/11	Issued for Review
D	11/15/11	Revised for Design
E	10/14/11	Issued for 3D

Project Name	Multi-Family Residential Building
Project No.	200337
Sheet No.	028
Scale	1:10.0
Date	11.05.09
Drawn by	110

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**DEVELOPMENT PERMIT PANEL
REPORT AND ACCOMPANYING PLAN
TO BE CONSIDERED BY COUNCIL
AT THE COUNCIL MEETING
SCHEDULED FOR
TUESDAY, APRIL 10, 2012**

PACKAGE 2

Mayor Malcolm D. Brodie Councillor Chak Au Councillor Linda Barnes Councillor Derek Dang Councillor Evelina Halsey-Brandt Councillor Ken Johnston Councillor Bill McNulty	Councillor Linda McPhail Councillor Harold Steves Director, City Clerk's Office Director, Development Council Chambers Binder Front of House Counter Copy
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City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: April 3, 2012

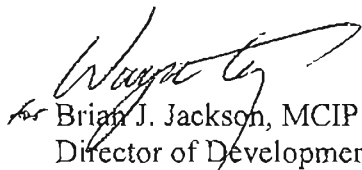
From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-584010

Re: Application by – Fairborne Homes Ltd. for Development Permit at 6180, 6280 and 6300 No. 3 Road

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on December 14, 2011.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.


for Brian J. Jackson, MCIP
Director of Development

BJJ:blg
Att.



Development Permit Panel

Wednesday, December 14, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Dave Semple, General Manager, Parks and Recreation
Terry Crowe, Manager, Policy Planning

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, November 30, 2011, be adopted.

CARRIED

2. Development Permit 11-584010

(File Ref. No.: DP 11-584010) (REDMS No. 3363542)

APPLICANT: Fairborne Homes Ltd.

PROPERTY LOCATION: 6180, 6280 and 6300 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Applicant's Comments

Alan Whitchelo, Development Manager, Fairborne Homes Limited, Vancouver, introduced Martin Bruckner, Architect, IBI/HP Architects, Vancouver, and advised that Mr. Bruckner, along with Peter Kreuk, Landscape Architect, of Durante Kreuk Ltd., of Vancouver, would describe the project.

Mr. Bruckner provided the following details:

- the site on No. 3 Road, near Saba Road in the City Centre, includes two east/west oriented lots, with separation of the north residential tower from the south residential tower achieved by a centre courtyard;
- the southwest corner of the south tower overhangs the future sidewalk of the future bus mall, just south of the subject site;
- when the proposed development was presented to the City's Advisory Design Panel, the north and south towers were strictly parallel to one another, but since that presentation the design team has worked to ameliorate the parallel nature by slightly splaying the south tower outward;
- façade articulation has been improved by taking the balconies facing west onto the courtyard, and angling them slightly west, rather than focusing them directly facing the units across the courtyard, thereby giving the balconies some architectural drama;
- the elements that comprise the massing on the site respect the buildings that already surround the site, including the residential buildings to the east of the subject site; those occupants are able to enjoy views across the proposed development's courtyard element, in the gap between the proposed residential towers;
- the design gives the proposed buildings a distinctive image, in an interesting arrangement;
- blue glass is paired with clear glass to accentuate the various parts of the proposed development, with spandrel glass utilized at random;
- elements of the north tower have been cantilevered over the Canada Line station to provide visual drama;
- the angular pieces of the proposed development may appear to be different, but their relationship to one another provides a theme, and this relationship is used to break down the massing into seemingly smaller pieces;
- high-quality building material has been chosen, and includes fritted glass on the bank building at the base of the south tower, and transparent spandrel glass;
- spandrel glass colours are green and white silver;
- there is less exposed concrete than is featured in other developments, and instead, metal cladding is predominant on the structures' exterior, with some painted concrete;

**Development Permit Panel
Wednesday, December 14, 2011**

- the concrete in the location of the elevator at the core of the proposed development is a distinctive colour;
- the Canada Line station rises four storeys;
- public art will be featured on the west wall of the parkade, as well as at the end of the Canada Line elevated guideway.

Mr. Kreuk provided the following information regarding the landscaping scheme:

- the landscaping scheme can be divided between what happens on the ground plane, and what happens on the roof deck of the courtyard;
- the ground plane is oriented toward public transportation elements, including the Canada Line station plaza with decorative pedestrian paving, plus high quality landscaping as two components of the improvements planned for the No. 3 Road frontage;
- in addition, more pedestrian friendly grades will be developed, and these grade improvements will stretch across to the future bus mall;
- the lobby entrance to the north tower is located under the No. 3 Road Canada Line guideway and its design includes a water feature;
- the other lobby entrance is located off the mews, a wide walkway that is located at the north-south lane connecting with Saba Road;
- the interface with the future bus mall features benches and a variety of planted materials; these features are continued around the footprint of the proposed development, creating a feel of urban fabric;
- on the fourth and ninth floors are common roof decks for residents, and an urban agriculture space is proposed for the ninth level of the north tower, a space that captures morning and afternoon sun;
- these common areas create opportunities for social gatherings, for children to play, and for gardening activities; and
- the planting materials are low-water demanding plants that provide seasonal interest.

Mr. Bruckner added the following two details:

- the applicant's preliminary Public Art Plan includes over \$200,000 for a public art contribution; and
- each residential unit has a balcony, except those units on the south side, overlooking the future bus mall. Residents in south facing units can open their patio door, to achieve a feeling of 'outside', though they do not have a balcony.

Panel Discussion

Discussion ensued between the architect and landscape architect and the Panel, with the following information provided in response to queries:

- an acoustic report will provide advice regarding appropriate glazing and patio doors, to ensure that CMHC standards for sound proofing are achieved, for noise attenuation;
- residential units start at the fourth storey, and the distance from the street, as well as the type of glazing, provides protection from street sounds;
- bearing in mind the City's no pesticide policy, clean plant material has been chosen, manufactured soil is used, and proper air circulation and flow has been designed;
- raised planting beds are a feature of the ninth storey roof, with terraced areas, a trellis, benches and other elements;
- a liveable interface with the adjacent residential properties is achieved with the required separation;
- the chosen building form of two separate residential blocks with a lower connecting element provides the least disruption and the least impact for those who already live in surrounding towers; and
- it is inevitable that as the City Centre is built out, there will be some impact on the views of City Centre residents.

Staff Comments

Brian J. Jackson, Director of Development, acknowledged the teamwork of City staff and the architectural design team that resulted in a project with a unique design. He noted that the applicant had to balance the City's objectives for the public transit terminus station, with the needs of the Fairborne Homes, the Scotiabank and TransLink.

Mr. Jackson stated that the ground plane improvements would provide enhanced amenities to the general public, and especially in front of the Canada Line station, by changing from concrete to decorative pedestrian paving material, thereby improving the public realm.

Connectivity between the Canada Line station and the bus mall will be enhanced, and pedestrian flow improved. There is at present strong physical separation between the station and the bus stops, but this will be addressed in a significant way.

With regard to the requested variance, Mr. Jackson advised that by reducing the parking requirement to one parking stall per dwelling unit, this proposed development is equal to the City Centre Zone 1 parking rate, which is applied to most sites in close proximity to Canada Line stations.

The application was considered favourably by the City's Director of Transportation especially in light of such positive benefits as electrical outlets for cars, 10 bike lockers and 20 bike racks for Canada Line riders.

Mr. Jackson stated that, given the transportation measures proposed by the applicant, staff was in support of the application, and the requested parking variance.

Development Permit Panel
Wednesday, December 14, 2011

Panel Discussion

In response to a query from the Chair, Victor Wei, Director of Transportation confirmed that the requested parking variance falls within the scope of the City Centre Area Plan.

In response to a second query from the Chair, Mr. Wei advised that "Class 1" bike parking spots are located indoors and are secure, and "Class 2" bike parking spaces are located outdoors and are unsecured.

Gallery Comments

Thomas Tam, 8100 Saba Road, expressed concern regarding the alley that is beside the entrance to HSBC Bank on Saba Road, and the bottleneck that is created when drivers wait in their cars at the entrance to the alley. He noted that his residential tower has 248 units, with occupants owning at least 200 cars, and that this number of cars, plus the cars of banking customers, lead to problems in the alley.

Mr. Wei advised that planned improvements to the lane include widening it, and the addition of a walkway for pedestrians. He noted that the traffic consultant hired by the applicant had studied the situation, and that the City had reviewed the consultant's results, and that it was determined that the proposed development would have a minimal impact on the alley, and that, with the planned improvements, it was capable of handling future traffic.

Mr. Wei added that, as part of the proposed development, traffic signalization would create a gap between No. 3 Road and Buswell Street that will enhance flow in and out of the lane.

Correspondence

None.

Panel Discussion

The Panel acknowledged (i) the appeal of the landscaped areas, (ii) as well as the overall attention to detail, and (iii) the positive way in which the applicant handled the density on the site.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*

Development Permit Panel
Wednesday, December 14, 2011

- a) *permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.*

CARRIED

3. New Business

4. Date Of Next Meeting: Wednesday, January 11, 2012

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:01 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, December 14, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

To: DPP Mtg, Dec. 14, 2011
Date: November 22, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-584010

Re: Application by Fairborne Homes Ltd. for a Development Permit at 6180, 6280
and 6300 No. 3 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Brian J. Jackson, MCIP
Director of Development

BJJ:bg
Att. 6

Staff Report

Origin

Fairborne Homes Ltd., has applied to the City of Richmond for permission to construct a mixed-use commercial and residential development on a combined site area of 10,106 m² (108,780 ft²) with a proposed 2.99 FAR including a net floor area of 30,208 m² (325,156 ft²). The net floor area breakdown of the proposed development includes 2,178 m² (23,444 ft²) of commercial floor space (new banking hall for Scotiabank) and 28,030 m² (301,712 ft²) of residential floor space consisting of approximately 347 residential units. The development site consists of 6180, 6280 and 6300 No. 3 Road and all lots are zoned Downtown Commercial (CDT1). The site is not being rezoned. The proposed development site currently accommodates the existing Canada Line, Richmond-Brighouse Station (straddling 6180 and 6280 No. 3 Road) and the Scotiabank (BNS) on 6300 No. 3 Road.

There is a Servicing Agreement associated with this development application that includes site servicing and frontage improvements along No. 3 Road, the lane and other requested transportation improvements. In addition, there is a separate but related Development Permit application submitted by TransLink for the bus mall along the south side of the site, including the requirement for a bus mall Servicing Agreement.

Canada Line Rapid Transit Inc. (CLCO) and the South Coast British Columbia Transportation Authority (TransLink) acquired 6180 and 6280 No. 3 Road in order to construct the Canada Line Richmond-Brighouse Station. Initially a small bus loop was proposed on the residual property of these two lots. However the original bus loop configuration included significant disadvantages specifically, redevelopment constraints on the residual lands over the bus loop, long-term bus impacts on surrounding streets and the resulting unpleasant pedestrian environment from an enclosed bus loop. After further investigation by TransLink and discussion with the City, it was concluded that a larger and more extensive redevelopment strategy was preferred. Thus TransLink proposed an alternate strategy that involved additional properties (6300 No. 3 Road and 6411 Buswell Street) with a bus mall concept that permits bus access and egress only from No. 3 Road. Accordingly, the City, CLCO and TransLink signed a Memorandum of Understanding (MOU) to develop a bus mall between No. 3 Road and Buswell Street with each party funding to make this alternate bus mall strategy work.

This Development Permit application is a major step to realize this broader vision for a comprehensive, high-density transit-oriented development (TOD) at the terminus of the Canada Line in Richmond together with the development of a bus mall between No. 3 Road and Buswell Street. The intent of this application is to develop the 3 properties (6180, 6280 and 6300 No. 3 Road) at the maximum allowable 3.0 FAR but to locate all the density on the two north properties (6180 and 6280 No. 3 Road) allowing for the coordinated development of a new bus mall immediately to the south via a separate but related Development Permit by TransLink for 6300 No. 3 Road and 6411 Buswell Street.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements. See also Location Map (**Schedule A**).

Background

Development surrounding the subject site is as follows:

To the north, is the existing 2-storey HSBC Bank (8010 Saba Road) zoned Downtown Commercial (CDT1) with Saba Road beyond.

To the east, is an existing north-south lane and across the lane are two existing 3-storey parking structures associated with three existing 15-storey residential towers located at 8100 Saba Road, 6331 and 6351 Buswell street zoned Downtown Commercial (CDT1).

To the south, is Brighthouse Square, an existing 1-storey commercial strip mall development with four separate buildings including Staples as one major anchor tenant. This 3.58 acre property was developed in the 1970's as a Land Use Contract 062.

To the west, across No. 3 Road is the northern portion of Richmond Centre Mall, a large regional shopping centre zoned Downtown Commercial (CDT1).

Rezoning and Public Hearing Results

This site is not being rezoned therefore no Public Hearing is required.

Staff Comments

The proposed development has addressed the related urban design form and character, transit objectives, development sequencing and title transfer process, adjacency considerations, transportation requirements as well as the competing objectives of the various parties (the City, TransLink, Fairborne and Scotiabank). Staff are satisfied that this Development Permit application complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the zoning provisions of Downtown Commercial (CDT1) and the City Centre Area Plan (CCAP) design guidelines.

Zoning Compliance/Variations (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Staff support the proposed variance in consideration of the public benefit derived from the provision of the bus mall. The proximity of this site to the Canada Line rapid transit station is further reason to reduce the parking requirements. As per the Zoning Bylaw properties zoned as CDT1 are exempt from the reduced parking rates in City Centre. This means the parking requirement for the residential component is 521 spaces. However, the development is providing 347 parking spaces for the residents, which is a parking rate of 1.0 stall per unit, equal to the City Centre Zone 1 parking rate which is applied to most site in close proximity to Canada Line stations. As the subject site is adjacent to Brighthouse Station and will also be abutting the future TransLink bus mall to the south, Transportation can support this variance as:

- a) *The subject site is on top of the Canada Line station.*

- b) The subject development is facilitating the ability of TransLink to create a bus mall just south of the site, which will reduce the reliance on private automobiles for travel and encourage transit as a mode of travel.*
- c) The development is providing significant streetscape and infrastructure improvements at the station plaza, along the loading area for the future bus mall, improving the pedestrian facilities of the north-south lane along the east property line to Saba Road and installing traffic signals at the intersection of Saba Road and Buswell Street.*

Furthermore, the development has a comprehensive Transportation Demand Measures package as part of the Development Permit, which benefits alternate modes of travel and consists of:

- a) Pedestrian weather protection (with only short intermittent breaks) is provided from the Canada Line station escalators to the lobby of both buildings and the bus mall waiting area.*
- b) Ten percent (10%) of parking spaces in the commercial parking area to have electric vehicle plug-ins (240 volts) and 10% of the residential parking spaces to have electric vehicle plug-ins (120 volts).*
- c) Contribution of \$66,000 for three bus shelters in the vicinity of the site.*
- d) An additional 10 bike lockers and 20 bike racks for the Canada Line station.*

Advisory Design Panel Comments

The September 8, 2011 Advisory Design Panel (ADP) supported the proposed development moving forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel. A copy of the relevant excerpt from the ADP minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific ADP comments and is identified in '*bold italics*'.

Affordable Housing Comments

The Affordable Housing policy for larger development applications (more than 80 residential units) requests that at least 5% of the total residential building area (based on the residential FAR), with a minimum 4 units, as low end market rental units. These provisions are generally secured through a rezoning application. While this application did not involve a rezoning, staff encouraged the developer to provide affordable housing. The applicant declined to provide affordable housing.

Analysis

Ministry of Environment (MoE) Approval

The applicant has submitted a 'Certificate of Compliance' for 6180 and 6280 No. 3 Road and a 'Final Determination' for 6300 No. 3 Road and 6411 Buswell Street. The applicant is required and has agreed to install measures to control vapour intrusion, which have been design by a qualified engineer for the underground parking associated with the development site (6180, 6280 and a portion of 6300 No. 3 Road) (6180 and 6280 No. 3 Road). The 'Final Determination' for 6300 No. 3 Road and 6411 Buswell Street has declared these two properties are not contaminated.

Revised Bus Mall – Memorandum of Understanding (MOU)

On July 18, 2006, TransLink, Canada Line Rapid Transit Inc. (CLCO) and the City signed a MOU to ensure the delivery of a bus mall by TransLink to be located immediately south of the Richmond-Brighouse Canada Line station between No. 3 Road and Buswell Street with each party contributing funding. The City contributed its share of funding in 2008 and TransLink has since acquired 6411 Buswell Street. Recently, TransLink and City staff have renegotiated the draft terms of the bus mall MOU, which include the following key components:

- The allowable 3.0 FAR density from 6300 No. Road (existing BNS property) will be developed on the existing TransLink properties (6180 and 6280 No. 3 Road) adjacent to the Canada Line terminus station.
- TransLink remains responsible for the design and commencing the construction of a high quality bus mall within 6 months of the residential stratification/occupancy of the development lands (6180, 6280 and a portion of 6300 No. 3 Road) for the developer (Fairborne).
- The title for 6300 No. Road will be transferred to the City as a fee simple lot by TransLink for road purposes to accommodate the bus mall.
- TransLink will also provide a SRW to the City over the northern portion of 6411 Buswell Street for the operation of a bus mall (allowing no connection to Buswell Street).

It is a requirement that the revised Richmond-Brighouse Bus Mall MOU be approved by City Council prior to final issuance of this Development Permit for the development lands. The draft key business terms (see **Attachment 3**) are intended to guide the drafting of the revised MOU.

Related Bus Mall Development Permit (DP 11-593871)

TransLink has submitted a separate development permit application (DP 11-593871) for the bus mall regarding 6300 No. 3 Road and 6411 Buswell Street and proposes a phased development and construction of the bus mall consisting of the following main components.

- Bus access/egress only from No. 3 Road (no bus access/egress from Buswell Street except for emergencies), ultimately with a turn-around/cul-de-sac at the east end to prohibit bus access/egress to/from Buswell Street except for emergency access to the bus mall.
- Thirteen (13) bus bays (1 handi-dart bay, 4 active bus bays and 8 layover bus bays).
- Ultimately counter-clockwise bus circulation with passenger loading on the north side and passenger discharge on the south side, as a high-quality regional showcase transit facility.
- Noise attenuation and buffering of adjacent residential development at 6351 Buswell Street from the bus mall.
- Decorative pedestrian paving in combination with other high-quality site furnishings.
- Increased bike parking and transit passenger waiting in weather protected areas.
- New southbound left turn lane and modified traffic signals at the No. 3 Road intersection.
- Interim bus operators' washrooms within the proposed development lands (6180, 6280 and a portion of 6300 No. 3 Road) by Fairborne.
- Permanent public washrooms and bus operators' washrooms as part of the second phase redevelopment of the 6411 Buswell Street residual lands by TransLink.

See **Attachment 3** for the TransLink Bus Mall – Key Business Terms.

Zoning, Building & Fire Prevention Comments

Staff confirms that all Building Code and fire prevention requirements have been addressed. The architect and code consultant met with Richmond Building and Fire Prevention staff to resolve various zoning and building code issues including floodplain requirements, addressing for emergency fire access/egress and staging, location and requirements of principal fire response point including primary and secondary enunciator panels, hydrant locations (within 45m of the fire department connection point), adequate fire flow from water mains and limiting distance requirements along the south side of the proposed south tower.

Conditions of Adjacency

The applicant has proposed a livable interface with the adjacent properties surrounding the development site, as indicated below:

To the North: The applicant has demonstrated that it is possible to redevelop 8010 Saba Road (HSBC Bank) to achieve the allowable 3.0 FAR with the potential to add a new tower on this site.

To the East: The siting of the proposed towers respects the minimum 24m separation distance between the three existing residential towers (8100 Saba Road, 6331 and 6351 Buswell Street) on the opposite (east) side of the north-south lane connecting with Saba Road. The east-west alignment of the proposed towers allow for higher-up slot views to the west from existing residential units to the east. However, the proposed development includes a north-south aligned building component (along the lane), which is 8 storeys high (4 levels of parking and 4 levels of residential) and will block views to the west from lower level, existing residential levels and units to the east. The applicant has implemented building façade improvements of the parkade including a partial green wall (solid north portion only) and horizontal coloured glass/metal panel inserts to the remaining portions of the east parkade wall. The applicant will also upgrade the urban design character of the entire north-south lane connecting with Saba Road in order to create a mews, consisting of a 2m wide sidewalk, a 7m wide driving surface all with decorative paving and lighting. Nevertheless, the proposed built form mass will result in privacy, view and shade impacts for the existing residential towers to the east, particularly for lower level units from the open views that they currently have, although this condition is to be expected in high density areas in the City Centre. As the proposed bus mall extension to Buswell Street will be adjacent to existing south-facing, apartments and ground-oriented townhouses at 6351 Buswell Street, TransLink is proposing to incorporate noise attenuation and buffering measures for these residential units in the design of the proposed bus mall as part of a separate Development Permit application.

To the South: The proposed development site will be separated from the large retail/commercial development (Brighthouse Square – 6340 No. 3 Road) by the proposed bus mall. In the short term, the proposed bus mall will face the blank north facing walls of two existing retail/commercial buildings along the north property line of Brighthouse Square. In the long term, with the possible redevelopment of Brighthouse Square, there is ample opportunity to locate future towers (residential or office) away and well buffered from the proposed bus mall along the north property line since Brighthouse Square is a large lot (14,470m² or 3.58 acres). TransLink currently owns the existing office building located on 6411 Buswell Street. The proposed bus mall will be extended across the northern portion of this lot to Buswell Street and TransLink will secure interim parking for this

existing office building within the immediate vicinity. In the longer term, TransLink proposes to redevelop this property.

To the West: The proposed development is separated from existing retail/commercial development and residential development across No. 3 Road by the Canada Line, Richmond-Brighouse Station located on the east side of No. 3 Road. The proposed roof deck of the parking podium on the development lands provides a landscaped courtyard that will be visible from the upper level residential units to the west (above level 4).

Land Dedications & Statutory Rights-of-Way (SRW's)

See the development permit considerations for the required land transfers, dedications and SRW's.

Traffic & Transportation Comments

1. Transit-Oriented Development: The proposed development represents a dense, high-quality transit-oriented development (TOD) immediately adjacent to the terminus of the Canada Line and the Richmond-Brighouse Station. The convenient access to rapid transit will reduce the demand for parking hence shared parking between the residential and commercial components of the proposed development are supported. As a TOD, the applicant proposes other transportation demand management (TDM) measures including:
 - Provision of a weather protected walkway from the Canada Line station to the bus mall waiting/loading area and the residential lobby.
 - Contribution of \$66,000.00 for the supply and installation of 3 bus shelters along City streets in the immediate vicinity.
 - In addition to bike parking required for the development, the applicant will retain existing public bike parking at the Canada Line station and provide 10 additional bike lockers plus new public bike racks for 20 additional bikes adjacent to the Canada Line station.
 - Twenty percent (20%) of the residential parking spaces will be equipped with electrical vehicle plug-in (10% 240 volts and 10% 120 volts).
2. Lane/Mews: The entire existing lane from the development lands (6180, 6280 and a portion of 6300 No. 3 Road) north to Saba Road will be refurbished including a 2m wide sidewalk and 7m wide driving surface. The urban design quality of the lane will be upgrade to create a 'mews' character, including decorative lighting and paving, sufficient lane setback of the proposed building to permit adequate passenger vehicle turn-around near the south end of the lane, creation of a high-quality shared auto-court /pedestrian plaza at the south end of the mews, and the introduction of limited planting plus a green wall along the north (solid) portion of the parkade fronting the lane. Additional SRW width is required to accommodate the cul-de-sac turn around at the south end of the lane.
3. Vehicle Parking: The proposed development includes a total of 448 parking spaces consisting of 347 residential stalls, 66 commercial stalls and 35 residential visitor stalls. The type of stalls proposed include 222 regular size stalls, 216 small car stalls and 10 universally accessible stalls. There are 2 separate parkade entries from the lane/mews. The dedicated commercial parking stalls are accessed via the south entry and will be signed accordingly and the dedicated residential parking stalls are accessed via a separate parkade entry to the north.

The visitor parking allocation is shared between the two separate parking areas. The commercial parkade will be open during the day but gated at night while the residential parking will be gated with an intercom system for visitors.

Type of Parking	No. of Levels	Net Floor Area (m ²)	No. of Units	Proposed Vehicle Parking	Proposed Bike Parking
Commercial (retail bank)	1 parking level (P1 Level)	2,178 m ²	1	66	Class 1 - 6
Residential	4 parking levels (P1, mezzanine, Levels 2 & 3)	28,030 m ²	347	347	Class 1 - 564
Residential Visitors	2 parking levels (P1 & mezzanine)	-	-	35	Class 2 - 9 (commercial) Class 2 - 69 (residential)
Totals		30,208 m ²		448	648

4. Loading: The proposed development includes two (2) medium size loading stalls (for SU9 vehicles) within the building accessed from the lane/mews with adequate turning movement but screened from views along the lane/mews by overhead doors. Deliveries to the site by large loading vehicle will be infrequent, however there is accommodation for one large size loading area (for a WB-17 vehicle) along the west side of the lane straddling the east property line of the development lands with adequate clearance (minimum 5.5m) for 2-way vehicle traffic in the lane in the rare event of a WB-17 vehicle in the lane/mews. Any large delivery vehicles will be required to reverse out of the lane/mews (back onto Saba Road) and will therefore be required to operate with the driver plus a traffic flag person.
5. Bike Parking: The proposed development includes a total of 648 bike parking spaces including 633 residential bike parking spaces (564 class 1 and 69 class 2), which is 115 more than the combined requirement of 518 spaces. The applicant also proposes a total of 15 commercial bike parking spaces (6 class 1 plus 9 class 2 spaces), which meets the bylaw requirement.
6. TransLink Coordination (Bus Mall): TransLink will provide more detailed information regarding proposed bus movements through the bus mall and on the surrounding streets including any revisions to curb side bus stops within the immediate vicinity of the site as part of the separate bus mall Development Permit.
7. Parkade Design: All proposed parking stall sizes, ramp slopes and aisle widths conform with Richmond Zoning Bylaw 8500. Parking stalls are dimensioned to the face of columns.

