



City Council

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

**Monday, April 14, 2014
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on Monday, March 24, 2014* (distributed previously);
- (2) *receive for information the Metro Vancouver 'Board in Brief' dated March 28, 2014.*

CNCL-9



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 19.)

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw No. 9084
- Revenue Anticipation Borrowing (2014) Bylaw No. 9116
- Richmond Athletic Commission 2014 Update
- Richmond Public Art Program 2013 Annual Report and Public Art Advisory Committee 2014 Work Plan
- Britannia Shipyards Strategic Plan 2014-2018
- April 22, 2014 Public Hearing – Item No. 1 – 4160 Garry Street (Bylaw 9108 – RZ 13-641596)
- Land use applications for first reading (to be further considered at the Public Hearing on Tuesday, May 20, 2014):
 - 7100/7120 Marrington Road – Rezone from RS1/E to RS2/B (Nirmal Takhar – applicant)
 - 9211 and 9231 No. 2 Road – Rezone from RS1/E to RTL4 (Matthew Cheng Architect Inc. – applicant)
 - 13040 No. 2 Road – Rezone from IL to ZMU24 (Kirk Yuen of Cape Construction (2001) Ltd. – applicant)
- Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059

5. *Motion to adopt Items 6 through 16 by general consent.*



Council Agenda – Monday, April 14, 2014

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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-15 (1) the **Finance Committee** meeting held on Monday, April 7, 2014;
- CNCL-17 (2) the **General Purposes Committee** meeting held on Monday, April 7, 2014;
- CNCL-21 (3) the **Parks, Recreation & Cultural Services Committee** meeting held on Tuesday, March 25, 2014; and
- CNCL-29 (4) the **Planning Committee** meeting held on Tuesday, April 8, 2014; be received for information.



Consent
Agenda
Item

7. EXCESS OR EXTENDED SERVICES AND LATECOMER PAYMENT INTEREST RATE ESTABLISHMENT BYLAW NO. 6936, AMENDMENT BYLAW NO. 9084

(File Ref. No. 03-0900-01) (REDMS No. 4016389)

CNCL-51

See Page CNCL-51 for full report

FINANCE COMMITTEE RECOMMENDATION

That Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw No. 9084 be introduced and given first, second, and third readings.



Consent
Agenda
Item

8. REVENUE ANTICIPATION BORROWING (2014) BYLAW NO. 9116

(File Ref. No. 03-0900-01) (REDMS No. 4153934)

CNCL-56

See Page CNCL-56 for full report

FINANCE COMMITTEE RECOMMENDATION

That Revenue Anticipation Borrowing (2014) Bylaw No. 9116 be introduced and given first, second, and third readings.



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Consent
Agenda
Item

9. **RICHMOND ATHLETIC COMMISSION 2014 UPDATE**

(File Ref. No. 11-7200-01) (REDMS No. 4170128)

CNCL-60

See Page CNCL-60 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

- (1) *That the staff report titled Richmond Athletic Commission 2014 Update, dated March 6, 2014, from the Senior Manager, Parks, be received for information; and*
- (2) *That Richmond Athletic Commission Repeal Bylaw No. 9130 be introduced and given first, second, and third readings.*



Consent
Agenda
Item

10. **RICHMOND PUBLIC ART PROGRAM 2013 ANNUAL REPORT AND
PUBLIC ART ADVISORY COMMITTEE 2014 WORK PLAN**

(File Ref. No. 01-0100-30) (REDMS No. 4167862)

CNCL-79

See Page CNCL-79 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the Richmond Public Art Advisory Committee 2014 Work Plan be approved as presented in the staff report dated March 4, 2014 from the Director, Arts, Culture and Heritage Services.



Consent
Agenda
Item

11. **BRITANNIA SHIPYARDS STRATEGIC PLAN 2014-2018**

(File Ref. No. 11-7140-20) (REDMS No. 4164911)

CNCL-101

See Page CNCL-101 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the Britannia Shipyards National Historic Site Strategic Plan 2014-2018 as outlined in the staff report, dated March 6, 2014, from the Senior Manager, Parks be endorsed to guide the future development and operation of Britannia Shipyards National Historic Site.



Council Agenda – Monday, April 14, 2014

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Consent
Agenda
Item

12. **APRIL 22, 2014 PUBLIC HEARING – ITEM NO. 1 – 4160 GARRY STREET (BYLAW 9108 – RZ 13-641596)**

(File Ref. No. 12-8060-20-009108; RZ 13-641596) (REDMS No. 4203167)

CNCL-135

See Page **CNCL-135** for memorandum

PLANNING COMMITTEE RECOMMENDATION

That the application for rezoning for the property at 4160 Garry Street be referred to a future public hearing.



Consent
Agenda
Item

13. **APPLICATION BY NIRMAL TAKHAR FOR REZONING AT 7100/7120 MARRINGTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009128; RZ 13-646115) (REDMS No. 4183845)

CNCL-137

See Page **CNCL-137** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



Consent
Agenda
Item

14. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 9211 AND 9231 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009132; RZ 12-620563) (REDMS No. 4005183)

CNCL-153

See Page **CNCL-153** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



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Consent
Agenda
Item

15. **APPLICATION BY KIRK YUEN OF CAPE CONSTRUCTION (2001) LTD. FOR REZONING AT 13040 NO. 2 ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**
(File Ref. No. 12-8060-20-009094, RZ 12-602748) (REDMS No. 4184767)

CNCL-177

See Page CNCL-177 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of 13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.



Consent
Agenda
Item

16. **TERMINATION OF HOUSING AGREEMENT (9340 - 9400 CAMBIE ROAD) BYLAW NO. 9059**
(File Ref. No. 12-8060-20-009059) (REDMS No. 3982242 v.3)

CNCL-242

See Page CNCL-242 for bylaw

Note: Bylaw No. 9059 was given first reading at the March 24, 2014 Regular Council meeting.

RECOMMENDATION

That Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059 be given second and third readings.



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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



Pg. # ITEM

CNCL-243 Leo Kiu, Chair, Richmond MS Walk Committee, accompanied by Heidi Jakop, MS Society Liaison and Ray Miller, Richmond MS Walk Committee Member, to speak on the **Scotiabank MS Walk** scheduled for Sunday, May 4, 2014 at Garry Point Park.

18. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

☐

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

DEVELOPMENT PERMIT PANEL

19. RECOMMENDATION

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

CNCL-263 (1) *That the **minutes** of the Development Permit Panel meeting held on Wednesday, March 26, 2014, and the **Chair's report** for the Development Permit Panel meeting held on March 26, 2014, be received for information; and*

CNCL-266 (2) *That the changes to the design of building "A" (addressed as 10011 River Drive) be deemed to be in General Compliance with the Development Permit (DP 11-564405) issued for the property at 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive).*

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ITEM

ADJOURNMENT





For Metro Vancouver meetings on Friday, March 28, 2014

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver.

For more information, please contact either:

Bill Morrell, 604-451-6107, Bill.Morrell@metrovanancouver.org or

Glenn Bohn, 604-451-6697, Glenn.Bohn@metrovanancouver.org

Greater Vancouver Regional District

Property Tax Scenario Analysis for Agricultural and Industrial Lands

APPROVED

In December 2013, Metro Vancouver hired Colliers International to compile and analyze various property tax scenarios for agricultural and industrial lands in several municipalities across the region.

The report supports implementation of the Metro Vancouver 2040: Shaping our Future. The findings of the report may also improve the understanding of property taxes as a fiscal lever and offers policy areas for further investigation that can encourage more actively farmed agricultural land and intensification of industrial land.

The Board directed staff to consult with municipalities, provincial agencies and the private sector to identify which taxation and policy areas would benefit from further investigation and to help advance the results, as described in the report titled "Property Tax Scenario Analysis for the Agricultural and Industrial Lands in the Metro Vancouver Region."

The Board also directed staff to investigate the taxation issue pertaining to growing of medical marihuana in Metro Vancouver communities.

Results from the Metro Vancouver Agricultural Land Use Inventory

APPROVED

In April 2012, the Regional Planning and Agriculture Committee received an overview and some initial results from the Agricultural Land Use Inventory (ALUI) that was completed by the Ministry of Agriculture in partnership with Metro Vancouver and member municipalities. Since then, several municipal ALUI reports were completed for Delta, Surrey, Richmond, Langley and more recently Maple Ridge and Pitt Meadows. A regional compilation of this data includes areas surveyed north of the Fraser River and is now available Ministry of Agriculture's website with other municipal ALUI reports.