Engineering & Servicing Comments

Staff have reviewed the water, storm drainage and sanitary site servicing requirements for the proposed development and concluded that servicing capacity analysis is not required (any analysis required will be carried out by the City). There are two options for sanitary sewer servicing and the final decision will be at the sole discretion of the City through the detailed review and assessment of the Servicing Agreement. The applicant has agreed to comply with the site servicing (water, storm and sanitary) requirements as well as other off-site (road and lane) requirements as identified in the Servicing Agreement scope of work. In addition, the applicant has agreed to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow at the

Building Permit stage. See the development permit conditions at the end of this report for a more detailed scope of work description for the engineering and site servicing requirements of the Servicing Agreement. An existing SRW through the site (Plan 52405) for an abandoned sanitary sewer must be discharged prior to issuance of the Development Permit for the development lands.

Urban Design and Site Planning

The site has challenging constraints including height, flood level, constructability of underground parking, the close proximity of the Canada Line station and the electrical power substation as well as the maintaining the uninterrupted operation of the Scotiabank during construction. The applicant has demonstrated a comprehensive urban design rationale in support of the proposed design, which includes the following:

1. The siting of the proposed buildings respects the minimum 24m separation distance between the proposed and existing nearby residential buildings.
2. The majority of existing high-density residential development nearby is located to the east of the subject site and the east-west orientation of the proposed towers create less privacy, view and shadowing issues for these existing residential towers.
3. The proposed parking structure consists of 1-storey fully underground with 4-storeys above grade and is generally 1-storey higher than the existing two existing parking structures on the opposite (east) side of the lane related to 6331 and 6351 Buswell Street but all internal parking areas are screened from view.
4. The façade of the parking structure will include a major art wall (west building elevation) viewable from the Canada Line platform and No. 3 Road in order to provide visual interest for transit passengers, while the remainder of the parkade is fenestrated in a geometric pattern utilizing painted concrete and metal/glass panels. A small green wall is proposed along the north (solid) portion of the parkade along the lane (east building elevation).
5. The existing north-south lane will be completely upgraded to create a 'mews' with high-quality decorative paving and site furnishings.
6. The proposed TransLink bus mall has been coordinated with the design of the proposed development and features an east-west transit exchange with extensive canopies and convenient pedestrian access to the rapid transit station including noise attenuation measures for existing adjacent residential development.
7. The revised station plaza design incorporates refurbished decorative paving and site furniture with seating and waiting spaces as well as increased public bike parking.
8. The Richmond-Brighouse Station restricts the development site frontage along No. 3 Road but there is sufficient space for the lobby of the north residential tower to front on No. 3 Road, north of the Canada Line station.
9. The proposed commercial space for the Scotiabank is proposed with the main entry and address on No. 3 Road, Richmond's main commercial street, immediately south of the Canada Line terminus station.
10. The south residential tower building will be addressed on the new bus mall between No. 3 Road with Buswell Street including a wide pedestrian connection to No. 3 Road and the residential lobby is appropriately set back or recessed from the lane/mews.

11. There are 4 separate, shared indoor amenity spaces totalling 485m² (209m² less than the design guidelines) including a gym, meeting room, games room and multi-purpose room.

Architectural Form and Character

The applicant has proposed a creative design response to the site constraints that results in an acceptable transition to the existing architectural form and character within the neighbourhood. The key features of the proposed architectural design that contribute to the acceptability of this project include the following:

1. The proposed treatment of the tower façades creates the appearance of several smaller building elements, which relate well to the surrounding context.
2. The two residential entries at the northwest and southeast corners of the development lands are architecturally expressed as vertical tower elements, similar to other nearby residential towers.
3. The mass of the north building is broken by the introduction of three horizontal building projections that extend 1m from the main face of the building.
4. The apparent visual impact of the south elevation of south east-west tower has been reduced by similarly introducing two horizontal building projections that will cantilever approximately 3m over the proposed bus mall to the south (i.e., the sliver to be consolidated with the development lands).
5. The architectural façade treatment of the commercial and residential components of the building are different, which further reduces the apparent mass of the proposed buildings.
6. The two residential lobbies are proposed to be recessed from the street and lane respectively while the bank entry has a prominent presence on No. 3 Road immediately south of the Canada Line station, which adds architectural variety to the streetscape at grade and also helps inform wayfinding to the various building entry points.
7. The proposed building design incorporates high-quality building material primarily consisting of fritted, vision and spandrel glass and metal clad panels with a modest amount of architectural cast-in-place concrete.
8. The design of the south tower has eliminated all south facing open balconies to better buffer and insulate these residential units from the bus noise below; air conditioning will be provided throughout the proposed development. Noise attenuation measures will be incorporated into the design of the building such that maximum noise levels (decibels) within the dwelling units must be as follows: 35 decibels for bedrooms, 40 decibels for living, dining, and recreation rooms, 45 decibels for kitchens, bathrooms, hallways, and utility rooms. A registered professional must certify that these noise reduction levels have been achieved.

Landscape Design and Open Space Design

The applicant has submitted a comprehensive series of landscape drawings that address the refurbishment of the Canada Line station plaza area and seamlessly integrates the pedestrian areas of the bus mall and is appropriately coordinated with the entry and arrival sequence for the two residential addresses. The key features of the landscape design are as follows:

1. The principal feature of the landscape design is the decorative paving treatment in the public realm that consists of two coordinated treatments:
 - The highest quality decorative paving treatment consists of a granite field and basalt tile bands, which will be used in all the highest volume pedestrian areas of the public realm including the entire Canada Line station plaza and the bus mall transit passenger waiting, loading and discharge areas as well as the east-west pedestrian public walkway on the north side of the bus mall in addition to the south end of the mews.
 - The intermediate quality decorative paving consists of cast-in-place saw-cut concrete (light grey) field with cast-in-place saw-cut concrete with integral colour (charcoal) bands, which will be used in the mews.
2. The landscape design also features expanded pedestrian waiting and seating areas in the refurbished Canada Line station plaza and new bus mall including continuous seating on the south side of the raised planter along the south façade of the BNS.
3. The design of the public realm also incorporates pedestrian weather protection between the Canada Line station and the bus mall waiting areas (north side only) as well as decorative lighting and other site furnishings coordinated with the recent No. 3 Road restoration.
4. The revised station plaza design incorporates a broad, ramp connection that will improve wheelchair access between the street level and the finished floor elevation of the station.
5. A green wall will be incorporated into the design of the parkade along the mews (north portion of the east wall) including a vertical trellis system to add more visual interest to the mews through the introduction of some greenery as vine planting from the planters above.
6. The east facing, level 4 residential units are set back from the parking podium east wall, which allows for more generous private patios that provide visual relief on the east elevation above the mews. The addition tower setback at the northeast corner of the site affords the ability to plant three larger street trees in this location, which will contribute an added green quality to the character of the mews.
7. The outdoor amenity space is split between levels 4 and 8 with a total area of 1,073 m² and the indoor amenity space totals 485 m² consisting of three separate rooms including a gym on level 3 plus two rooms on level 4 (a meeting room with washroom and an event room with kitchen and washroom facilities). Both the rooms on level 4 have direct access to the adjacent landscaped roof deck courtyard and the communal open space.
8. The level 4 outdoor courtyard (on the parking podium roof) includes private patio spaces around the perimeter and common open space in the centre encompassing the following communal uses: children's play area, sitting and lounging area, barbeque and dining area plus a flexible open lawn area defined with shrub planting beds and a canopy of deciduous street trees. The level 4 outdoor courtyard and common amenity space includes an acoustic buffer and privacy screen from the Canada Line and the Richmond-Brighouse Station.
9. The level 8 outdoor courtyard (on the roof of the north-south linking building) also includes private patio spaces on the perimeter but reserves the central portion for raised planting beds that could be used for urban agriculture complete with an intimate seating area, plant potting table and small compost area.
10. The street trees along the north side of the bus mall will be planted in subsurface tree vaults to promote more vigorous tree root and canopy development and all landscape planting areas will have automatic irrigation.

Crime Prevention Through Environmental Design

1. Parking: The majority of residential and commercial parking is located on separate levels. Residential visitors and commercial parking, however do share a common level. This area will be gated at night. The interior of the parkade will have white painted ceilings and be illuminated to Building Code standards. Glazing will be provided where practical at stairwells elevators and vestibules. There is a clear and direct path from visitor parking spaces to the elevator cores. Hidden corners are avoided and there is increased visibility in the vicinity of building lobbies and elevators.
2. Residential Towers: Due to site configuration the entry to the north tower is set back from No. 3 Road. To minimize any potential safety concerns, the north entry will be gated at the sidewalk with intercom access into a covered outdoor space. Clear sight lines will also be provided from the fronting street and from within the lobby area itself. The south tower lobby is located directly off of the bus mall, which will have continual surveillance through out the day. In the evenings both lobbies will be well lit.
3. Mews: The Lane will be well lit with wall mounted light fixtures and new decorative lane lighting will extend north to Saba Road. The residential parking entrance will gated with residence remote control access. The commercial/visitor parking will be gated at night and will require intercom access. All loading and garbage areas will also be gated and secured when not in use.
4. Station Plaza and Bus Mall: The station plaza and bus mall will be well used during operating hours. There will be informal surveillance of the Canada Line station plaza and the bus mall from both the commercial and residential components of the proposed development. At night, street lighting from the transit mall and lighting from the west building facade will keep public spaces well lit. TransLink is committed to installing fare gates for the Canada Line.
5. Upper Podium Courtyard(s): Courtyard residential units surround the outdoor amenity space providing "eyes on street" surveillance and adequately lit for night time use.

Accessibility & Sustainability Comments

1. The applicant proposes 25 basic universally accessible units or 7% of the total number of residential units (i.e., ready occupancy by a disabled person in a wheelchair with minimum retrofitting) including 12-2 bedroom units (1 unit per floor on levels 4 through 15) and 13-1 bedroom units (1 unit per floor on levels 4 through 15).
2. For a list of the basic accessible features for all units see **Attachment 4**.
3. In addition to the above basic universal housing features the proposed development will comply with the other requirements of the Richmond Zoning Bylaw 8500, Section 4.16. If specifically requested by prospective purchasers the following features can be easily provided:
 - automatic door openers;
 - millwork modifications and widening of kitchen; and
 - installation of grab bars.
4. All indoor and outdoor amenity spaces have barrier free wheelchair access.
5. The applicant has agreed that the proposed development will meet minimum LEED Silver equivalent standard (see **Attachment 5**).

6. The proposed design also includes a green wall along the north (solid) portion of the parkade structure that faces the mews, complete with vine planting from the planter above.

Public Art Comments

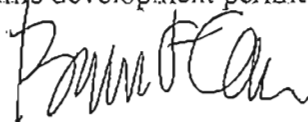
The applicant has submitted a preliminary Public Art Plan and agreed to provide the equivalent of a \$235,000.00 public art contribution (301,712 ft² of residential floor area x \$0.75/ft² + 23,444 ft² of commercial/retail floor area x \$0.40/ft²). See **Attachment 6** for proposed public art location information and relevant public art precedents. The majority of the public art contribution (\$280,000.00) will be used for an art wall installation on the west façade of the parkade structure, which will be visible from the street and both levels of the Richmond-Brighouse Station. The remaining portion of the public art commitment could be used for an flexible and artful attachment system to a the end of the Canada Line elevated guideway to carry the structural load of a future public art installation to be attached to the end of the elevated guideway. Alternatively the remaining portion of the public art commitment could be contributed to the City's Public Art Fund and used in conjunction with contributions from surrounding redevelopment projects to create a more elaborate public art termination for the Canada Line elevated guideway.

Refuse & Recycling Comments

The proposed development includes a shared refuse/recycling room with space for 45 recycle carts (30 residential and 15 commercial) from a shared refuse and recycling room with direct access to the lane via an overhead door. City collection and private compactor collection will be staged from the lane through the shared refuse and recycling room.

Conclusions

This project represents a high density, high-quality TOD at the terminus of the Canada Line with the associated bus mall facility (separate development permit application) by TransLink that will contribute positively to No. 3 Road, Richmond's main street and the City Centre. Staff support this development permit application.



Brian Guzzi, MCIP, MCSLA
Senior Planner, Urban Design
BG:cas

Development Permit Considerations for DP 11-584010 involve the following properties:

Address	PID	Legal Address	Zoning	Current Owner	Ultimate Owner
6180 No. 3 Road	008-874-859	Lot: 131 Section 9 Block 4 North Range 6 West New Westminster District Plan 26602	Downtown Commercial (CDT1)	TransLink (Fairbome Homes Ltd.)	Fairbome & Scotiabank with Air Parcel
6280 No. 3 Road	001-531-859	Lot: 130 Section 9 Block 4 North Range 6 West New Westminster District Plan 26160	Downtown Commercial (CDT1)	TransLink (Fairbome Homes Ltd.)	Fairbome & Scotiabank with Air Parcel
6300 No. 3 Road	004-199-235	North 86.1 Feet Lot 1 Section 9 Block 4 North Range 6 West New Westminster District Plan 7188	Downtown Commercial (CDT1)	Scotia Bank (Fairbome)	City

The following are to be met prior to forwarding this Development Permit application to Council for consideration:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City, if applicable.
2. Confirmation that the owner/developer has complied with the MOE requirements to construct and/or install appropriate measures to control vapour intrusion for any underground basements or parking garages, which have been designed by a qualified engineer.
3. Consolidation of 6180 and 6280 No. 3 Road into one development parcel.
4. Registration of building encroachment easement over an approximately $\pm 4.5\text{m}$ wide 'sliver' (width may vary – to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road.
5. Registration of the following Statutory Rights-of-Ways (SRW). The owner/developer to design and construct proposed improvements to the satisfaction of the City with the City to maintain.
 - .1 Registration of an approximate 7.15m wide SRW along the entire No. 3 Road frontage (6180 and 6280 No. 3 Road) for road purposes with City option to purchase at nominal cost. The exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
 - .2 Registration of an approximate 4.5m wide SRW along the entire lane frontage plus an additional 6m width extending for approximately 17m at the south end of the lane to accommodate the cul-de-sac all the above to be used for road purposes, (east side of development lands), with City option to purchase at nominal cost, the exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
 - .3 Registration of an irregularly shaped Public Rights of Passage - Statutory Right of Way (PROP-SRW) over 6280 No. 3 Road that includes the entire pedestrian plaza area immediately south and east of the Canada Line, Richmond-Brighthouse Station from the west face of the proposed building on the development lands to No. 3 Road (west face of the Canada Line, Richmond-Brighthouse Station) approximately 15.5m wide at the widest location. The exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
6. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute \$66,000 towards 3 bus shelters to be located in the area.
7. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute the equivalent of \$235,000.00 for public art ($301,712\text{ ft}^2$ of residential floor area $\times \$0.75/\text{ft}^2 + 23,444\text{ ft}^2$ of commercial/retail floor area $\times \$0.40/\text{ft}^2$) including approximately \$190,000.00 for an art wall installation on the exposed west wall of parkade structure and the remaining \$45,000.00 as a contribution to the City's public art fund to be used for an art installation at the end of the Canada Line elevated guideway either for an interim public art installation or in combination with other public art contributions from redevelopment projects in the surrounding vicinity for a more elaborate future public art installation at the end of the Canada Line elevated guideway.
8. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute \$81,289.00 (e.g., \$0.25 per buildable square foot) to assist with the community planning function in the City Centre.
9. Receipt of a Letter-of-Credit for landscape construction in the amount of \$533,232.00 (based on landscape architect cost estimate).
10. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from the adjacent Bus Mall and Canada Line within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - i. CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
 - ii. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

11. Registration of an aircraft noise sensitive use covenant for mixed-use developments on title.
12. Registration of a flood indemnity covenant on title for Area A.
13. Registration of a legal agreement on title of all the lands (6180, 6280 and 6300 No. 3 Road) indicating that the lots are being developed as a single site. This legal agreement to include the following provisions at a minimum:
 - .1 The maximum density permitted on the site is 3.0 Floor Area Ratio as defined in the City of Richmond Zoning Bylaw.
 - .2 That no Building Permits will be issued for any building or structures to be constructed on the portion of 6300 No. 3 Rd that is intended to be transferred to the City for use as a bus mall.
 - .3 No further subdivision of the 6300 No. 3 Rd property is permitted with the exception of the consolidation of building encroachment easement over an approximately $\pm 4.5\text{m}$ wide 'sliver' (width may vary – to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road with the consolidated development lands.
 - .4 Concurrent with the consolidation of the 'sliver' referenced in bullet 13.3 above, registration of a Section 219 covenant and blanket SRW over the remainder of the 6300 No. 3 Rd site to ensure the demolition of the existing building located at 6300 No. 3 Rd. at the sole cost of owner prior to a final building permit inspection granting residential occupancy or registration of a residential strata plan for the proposed development. Provision of a Building Demolition security for the existing building on 6300 No. 3 Rd. The value of Building Demolition security will be \$250,000.00 and will be required prior to commercial stratification or commercial occupancy. If the owner does not demolish the above buildings according to the provisions of this agreement, this agreement will allow the City to enter the property and demolish the building.
 - .5 On or before the consolidation of the 'sliver' referenced in bullet 13.3 above, the owner of 6300 No. 3 Rd entering into a purchase and sales agreement to secure the transfer of the portion of 6300 No. 3 Rd, subject to the SRW described in bullet 13.4 above, to City as a fee simple lot for road purposes at nominal cost and free and clear of all encumbrances (except those deemed acceptable by the Director of Development and Director of Transportation).
 - .6 The property subject to the purchase and sales agreement described in bullet 13.5 must be transferred to the City prior to residential stratification or residential occupancy of the residential portion of the development.
 - .7 If the property transfer described in bullet 13.6 is not completed, the developer shall cease all construction activity and the City will take the steps necessary to cancel the Development Permit.
 - .8 In the event that the City rezones any of the development lots so that the development lots are able to support the Floor Area Ratio (as defined in the City of Richmond Zoning Bylaw) constructed on those lots, then, upon notice of the City this covenant shall become null and void and all parties agree to discharge.
 - .9 Such other provisions as deemed necessary by the Director of Development.
14. Registration of a legal agreement on title of the development lands indicating that no Final Building Permit inspection granting residential occupancy or registration of a residential strata plan for the proposed development is permitted until the existing Scotiabank building (BNS) located at 6300 No. 3 Road is to be demolished and the property at 6300 No. 3 Rd (minus approximately $\pm 4.5\text{m}$ wide 'sliver' described in bullet 4 above) is to be transferred to the City at nominal cost and free and clear of all encumbrances unless deemed acceptable by the Director of Development and Director of Transportation.
15. Registration of a legal agreement on title requiring that ten percent (10%) of the commercial parking stalls and ten percent (10%) residential parking stalls are equipped with 120 and 240 volt electrical outlets.
16. Registration of a legal agreement on title of the development lands prohibiting the conversion of any proposed residential bike parking lockers as shown on the approved Development Permit drawings into areas that may be used for general residential storage space.
17. Discharge of the abandoned sanitary sewer SRW on the subject properties (plan number 52405). Any existing abandoned pipe that remains in the ground must be dealt with to the satisfaction of the Director of Engineering.
18. The submission and processing of a Development Permit* by TransLink for the design of the Bus Mall to be constructed directly south of the proposed development. The Bus Mall Development Permit (DP 11- 593871) must be completed to a level deemed acceptable by the Director of Development prior to DP 11-584010 being forwarded to Council for consideration.

19. Title summary review and opinion of all the existing and new legal agreements to be registered on title. The existing legal agreements may need to be modified or discharged, as determined by the Director of Development. The applicant shall be responsible for all costs associated with the review, modification or discharge of these agreements.
20. Confirmation that appropriate SRW's are registered on title in the LTO over the development lands in favour of TransLink for the transit station and traction power substation including an easement in favour of TransLink over the appropriate portions of the development lands for the bus operators' washrooms.
21. Enter into a Servicing Agreement* for the design and construction of off-site road, lane and site service connections. Additional SRW's may be required depending on approved SA design. Works include, but may not be limited to the following:
 - .1 Along No.3 Road: for the design and construction of a public pedestrian plaza adjacent to the Richmond-Brighouse Canada Line station. The road/public plaza improvements are to have a high quality decorative treatment including decorative paving and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings. The ultimate road/public plaza design must be to the satisfaction of the Director of Transportation.
 - .2 Lane Improvements: for the design and construction of widening the adjacent lane and upgrading the entire lane to Saba Road. The public lane improvements are to extend from the south property line of 6280 No. 3 Road north to Saba Road and shall constitute a high quality decorative treatment including decorative paving (sidewalk and driving surface) and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings. The ultimate lane design must be to the satisfaction of the Director of Transportation. Lane works include but may not be limited to the following from the east curb:
 - .1 7m (min.) wide driving surface;
 - .2 rollover curb (along the entire west side length of the north-south lane to Saba Road); and
 - .3 2m wide sidewalk including lighting strip. This will require widening of the existing sidewalk to the north of the site and relocating the lamp standards.
 - .3 Bus Mall / Public Sidewalk Improvements: for the design and construction of a public sidewalk along the north property line of 6300 No. 3 Road, that is approximately 7.3m wide extending from the north property line of 6300 No. 3 Road south to include the north curb of the future TransLink bus mall and stretching from No. 3 Road to the east side of the north-south lane connection with Saba Road. From the east edge of the proposed building on the development lands (6180, 6280 and a portion of 6300 No. 3 Road) to the east curb of the north-south lane, the sidewalk transitions from 7.3m to 4.3m wide.
 - .1 The public sidewalk is to have a high quality decorative treatment including decorative paving (sidewalk and driving surface) and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings and to the satisfaction of the Director of Transportation.
 - .2 Confirm adequate width is provided on public sidewalk for benches, bike racks and other street furniture with a 2m (min.) clear distance for pedestrian movements clear of obstructions, such as benches, streets and other site furnishings.
 - .4 Other Off-Site Transportation Improvements
 - .1 The applicant is required to upgrade of the intersection at Saba Rd. and Buswell Rd. with traffic signals, complete with audible pedestrian signals (APS).
 - .2 The applicant is required to provide an additional 10 bicycle lockers and 20 bike racks to be located adjacent to the Richmond-Brighouse Canada Line Station to the satisfaction of the Director of Transportation.
 - .5 Utility Infrastructure Requirements
 - .1 Sanitary Requirements: The developer is required to construct new sanitary main to service the development site and upstream developments. The main will be constructed from the site to the Buswell Pump Station via the laneway east of site and the future bus mall (6300 No. 3 Road and 6411 Buswell Street). The sanitary main is to be located within a Statutory Right-of-Way (SRW). Minimum diameter for the sanitary main is 300mm. If the above option is found not feasible, the developer can proceed with the following option. The developer is required to construct new sanitary main to

service the development site and upstream developments. The main will be constructed from the site to the Buswell Pump Station via the laneway east of site, Saba Road and Buswell Street. Minimum diameter for the sanitary main on Saba Road and Buswell Street is 300mm. Minimum diameter for the sanitary main in the laneway east of site is 200mm. For both options, the new sanitary main has to be accessible for maintenance and not to undermine the foundation of nearby structures while being installed or accessed. The design and alignment of the new sanitary main must be to the satisfaction of the Director of Engineering. Any existing sanitary service line that runs adjacent to the new service line needs to be abandoned and flows to be redirected to the new line.

- .2 Storm Drainage Requirements: A site analysis will be required on the servicing agreement drawings (for site connection only). If frontage pipe diameter is less than 600mm, the frontage must be upgraded to min 600mm diameter pipe as per City requirements.
- .3 Water Main Requirements: Using the OCP 2021 Maximum Day Model, there is 637 L/s available at 20 psi residual. Based on the proposed rezoning, your site requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

Prior to future Building Permit issuance, the developer is required to complete the following:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Submission of an acoustic report and incorporation of recommendations into the Building Permit* drawings.
3. Incorporation of accessibility measures in Building Permit* drawings as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit* (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Prior to the future Air Space Parcel Subdivision to create the BNS commercial airspace parcel and the residential development airspace parcel, the developer is required to complete the following:

1. Prior to registration of the BNS Air Space Parcel (ASP), the building encroachment easement over an approximately ±4.5m wide 'sliver' (width may vary – to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road (as described in Bullet 4 of the Development Permit considerations) is to be consolidated with the development lands. A PROP SRW is to be registered over this area to allow continuous pedestrian access. The Owner will construct, maintain and assume liability over this area. The PROP SRW will permit aerial building encroachments as shown in the approved Development Permit drawings.
2. Prior to registration of the BNS Air Space Parcel (ASP), registration of a reciprocal cross access agreement(s) on title over the appropriate internal drive-aisles and pedestrian access routes within the proposed parking structure in favour of both the owner/developer (Fairborne) and the Scotiabank allowing access to/from for shared parking, loading, garbage and/or recycling facilities within the proposed parking structure. The design of drive aisles, parking, loading, garbage and recycling facilities to conform with City bylaws and generally be as per the Development Permit drawings.
3. Registration of a legal cross access easement on title in the LTO, in order to provide joint (residential and commercial) access to and use of the garbage, refuse and recycling storage, handling and collection facilities to be confirmed by legal survey and to the satisfaction of the City.
4. All other legal agreements as deemed necessary by the City's Approving Officer.

5. Title summary review and opinion of all the existing and new legal agreements to be registered on title. The existing legal agreements may need to be modified or discharged, as determined by the Director of Development. The applicant shall be responsible for all costs associated with the review, modification or discharge of these agreements.

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.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*

Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

Development Application Data Sheet Development Applications Division

DP 11-584010

Attachment 1

Address: 6180, 6280 & 6300 No. 3 Road

Applicant: Fairborne Homes Ltd. Owner: TransLink and Scotiabank

Planning Area(s): City Centre Area Plan (CCAP) – Brighthouse Village

Floor Area 30,208 m² (325,156 ft²), net of standard zoning exclusions (e.g., parking)

	Existing	Proposed
Site Area	10,106 m ² (108,780 ft ²)	10,106 m ² (108,780 ft ²)
Land Uses	Housing, retail, service services as listed under CDT1 zoning	Proposed Floor Area: <ul style="list-style-type: none"> Residential (2.77 FAR): 28,030 m² (301,712 ft²) Service, Financial (0.22 FAR): 2,178 m² (23,444 ft²) Total (2.99 FAR): 30,208 m² (325,156 ft²)
OCP Designation	Urban Core T6 (45 m)	No change
Zoning:	Downtown Commercial (CDT1)	No change
Number of Units	Nil	347

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (before dedications):	3.0 FAR	2.99 FAR, including: Residential: 2.77 FAR Service, Financial: 0.2 FAR	none
Floor Area Ratio (after dedications):	No dedications	No dedications	none
Lot Coverage:	90 Max. %	43 %	none
Setback – Front Yard:	Min. 6 m	15 m	none
Setback – Side Yard:	Min. 0 m	0 m	none
Setback – Side Yard:	Min. 0 m	0 m	none
Setback – Rear Yard:	Min. 0 m	4.5 m	none
Height (m):	Max. 47 m geodetic	47 m geodetic	none
Lot Size:	No minimum lot width, lot depth or lot area requirements for sites zoned CDT1	No Change	none
Off-street Parking Spaces – Resident/Commercial:	Parking Spaces: (655) <ul style="list-style-type: none"> Residents: 521 Visitors: 69 Service, Financial: 65 	Parking Spaces: (448) <ul style="list-style-type: none"> Residents: 347 Visitors: 35 Service, Financial: 66 	yes
Off-street Parking Spaces – Accessible:	10	10	none
Off-street Parking Spaces – Total:	482 (with variance)	448	as per TDM's
Tandem Parking Spaces:	not permitted	not permitted	none
Indoor Amenity Space:	Min 694 m ²	485 m ² (5,220 ft ²)	no
Outdoor Amenity Space:	Min 1,011 m ²	1,073 m ² (11,550 ft ²)	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 8, 2011

**Item 4. DP 11-584010 – MIXED USE COMMERCIAL/RESIDENTIAL DEVELOPMENT
CONSISTING OF TWO RESIDENTIAL TOWERS ADJACENT TO THE
CANADA LINE - BRIGHOUSE STATION**

Architect: IBI Group

Property Location: 6180, 6280 & 6300 No. 3 Road

Panel Discussion

Comments from the Panel were as follows:

- Site and project are challenging; a credible project given its tremendous constraints; *Response: Noted*
- Landscape elements have been handled well; handled in a very straightforward manner; like the ground plane treatment accentuating the corner using durable practical materials and differentiating between the sidewalk and the plaza in front of the bank and the bus mall; *Response: Noted*
- Concern regarding configuration of the roof deck podium, i.e., proximity of private spaces to common spaces and the guideway; architect to create a separation using architectural elements; establish an acoustic buffer between the children's play area and the guide-way; consider overlook issues in the corner unit; *Response: See Landscape drawings.*
- Appreciate the opportunity for urban agriculture in the community garden area; consider alternative amenities if the community garden is underutilized by residents; *Response: Alternative amenities will be considered if community garden is underutilized. See Landscape drawings.*
- East building facade resolved fairly well but give consideration to more building articulation (i.e., minor recess of north-south linking building); *Response: The north-south linking building has been shifted west slightly to articulate the eastern façade of the development.*
- Buildings have many elements which are quite exciting and expressive; more work on façade articulation required (i.e., accentuate the balcony projections via a combination of additional balcony projection and recessing the building façade surrounding the balcony projections); *Response: Building façade articulation is improved by shifting the north-south linking building west. Balconies facing the courtyard are angled slightly west which articulates the façades inside the courtyard while also focusing residents attention westward rather than directly across into other units.*
- A study of precedents on page 4 of the materials provided by the applicant are compelling; however, their application requires more development such as extending the signature curved slab extensions on the building's south façade and internal courtyard façade; *Response: Working in Consultation with City staff, Building articulation on all sides of the building of been revised.*
- Main concern is the big size of the buildings; shadow study shows the absence of sunlight penetration to units and outdoor space most of the time; livability and overlook between units is a concern; *Response: Density has shifted from the north-south linking building to the western side of the north tower. The number of floors on the north-south linking building was reduced from 5 to 4 storeys.*

- Consider terracing back the southernmost building to mitigate the tightness of the courtyard; will create a more usable courtyard as it is an essential component of the design; a 24-meter tower separation is effective for point towers but not for the configuration of slab buildings such as the subject development; address livability issue as the courtyard area should be an open garden; *Response: Terracing in this manner will not allow the project to reach density objectives and the increase in sunlight penetration would be marginal.*
- Buildings have a very high density; interior courtyard is almost unlivable even with the 24-meter separation of the two slab buildings; look at similar projects, e.g., Quintet project as precedent; applicant needs to address both density and interior courtyard livability issues; *Response: Courtyard facing balconies have been angled west to orient residents westward as opposed to directly across to units on the other side.*
- Focus on livability, not on massing *per se*; look at the courtyard and inside facade and consider breaking up the massing by using coloured elements, coloured spandrel glass, architecture, etc.; *Response: Working in Consultation with City staff, the building articulation on all sides of the building has been revised.*
- Consider programming to integrate the indoor and outdoor amenity areas on level four; *Response: Indoor and outdoor amenity areas on level four will be programmed to integrate the indoor and outdoor amenity areas.*
- Southeast corner of the building works well; agree with Planning staff that the residential entry needs to be differentiated; tower element is nice; consider bringing the tower expression to the ground level; *Response: Residential tower expression is brought to the ground level.*
- Podium elevation adjacent to the Canada Line station is a CPTED and design issue; may not be easy to solve; increased lighting levels is necessary to address the CPTED issue; *Response: The northern end will be gated and accessible to visitors via intercom. The mid section is not accessible by the public. The south end is required to be left opened for exiting reasons and will be used for bike storage in the interim. However, the Canada Line station itself is fully transparent at the ground level allowing for views into that area. Surveillance will be improved, when bike storage is relocated when the Transit Mall is completed. In Addition, lighting will be incorporated to increase lighting levels at night.*
- Buildings need design development to reduce the apparent scale of the built form and express a more pedestrian-friendly scale along the street and particularly at the southwest corner including the area between the podium and Canada Line station; *Response: Glass canopies and vegetation line the south façade along the transit mall improving the pedestrian experience. Working in Consultation with City staff, Building articulation on all sides of the building has been revised.*
- Further refinements need to be done through a combination of removing and adding some elements; sheer wall at building ends on the west façade require design development; north façade requires further articulation as it is presently flat; interior elevations require design development (i.e., consider increasing the quality of façade materials); *Response: Building materials are revised to predominantly glass, glass spandrel, metal panel and stone cladding around the residential lobbies. Only a few areas will have exposed painted concrete.*
- Rooftop elements are not associated with the building design scheme, i.e., the ovals are represented elsewhere in the buildings; reconsider suitability of the geometry; *Response: They have been deleted.*
- An exciting and challenging project; *Response: Noted.*
- Southwest corner of the building where the bank is located is all glazing; makes the building visually weak and without support; consider visual language, e.g., brackets and/or columns to provide visual support of the overhang mass; *Response: Working in Consultation with City staff, building articulation on all sides of the building has been revised.*
- Agree with comments on the massing of the buildings; consider using elements to visually break up the massing; *Response: Working in Consultation with City staff, building articulation on all sides of the building has been revised.*
- Location of public art is good; suggest that applicant follow the public art process; *Response: Noted. The public art process will be followed.*

- Due to its proximity to the Canada Line station and other businesses on No. 3 Road, the site is well suited to providing accessible/convertible units; look at similar project near Richmond Oval as precedent in terms of the high proportion of convertible units in relation to the total number of residential units; consider substantially increasing the number convertible units in the subject development, i.e., increase from 18 units; *Response: 25 adaptable housing units are provided for people with disabilities. Since the units are pre-purchased, they can be modified according to the specific needs of the resident.*
- Canada Line station plaza revisions make the station more accessible; small stairs along No. 3 Road are ameliorated by the increased width of the ramp to the south; *Response: Noted.*
- Consider providing a gathering place for people in the City Centre to compensate for the loss of sidewalks and gathering places due to the construction of the project; *Response: Gathering space provided at southwest corner of development site near the transit entrance and under transit guideway.*
- A critical site from an urban design and landscape perspective; *Response: Noted.*
- Simple moves at the Canada Line station entrance way work well; *Response: Noted.*
- It would be useful to have details associated with the bus mall and how it integrates with the development proposal; the bus mall zone and the Canada Line station plaza are to provide commuters with a cohesive transition from the bus to the Canada Line and vice-versa; a critical urban experience for many people; *Response: Please see bus mall development application for further details.*
- Look at similar project in Bellevue, Washington where the development is adjacent to a bus mall and huge investments in public infrastructure have been made, e.g., a shade structure/canopy, unifying paving and a sense of pedestrian priority; proposed bus mall in the subject development needs to have the same level of sophistication; *Response: Noted.*
- Appreciate the provision of covered long bench (as discussed by the architect during the presentation and proposal along the Scotiabank edge to provide a public space and enhance bank privacy); an appropriate gesture as it will be useful to people waiting for buses; similar details need to be reflected in the proposal; *Response: Noted.*
- Make the lobby entrance into the northern tower an engaging place; consider using wood soffit material and extending it under the guideway, introducing a water feature and integrating lighting; will enhance pedestrian experience; entrance way needs to be defined given its context and CPTED concerns; *Response: Recommendations are integrated into design with suspended wood soffit overhead and a water feature extended out from lobby entrance.*
- Consider opportunity for introducing water feature at the lobby located at the southeast corner to provide a residential character to the residential entrance and to serve as a unifying element to the two lobbies in the development; *Response: There is allocation of space for planting and/or building articulation now indicated at the southeast corner. See Level 1 plan and perspective renderings for more details.*
- Not concerned on the upper podium level landscape; a step in the right direction; lawn needs to be a bit smaller; will work despite its proximity to the buildings; *Response: Noted.*
- Attention needs to be focused on the ground plane and unifying qualities in an urban design context; and *Response: Noted*
- Consider providing mechanical and electrical components for a food kiosk in the station plaza/bus mall with an area for street performances and/or an additional retail vendor in the plaza. *Response: noted*

Panel Decision

It was moved and seconded

That DP 11-584010 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. Articulation of building facades to address issues of massing and the bulk of the slab buildings both on the exterior elevations (i.e., south, west, north and east) and interior facades facing into the courtyard with the intent of addressing issues of livability and overlook of adjacent units; *Response: Working in Consultation with City staff, the building articulation on all sides of the building has been revised.*
 - *Density has shifted from the north-south linking building to the western side of the north tower. The number of floors on the north-south linking building was reduced from 5 to 4 storeys.*
 - *Courtyard facing balconies have been angled west to orient residents westward as opposed to directly across to units on the other side.*
 - *fenestration of the interior elevations have been revised to articulate building volumes*
2. Consider terracing back the southwest corner to increase sunlight penetration into the tight configuration of the courtyard; *Response: Terracing in this manner will not allow the project to reach density objectives and the increase in sunlight penetration would be marginal.*
3. Programming of amenity components inside the building and how they relate to the courtyard spaces, the amenity spaces in the courtyard, and looking at ways to connect those two elements together; *Response: Indoor and outdoor amenity areas on level four will be programmed to integrate the indoor and outdoor amenity areas. Please see revised landscape drawings and enlarged amenity plans.*
4. Enhance the design character of the residential entries for both slab buildings either through using higher quality materials, e.g., wood soffits and introducing a water feature as a unifying element for the two residential lobbies; *Response: Both residential lobbies will include stone cladding to differentiate it from the bank. The North tower will incorporate water and wood features as well.*
5. Design development to bring the tower expression down to the ground level; *Response: Residential tower expression is brought to the ground level on the South Tower, and tower expression is included to the north tower.*
6. Consider design development to provide visual support to the overhang mass at the southwest corner of the south building; *Response: Residential tower expression is brought to the ground level on the South Tower, and tower expression is included to the north tower.*
7. Increase the convertible units from 18 to a more substantial number; *Response: 25 adaptable housing units are provided for people with disabilities. Since the units are pre-purchased, they can be modified according to the specific needs of the resident.*
8. Design development to the ground plane of the plaza to unify the front entrance of the Canada Line station with the bus and transit loop and look at opportunities to integrate them into one expression; *Response: The transit mall sidewalk will utilize the paving treatment as the Canada Line Plaza.*
9. Consider the interface between the roof deck podium and the edge of the Canada Line station and the area between the station and the parking podium to address acoustics and CPTED concerns; *Response: The northern end will be gated and accessible to visitors via intercom. The mid section is not accessible by the public. The south end is required to be left opened for exiting reasons and will be used for bike storage in the interim. However, the Canada Line station itself is fully transparent at the ground level allowing for views into that area. Surveillance will be improved, when bike storage is relocated when the Transit Mall is completed. In Addition, lighting will be incorporated to increase lighting levels at night.*
10. Design development of the termination of the slab buildings and how they integrate with the rest of the design (sheer walls); *Response: The shear walls have been concealed into the fenestration of the south slab building.*
11. Consider programming of the corner plaza to include provision for kiosk level retail. *Response: The mechanical and electrical components of the Canada Line Station are there for pragmatic reasons and cannot be easily modified without disruption to Canada Line. The plaza area is already congested during peak hrs with pedestrian use.*

Proposed Bus Mall Key Business Terms

The Brighthouse Bus Mall - Key Business Terms will guide the drafting of revisions to the Bus Mall Memorandum of Understanding (MOU) and include the following main points:

Property Required: The development lands consist of 6180, 6280 and a portion of 6300 No. 3 Road (including the aerial encroachment on 6300 No. 3 Road) and the north portion (approximately 26m) of 6411 Buswell Street.

Ownership and Transfer of Bus Mall Lands: Ownership of the bus mall lands will be transferred to the City by TransLink as fee simple land in two phases: first, 6300 No. 3 Road; and second the 6411 Buswell Street portion. Initially, TransLink will grant the City a Statutory Right of Way (SRW) for road purposes over the north portion of 6411 Buswell Street for the interim bus mall. Ownership of the north portion of 6411 Buswell Street will be transferred to the City by TransLink as a condition of any future rezoning or redevelopment of the 6411 Buswell Street residual lands. The lands transferred to the City will be used for road purposes and the City will grant an SRW to TransLink for the operation of the bus mall.

Project Delivery: TransLink remains responsible for the design and delivery of the bus mall. The bus mall construction must start within 6 month of the development lands residential stratification and/or occupancy.

Design and Construction: TransLink has provided a preliminary design of the proposed bus mall to the satisfaction of the City (Director of Development and the Director of Transportation), which anticipates some future under and/or over building of the bus mall. The design of the bus mall includes noise attenuation measures particularly for the adjacent existing residential development to the north (including a 'paraglass' wall along the north property line) as well as canopies and bus shelters, directional lighting (to eliminate light spill over), decorative public walkway paving and furnishings complete with landscape enhancements, an interim bus operators' washroom (within the development lands and ultimately within the redevelopment of the 6411 Buswell Street residual lands together with public washrooms plus all required off site transportation requirements. TransLink will construct the proposed bus mall to a superior standard of design as a showcase regional transit facility.

Note:

- There shall be no bus access/egress from/to Buswell Street (emergency access only).
- Interim bus operators' washrooms are to be provided within the development lands (DP 11-584010) and permanent bus operators washrooms and public washroom are to be provided in any future redevelopment of the 6411 Buswell Street residual property.

Operation: TransLink will be responsible for the transit facility (bus mall portion) operation, maintenance and replacement costs while the City will be responsible for the maintenance and replacement costs associated with the public pedestrian sidewalks adjacent to the bus mall.

Funding: The City has contributed funding to TransLink for the transit facility and no additional bus facility costs (incremental or otherwise) will accrue to the City. The revised draft of the bus mall MOU is subject to Council approval prior to final issuance of the Development Permit for the development lands by Fairborne.

Brighthouse Station (DP 11-584010) – Basic Universal Housing Features

The list of accessible features includes the following:

Basic Universal Housing Features	
Doors & Doorways	Entry door min. 855 mm clear opening (3' swinging door spec.)
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600mm on latch side (not needed if rough in wiring provided for future automatic door opener)
	Interior doors to entry & main living areas, min. 800mm clear opening with flush thresholds max. 13 mm height
Common Corridors	Min. 1220mm width
Patios & Balconies	Access doors shall have a minimum clear opening of 860mm
	Min. dimension shall be 1500mm x 500mm
Bathrooms (Minimum 1/ unit)	Toilet positioned with centre line of toilet 420mm from a side wall on which a grab bar can be installed
	Toilet clear floor space min. 1020mm at side or in front
	Have a clear floor area at the sink of 760 mm by 1220 mm positioned for a parallel approach and centred on the sink
	Min. clear area of 914mm in depth along the full length of the bathtub
	Min. 1 door that is not less than 800mm
Kitchen	Must have usable counter space and cupboards that can be easily accessed by people with disabilities
	Plumbing and utility pipes located to provide for a potential 81 mm wide under counter workspace
Living Room	Min. 1 accessible window with a sill height that does not exceed 750mm and that is operable with one hand
Bedroom (Minimum 1/unit)	Min. 1 accessible window with a sill height that does not exceed 750mm and that is operable with one hand
	Min. 1 door that is not less than 800mm
	Turning diameter of 1500 mm on one side of a double bed
	Clothes closet shall have a clear opening of at least 900 mm and clear space of at 750 mm x 1200mm

Brighthouse Station (DP 11-584010) – LEED Silver Equivalent Standard

LEED Canada-NC 2009 Project Checklist

Project Name: Brighthouse Station - August 4, 2011

Yes ? No

58	8	44	Project Totals (pre-certification estimates)	110 Possible Points
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Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above

Yes ? No

22	0	4	Sustainable Sites	26 Points
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✓	-		Prereq 1	Construction Activity Pollution Prevention	Required
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	3, 5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation: Public Transportation Access	3, 6
1			Credit 4.2	Alternative Transportation: Bicycle Storage & Changing Rooms	1
3			Credit 4.3	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation: Parking Capacity	2
		1	Credit 5.1	Site Development: Protect and Restore habitat	1
		1	Credit 5.2	Site Development: Maximize Open Space	1
1			Credit 6.1	Stormwater Design: Quantity Control	1
		1	Credit 6.2	Stormwater Design: Quality Control	1
1			Credit 7.1	Heat Island Effect: Non-Roof	1
1			Credit 7.2	Heat Island Effect: Roof	1
1			Credit 8	Light Pollution Reduction	1

Yes ? No

4	4	2	Water Efficiency	10 Points
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✓	-		Prereq 1	Water Use Reduction	Required
2	2		Credit 1	Water Efficient Landscaping	2, 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 - 4

Yes ? No

9	0	26	Energy & Atmosphere	35 Points
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✓	-		Prereq 1	Fundamental Commissioning of Building Energy Systems	Required
✓	-		Prereq 2	Minimum Energy Performance	Required
✓	-		Prereq 3	Fundamental Refrigerant Management	Required
5		14	Credit 1	Optimize Energy Performance	1 - 19
		7	Credit 2	On-Site Renewable Energy	1 - 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
		3	Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2

Yes ? No

5	1	8	Materials & Resources	14 Points
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Prereq 1 Storage and Collection of Recyclables	Required
<input checked="" type="checkbox"/>		3	Credit 1.1 Building Reuse: Maintain Existing Walls, Floors, and Roof	1 - 3
<input checked="" type="checkbox"/>		1	Credit 1.2 Building Reuse: Maintain Interior Non-Structural Elements	1
<input checked="" type="checkbox"/>		2	Credit 2 Construction Waste Management	1 - 2
<input checked="" type="checkbox"/>		2	Credit 3 Materials Reuse	1 - 2
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Credit 4 Recycled Content	1 - 2
<input checked="" type="checkbox"/>		2	Credit 5 Regional Materials	1 - 2
<input checked="" type="checkbox"/>		1	Credit 6 Rapidly Renewable Materials	1
<input checked="" type="checkbox"/>		1	Credit 7 Certified Wood	1

Yes ? No

11	0	4	Indoor Environmental Quality	15 Points
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Prereq 1 Minimum Indoor Air Quality Performance	Required
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Prereq 2 Environmental Tobacco Smoke (ETS) Control	Required
<input checked="" type="checkbox"/>		1	Credit 1 Outdoor Air Delivery Monitoring	1
<input checked="" type="checkbox"/>		1	Credit 2 Increased Ventilation	1
<input checked="" type="checkbox"/>			Credit 3.1 Construction IAQ Management Plan: During Construction	1
<input checked="" type="checkbox"/>			Credit 3.2 Construction IAQ Management Plan: Before Occupancy	1
<input checked="" type="checkbox"/>			Credit 4.1 Low-Emitting Materials: Adhesives and Sealants	1
<input checked="" type="checkbox"/>			Credit 4.2 Low-Emitting Materials: Paints and Coatings	1
<input checked="" type="checkbox"/>			Credit 4.3 Low-Emitting Materials: Flooring Systems	1
<input checked="" type="checkbox"/>			Credit 4.4 Low-Emitting Materials: Composite Wood and Agrifibre Products	1
<input checked="" type="checkbox"/>			Credit 5 Indoor Chemical and Pollutant Source Control	1
<input checked="" type="checkbox"/>			Credit 6.1 Controllability of System: Lighting	1
<input checked="" type="checkbox"/>		1	Credit 6.2 Controllability of System: Thermal Comfort	1
<input checked="" type="checkbox"/>			Credit 7.1 Thermal Comfort: Design	1
<input checked="" type="checkbox"/>		1	Credit 7.2 Thermal Comfort: Verification	1
<input checked="" type="checkbox"/>			Credit 8.1 Daylight and Views: Daylight	1
<input checked="" type="checkbox"/>			Credit 8.2 Daylight and Views: Views	1

Yes ? No

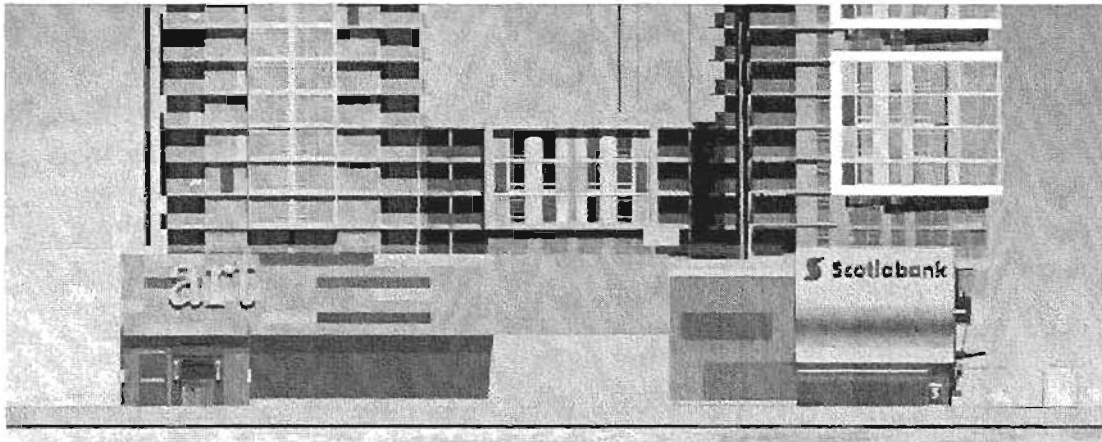
4	2	0	Innovation in Design	6 Points
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<input checked="" type="checkbox"/>			Credit 1.3 Innovation in Design	1
<input checked="" type="checkbox"/>		1	Credit 1.4 Innovation in Design	1
<input checked="" type="checkbox"/>		1	Credit 1.5 Innovation in Design	1
<input checked="" type="checkbox"/>			Credit 2 LEED® Accredited Professional	1

Yes ? No

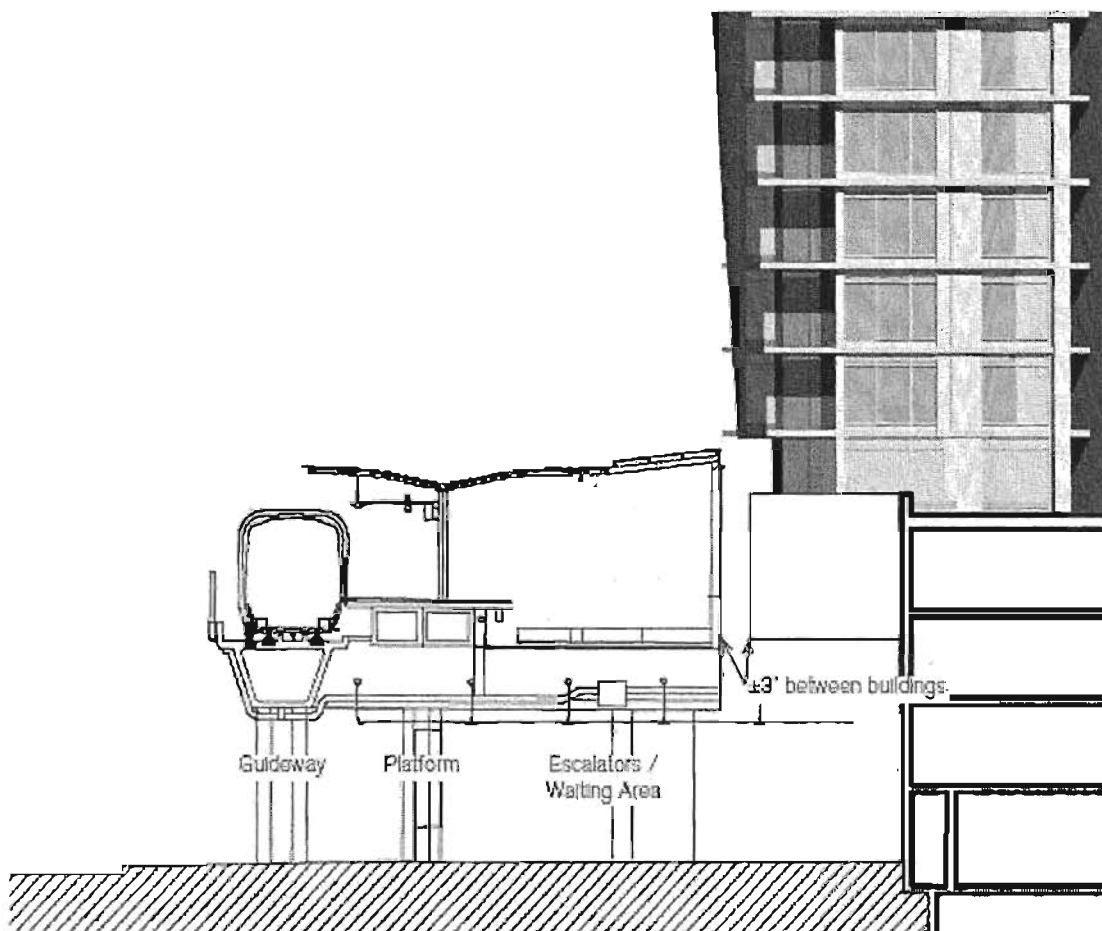
3	1	0	Regional Priority	4 Points
<input checked="" type="checkbox"/>			Credit 1 Durable Building	1
<input checked="" type="checkbox"/>			Credit 2.1 Regional Priority Credit	1
<input checked="" type="checkbox"/>			Credit 2.2 Regional Priority Credit	1
<input checked="" type="checkbox"/>		1	Credit 2.3 Regional Priority Credit	1