The Board directed staff to adapt the technical information from the dataset into a more reader-friendly publication that describes farming in Metro Vancouver and agricultural land use, based on the ALUI regional data and other sources of information.



Metro Vancouver Industrial Land Protection and Intensification – Policy Paper

APPROVED

Industrial land protection and intensification are important aspects of Metro Vancouver's Regional Growth Strategy, Metro 2040.

A policy paper has been prepared to help clarify regional growth strategy industrial intensification policies and to provide guidance in implementing and advancing industrial land protection and intensification in the region as an action item from Metro 2040.

The Board approved in principle the clarification of regional growth strategy industrial intensification policies laid out in the report.

Industrial Land Re-Development and Intensification – Constraints and Solutions

APPROVED

In late 2013, Metro Vancouver retained Stantec Ltd. and Site Economics Ltd. to explore the challenges and opportunities associated with redeveloping and intensifying older industrial sites in the region. Work included reviewing past literature on the topic, exploring best practices in other jurisdictions, identifying sub-sectors and geographic areas with the greatest re-development potential, and hosting an industry focus group to receive input.

The Board directed staff to provide the report to municipal and industrial partners, to post it on the Metro Vancouver website for wider dissemination, and to integrate the findings into the 2014 update to the Regional Industrial Land Inventory.

Proposed 9-1-1 Service Province-Wide Call Answer Levy

APPROVED

9-1-1 phone service in Metro Vancouver is provided by E-Comm and is currently funded through a tax requisition of an average of approximately \$4 per household per year. The 2014 E-Comm contract cost is \$3.9 million.

The Union of BC Municipalities (UBCM) has proposed that a call answer levy, to be added to landline and mobile phone bills, be considered in place of a tax levy.

The Board resolved to advise UBCM that it does not support a province-wide call answer levy for 9-1-1 services.

Metro Vancouver Board Strategic Plan

APPROVED

The Board Strategic Plan articulates the role of Metro Vancouver in the region, its vision for the region, and strategic direction for the organization within the context of the integrated regional management plans. The Plan provides staff, the public, member municipalities and other stakeholders with a clear sense of the role the Board sees for the organization within the region and the priorities in moving towards a livable, prosperous and sustainable region.

The Board adopted the Board Strategic Plan.

Expiration of Federal Government Subsidies for Co-op Housing**APPROVED**

At its March 14, 2014 meeting, the Housing Committee received an invited presentation from Thom Armstrong of the Co-operative Housing Federation of BC, regarding the expiration of federal co-op housing programs. The Committee spoke to the benefits of co-op housing and the need for continued rental assistance for low-income co-op residents as federal agreements expire. The Committee subsequently requested staff to bring forward to the Board for its consideration an advocacy recommendation in support of continued subsidies for low-income co-op members.

The Board approved a resolution to:

- a) write a letter requesting the Province to fund and deliver a rent supplement program to replace expiring federal subsidies for low-income members in housing co-ops;
- b) write a letter requesting the federal government to reinvest the savings from expiring federal housing agreements to share the costs of funding the rent supplement program; and
- c) encourage local governments throughout British Columbia to urge the federal and provincial governments to work together to reduce the uncertainty for vulnerable housing co-op members by ensuring that long-term, cost-shared rental assistance programs are in place as federal co-op housing agreements expire.

Metro Vancouver's Continued Role as Community Entity for the Homelessness Partnering Strategy (HPS) Program 2014-2019**APPROVED**

The Regional Steering Committee on Homelessness requested that Metro Vancouver continue in its role as Community Entity under Canada's Homelessness Partnering Strategy, which provides \$8.2 million annually to the region toward reducing and preventing homelessness. As Community Entity, Metro Vancouver administers the funds, handles funding requests, carries out negotiations, and monitors funded projects.

The Board approved that Metro Vancouver continue to serve as HPS Community Entity for an additional five years, from April 1, 2014 to March 31, 2019.

Appointment of Election Officials for the 2014 General Local Election**APPROVED**

The Board appointed Chris Plagnol as Chief Election Officer and Paulette Vetleson as Deputy Chief Election Officer for the 2014 general local election of the Regional Director for GVRD Electoral Area A.

Delegation Executive Summaries Presented at Committee – March 2014**RECEIVED**

The Board received summaries of delegations presented to the Intergovernmental and Administration Electoral Area Sub-Committee: Kavie Toor, Director, Facilities and Business Development, UBC Athletics and Recreation.



The Board also received summaries of delegations to the Regional Planning and Agriculture Committee: Wendy R. Holm; Peter R.W. Duffey; George V. Harvie, Chief Administrative Officer, The Corporation of Delta; Richard Kunz, Southlands the Facts; Debbie McBride, Keith Paremain; Sean Hodgins, President, Century Group; Adrian Wightman; Susan Jones; Kent Warmington; Crystal Allinott.

Electoral Area Unsightly Premises and Nuisance Bylaw

APPROVED

A new bylaw sets out, with greater clarity, the spectrum of enforcement tools that range from “soft” enforcement of bylaw provisions through communication and education, to more aggressive modes of enforcement through ticketing or the imposition of remedial action requirements by the Board.

The bylaw applies to all of Electoral Area A, but expressly excludes First Nations lands (those fall under Federal jurisdiction) and UBC and UEL, both of which fall under the Provincial jurisdiction of the Ministry of Community and Rural Development.

The Board approved a bylaw to deal with unsightly premises, nuisance and property maintenance in Electoral Area A, and directed staff to develop a relevant communications strategy about the new bylaw.

Corporation of Delta Proposed Regional Growth Strategy Amendment for Southlands

APPROVED

The Corporation of Delta has requested a Regional Growth Strategy amendment to accommodate the Southlands, a development project on a 217.5 hectare area, including 950 housing units in the form of single family dwellings, townhouses, apartment building and mixed use buildings.

An analysis completed by Metro Vancouver staff demonstrates the inherent and complex tradeoffs of the proposed Metro 2040 amendment that would facilitate the Southlands development proposal. That Board resolved to:

- a) Initiate the regional growth strategy amendment process for the Corporation of Delta’s proposed regional growth strategy amendment for the Southlands site and direct staff to notify all affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2;
- b) Give 1st and 2nd readings to Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1203, 2014;
- c) Refer Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1203, 2014 to public hearing;
- d) Appoint Derek Corrigan as chair of the public hearing and Harold Steves as vice-chair of the public hearing and set quorum for the public hearing as 10 directors; and
- e) Direct staff to set the date for the public hearing.



**Greater Vancouver Regional District Sasamat Volunteer Fire Department
Administration and Regulation Bylaw No. 1204, 2014**

APPROVED

The Board updated a bylaw for the Sasamat Volunteer Fire Department to exclude the Anmore Middle School from the Sasamat Volunteer Fire Department Fire Protection Area and to comply with changes in standards and regulations.

The middle school will be serviced by the Port Moody Fire Department.

Greater Vancouver Sewage and Drainage District

Fraser Valley Regional District Solid Waste Management Plan Update 2014 – 2024

APPROVED

At its March 13, 2014 meeting, the Zero Waste Committee received an invited presentation from the Fraser Valley Regional District (FVRD), responding to Metro Vancouver's request from December 2013 that the FVRD present its draft Solid Waste Management Plan to Metro Vancouver's Zero Waste Committee and allow Metro Vancouver Board to provide formal comments on the plan. The plan was approved by the FVRD Board of Directors in November 2013 and has been forwarded to the Minister of Environment for approval.

The Board referred the FVRD plan to staff for an analysis and will ask the FVRD to request the BC Minister of Environment withhold approval of the plan until Metro Vancouver has fully analyzed the plan and provided its comments and position on the plan.

Wood Waste Diversion Strategy

APPROVED

A report provided an update on Metro Vancouver's wood waste diversion strategy. Wood waste makes up about 22% of all waste from the region currently going to disposal and approximately 40% of that is clean wood waste.