Public Art Proposed Location Information

Location details for BRIGHOUSE STATION



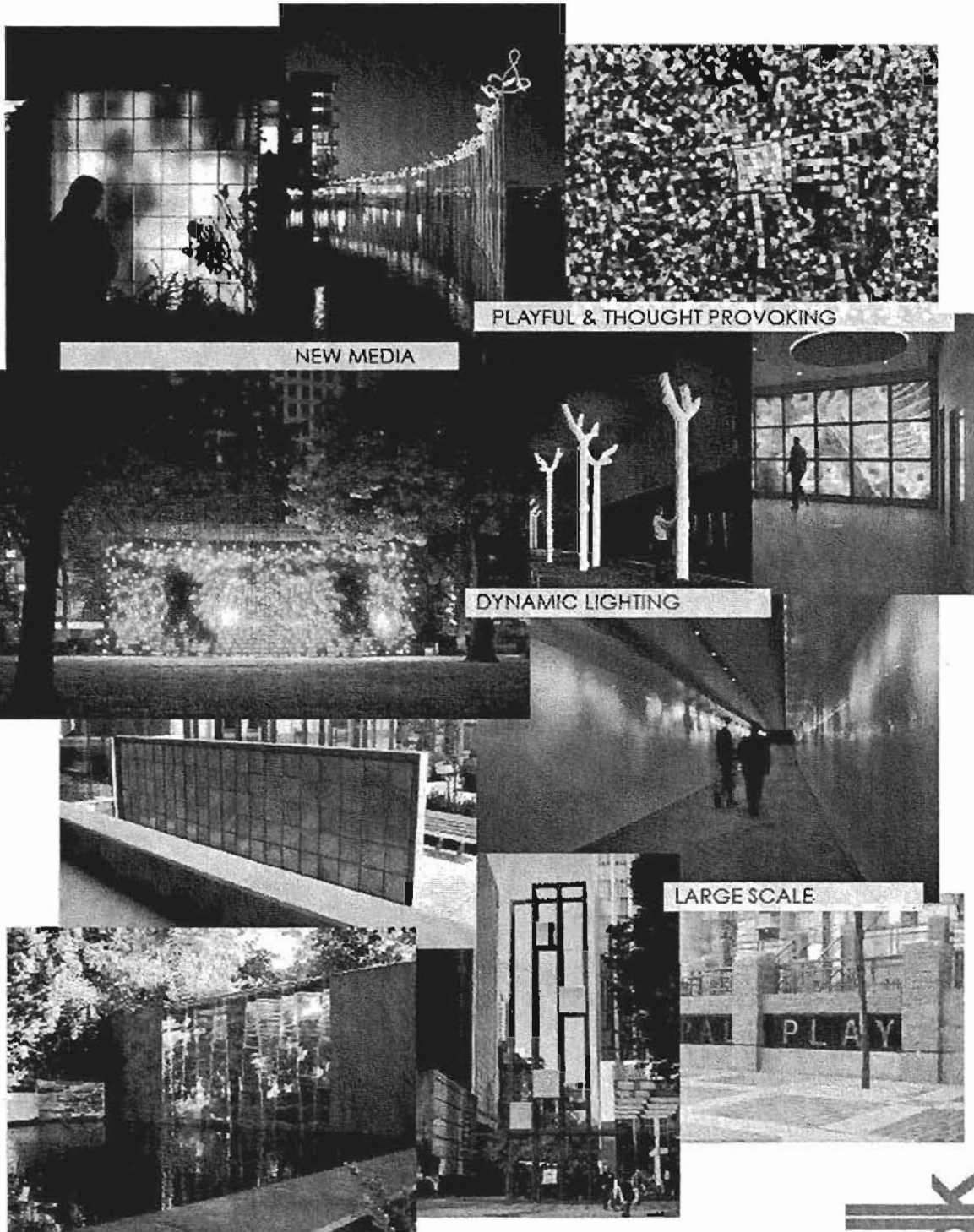
WEST ELEVATION



SECTION: Transit Station - Proposed development

Relevant Public Art Precedents

Public Art Precedents for BRIGHOUSE STATION





No. DP 11-584010

To the Holder: FAIRBORNE HOMES LTD
Property Address: 6180, 6280 AND 6300 NO. 3 ROAD
Address: 1450 - 1090 WEST GEORGIA ST.,
VANCOUVER, BC V6E 3V7

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station,
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #38 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$533,232.00 according to the landscape cost estimate to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

To the Holder: FAIRBORNE HOMES LTD
Property Address: 6180, 6280 AND 6300 NO. 3 ROAD
Address: 1450 - 1090 WEST GEORGIA ST.,
VANCOUVER, BC V6E 3V7

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

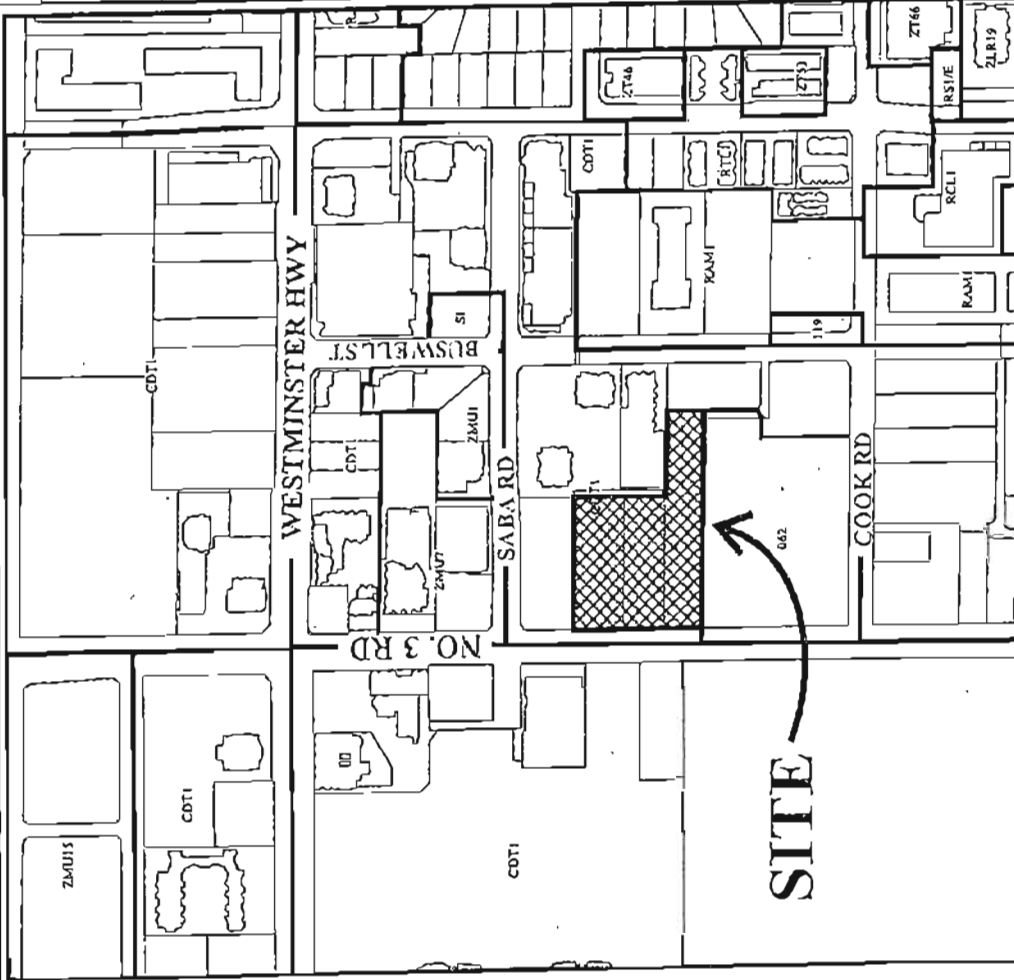
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF
,

DELIVERED THIS DAY OF ,

MAYOR



City of Richmond



NO. 3 RD

WESTMINSTER HWY

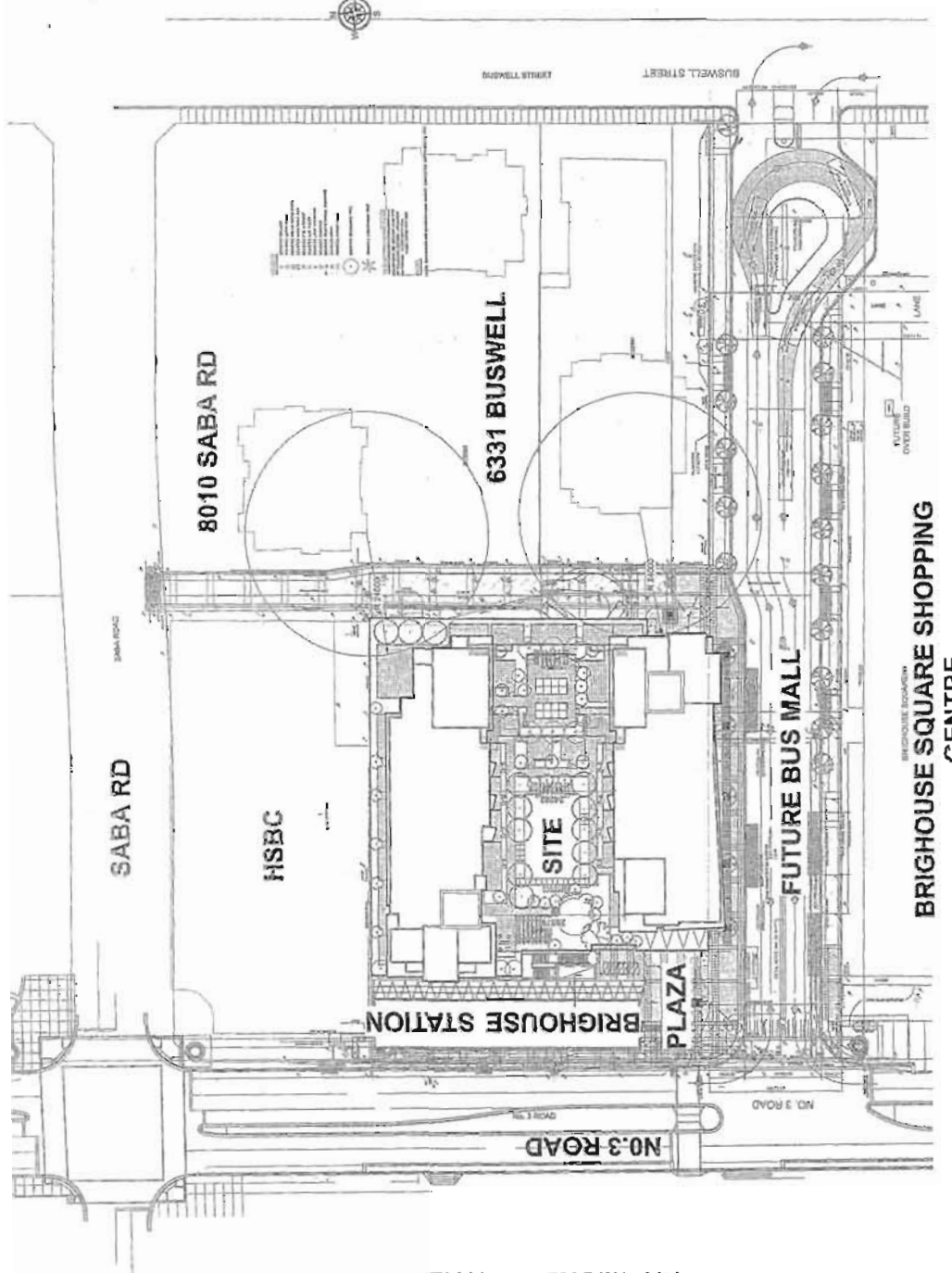


DP 11-584010
SCHEDULE "A"

Original Date: 07/26/11

Revision Date:

Note: Dimensions are in METRES

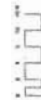


RICHMOND CENTRE

DP11584010

NOV 22 2011

1.



PRINTED 8 1/4" X 11" - 1488

FAIRBORNE

SITE PLAN

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011
DP 11584010



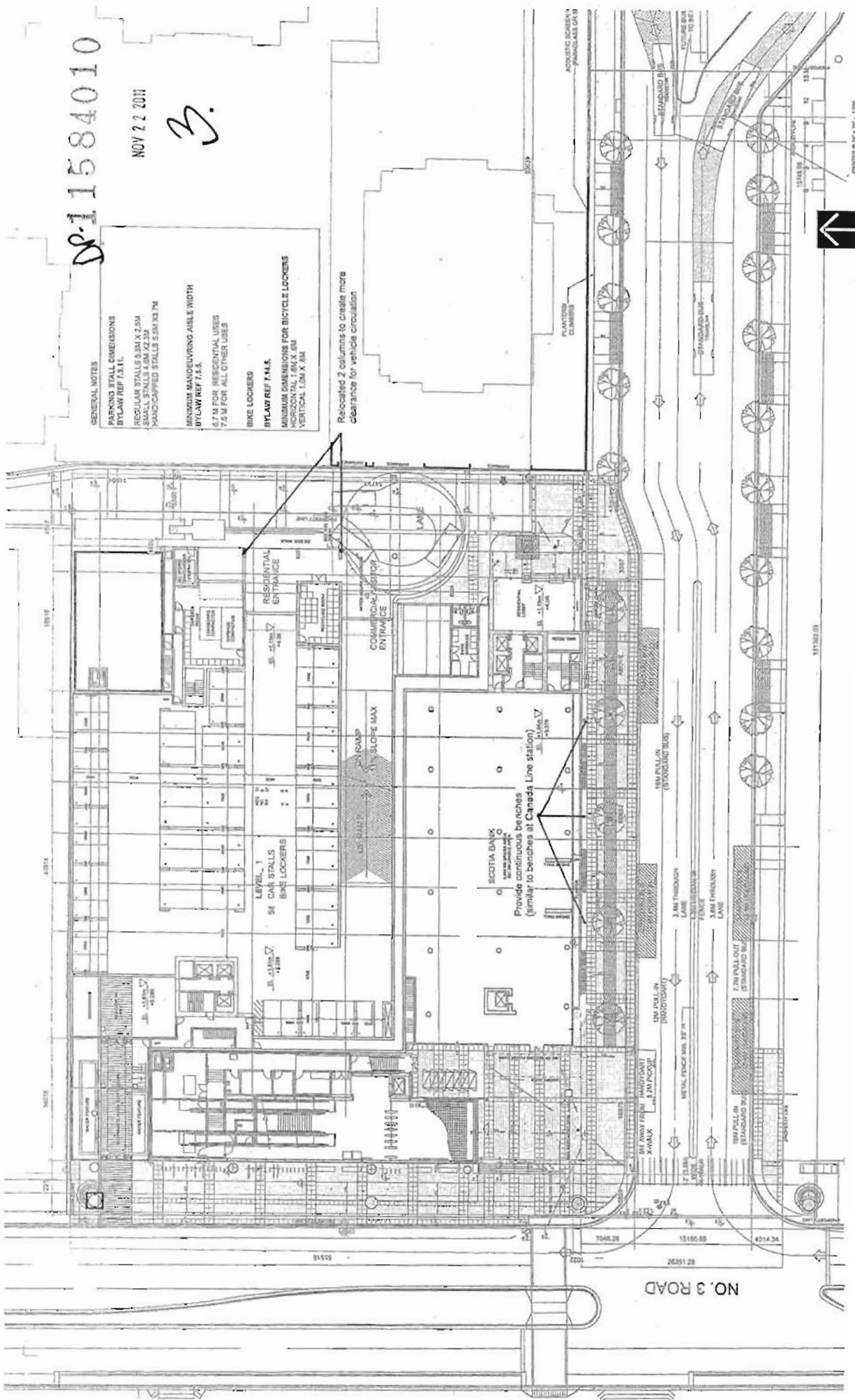
DP-11584010

NOV 22 2011

3.

GENERAL NOTES
PARKING STALL DIMENSIONS
BY LAW REF 7.3.11.
REGULAR STALLS 5.5M X 2.5M
SMALL STALLS 4.5M X 2.5M
HANDICAPPED STALLS 5.5M X 3.7M
MINIMUM MANOEUVRING AISLE WIDTH
BY LAW REF 7.4.5.
8.1M FOR RESIDENTIAL USES
7.5M FOR ALL OTHER USES
BIKE LOCKERS
BY LAW REF 7.4.5.
MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
HORIZONTAL 1.5M X 0.6M
VERTICAL 1.5M X 0.8M

Relocated 2 columns to create more clearance for vehicle circulation



FAIRBORNE

LEVEL 1

12

BIRCHMOUNT STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011 DP 11-584010

D-11584010

NOV 22 2011

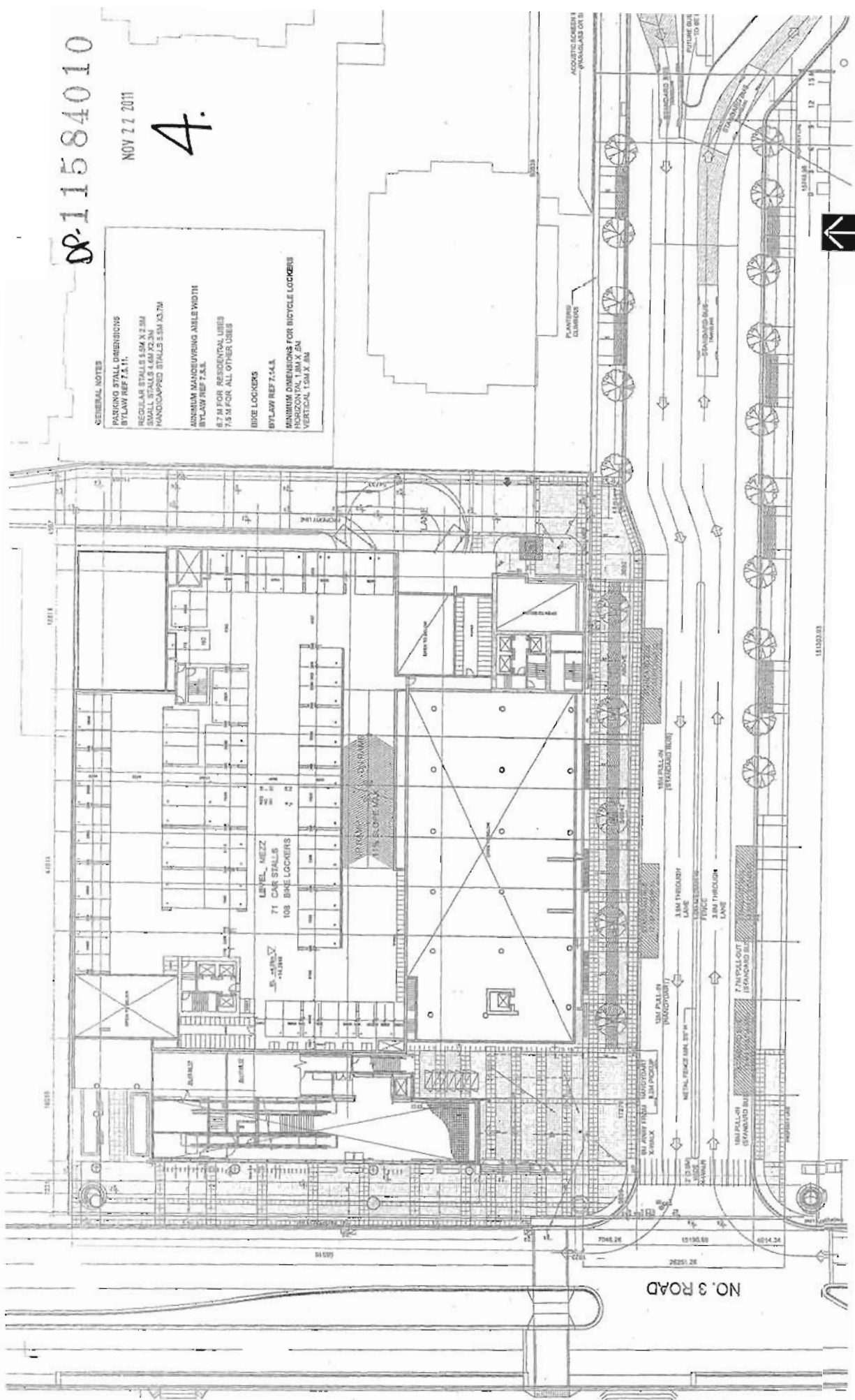
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GENERAL NOTES

PARKING STALL DIMENSIONS
BYLAW REF 7.4.11:
REGULAR STALLS 5.5M X 2.5M
SMALL STALLS 4.5M X 2.5M
HANDICAPPED STALLS 5.5M X 3.5M

MINIMUM MANOEUVRING AISLE WIDTH
BYLAW REF 7.4.12:
8.7M FOR RESIDENTIAL USES
7.5M FOR ALL OTHER USES

BIKE LOCKERS
BYLAW REF 7.4.13:
MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
HORIZONTAL 1.5M X 2M
VERTICAL 1.5M X 2M



GENERAL NOTES

PARKING STALL DIMENSIONS
BYLAW REF 7.5.11.

REGULAR STALLS 5.0M X 2.0M

SMALL STALLS 4.0M X 2.0M

HANDICAPPED STALLS 5.5M X 3.0M

MINIMUM MANOEUVRING AISLE WIDTH
BYLAW REF 7.5.5.

6.7M FOR RESIDENTIAL USES

7.5M FOR ALL OTHER USES

BIKE LOCKERS

BYLAW REF 7.14.3.