Metro Vancouver will develop a proposed strategy to ban clean wood waste from disposal by 2015 as the first phase of the wood waste disposal ban called for in the solid waste management plan and present it to the Board for consideration in mid 2014.

The Board received the report and approved the proposed engagement and consultation program for a clean wood disposal ban.

Delegation Executive Summaries Presented at Committee – March 2014

APPROVED

The Board received a report with a summary of a delegation to the Zero Waste Committee: Hildegard Bechler.



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BOARD IN BRIEF

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovancover.org

**Greater Vancouver Sewerage and Drainage District Cost Apportionment Bylaw No. 283,
2014**

APPROVED

The board approved a bylaw that allocates the liquid waste costs included in the approved budget out to member municipalities primarily on the premise of sewer flows or a proxy of sewer flows where appropriate.



Finance Committee

Date: Monday, April 7, 2014

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes
Councillor Derek Dang
Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:55 p.m.

MINUTES

It was moved and seconded

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

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. **EXCESS OR EXTENDED SERVICES AND LATECOMER PAYMENT
INTEREST RATE ESTABLISHMENT BYLAW NO. 6936,
AMENDMENT BYLAW NO. 9084**
(File Ref. No. 03-0900-01) (REDMS No. 4016389)

Finance Committee
Monday, April 7, 2014

It was moved and seconded

That Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw No. 9084 be introduced and given first, second, and third readings.

The question on the motion was not called as Venus Ngan, Manager, Treasury and Financial Services, advised that interest rates will be grandfathered for any existing latecomer projects under Section 2. The question on the motion was then called and it was **CARRIED**.

2. REVENUE ANTICIPATION BORROWING (2014) BYLAW NO. 9116
(File Ref. No. 03-0900-01) (REDMS No. 4153934)

It was moved and seconded

That Revenue Anticipation Borrowing (2014) Bylaw No. 9116 be introduced and given first, second, and third readings.

The question on the motion was not called as Jerry Chong, Director, Finance, advised that, although the provision had not been used in the past, the credit arrangement is a precautionary service offered free of charge by the bank. The question on the motion was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:57 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 7, 2014.

Mayor Malcolm D. Brodie
Chair

Heather Howey
Committee Clerk



General Purposes Committee

Date: Monday, April 7, 2014

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Linda Barnes
Councillor Derek Dang
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 General Purposes Committee held on Monday, March 17, 2014, be adopted as circulated.

CARRIED

DELEGATION

1. With the aid of a PowerPoint presentation, Councillor Bill Harper, New Westminster City Council, accompanied by Eugene Wat, Manager of Infrastructure Planning, spoke to the City of New Westminster's perspective on replacing the Pattullo Bridge and highlighted the following:
 - rehabilitation of the Pattullo Bridge was not a viable option due to its seismic vulnerability, lack of structural integrity, and exposure to river scour;

1.

General Purposes Committee

Monday, April 7, 2014

- New Westminster's policy is to work towards the principle of no new added capacity in the transportation system for vehicles passing through the City;
- over the last decade, historical data indicated a declining or stable trend in daily traffic on the Pattullo Bridge;
- the Pattullo Bridge has become known as the free alternative to the newly tolled Port Mann Bridge, and as such, it has seen an increase of approximately 6,000 to 12,000 crossings per day;
- increased capacity for the Pattullo Bridge is not contemplated in the City of New Westminster's and the City of Surrey's Official Community Plans or in Metro Vancouver's Regional Growth Strategy;
- the expansion of the Pattullo Bridge is not consistent with TransLink's policies for priority to be given to rapid transit, cycling, and pedestrian infrastructure;
- the City of New Westminster is a dense urban centre with no room to accommodate the expansion of its existing transportation system;
- the City of New Westminster wishes to see the Pattullo Bridge replaced by a four lane bridge that is tolled; a toll would aid in financing such a project, while discouraging discretionary travel across the bridge;
- the City of New Westminster is requesting that the Province (i) re-allocate \$600 million earmarked for two additional lanes on the Pattullo Bridge towards additional rapid transit infrastructure, (ii) provide direct connection from the South Fraser Perimeter Road to the Port Mann Bridge, and (iii) reduce the Port Mann Bridge tolls; and
- the City of New Westminster is seeking support for a resolution for the proposed Pattullo Bridge Replacement Project.

Discussion ensued regarding (i) revisions to the Ministry of Transportation and Infrastructure (MOTI) "Guidelines for Tolling" and the feasibility of road pricing, (ii) the Massey Tunnel Replacement proposal, (iii) traffic impacts related to expansion at the Vancouver International Airport and Port Metro Vancouver facilities, (iv) the possibility of extending the operating hours for Port Metro Vancouver in order to mitigate traffic flow during peak periods including premiums for peak deliveries, (v) expanding short sea shipping, and (vi) the need for a Regional Transportation Strategy.

In response to queries from Committee, Councillor Harper and Mr. Wat provided the following additional information:

- an affordable and equitable regional road pricing structure may be a viable alternative to tolling;

General Purposes Committee

Monday, April 7, 2014

- business operating hours and ambiguous surcharge provisions in the current tolling guidelines were identified as challenges to reducing commercial traffic during peak hours;
- during preliminary discussions, the City of New Westminster supported rehabilitating the existing Pattullo Bridge; however, TransLink was not in favour of this option;
- weight restrictions on routes through New Westminster must be approved by TransLink; and
- it is anticipated that future structures and connections for a potential new bridge will be designed to reflect the City of New Westminster's urban and cohesive neighbourhoods.

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

It was moved and seconded

- (1) *That the City of New Westminster's report titled "A Reasonable Approach: A Perspective on the Pattullo Bridge" and resolution be referred to staff for analysis and comment; and*
- (2) *That staff arrange for a delegation from the City of Surrey on the replacement of the Pattullo Bridge.*

The question on the referral was not called as discussion ensued regarding the development of infrastructure that will not address regional concerns and priorities related to rapid transit, cycling, and pedestrian options. Committee expressed the view that an integrated transportation solution to examine (i) traffic configurations and diversions, (ii) tolling policies, and (iii) other regional concerns was required. The question on the referral was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:54 p.m.).

CARRIED

General Purposes Committee
Monday, April 7, 2014

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 7, 2014.

Mayor Malcolm D. Brodie
Chair

Heather Howey
Committee Clerk



Parks, Recreation & Cultural Services Committee

Date: Tuesday, March 25, 2014

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Bill McNulty
Mayor Malcolm Brodie

Absent: Councillor Linda Barnes
Councillor Evelina Halsey-Brandt

Also Present: Councillor Chak Au
Councillor Derek Dang

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, February 25, 2014, be adopted as circulated.

CARRIED

There was agreement to vary the order of the agenda to consider Item No. 2 last.

NEXT COMMITTEE MEETING DATE

Tuesday, April 29, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

Parks, Recreation & Cultural Services Committee
Tuesday, March 25, 2014

COMMUNITY SERVICES DEPARTMENT

1. **RICHMOND ATHLETIC COMMISSION 2014 UPDATE**
(File Ref. No. 11-7200-01) (REDMS No. 4170128)

It was moved and seconded

- (1) *That the staff report titled Richmond Athletic Commission 2014 Update, dated March 6, 2014, from the Senior Manager, Parks, be received for information; and*
- (2) *That Richmond Athletic Commission Repeal Bylaw No. 9130 be introduced and given first second and third reading.*

CARRIED

2. **GARDEN CITY LANDS LEGACY LANDSCAPE PLAN**
(File Ref. No. 06-2345-20) (REDMS No. 4169130)

Please see Page 3 for action on this matter.

3. **RICHMOND PUBLIC ART PROGRAM 2013 ANNUAL REPORT AND PUBLIC ART ADVISORY COMMITTEE 2014 WORK PLAN**
(File Ref. No. 01-0100-30) (REDMS No. 4167862)

It was moved and seconded

That the Richmond Public Art Advisory Committee 2014 Work Plan be approved as presented in the staff report dated March 4, 2014 from the Director, Arts, Culture and Heritage Services.

CARRIED

4. **BRITANNIA SHIPYARDS STRATEGIC PLAN 2014-2018**
(File Ref. No. 11-7140-20) (REDMS No. 4164911)

It was moved and seconded

That the Britannia Shipyards National Historic Site Strategic Plan 2014-2018 as outlined in the staff report, dated March 6, 2014, from the Senior Manager, Parks be endorsed to guide the future development and operation of Britannia Shipyards National Historic Site.

The question on the motion was not called as in reply to a query from Committee, Mike Redpath, Senior Manager, Parks, advised that the Britannia Shipyards Strategic Plan encompasses waterfront pilings.

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

Parks, Recreation & Cultural Services Committee
Tuesday, March 25, 2014

2. GARDEN CITY LANDS LEGACY LANDSCAPE PLAN
(File Ref. No. 06-2345-20) (REDMS No. 4169130)

With the aid of a presentation (on file, City Clerk's Office), Mr. Redpath accompanied by Yvonne Stich, Parks Planner, gave an overview of the proposed Garden City Lands Legacy Landscape Plan and highlighted the following key elements:

- the bog will be preserved as a natural area and a small dyke is proposed along the bog's edge to protect its ecology;
- the mound, a former landfill site in the northwest corner of the Lands, is proposed to be developed as a community park; dense tree planting is anticipated to provide a buffer along Alderbridge Way;
- the existing wetland area will integrate into the site's storm water management strategy; a canal structure and several filtration ponds will facilitate this integration;
- the community hub will act as the Lands' main entry, and will host multi-functional agricultural buildings, community gardens, and an event field;
- the Plan proposes to develop the fields on a grid system, and the fields will be crisscrossed with public paths;
- the sanctuary, an important ecological and sensitive area within the bog environment, is proposed to be developed as a green oasis in the centre of the Lands;
- the edges of the Lands will be developed through a variety of features, such as meandering paths, concrete sidewalks, boardwalks, and plantings;
- the proposed Plan is a long-term vision, and as such, must be adaptable; on-going communication with the Agricultural Land Commission (ALC), and cautious development are also important facets of the Plan; and
- next steps include: (i) undertaking detailed hydrology monitoring and testing, (ii) developing a detailed resource management plan for the site, (iii) developing a funding strategy and multi-year implementation plan, (iv) preparing a phased multi-year capital submission, (v) developing a partnership strategy, and (vi) establishing an interpretation program and phased programming strategy for the Lands.

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Tuesday, March 25, 2014

Discussion ensued regarding the importance of conducting a hydrology study in order to determine the most suitable areas for development. Committee expressed concern with regard to the (i) proposed level of development for the Lands, (ii) practicality of the 'off the grid' concept, particularly as it relates to crop rotation, (iii) mound soil conditions, and (iv) number and size of proposed farm buildings.

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

- the 'off the grid' concept was the most popular choice among the public during the second round of consultation;
- approximately 50 acres of the Lands will be farmland;
- staff will review the 'off the grid' concept as it relates to crop rotation;
- the proposed Plan is conceptual; however, staff worked closely with the Burns Bog Scientific Advisory Panel to identify areas of the Lands to be protected;
- the proposed Plan has no intention to remove or to replace the mound area's soil;
- the Plan proposes a series of small scale multi-functional buildings, which will support agricultural activities and act as gathering space for community meetings, a farmer's market, and so forth;
- the establishment of a perimeter trail would be a high priority once the hydrology testing and storm water management strategy have been completed; and
- should the proposed Plan be ratified by Council, it is anticipated that a communication event be held on the Lands.

Discussion took place regarding the agricultural fields' orientation, dimensions suitable for crop rotation, and the merits of Metro Vancouver's Colony Farm Land Use Plan. Committee recommended that the proposed Plan be circulated to the Agricultural Advisory Committee for comment.

Jim Wright, on behalf of the Garden City Conservation Society, was of the opinion that the Garden City Lands be stewarded as an Agricultural Land Reserve (ALR) park for community wellness. Mr. Wright read from his written submission (attached to and forming part of these minutes as **Schedule 1**).

De Whalen, representing the Richmond Poverty Response Committee, supported the proposed Plan's passive recreation uses, the community fields, and the preservation of the bog. Ms. Whalen was of the opinion that preservation of the bog and additional passive recreational space will foster a healthy community and create an attractive indigenous flora and fauna.

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Gordon Lee, Vice President, Finance and Administration, Kwantlen Polytechnic University (KPU) accompanied by Dr. Rebecca Harbut, Researcher and Sustainable Agriculture Instructor, spoke in favour of the proposed Plan. Mr. Lee noted that KPU is committed to collaborating with the City and community groups for the development of the proposed 20-acre educational farm on the Lands. Further, Mr. Lee noted that KPU has committed funds towards this project and is currently pursuing additional funding avenues to ensure a sustainable operation for both KPU and the City.

In response to a query from Committee, Dr. Harbut advised that KPU is interested in commenting on the proposed Plan as it relates to agricultural best practices.

Nancy Trant, 10100 No. 3 Road, spoke of Richmond's agricultural legacy and its flora and fauna. Ms. Trant expressed support for the proposed agricultural uses, and for the preservation of the bog and natural environments on the Lands.

Discussion ensued regarding circulating the proposed Plan to the Agricultural Advisory Committee and the Advisory Committee on the Environment. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the Garden City Lands Legacy Landscape Plan be referred back to staff to consider the comments of Committee members including:

- (1) forwarding the Plan to the Agricultural Advisory Committee, the Advisory Committee on the Environment, Kwantlen Polytechnic University, and other stakeholders for comments;***
- (2) revising the Plan to reflect a north/south grid orientation; and***
- (3) investigating the need for the wetland and the expansion of the bog.***

The question on the referral was not called as discussion ensued regarding (i) adopting the proposed Plan as a guide for the future, (ii) the potential of expanding the bog to include lands to the west, and (iii) exploring the feasibility of farming the wetland.

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

5. MANAGER'S REPORT

(i) Community Services Department Updates

Dee Bowley-Cowan, Acting Manager, Parks Programs, highlighted that, in partnership with the West Richmond, Steveston, and Thompson Community Associations, the City will tidy the Railway Avenue corridor and other green spaces as part of Earth Day, scheduled for April 22, 2014.

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Tuesday, March 25, 2014

Ted DeCrom, Manager, Parks Operations, commented on annual spring activities for Parks crews and noted that the recently unveiled Street Banners will be installed during non-peak hours in an effort to minimize traffic impacts.

Jane Fernyhough, Director, Arts, Culture and Heritage Services, provided an update on the removal of the graffiti on the Cenotaph. In response to a query from Committee, Ms. Fernyhough advised that due to the properties of the stone, a protective coating cannot be applied to the Cenotaph.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:24 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 25, 2014.

Councillor Harold Steves
Chair

Heather Howey
Committee Clerk

Jim Wright, speaking for the Garden City Conservation Society

Councillor Steves and committee,

I've spent lots of time reviewing the revised concept for enhancing the Garden City Lands. It is much improved.

I should mention here that I'm taking the broad perspective of the community who saved the lands by rising up to *conserve* the lands for **ALR values**.

The statements of goals and principles in the report are mostly excellent. The ideas fair and open house that are described were mostly excellent too. As always, the images look attractive.

Those strengths helped free me to focus on the key question on behalf of the community: Can we be confident that the lands will be **stewarded** as an **ALR** park for ALR uses for *community wellness*?

Stewardship involves strong values. In this case, they would be strong **ALR** values along with clear commitment to community wellness. (So I looked for that.)

Stewardship also involves down-to-earth practicality. So I looked for signs of practical thinking for the range of ALR uses: agricultural, ecological and related open-land recreation.

Unfortunately, I still see ALR **evasion**. For instance, changing the Community Fields label enabled *deniability*, but that's all. Under the new labels of "Event Field" and "The Commons," the Community Fields for contra-ALR uses are even larger.

Of course that's deniable, but as *grass* fields they'd just be tourist destinations—for snow geese. That happens to be okay with me, but are we really aiming for edible airports?

Let's move on. For both agriculture and bog conservation, the trails will typically need to serve water management roles. That's the logical way to separate the acidic water for bog restoration from agricultural water (usually alkaline). And water-level management is needed for *everything*. But there are something like 35 trail illustrations, and I noticed *none* that obviously serve that purpose. Most of them obviously do *not*.

Basic *hydrology* thinking for water management was to be part of Phase 1 in the six phases, but there's no sign of it.