MINIMUM DIMENSIONS FOR BIKE LOCKERS

HORIZONTAL 1.0M X 0.6M

VERTICAL 1.0M X 0.6M

DP-1 1584010

NOV 22 2011

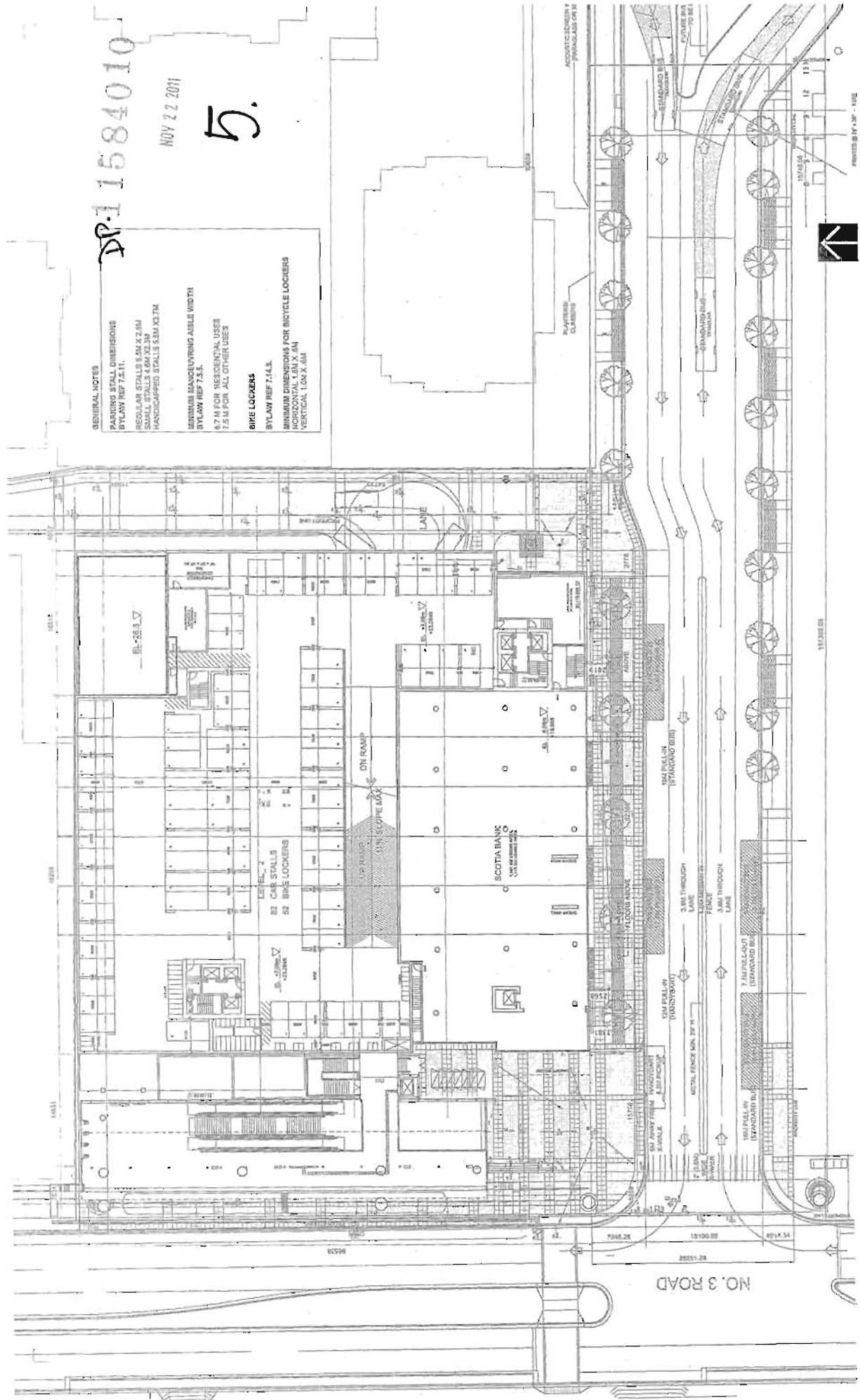
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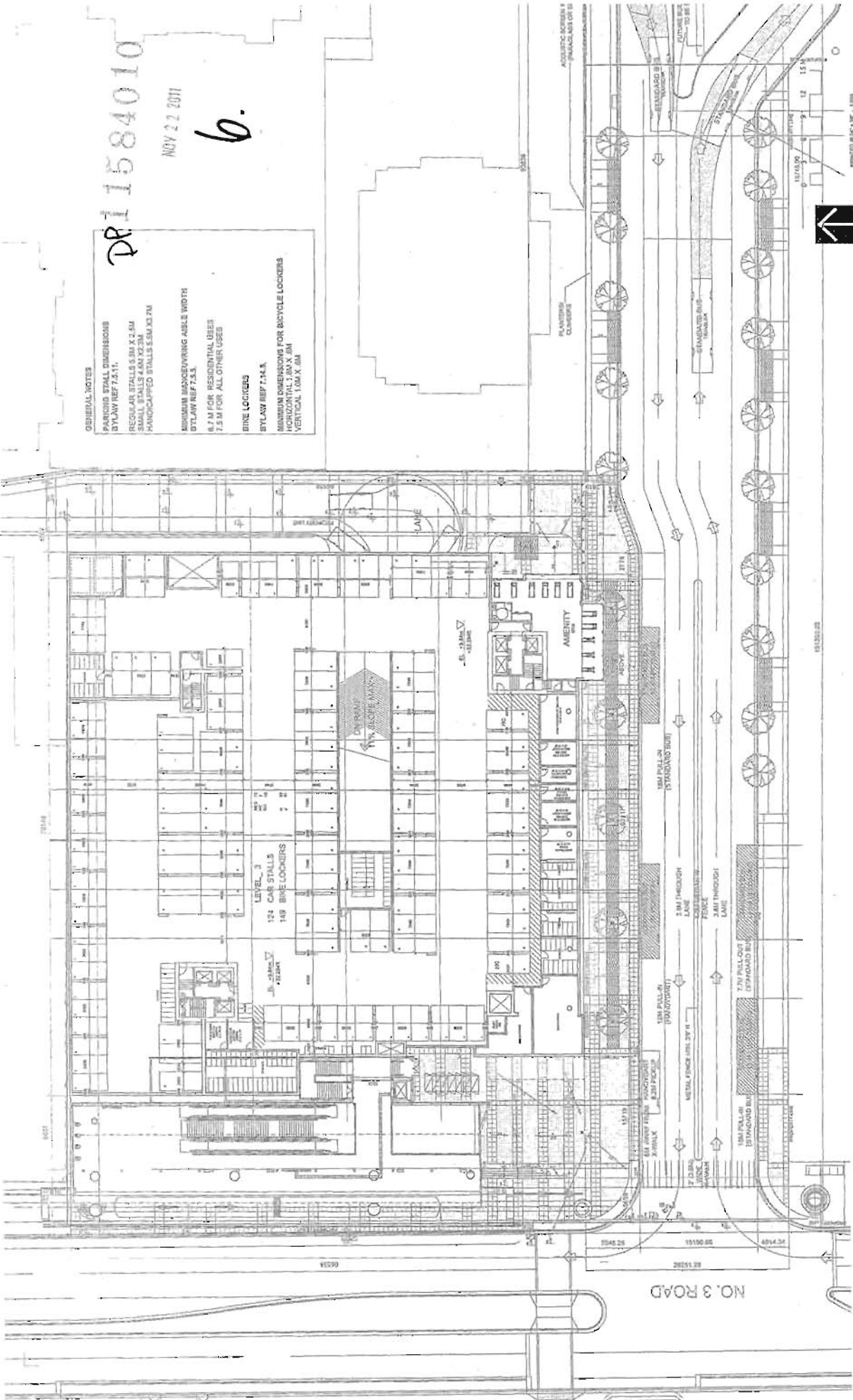
FAIRBORNE

LEVEL 2

14

BROOKSIDE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011
DP 15-04010





OBSCURE NOTES

- PARKING STALL DIMENSIONS
BYLAW REF 7.5.1.1.
- REGULAR STALLS 5.5M X 2.5M
- SMALL STALLS 4.0M X 2.5M
- HANDICAPPED STALLS 5.5M X 3.7M
- MINIMUM MANOEUVRING AISLE WIDTH
BYLAW REF 7.5.3.
- 6.7 M FOR RESIDENTIAL USES
- 7.5 M FOR ALL OTHER USES
- BIKE LOCKERS
- BYLAW REF 7.5.4.2.
- MINIMUM DIMENSIONS FOR BIKE LOCKERS
HORIZONTAL 1.8M X 0.8M
VERTICAL 1.0M X 0.8M

DP11584010

NOV 22 2011

6.



7.

FAIRBORNE

LEVEL 4

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 14, 2011 DP 11-034010

51

PROUTY @ 34° 36' 12.00"

1553-0759(200605)24:5;1-10

NO. 3 ROAD

[illegible]

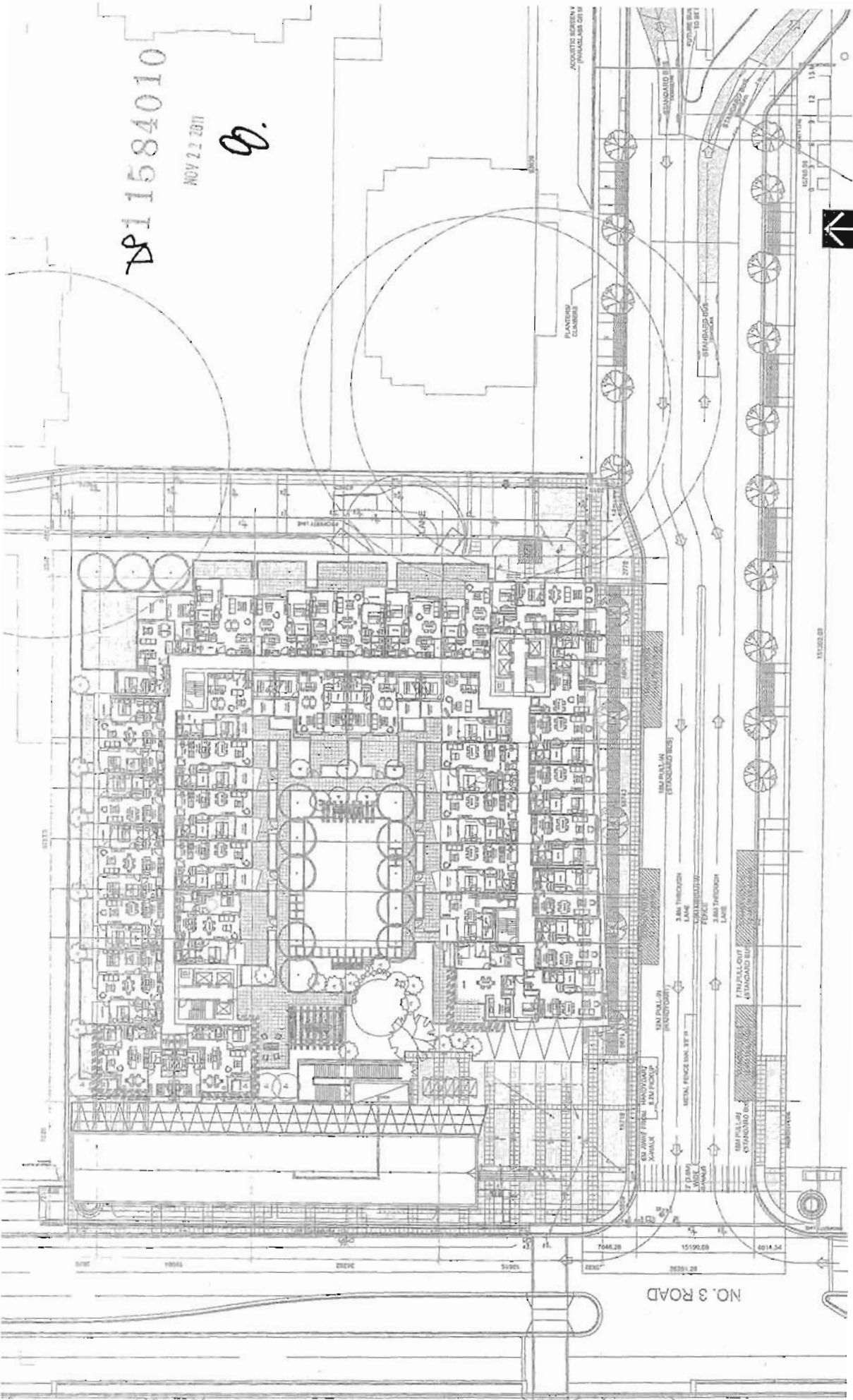
(continued)

NAME _____

1.1



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NOV 22 2011

Q.



10.

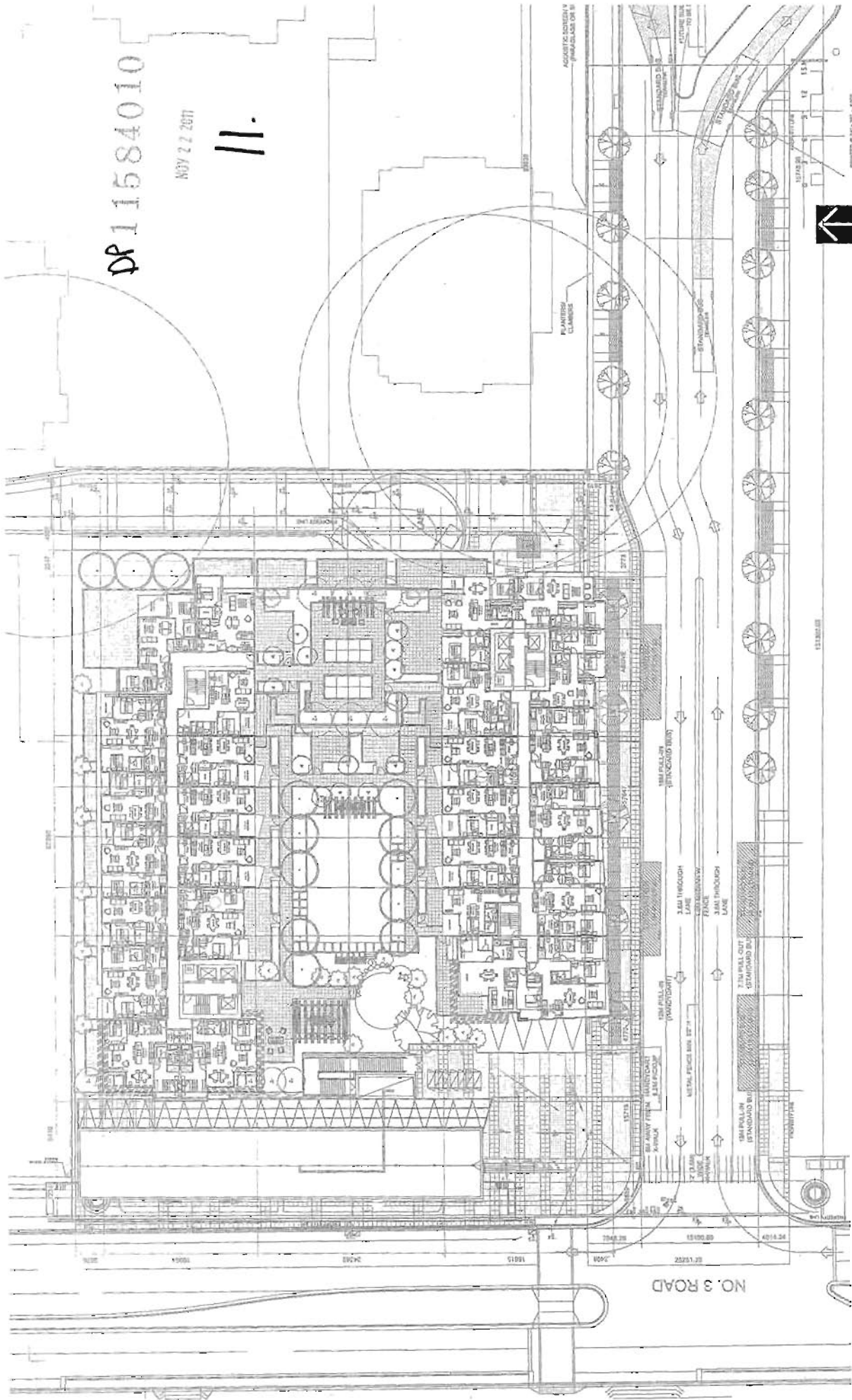


FAIRBORNE

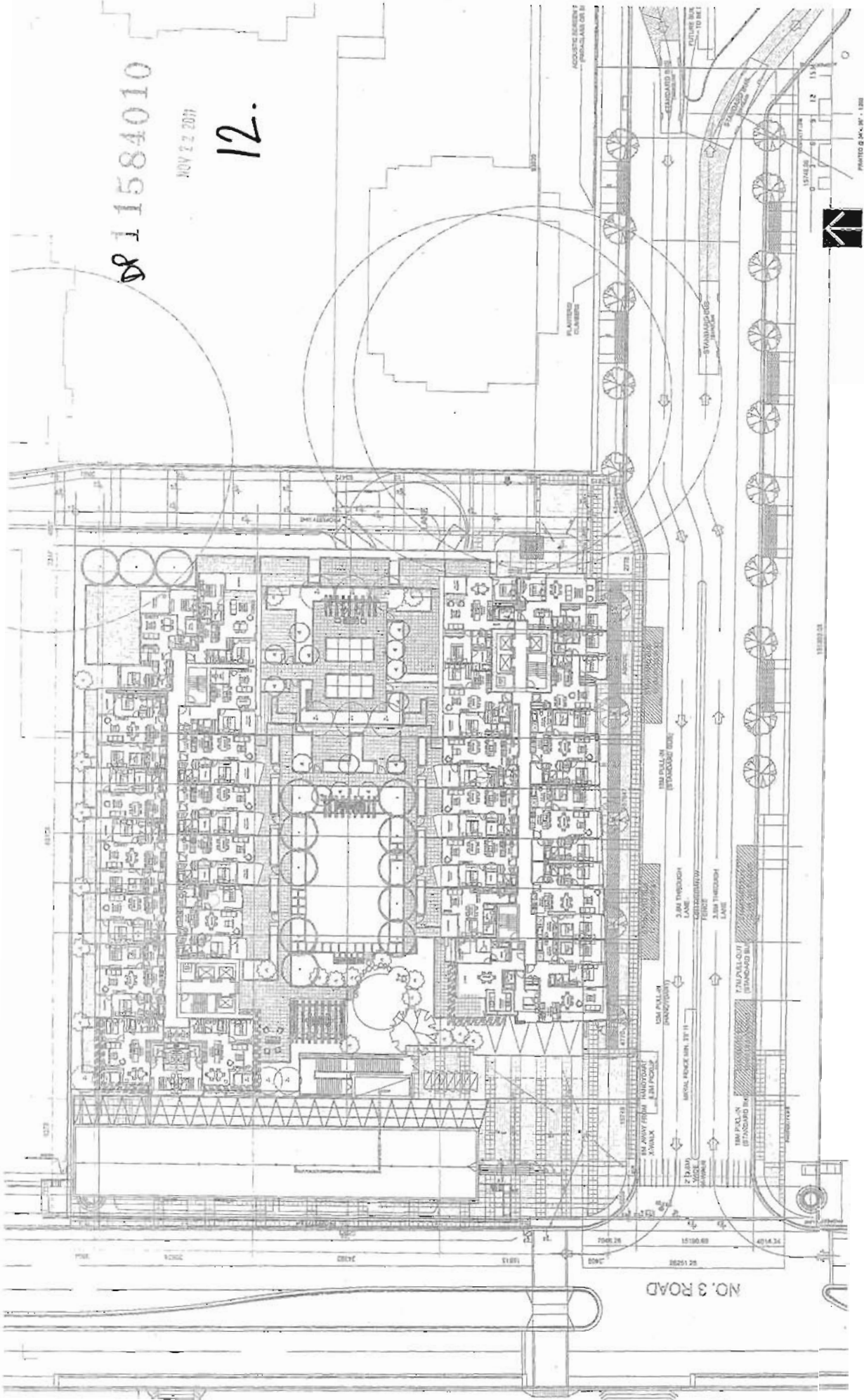
HOUSEHOLD STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
OCT 18 2011 0P 11-54010

19

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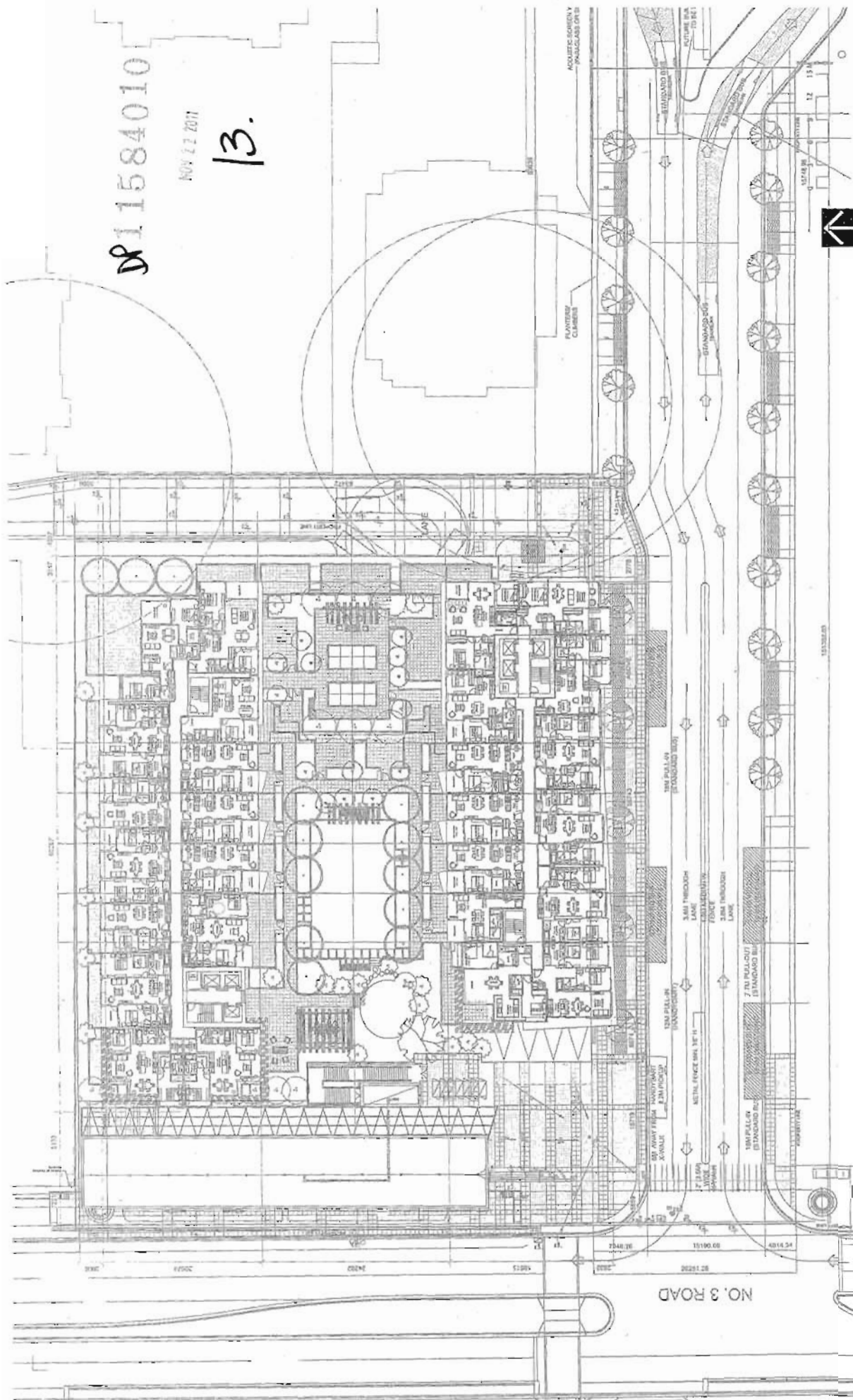


FAIRBORNE

LEVEL 9

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 10 2011 DP 11-544019

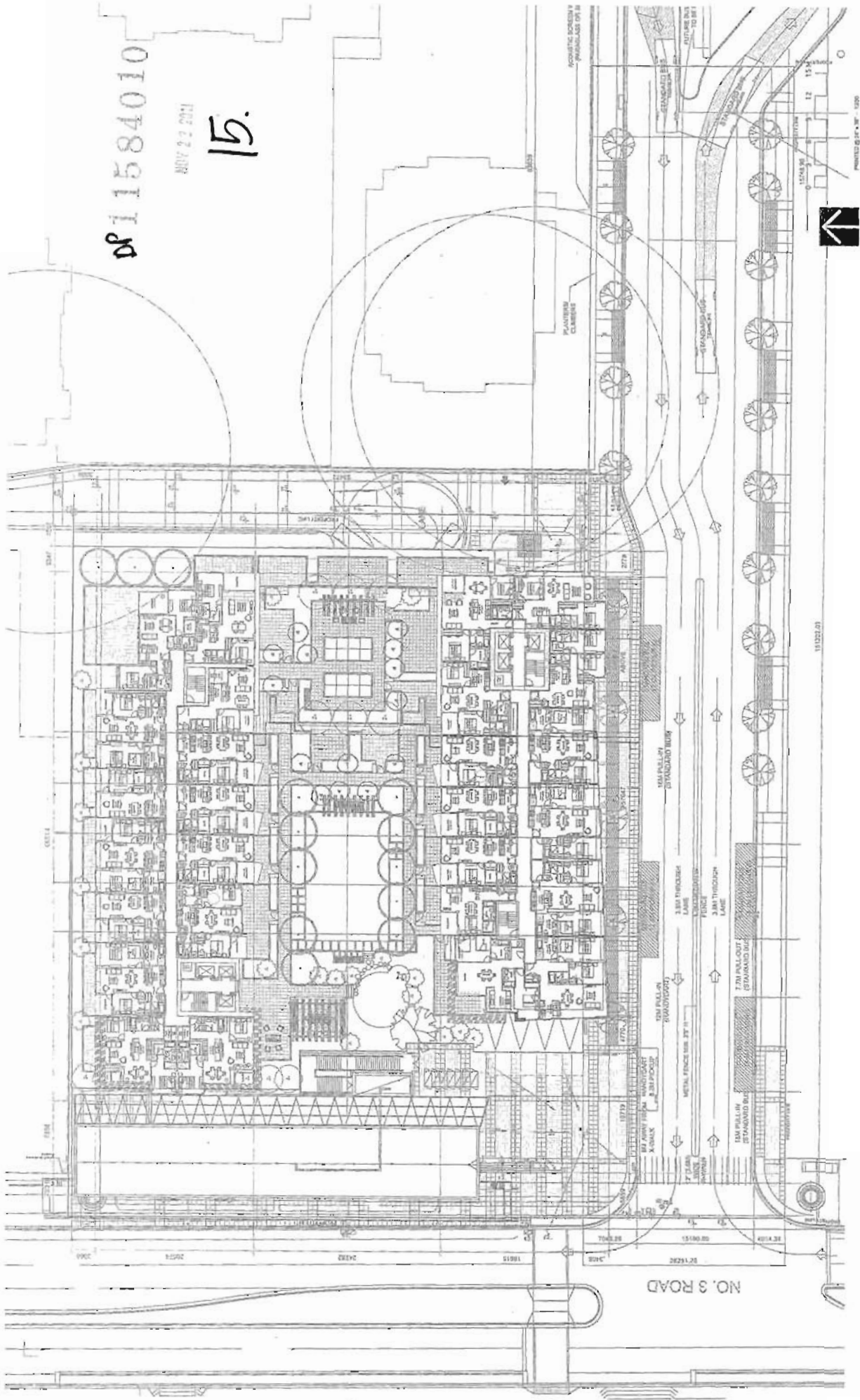
21



DR11584010

NOV 22 2011

13.



DP 11584010

NOV 22 2011

15.