Finishing phase 1 would also involve going out on the lands with an expert guide like Michael Wolfe to see the effect of invasive species. But the revised concept describes *Scotch heather* almost as though it's good, when it is actually a fast-advancing *invader*. In effect, it is strangling the sphagnum bog ecosystem. That's becoming another lost legacy. It's not ALR park stewardship.

Getting back to the trails, there's consensus on the importance of the *perimeter* trail. It's needed for community access and hydrology, but first of all it is an **ALR farm road** (for service vehicles). With **ALR-park thinking**, that would be brought out in the concept. (It isn't.)

For community wellness, the lands would be **accessible**, starting with that perimeter trail. Incredibly, nothing in the words or images shows design to enable mobility scooters, walkers and wheelchairs. It's just more of the disregard for ordinary people that has lost us the viewscape legacy. That is sad.

The concept is full of nice sentiments. We now need a *practical* plan for an authentic ALR park.

We have capable decent people on staff. Let's get rid of the contra-ALR millstone around their neck. Let them plan how to *steward* the **ALR** park and **save** natural legacies for community wellness.



Planning Committee

Date: Tuesday, April 8, 2014

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Chak Au
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Linda Barnes

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, March 18, 2014, be adopted as circulated.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

1. **APRIL 22, 2014 PUBLIC HEARING - ITEM NO. 1 – 4160 GARRY STREET (BYLAW 9108 – RZ 13-641596)**
(File Ref. No.: 12-8060-20-009108) (REDMS No. 4203167)

It was moved and seconded

That the application for rezoning for the property at 4160 Garry Street be referred to a future public hearing.

CARRIED

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2. APPLICATION BY NIRMAL TAKHAR FOR REZONING AT 7100/7120 MARRINGTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009128; RZ 13-646115) (REDMS No. 4183845)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 9211 AND 9231 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009132; RZ 12-620563) (REDMS No. 4005183)

Discussion ensued with regard to the sustainability features included in the proposed development. Wayne Craig, Director, Development noted that a broad policy on the inclusion of sustainability features for new developments is anticipated to be brought forward within the next month.

In reply to queries from Committee, Mr. Craig noted that the inclusion of solar or geothermal energy features can be discussed with the applicant.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

4. APPLICATION BY KIRK YUEN OF CAPE CONSTRUCTION (2001) LTD. FOR REZONING AT 13040 NO. 2 ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)

(File Ref. No. 12-8060-20-009094, RZ 12-602748) (REDMS No. 4184767)

Mr. Craig gave introductory comments with regard to aspects of the proposed application, noting that it was referred back to staff at the February 17, 2014 Public Hearing. Mr. Craig then noted the following changes made to the proposed application as a result of the referral:

- there will be a single access point to No. 2 Road;
- the development will be required to utilize a compactor for waste collection in the parking garage;
- there will be one loading area on the site with access to No. 2 Road;

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- road improvements to the No. 2 Road frontage will be included as part of the application's rezoning conditions; and
- privacy concerns have been addressed and the proposed development's setbacks exceed those set out in Official Community Plan guidelines.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of 13040 No. 2 Road from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU24) – London Landing (Steveston)", be forwarded to the May 20, 2014 Public Hearing.

CARRIED

5. APPLICATION BY ONNI DEVELOPMENT (IMPERIAL LANDING) CORP. FOR A ZONING TEXT AMENDMENT AT 4020, 4080, 4100, 4180, 4280 AND 4300 BAYVIEW STREET (FORMERLY 4300 BAYVIEW STREET) TO AMEND THE STEVESTON MARITIME MIXED USE (ZMU12) ZONE AND THE STEVESTON MARITIME (ZC21) ZONE

(File Ref. No. 12-8060-20-9062/9063; RZ 13-633927) (REDMS No. 4180184)

Mr. Craig gave introductory comments with regard to aspects of the proposed rezoning application and noted the following:

- staff attended the meeting between the Steveston Merchants Association and the applicant on November 26, 2013;
- the applicant engaged a consulting firm to conduct a telephone survey with residents of the Steveston area;
- the applicant retained another consulting firm to review potential impacts the proposed development may have for existing area businesses;
- the applicant removed "Indoor Recreation" from the list of permitted uses;
- a proposed parking agreement will provide two-hour complimentary parking to patrons of the future commercial space; pay parking rates will reflect parking rates in the surrounding area;
- a proposed agreement will limit commercial loading to certain hours of the day;
- the cash amenity contribution will be allocated for future use in the Steveston area;
- there is a desire to pursue library space on the subject site; however, currently there are no funds allocated for the relocation of the Steveston Library branch; and

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- Community Services staff have determined that the subject site is not suitable for the proposed Maritime Museum.

In reply to queries from Committee regarding the feasibility of relocating the Steveston Library, Mr. Craig noted that the Richmond Public Library Board advised that they would prefer a larger floor area and there were no funds available.

Discussion ensued regarding (i) other possible sources to fund the relocation of the Steveston Library branch; (ii) the potential to rent space on the subject site for a City library; and (iii) the future development of a marina in Steveston.

In reply to queries from Committee, Sara Badyal, Planner 2, commented on the Ironwood Library branch, noting that a portion of the space is common space and as such, standard lease rates are not charged.

Discussion ensued with regard to (i) the feasibility of increasing the size of the amenity contribution; (ii) the anticipated value generated as a result of the proposed development; (iii) support for the application by existing merchants in the area; and (iv) the consultation methods employed by the applicant to survey the community.

The Chair commented on the Steveston community's request for additional amenities such as fitness facilities; and noted that the expansion of the Steveston Library branch would be more beneficial to the community.

The Chair referred to a survey included in the staff report, noting that survey participants identified different commercial uses with varying priorities. The Chair then expressed concern with regard to the potential negative effects the proposed development may pose to existing area businesses.

Discussion took place regarding the direction staff were given regarding the development of a marina near the subject site.

In reply to queries from Committee, Dave Semple, General Manager, Community Services, stated that environmental conditions and existing infrastructure in the area are being assessed to determine the feasibility of developing the Steveston waterfront, including a marina.

Mr. Semple then advised that there were no specific plans to develop a marina along the Steveston waterfront, as staff were directed to examine opportunities to enhance the Steveston waterfront, which may include the development of a marina.

Discussion took place on the long term plans for the Steveston waterfront and how it could affect zoning in the area.

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In reply to queries from Committee, Mr. Semple advised that staff are examining opportunities for dredging and noted that once preliminary assessments have been completed, staff can provide Council with possible options to develop the Steveston waterfront.

Danny Leung, Wydanco Development Corp. (representing Onni Development Corp.), referred to a letter, dated April 8, 2014 to Planning Committee (attached to and forming part of these minutes as **Schedule 1**) and summarized the applicant's consultation efforts.

Mr. Leung then presented a draft copy of a tenant agreement (attached to and forming part of these minutes as **Schedule 2**) as a way for the current owner to fill the vacant commercial space on the subject site, while working under the intent of the current zoning.

Mr. Leung then presented additional public correspondence in the form of a petition (attached to and forming part of these minutes as **Schedule 3**) in favour of the proposed zoning amendment.

In reply to queries from Committee, Mr. Leung provided the following information:

- the potential relocation of the Steveston Library branch, utilizing space on the subject site, can be discussed with the applicant;
- the variety of future commercial tenants will be determined by market demand;
- the proposed tenant agreement enables current tenants to continue leasing their space under the intent of the current zoning; and
- new commercial space would help meet amenity demands from the community.

Discussion ensued with regard to the amount of commercial space in the area and the notion of altering the Steveston Maritime Mixed Use zone incrementally as community demands evolve.

Discussion ensued regarding the sustainability of the original Maritime Mixed Use zone and how it may be contributing to vacancies on the subject site. Also, it was noted that Committee wishes to see an increase in community amenity contributions and in particular, the expansion of the Steveston Library branch, as part of the proposed development.

Discussion ensued with regard to the proposed tenant agreement and how it may be revised to facilitate the addition of a Maritime Mixed Use tenant in the building.

In reply to queries from Committee, Mr. Leung was of the opinion that market demand for tenants that require the Maritime Mixed Use zone may increase as the Steveston waterfront developed.

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Also, Mr. Leung noted that there were few marketing efforts to fill the vacant property since there is currently little market demand for Maritime Mixed Use space.