FAIRBORNE

LEVEL 12

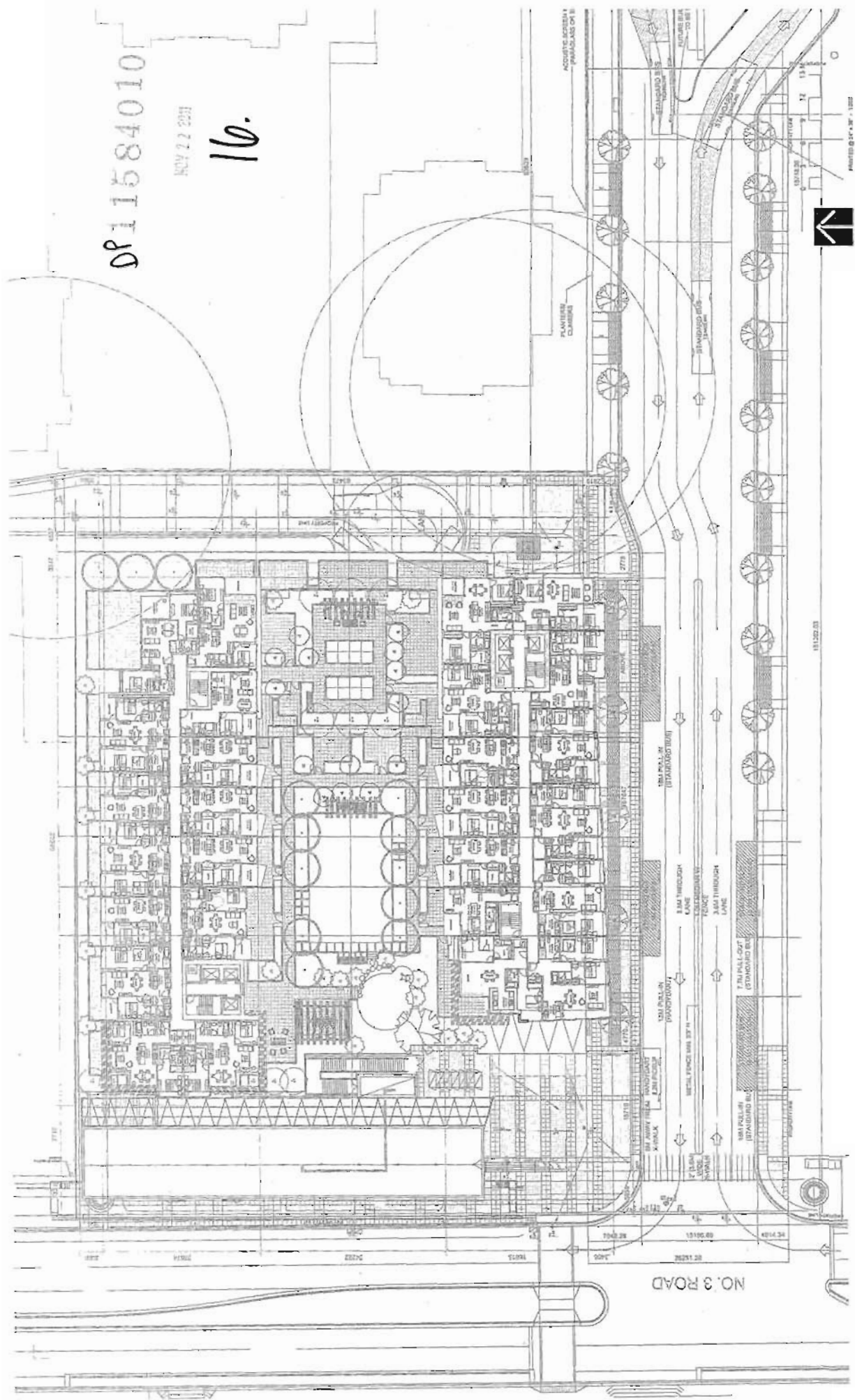
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BROOKHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011
DP 11-560310

DP11584010

NOV 22 2011

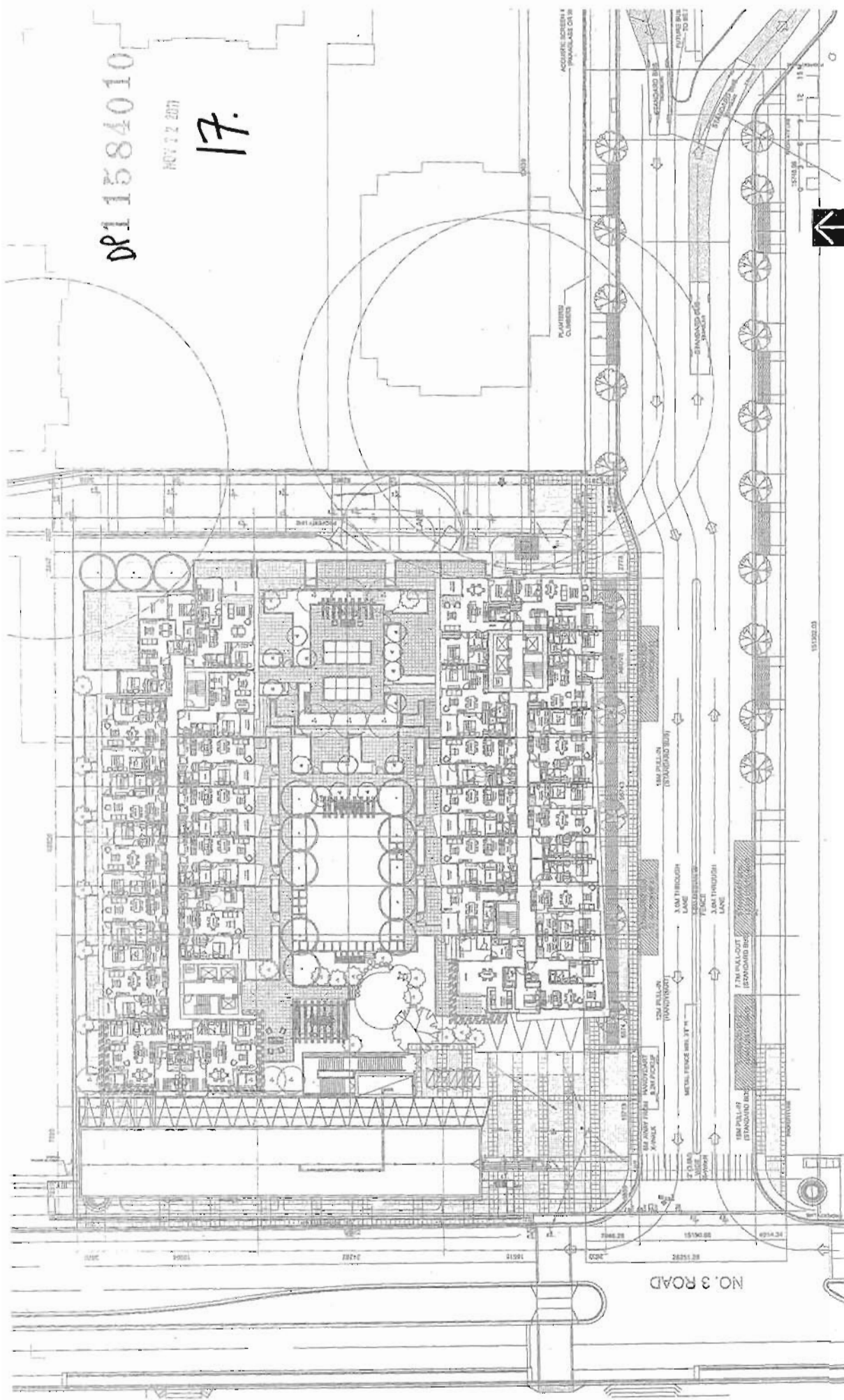
16.



FAIRBORNE

LEVEL 13

BIRCHMOUNT STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 19 2011
DP 11-584010



DR11584010

NOV 12 2017

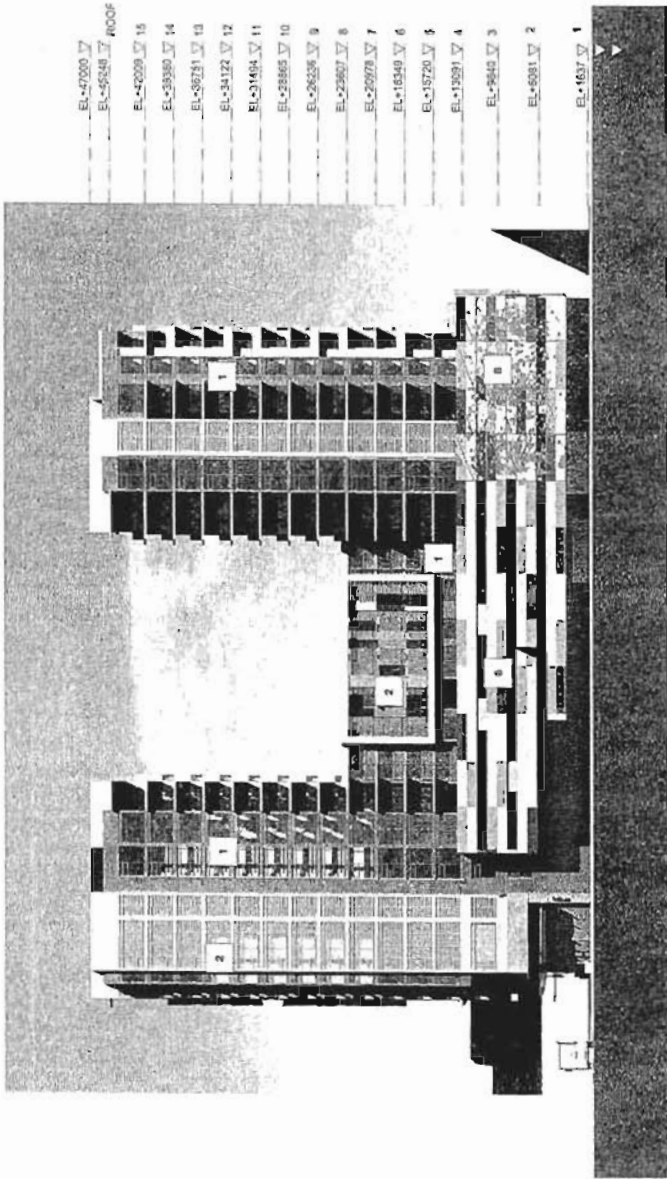
17.



FAIRBORNE

LEVEL 14

BRIDGEHOUSE STATION, BOWMAN
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2015 DP 11-684010



LIST OF MATERIALS

BASE BUILDING

- 1 ALUMINUM WINDOW WALL GLAZING SYSTEM
LOWE VISION GLASS
GREY GLASS SPANDREL / MTL SPANDREL
- 2 ALUMINUM WINDOW WALL GLAZING SYSTEM
LOWE BLUE TINT GLASS
WHITE MTL SPANDREL / COLORED GLASS ACCENT SPANDRELS
- 3 GLAZING SYSTEM
LOWE VISION GLASS
CLEAR ANODIZED FRAMES
- 4 ART WALL
- 5 GLASS / MTL CANOPY
- 6 MULTI-COLORED PAINTED CONCRETE WALL WITH GLASS OR MTL GLASS OR MTL ACCENT PANELS
- 7 WHITE STONE CLADDING
- 8 CLADDING IV ON SS AIRPLANE CABLES WITH FASTENERS

SCOTIA BANK MATERIALS

ALL MATERIALS LISTED BELOW TO BE
SUBMITTED TO SCOTIA BANK FOR APPROVAL

- S1 FRITTED GLAZED SPANDREL
- S2 FRITTED CLEAR LOW E GLAZING
- S3 TINTED LOW E GLAZING
- S4 ALUM COMPOSITE PANEL (SILVER GREY)
- S5 ALUM COMPOSITE PANEL (WHITE)
- S6 CLEAR LOW E GLAZING
- S7 CAST IN PLACE CONCRETE
- S8 ILLUMINATED SCOTIA BANK SIGNAGE
- S9 SCOTIA BANK BRANDED COLLAR COVER

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NOV 22 2011

21.

PRINTED BY: J. M. M. M. M.

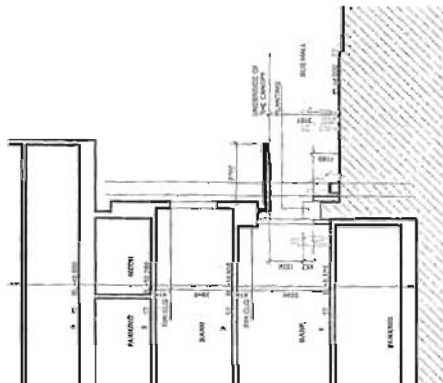


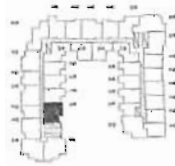
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EL+45008 ∇ 15	EL+39280 ∇ 14	
EL+30715 ∇ 13	EL+24132 ∇ 12	
EL+21434 ∇ 11	EL+23855 ∇ 10	
EL+20238 ∇ 9	EL+22407 ∇ 8	
EL+20976 ∇ 7	EL+19520 ∇ 6	
EL+19728 ∇ 5	EL+13051 ∇ 4	
EL+06040 ∇ 3	EL+0081 ∇ 2	
EL+187 ∇ 1	EL+1219 ∇	
EL+1524 ∇		

1584010

NOV 22 1991

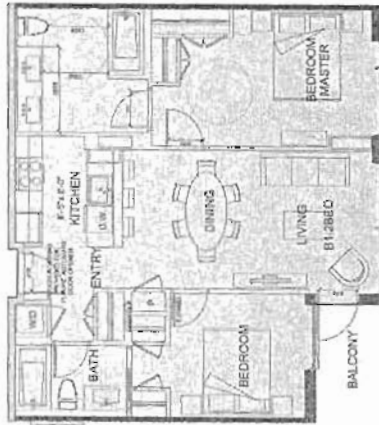
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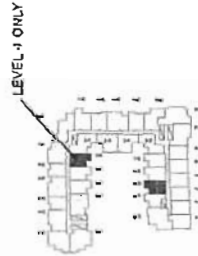


LEVEL 4 - 15

12 2-BEDROOM UNITS



2-BEDROOM UNIT
77 SM



LEVEL 4 - 15

13 1-BEDROOM UNITS



1-BEDROOM UNIT
58 SM

Basic Universal Housing Features	
Doors & Doorways	Entry door min. 855 mm clear opening (3' swinging door spec.) Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener) Interior doors to entry & main living areas, min. 800 mm clear opening with flush thresholds max. 13 mm height Min. 1220 mm width
Common Corridors	
Patios & Balconies	Access doors shall have a minimum clear opening of 860 mm Min. dimension shall be 1500 mm x 500 mm Toilet positioned with centre line of toilet 420 mm from a side wall on which a grab bar can be installed Toilet clear floor space min. 1020 mm at side or in front Have a clear floor area at the sink of 760 mm by 1220 mm polistrong for a parallel approach and centred on the sink Min. clear area of 914 mm in depth along the full length of the bathtub Min. 1 door that is not less than 800 mm Must have usable counter space and cupboards that can be easily accessed by people with disabilities Plumbing and utility pipes located to provide for a potential 810 mm wide under counter workspace
Kitchen	
Living Room	Min. 1 accessible window with a sill height that does not exceed 750 mm and that is operable with one hand Min. 1 accessible window with a sill height that does not exceed 750 mm and that is operable with one hand Min. 1 door that is not less than 800 mm Turning diameter of 1500 mm on one side of a double bed Clothes closet shall have a clear opening of at least 900 mm and clear space of at 750 mm x 1200 mm
Bedroom (Minimum 1/unit)	

MAIN BASIC UNIVERSAL HOUSING FEATURES ARE LISTED ABOVE. FOR A COMPLETE LIST OF FEATURES, PLEASE SEE ZONING BYLAW SECTION 4.16.

FOR UNITS TO BE FULLY ACCESSIBLE, THE FOLLOWING FEATURES WILL BE PROVIDED:

- AUTOMATIC DOOR OPENERS
- MILLWORK MODIFICATIONS AND WIDENING OF KITCHEN
- INSTALLATION OF GRAB BARS

DP11584010

NOV 22 2011

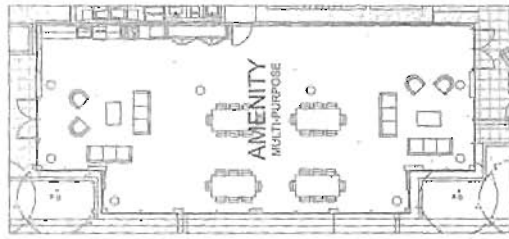
23A



PRINTED @ 30" x 42" - 1:25

FAIRBORNE

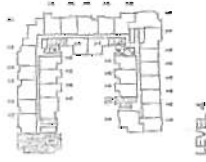
BROOKSIDE EDITION, RECOMMENDED
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011 DP 11-584010



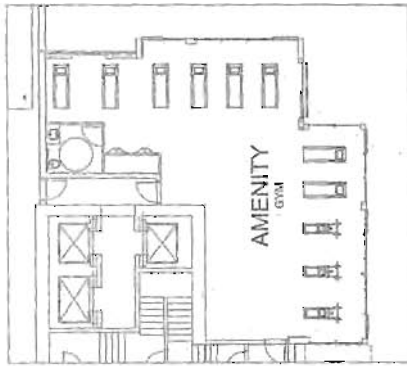
1) LEVEL 4 AMENITY:
MULTI-PURPOSE ROOM
165 SQM



2) LEVEL 4 AMENITY:
LARGE MEETING ROOM
61 SQM



LEVEL 4



LEVEL 3 AMENITY: GYM 140 SQM

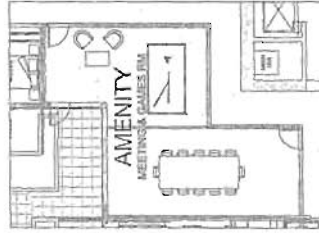


LEVEL 3

R11584010

NOV 22 2011

23.B

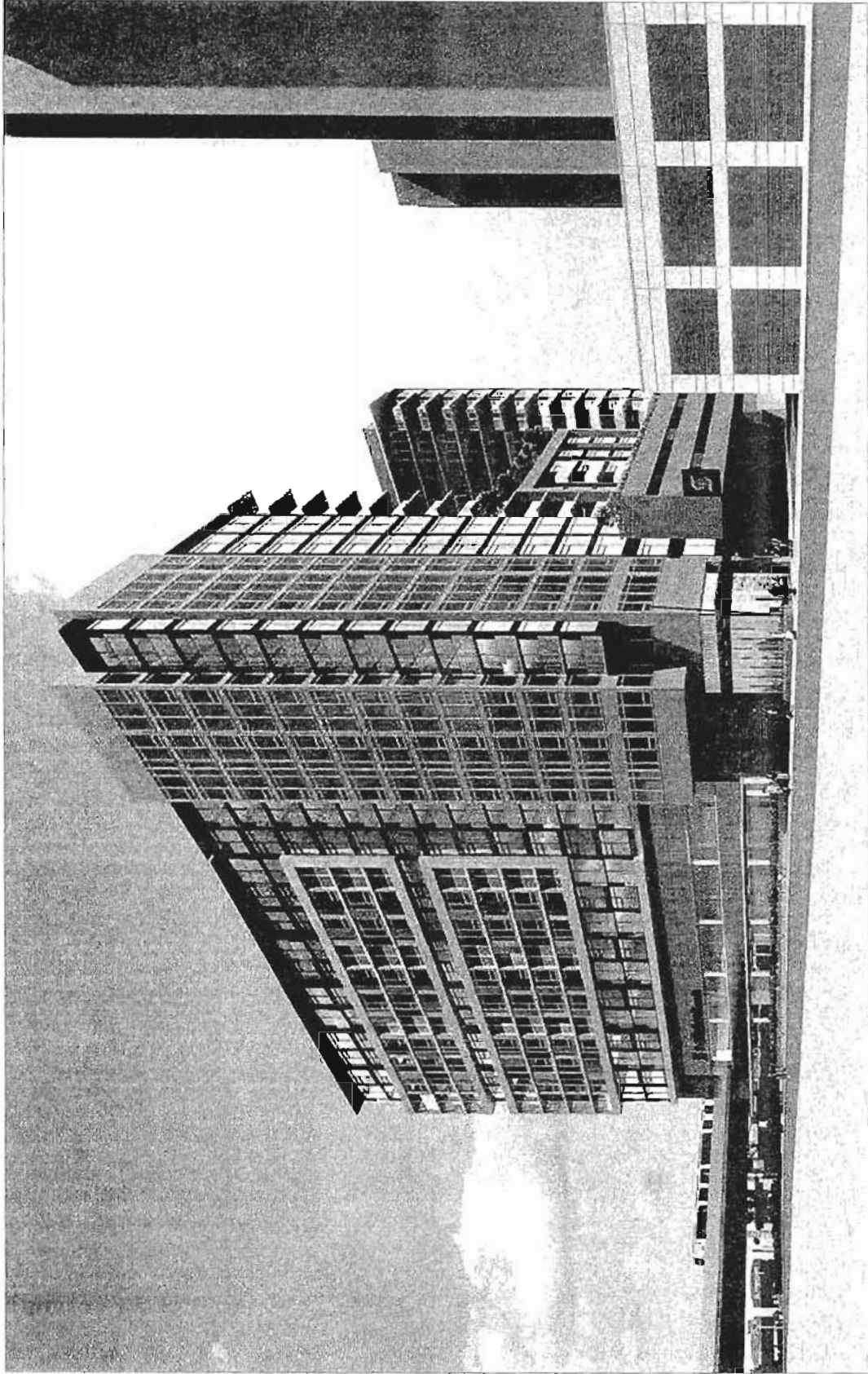


4) LEVEL 4 AMENITY:
SMALL MEETING ROOM & GAMES ROOM
73 SQM

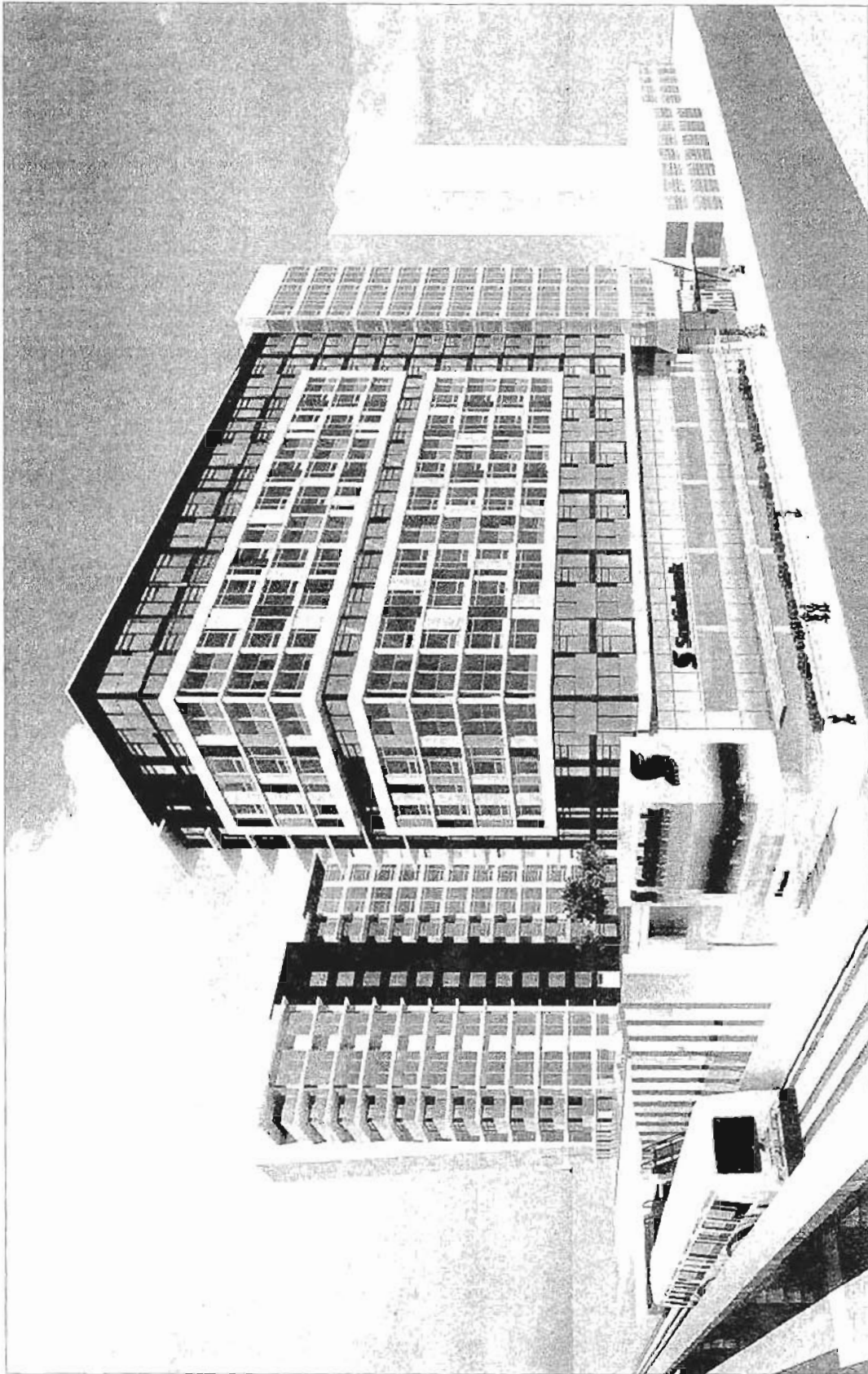


3) LEVEL 4 AMENITY:
GUEST SUITE
40 SQM





DP 11584010 25.



DR1584010 26.