Discussion ensued with regard to the developer increasing the community amenity contribution and Committee suggested that the proposed application's bylaws go forward for first reading, subject to the developer increasing the community amenity contribution. The Chair then suggested that the community amenity contribution take the form of expanding the Steveston Library branch.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that commercial uses for the space can be limited by amending the bylaw.

Discussion ensued regarding limiting commercial units on the subject site and it was suggested that such units be replaced by residential units. In reply to queries from Committee, Mr. Leung noted that converting the commercial units to residential units is possible but would be challenging.

Jim van der Tas, Steveston Merchants Association, summarized the consultation conducted by the developer and noted that existing area merchants are expressing little support for the proposed application. Also, he relayed questions from members of the Steveston Merchants Association regarding parking concerns, future plans for Steveston Village, and the accuracy of the traffic studies completed by the developer. Mr. van der Tas added that the City should explore opportunities to enhance the Steveston waterfront and introduce initiatives that would attract waterfront amenities such as water taxis and boat rentals.

In reply to queries from Mr. van der Tas, Mr. Craig noted that Maritime Mixed Use parking rates would reflect Commercial Use parking rates.

In reply to queries from Committee, Floris van Weelderen, MMM Group Ltd., summarized the methodology used in the traffic study and noted that the current traffic volume statistics included in the traffic study considered seasonal variances.

Discussion ensued with regard to the Steveston Merchants Association's proposal to provide a 25% Maritime Mixed Use, 50% Office space, 25% Retail space on the subject site. Mr. van der Tas was of the opinion that the proposed commercial ratio would benefit the community and complement existing merchants; however he advised that the developer did not support the proposal.

Discussion then took place regarding the market for office space as per the Steveston Merchants Association's proposal.

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Iqbal Ladha, Owner, Steveston Marine and Hardware, expressed concern that the proposed application will negatively impact existing merchants in Steveston Village. Mr. Ladha commented on the applicant's consultation efforts and was of the opinion that the retail analysis was biased. Also, he added that there may be demand for office space from businesses like engineering and architectural firms. Mr. Ladha then suggested that the City explore the development of the Steveston waterfront and was of the opinion that a marina and marina services would be in high demand due to the lack of such amenities throughout the Lower Mainland.

Lorne Sly, 11911 3rd Avenue, expressed concerns with regard to the removal of the proposed fitness centre from the proposed application. Mr. Sly was of the opinion that current recreational facilities in the Steveston area are inadequate for the community's needs. Also, he was of the opinion that the subject site is an ideal place for a museum and that a marina along the Steveston waterfront would enhance the commercial environment.

In reply to queries from Committee regarding the forthcoming staff report on the City's major facilities, Cathryn Carlile, General Manager, Community Services, noted that the Major Facilities Plan would be brought forward in 2015. She added that there is currently no direction to staff for the inclusion of a marina in Steveston as part of the Major Facilities Plan; however, that does not preclude it from being added at a future date, if Council so desires.

Discussion ensued with regard to space requirements for the development of a new library.

In reply to queries from Committee, Mr. Craig advised that Terms of Reference in relation to the retail studies included in the staff report were reviewed by staff; however, the studies were completed by an independent consulting firm.

In reply to queries from Committee, Mr. Erceg advised that staff have discussed leasing terms with the developer with regard to the potential library space. He added that the Richmond Public Library Board has indicated that there is no budget allocated for the relocation and expansion of the Steveston Library branch. Mr. Erceg also advised that the applicant was not willing to provide library space at no cost but lease the space at a reduced rate.

Discussion ensued with regard to the resources required for the relocation of Steveston branch of the Richmond Public Library. The Chair noted that the City has resources for a new library in addition to the terms that can be negotiated with developer for additional community amenity contributions.

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

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It was moved and seconded

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9062, to repeal and replace the land use definition of “Maritime Mixed Use” by adding a range of commercial uses in Appendix 1 (Definitions) to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;*
- (2) *That Bylaw 9062, 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 found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9062, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to:*
 - (a) *amend “Steveston Maritime Mixed Use (ZMU12)” by widening the range of permitted commercial uses; and*
 - (b) *amend “Steveston Maritime (ZC21)” by widening the range of permitted commercial uses on 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street;**be introduced and given first reading, providing that the community amenity contribution be enhanced to the satisfaction of City Council.*

The question on the motion was not called as discussion ensued regarding: (i) the time required to discuss amenity contribution enhancements with the developer; (ii) space requirements for the expansion of the Steveston Library branch; (iii) the potential effects to existing Steveston businesses and how market demand dictates the commercial environment; (iv) focus to find a tenant that would fit the current Maritime Mixed Use zoning; (v) methodologies used to survey Steveston residents; and (vi) different amenities that could be included with the proposed development such as a new Steveston Library branch and waterfront enhancements.

Discussion further ensued with regard to the proposed commercial ratio of 25% Maritime Mixed Use, 50% Office space and 25% Retail Space as proposed by the Steveston Merchants Association. Staff were then directed to examine the proposed commercial ratio as presented by the Steveston Merchants Association to determine its suitability for the proposed application.

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

It was moved and seconded

That the staff report titled, Application By Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 And 4300 Bayview Street (Formerly 4300 Bayview Street) to amend the Steveston Maritime Mixed Use (ZMU12) Zone and the Steveston Maritime (ZC21) Zone, from the Director, Development, dated March 17, 2014, be referred back to staff to examine:

- (1) the enhancement of the community amenity contribution, including the possibility of library expansion and marina development; and*
- (2) the legal aspects related to change of use lease provisions suggested by the applicant.*

and report back to the April 23, 2014 Planning Committee meeting.

CARRIED

6. MANAGER'S REPORT

(a) Restrictions on the Size of Houses on Agricultural Land

Discussion ensued with regard to the size of new homes on agricultural land and it was noted that the Corporation of Delta has a bylaw restriction on the size of homes on agricultural land. It was further noted that the Ministry of Agriculture has created size guidelines with respect to homes on agricultural lands that municipalities can follow.

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

It was moved and seconded

That the staff examine guidelines related to potential size restrictions new homes constructed on agricultural lands.

CARRIED

(b) Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendment for the Delta Southlands Area

Terry Crowe, Manager, Policy Planning briefed Committee on the proposed Metro Vancouver Regional Growth Strategy (RGS) Amendment initiated by Delta for the Southlands area. Mr. Crowe advised that the City received an invitation from Metro Vancouver to comment on the proposed RGS amendment on April 1, 2014. The deadline for comments was April 29, 2014 and Council was not required to comment.

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Mr. Crowe advised that the City was not affected by the proposed amendment and staff had nothing more to add to the report from Metro Vancouver. As a result, staff were proposing not to bring a staff report to Council regarding the proposed amendment. Committee advised that a staff report regarding this matter was not required to be brought to Council.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:07 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, April 8, 2014.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk

To: Planning Committee
From: Danny Leung, Wydanco Development Corp
Date: April 8, 2014

**Re: Application by Onni Development (Imperial Landing)
Corp. for a zoning text amendment at 4020, 4080, 4100,
4180, 4280 and 4300 Bayview Street (formerly 4300
Bayview Street) to amend the Steveston Maritime
Mixed Use (ZMU12) zone and the Steveston Maritime
(ZC21) zone**

Since the last Planning Committee meeting regarding the Imperial Landing retail development on November 5, 2013, I have worked to help address all outstanding questions and requests regarding the Imperial Landing retail development. A number of key tasks have been completed in close consultation with Planning Staff including:

- A public meeting with the Steveston Merchant's Association was conducted on November 26 2013. This meeting was conducted to present consultants retail and traffic reports, present leasing updates, as well as to receive questions/input from the Merchant's Association.
- Additions and changes were made to the Imperial Landing Retail Analysis draft report prepared by Hume Consulting based on comments from Planning Staff, feedback from the Steveston Merchant's Association, and findings from the Mustel Group telephone survey. This report has been finalized and submitted to the City.
- Colliers International was hired to conduct a peer review study of the Hume Consulting "Imperial Landing Retail Analysis" report as well as answer specific questions identified by Planning Staff. This report has been completed and submitted to the City.
- Mustel Group Market Research was hired to conduct a telephone survey of Steveston residents regarding the Imperial Landing retail development. This survey and report has been completed and submitted to the City.
- Updates were been made to the traffic analysis conducted by MMM Group based on feedback from Planning Staff and the Steveston Merchant's Association. This updated report has been completed and submitted to the City.
- Additional meetings/discussions were held with Mr. Jim van der Tas, President of the Steveston Merchants Association along with Mr. Jim Kojima and Mr. Lorne Slye to update them and to discuss their questions and concerns.
- A meeting was held with the Steveston 20/20 Group on March 24th with Peter Humm, the retail consultant, to update members regarding the current status of the Imperial Landing retail development and to receive comments and questions from attending members. Copies of the consultants reports were provided to them.