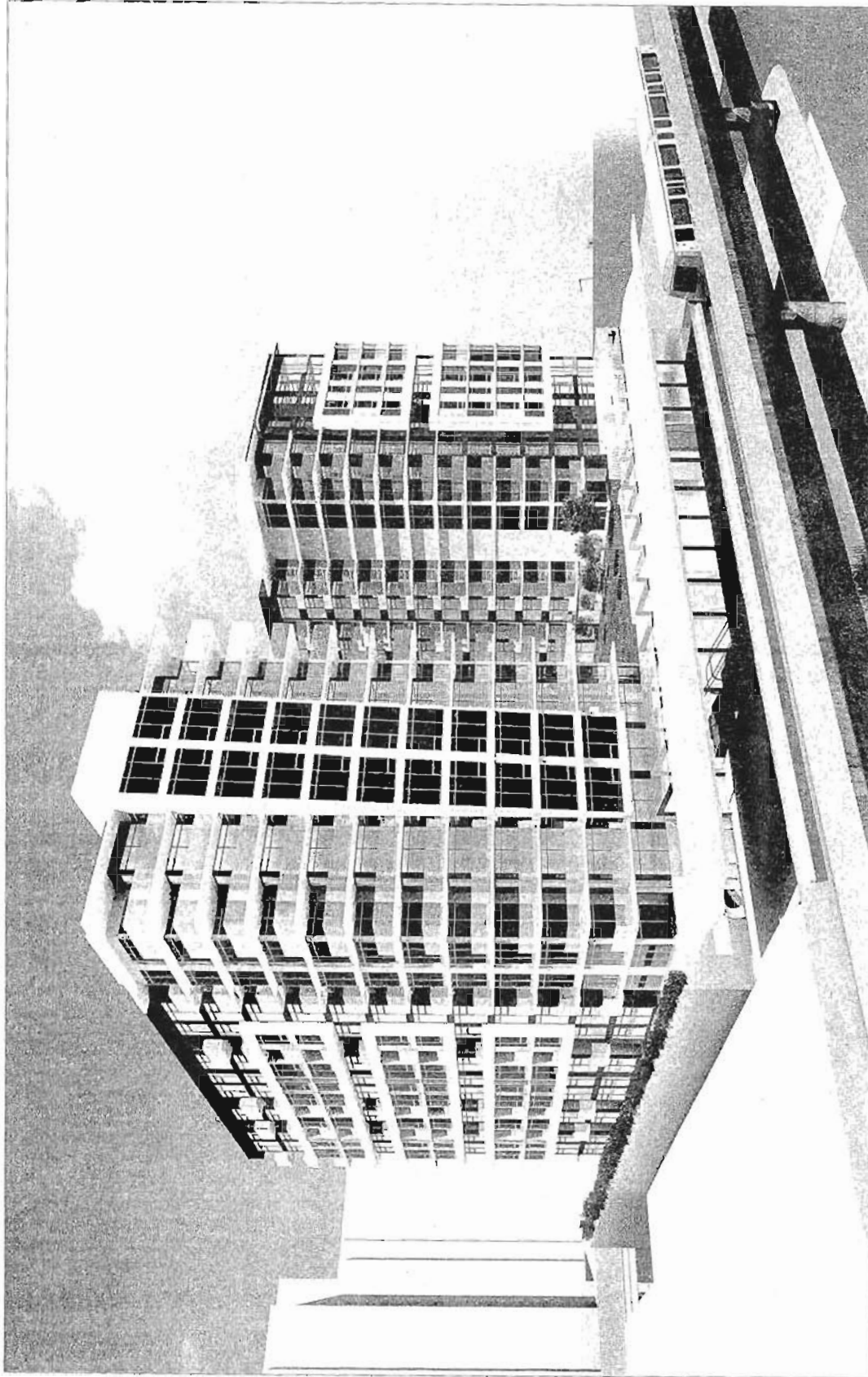
NOV 22 2011

FAIRBORNE

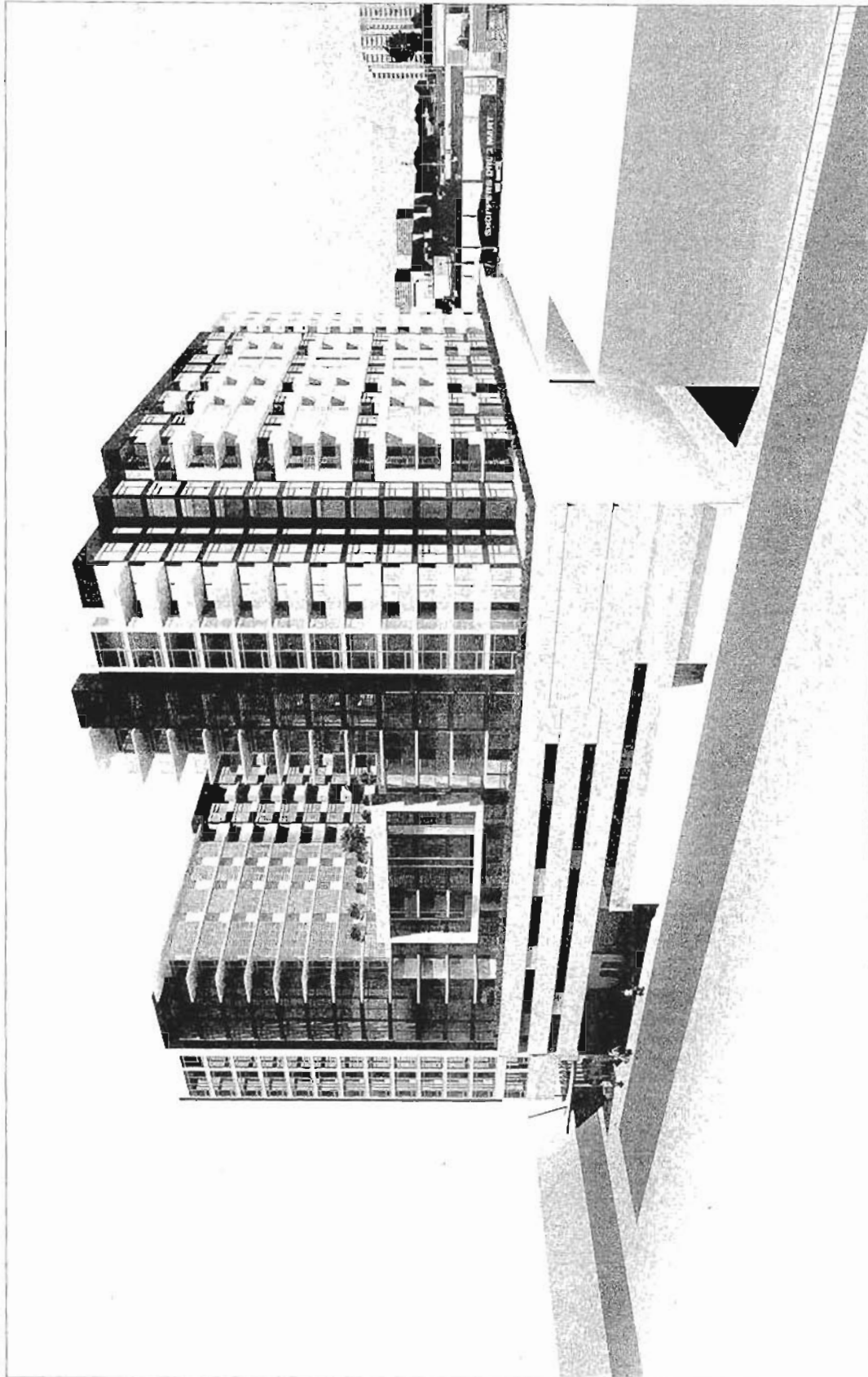
BRIDGEHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011 DP 11-040112

RENDERING

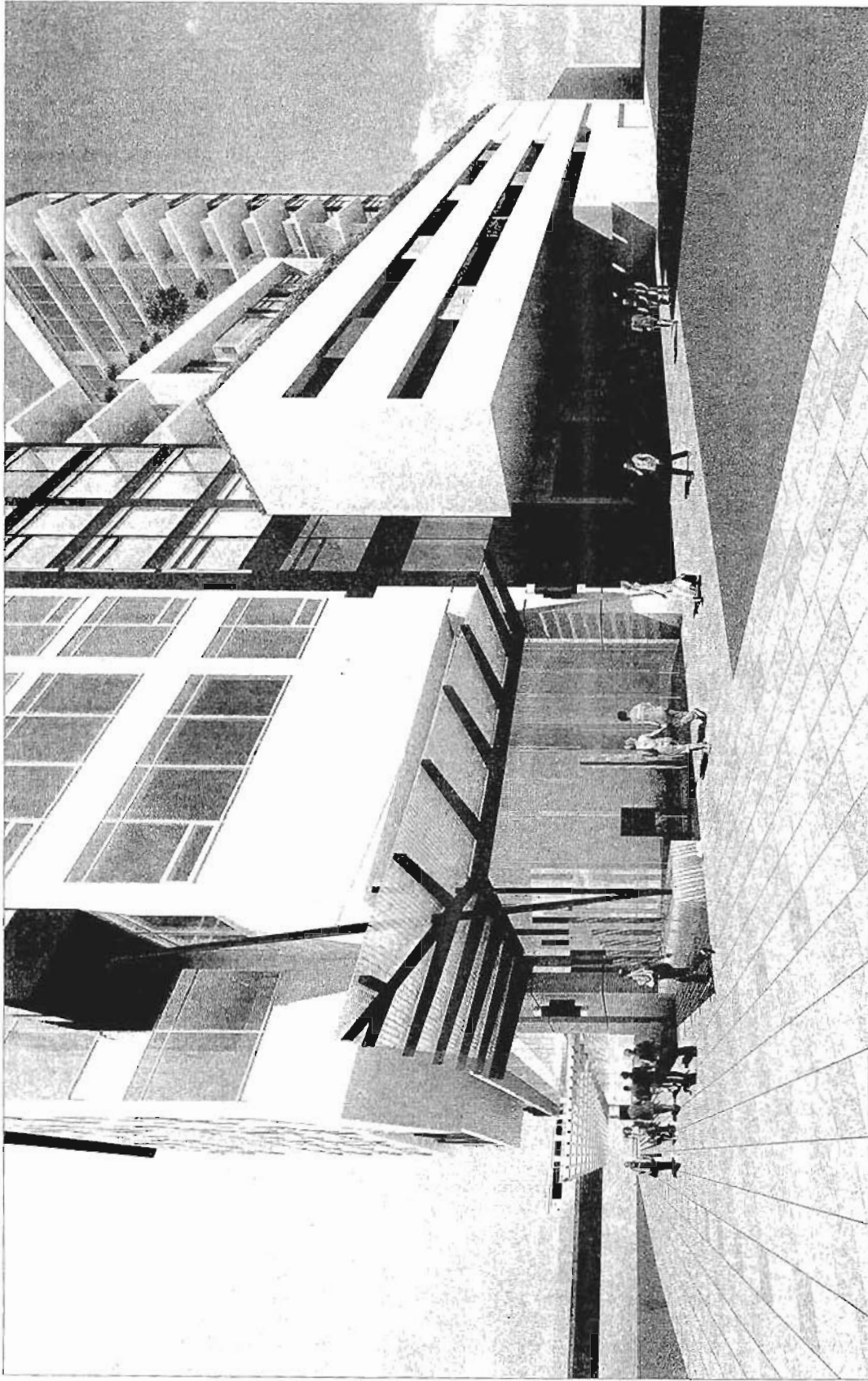
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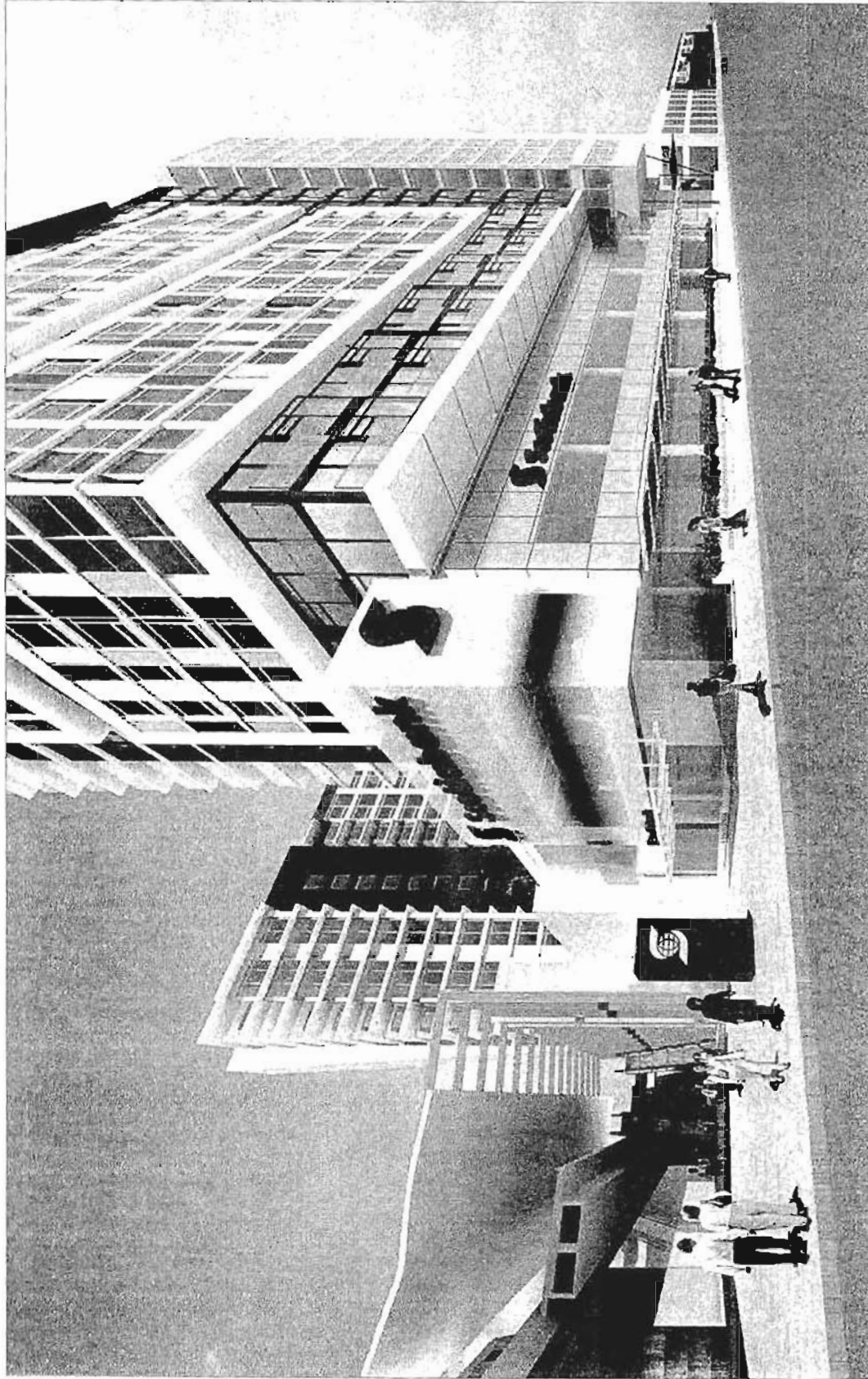
R 11584010 27.



DP1 1584010 20.

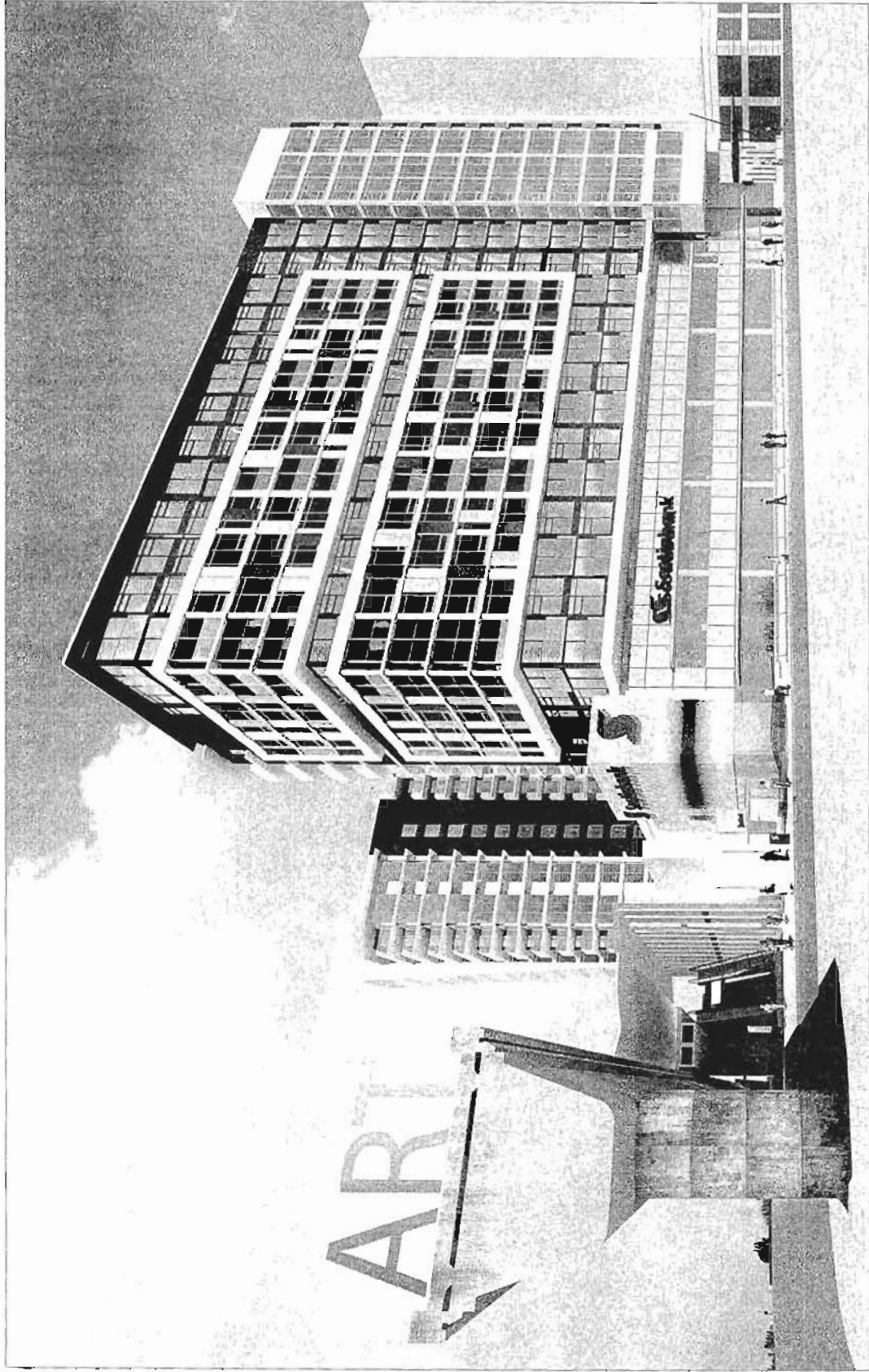


D11584010 29.

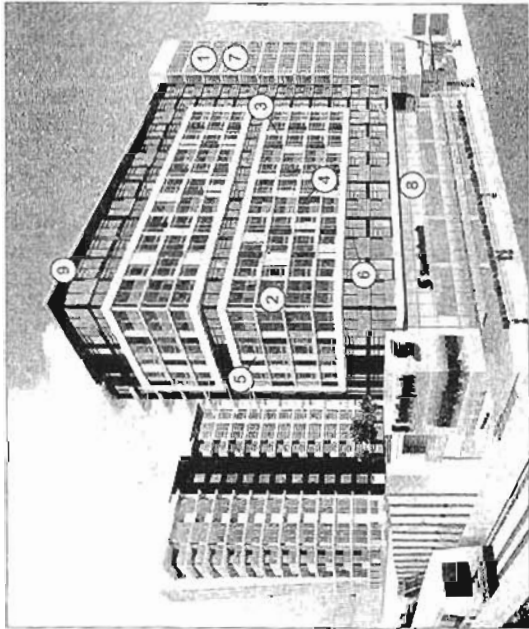


DR 11584010 30.

NOV 22 2011



DP 1584010 31.