I would be happy to address any of your questions at today's meeting. All of the consultants will also be present to answer any questions you may have.

Thank-you for your time and consideration in this matter.


Danny Leung

CNCL - 39

Change Retail/ Commercial Use to Maritime Mixed Use (MMU).

The Landlord reserves the right to terminate this Lease or to relocate the leasee in order to facilitate any expansion, renovation, alteration or addition of any Mixed Maritime Use tenant in Building Six. The premises to which the Tenant is relocated shall be referred to as the "New Premises". If the Landlord intends to expand or make alternations to Building Six for the use of Maritime Mixed Use, it may, upon providing at least eighteen (18) months written notice to the Tenant, elect to either:

- a) Cancel this Lease without any compensation whatsoever to the Tenant, in which case this Lease shall terminate on the date set out in such notice without prejudice, however, to any rights or obligations arising hereunder or accruing to either party before the date of such termination; or
- b) No reduction or discontinuance of service under this Article shall be construed as a breach of the Landlord's covenant for quiet enjoyment or as an eviction of the Tenant or entitle the Tenant to any abatement of Basic Rent, Additional Rent and Percentage Rent or release the Tenant from any obligation under this Lease.
- c) Should the Tenant or Landlord elect to relocate the Tenant on or before the 5th anniversary of the Commencement Date, the Landlord shall be responsible for the cost of improving the New Premises to a standard which is, in the reasonable opinion of the Landlord, similar to that of the Lease Premises as of the date of relocation (the "Previous Standard"); and
- d) Should the Tenant or Landlord elect to relocate the Tenant after the 5th anniversary of the Commencement date, the Landlord and the Tenant shall bear equally the cost of improving the New Premises to the Previous Standard.

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



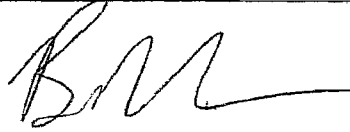
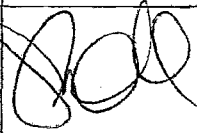
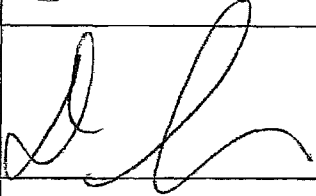

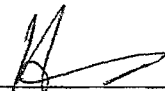
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Moncton Street and Railway Avenue area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more variety of retail store in the area, such as sporting good, music, books
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- want to see the existing development being occupied instead of vacant unit
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Russell Weber	12331 Phoenix Dr.	
Margeson Reddy	Unit 27 12331-Phoenix Dr.	
BRYN WENDONSKY	31-12331 Phoenix Dr.	
Shauna Lynde	33-12331 Phoenix Dr.	
DENIS SADIK	12331 PHOENIX DR # RICHMOND, BC. 36	
 ALVIN LEE	4679 GUERRARD P V7E-6S6	

City of Richmond
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Richmond, BC V6Y 2C1

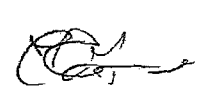
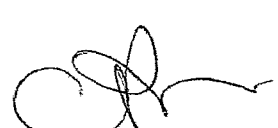




To: Mayor Malcolm Brodie & City Councillors

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Full Name	Address	Signature
ANTHONY Newton	12500 PHOENIX DRIVE RICHMOND BC	
Claudia Poerschke-Weber	12440 Phoenix Dr. Richmond BC	
Rachel Manaras	12480 Phoenix Rd BC	
Chris Manaras	" " " "	
Mae Zeski	12450 PHOENIX DR RICH. BC	
Cate Rodrigue	1-12331 PHOENIX DR. RICHMOND BC	

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Richmond, BC V6Y 2C1


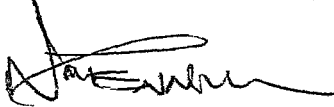
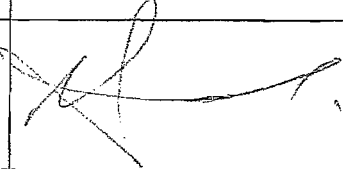
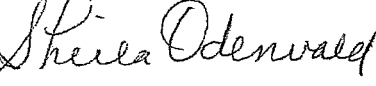
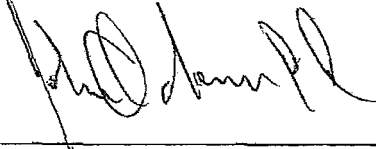

To: Mayor Malcolm Brodie & City Councillors

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- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Camelia WILKINSON	9-12331 Phoenix Dr - Richmond	
WILLIAM DENNILL	#12-12331 PHOENIX DRIVE, RICHMOND, V7E 6C2	
MICHAEL BERTRAND	#45-1233 PHOENIX DR	
SHEILA ODENVOLD	#19-12331 Phoenix Dr Richmond BC V7E 6C4	
John Odenvold	Same	
Linda Jennings	#24-12331 PHOENIX DR	

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

To: Mayor Malcolm Brodie & City Councillors

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- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
J. Morishita	105 - 4111 Bayview St	J. Morishita
Vivien Lindner	4375 Bayview St.	Vivien Lindner
Elma Wang	4546 Moncton	Elma Wang
ARTHUR EAKIN	4520 Britannia Dr.	Arthur Eakin
Lloyd Chen	12451 phoenix Dr.	Lloyd Chen
DEIDRE SILVA	5-12331 Phoenix Dr	Deidre Silva

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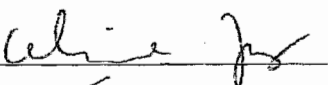

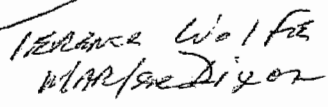

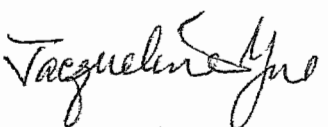

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Moncton Street and Railway Avenue area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

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- Looking for more grocery store option in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
	4535 Britannia Dr.	
 TERENCE WOLFE WILMINGTON DR	4526 BRITANNIA DR	
	12591 Phoenix Dr. Rmnd.	

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

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the No. 2 Road and south of Moncton area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Leah Sedola	12639 #2 Road Rich	L. Sedola.
Amy Truscott	#5-13160 Princess St.	AT
Pet Mitchell	127 12639 102 Rd, Richmond	Pet Mitchell
Jennifer van Wyssheghe	London Road Richmond	JV99Wynnyh
Aleue Yanoshita	#5-5999 Addrew Road.	Aleue Yanoshita
DOUG CRIDER	12513 WESCOTT ST.	Doug Crider

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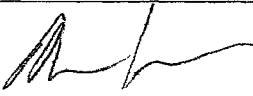


To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the No. 2 Road and south of Moncton area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

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- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Damian Gorman	#15 5999 Anderson Rd Richmond, BC V7E 6V1	
Bob Cockcroft	12333 WESCOTT PL RICHMOND	
Yong Mei Ni	12320 Buchanan St, Richmond	

City of Richmond
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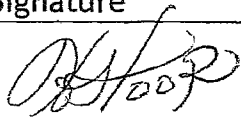
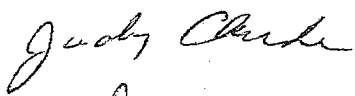
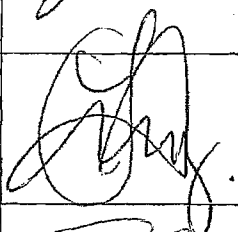

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the southeast of Princess Street and London Road area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more grocery store option in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Howard Hoop	4233 Bayview 401	
Judy Clarke	12-13400 Princess St	
Louise Fung	18-13400 Princess St.	
S. Carroll	301-6471 Princess Lane	