① CLEAR GLASS



② BLUE GLASS



SPANDREL GLASS



③ GREEN



④ BLUE



⑤ WHITE



⑥ SILVER

METAL PANEL

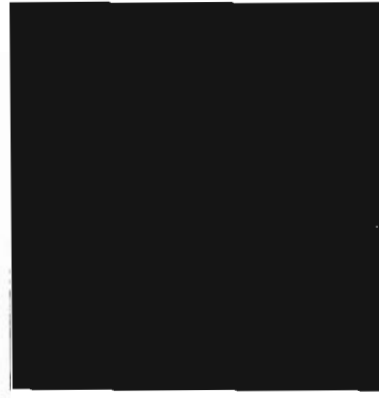


⑦ WHITE



⑧ SILVER

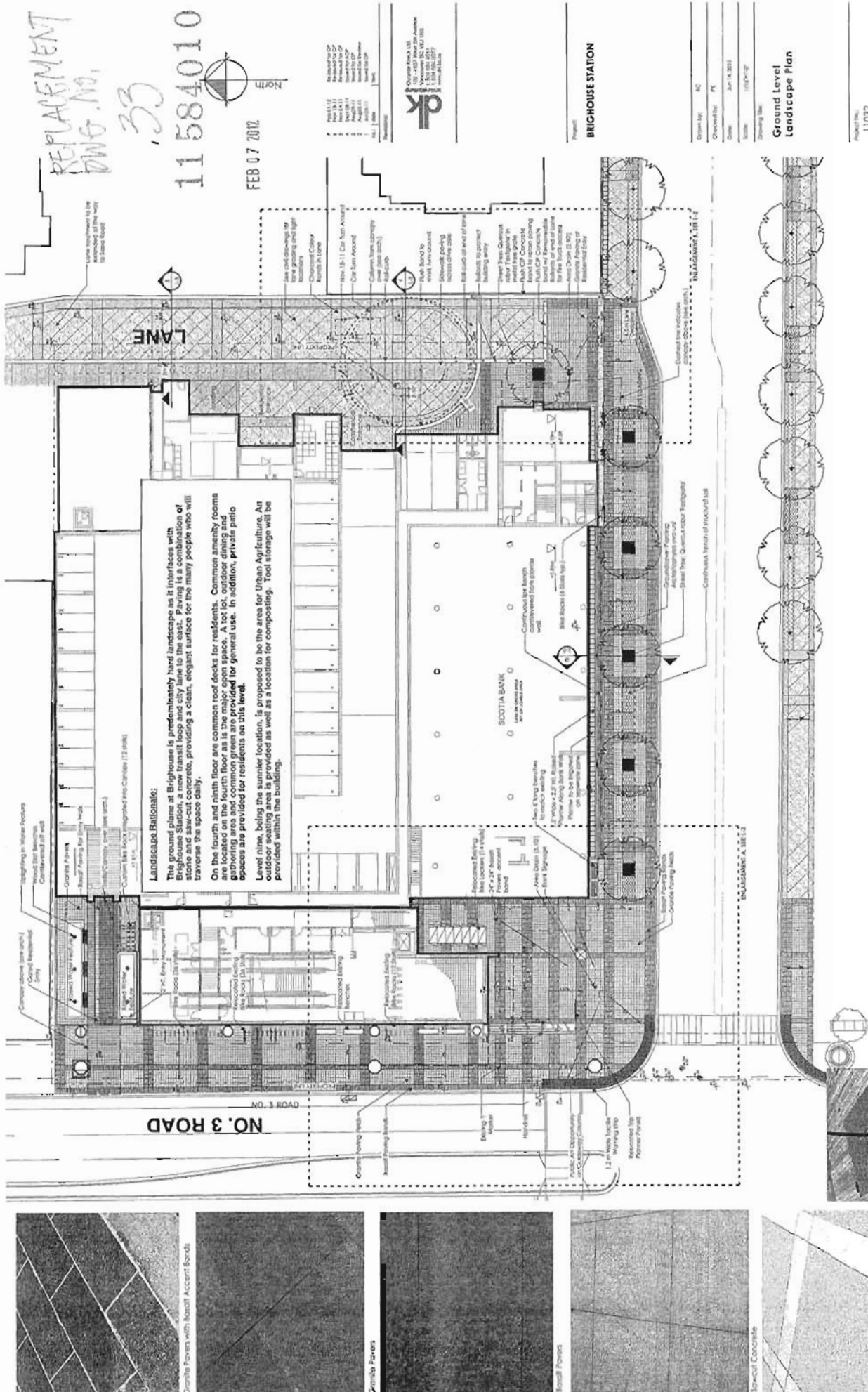
⑨ TRESPA COMPOSITE PANEL



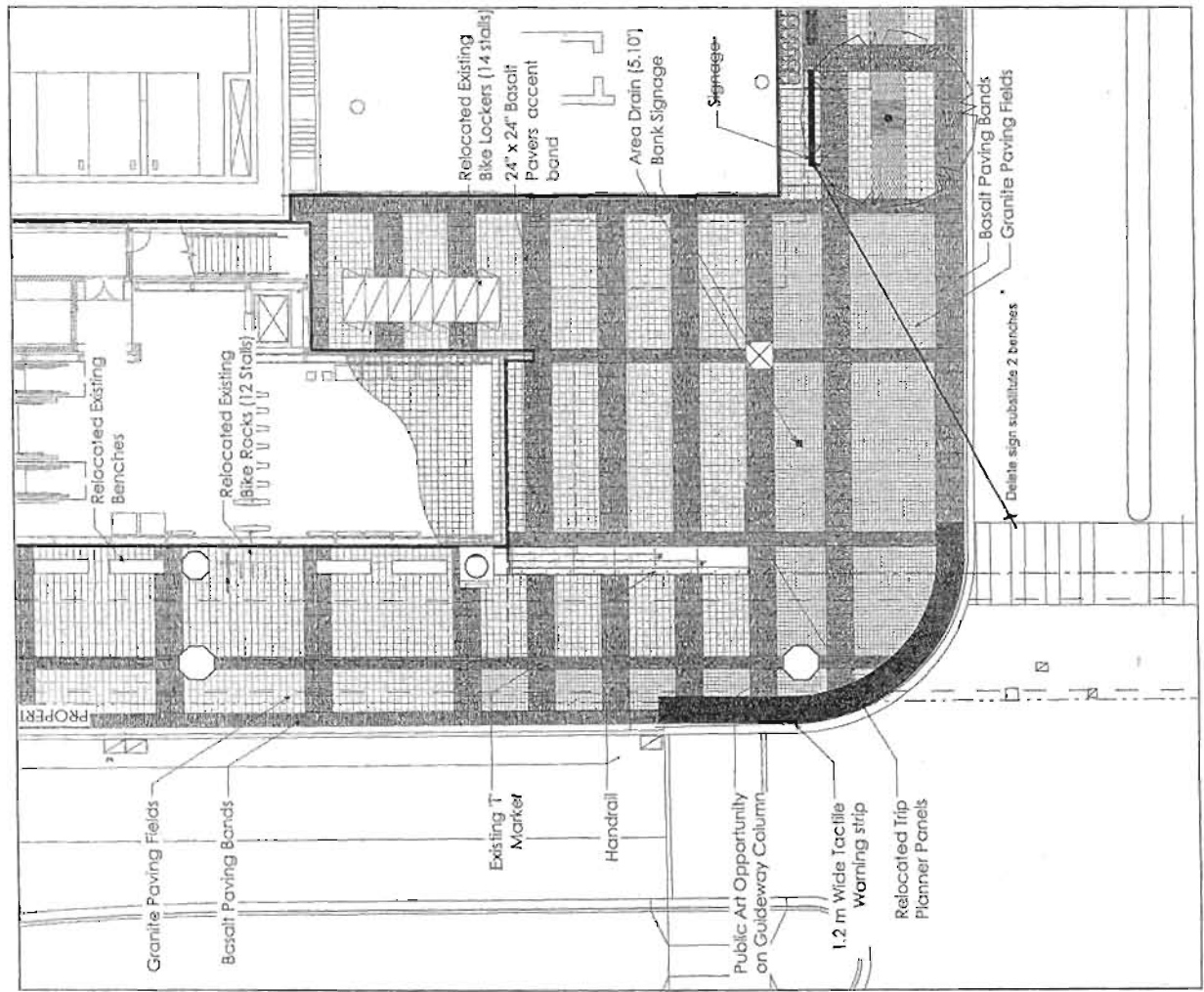
PR11584010

NOV 22 2011

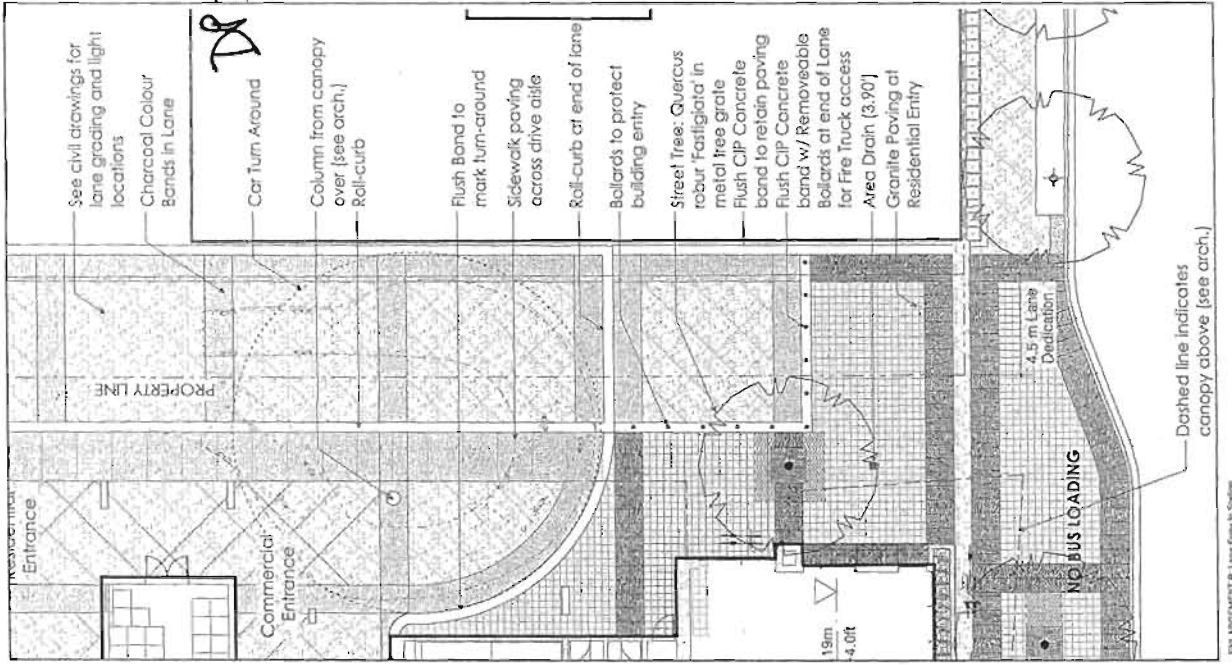
32.



REFER TO 1-3 FOR FILL PLANT LIST



ENLARGEMENT A: Main Entry to Station
 Scale 1/8" = 1'-0"



ENLARGEMENT B: Lane Entry to Station
 Scale 1/8" = 1'-0"

34.

NOV 22 2021

1584010



Rev	Description	Date
1	Issue for RFP	10/20/21
2	Revised for RFP	11/11/21
3	Revised for RFP	11/11/21
4	Revised for RFP	11/11/21
5	Revised for RFP	11/11/21
6	Revised for RFP	11/11/21



Project:
 BRIDGEHOUSE STATION

Drawn By	BC
Checked By	TR
Date	Jan 14 2021
Scale	1/8" = 1'-0"
Drawing Title	

Ground Level
 Landscape Plan

Project No.	11032
Sheet No.	

L-2 of 6

35

[illegible]

Project:

BRIGHOUSE STATION

Drawn by:	MC
Checked by:	PM
Date:	Jun 14, 2011
Scale:	1/8" = 1'-0"

L-3 **5**

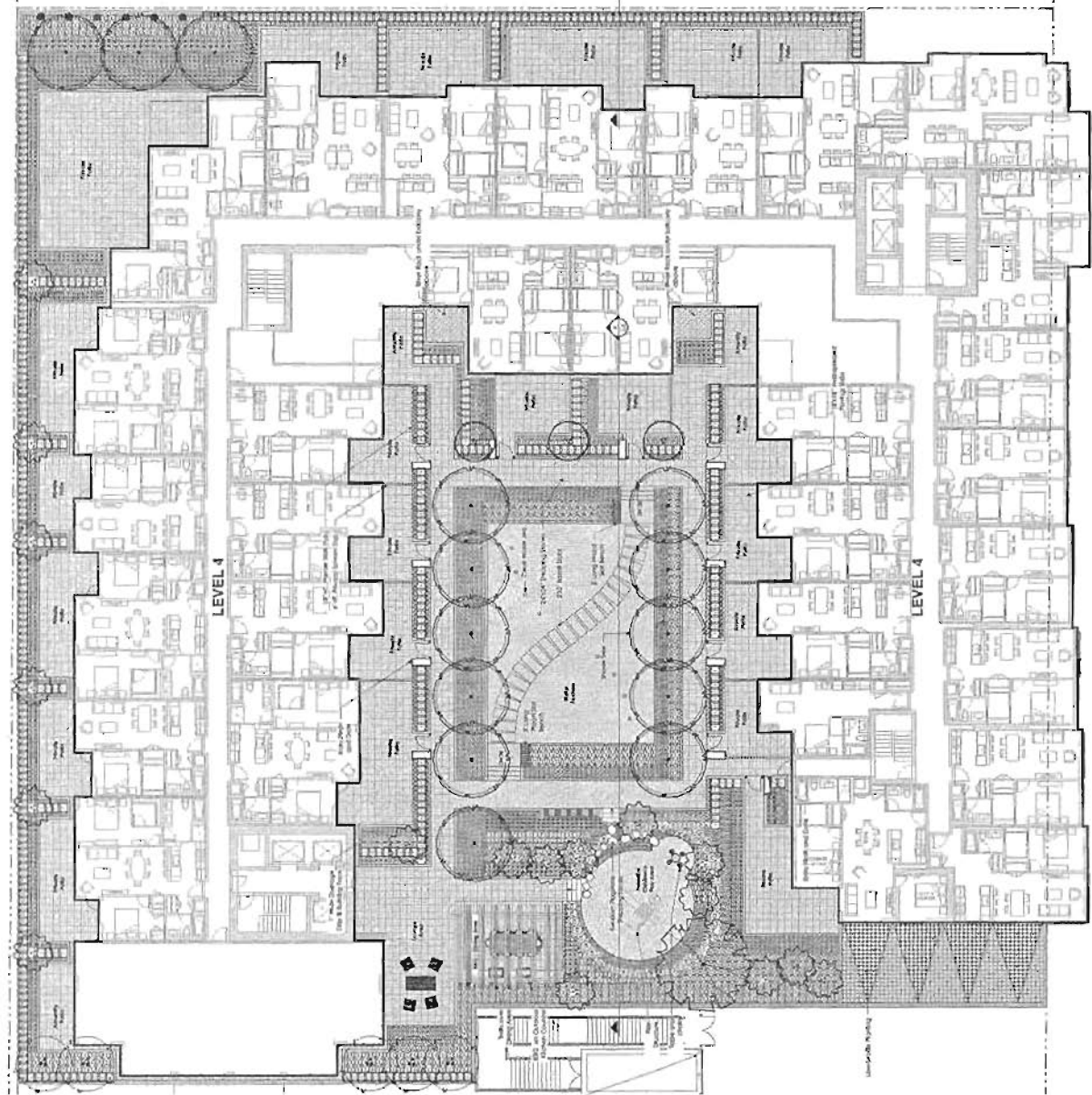
DP 11584010

MAR 07 2012

plant list

[illegible]

General Planning Notes:



10 AM



MARCH 21

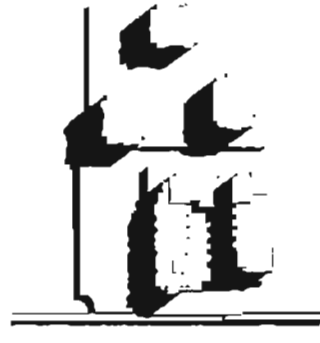
12 PM



2 PM



JUNE 21



SEPTEMBER 21



DP 11584010

NOV 22 2011

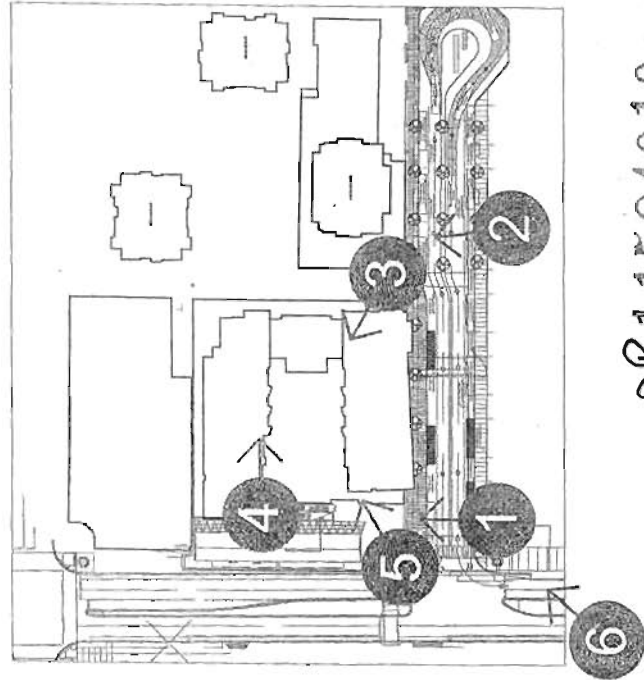
38



FAIRBORNE

SHADOW STUDY

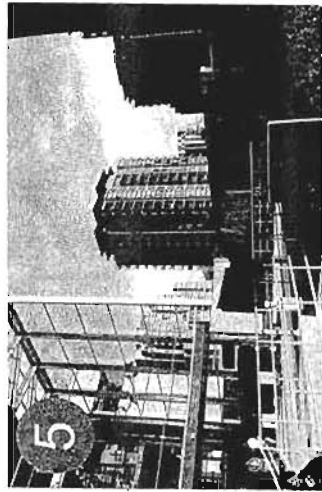
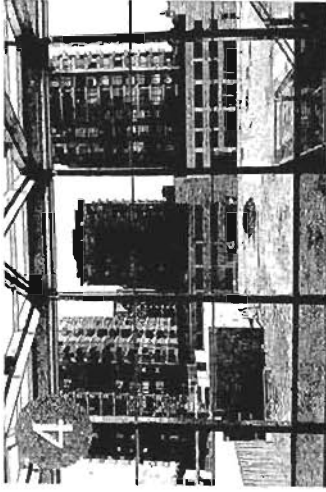
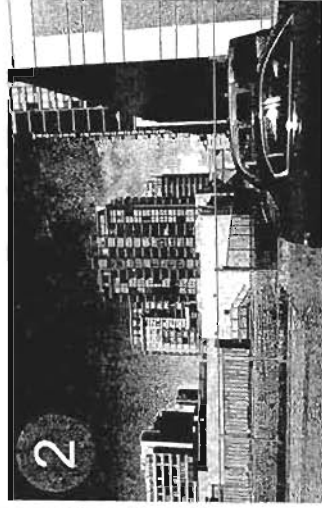
BRIDGEVIEW STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011
DP 11-584010

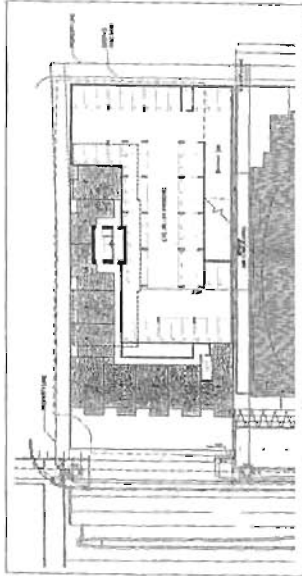


DP 11584010

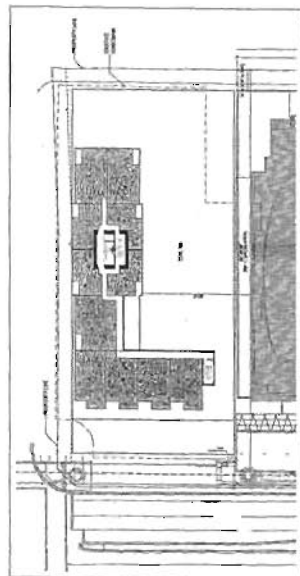
NOV 22 2011

REFERENCE
PLAN 1

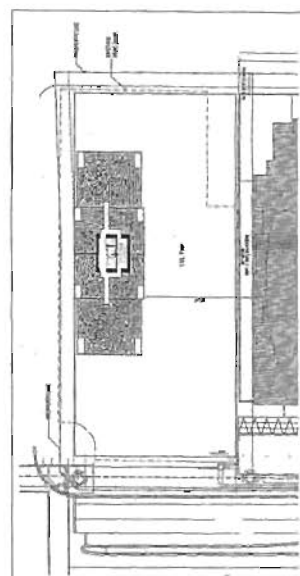




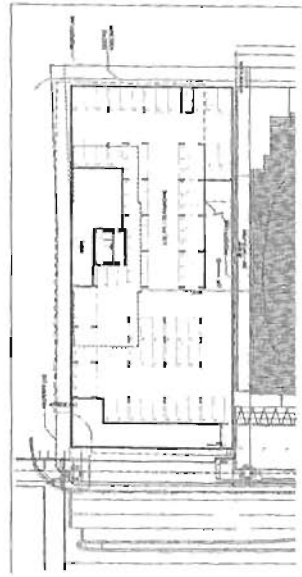
LEVEL 01 PLAN - 1' x 42"



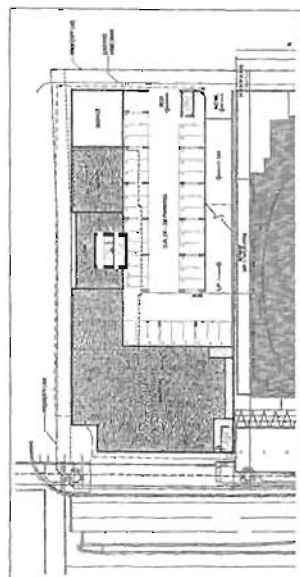
LEVEL 02 PLAN - 1' x 42"



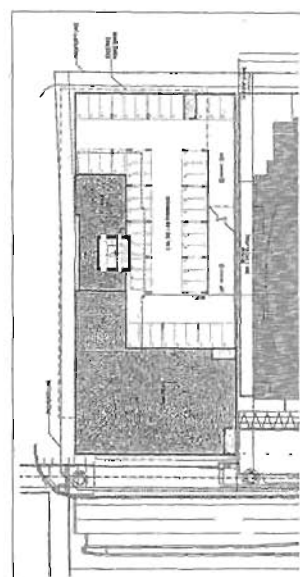
LEVEL 03 PLAN - 1' x 42"



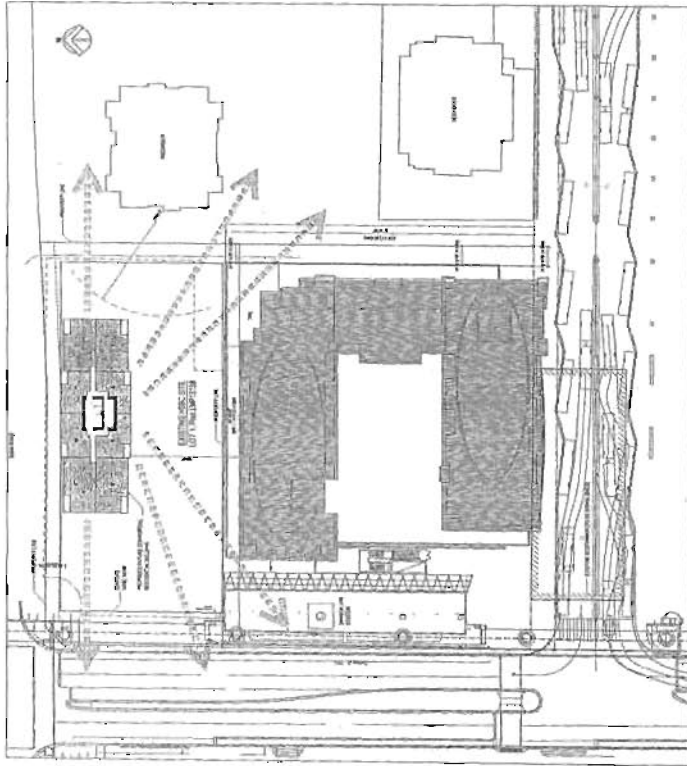
LEVEL 04 PLAN - 1' x 42"



LEVEL 05 PLAN - 1' x 42"



LEVEL 06 PLAN - 1' x 42"



LEVEL 07 PLAN - 1' x 42"

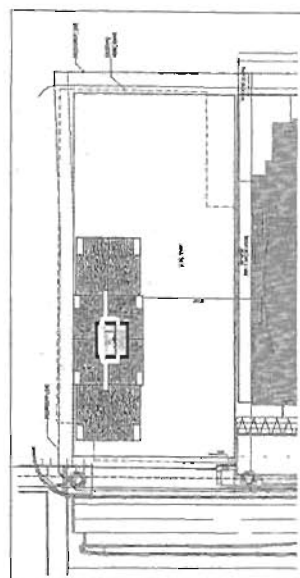
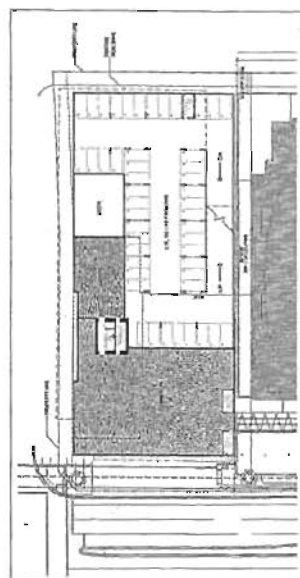
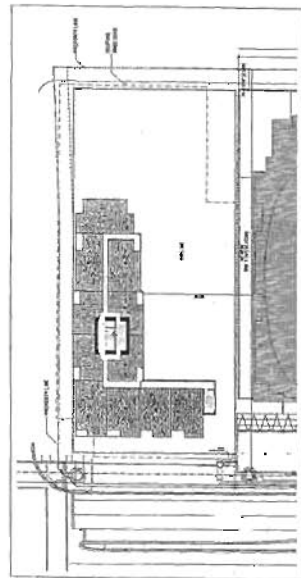
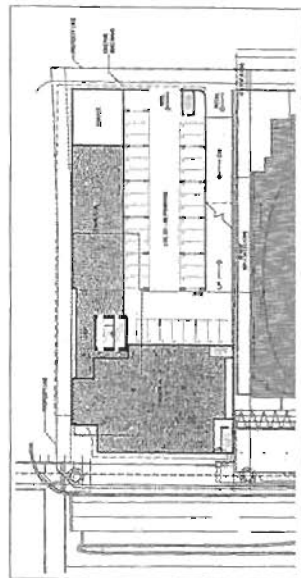
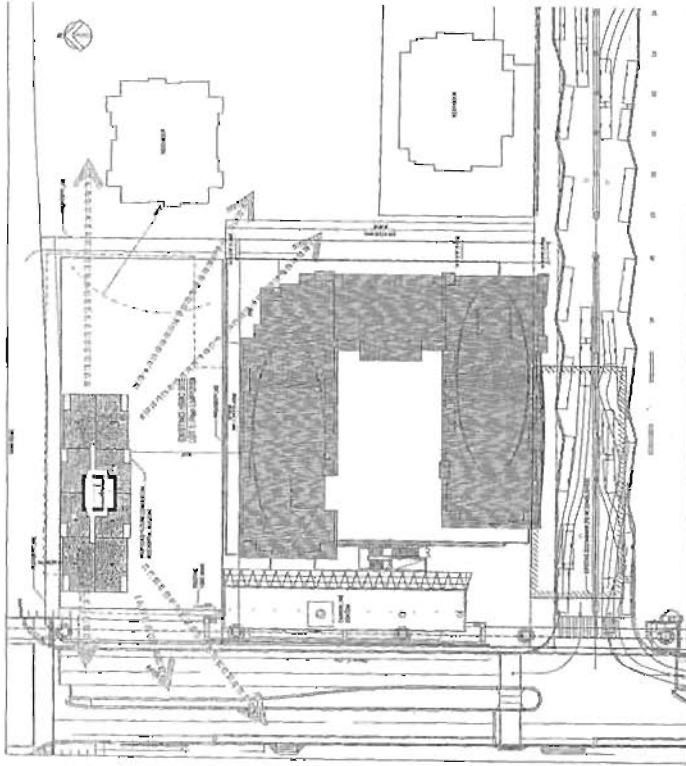
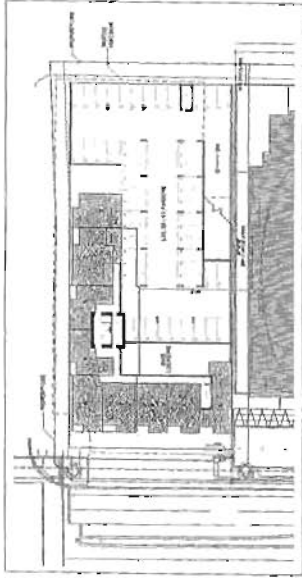
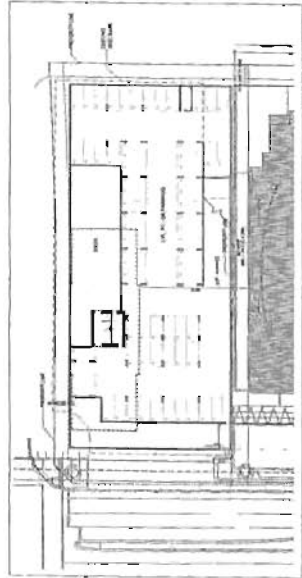
PROPOSED FUTURE COMMERCIAL / RESIDENTIAL BUILDING FAR AREAS

PARKING CALCULATIONS

FLOOR	RESIDENTIAL	AREA	UNITS	COMMERCIAL	
				RETAIL	TOTAL
LVL 01	2,484	8,235	11	1,762	8,427
LVL 02	8,235	11	1	1,762	15,311
LVL 03	8,235	11	1	1,762	15,311
LVL 04	8,235	11	1	1,762	15,311
LVL 05	8,235	11	1	1,762	15,311
LVL 06	8,235	11	1	1,762	15,311
LVL 07	8,235	11	1	1,762	15,311
LVL 08	8,235	11	1	1,762	15,311
LVL 09	8,235	11	1	1,762	15,311
LVL 10	8,235	11	1	1,762	15,311
LVL 11	8,235	11	1	1,762	15,311
LVL 12	8,235	11	1	1,762	15,311
LVL 13	8,235	11	1	1,762	15,311
LVL 14	8,235	11	1	1,762	15,311
LVL 15	8,235	11	1	1,762	15,311
TOTAL	94,128	109	1,762	15,311	115,178

TOTAL FAR AREA:
ALLOWED FAR AREA:
DIFFERENCE:

DP 11584010
NOV 22 2011
REFERENCE
PLAN 2



PROPOSED FUTURE COMMERCIAL / RESIDENTIAL BUILDING PARK AREAS

FLOOR	RESIDENTIAL AREA	RESIDENTIAL UNITS	TOTAL: THRU 1ST	
			ADJUTANT	RETAIL TOTAL
LEVEL 1	1,871	11	2,134	13,877
LEVEL 2	1,871	11		13,877
LEVEL 3	1,871	11		13,877
LEVEL 4	1,871	11		13,877
LEVEL 5	1,871	11		13,877
LEVEL 6	1,871	11		13,877
LEVEL 7	1,871	11		13,877
LEVEL 8	1,871	11		13,877
LEVEL 9	1,871	11		13,877
LEVEL 10	1,871	11		13,877
LEVEL 11	1,871	11		13,877
LEVEL 12	1,871	11		13,877
LEVEL 13	1,871	11		13,877
LEVEL 14	1,871	11		13,877
LEVEL 15	1,871	11		13,877
TOTAL	18,710	121	2,134	13,877

PARKING CALCULATIONS

PROVIDED	REQUIRED
187	187
187	187
187	187

DR 11584010

NOV 22 2011
REFERENCE
PLAN 3