City of Richmond
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Richmond, BC V6Y 2C1


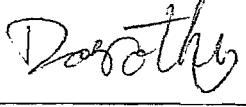
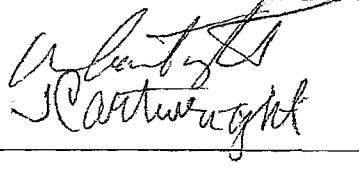
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Andrew area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Daren Huang	5071 Brunswick Dr. Richmond	
Hao Ping Lin	5051 Brunswick Dr. Richmond	
BILL & JAN CARTWRIGHT	12415 ALLIANCE DR RICHMOND, BC	

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

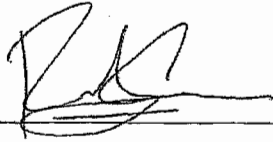
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the east of Dyke Road and London Road area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Rodney Kan	5-13028 No. 2 Rd	



City of Richmond

Report to Committee

TO FIN - Apr. 7 2014

To: Finance Committee

Date: March 31, 2014

From: Jerry Chong
Director, Finance

File: 03-0900-01/2013-Vol
01

Re: **Excess or Extended Services and Latecomer Payment Interest Rate
Establishment Bylaw No. 6936, Amendment Bylaw No. 9084**

Staff Recommendation

The Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw No. 9084 be introduced and given first, second, and third readings.

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

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

Staff Report

Origin

The Excess or Extended Services and Latecomer Payment (EESLP) Interest Rate Establishment Bylaw No.6936, Amendment Bylaw No. 8632 was adopted by Council in 2008. Staff have reviewed the Bylaw and have identified that the following items require changes:

- (i) the approach in establishing the interest rate for the EESLP be amended;
- (ii) the references to specific locations to be excluded from the Bylaw's interest rate be updated; and
- (iii) the wordings of the Bylaw be expanded to clarify the calculation of interest for the EESLP.

Analysis

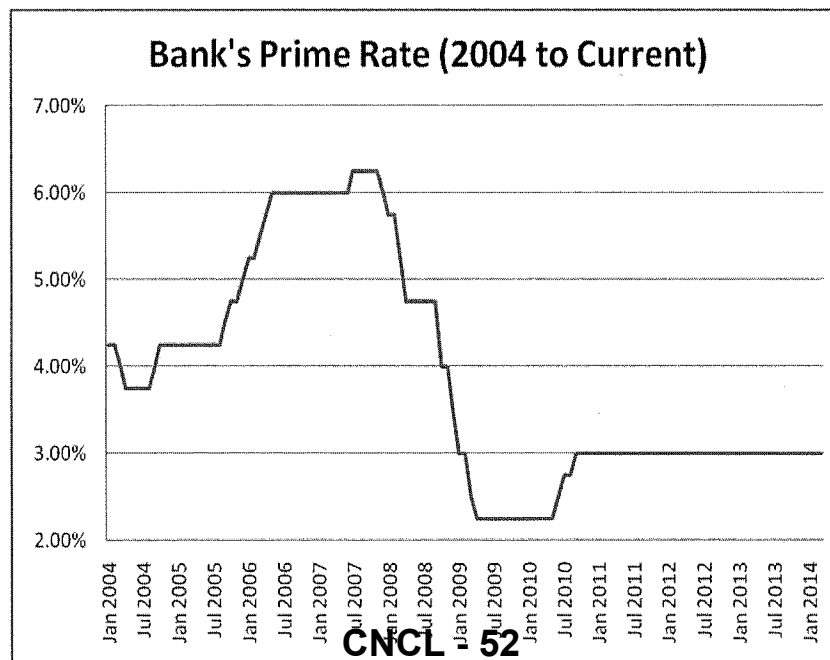
Excess or Extended Services refer to infrastructure installed by a developer (known as the front-ender) that benefits other developments.

Sections 1 and 3 of the Bylaw – Interest Rate

The purpose of including an interest rate in the Bylaw is to compensate the front-ending parties for the borrowing or opportunity costs of the expenditures incurred for providing new infrastructure that also benefits other developments. Conversely, from the benefiter's (latecomers') perspective, the interest rate charged to them is equivalent to paying the financing costs incurred by the front-ending parties.

The current bylaw establishes a fixed interest rate of ten percent (10%) per annum. Staff have reviewed the suitability of a fixed interest rate and suggested that a more flexible approach be implemented to ensure that the interest rate established by the Bylaw is more reasonable.

Staff recommend the use of the "prime plus" method. The bank's prime rate is typically defined as the interest rate that banks charge their most credit-worthy customers. The use of the bank's prime rate is recommended because prime rate directly affects the lending rates which are available for mortgage and commercial/personal loans. The chart below provides the bank's prime rate since year 2004:



The interest rate of the Bylaw is recommended to include an additional three percent (3%) on top of the bank's prime rate (Bank of Nova Scotia's prime rate is the selected bank's prime rate to be used in the Bylaw). Staff choose a mark-up of 3% which represents the estimated cost of borrowing as well as risk factors borne by the front-ending developers.

As established by each agreement, the bank's prime interest rate to be used shall be the bank's prime interest rate on the date the excess or extended services are completed (i.e. the date of which the City is satisfied with the works and a Certificate of Completion is issued). The interest rate (bank's prime rate +3%) will remain fixed for the entire term of the agreement and will not be subject to further changes for that agreement even if the bank's prime rate fluctuates throughout the term of the agreement.

Section 2 of the Bylaw – Specific Locations

The existing bylaw lists three specific locations (Maple Place, 6th Avenue Lane, and Gilmore Crescent) where the interest rates of the EESLP are separately listed. The agreements for these three specific locations have expired, therefore, references to these locations and interest rates should be removed.

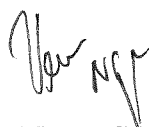
Currently, there are six developments where excess or extended services and latecomer works have been completed, where latecomer agreements either exist or are in the process of being finalized. To ensure the interest rate for these works will not be affected by the above proposed changes, staff recommend that section 2 of the Bylaw be amended to include these six latecomer projects that will be subject to the grandfathered interest rates.

Financial Impact

The City acts as an administrator between developers under latecomer agreements. Imposing these changes will not result in any financial impact to the City.

Conclusion

Staff is recommending that the Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw No. 9084 be adopted by Council. This will ensure the Bylaw is kept up to date and will ensure that a more reasonable and flexible approach is being used in deriving the excess or extended services and latecomer payment interest rate.



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



**EXCESS OR EXTENDED SERVICES AND LATECOMER PAYMENT
INTEREST RATE ESTABLISHMENT BYLAW NO. 6936,
AMENDMENT BYLAW NO. 9084**

The Council of the City of Richmond enacts as follows:

1. Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936 is amended by:

a) deleting Section 1 and substituting the following:

“1. Except as specified in section 2 of this bylaw, all charges imposed pursuant to section 939(5)(c) of the *Local Government Act*, as amended or replaced from time to time, will have added to them interest at the Prime Rate, as of the date the City issued a certificate of completion for the excess or extended services works, plus three percent (3%). For the purposes of this bylaw, “Prime Rate” means the rate of interest equal to the floating interest rate established from time to time by the Bank of Nova Scotia as the base rate that will be used to determine rates of interest charged by it for Canadian dollar loans to customers in Canada and designated by the Bank of Nova Scotia as its prime rate.”

b) deleting Section 2 and substituting the following:

“2. All charges imposed pursuant section 939(5)(c) of the *Local Government Act*, as amended or replaced from time to time, for the following excess or extended services works will have added to them interest at the following interest rates:

	PROJECT	INTEREST RATE
(a)	Ryan Road Drainage (completed August 27, 2004 with City funding)	8%
(b)	West Cambie Alexandra Neighbourhood Utility Works (pursuant to a latecomer agreement dated June 25, 2007)	10%
(c)	Elmbridge Way / Alderbridge Way Drainage (pursuant to Servicing Agreement No. 06-333115)	10%
(d)	Stolberg Street Drainage and Sanitary Sewer (pursuant to Servicing Agreement No. 08-434616)	10%
(e)	No. 4 Road Sanitary Sewer (pursuant to Servicing Agreement No. 09-502425)	10%
(f)	Pearson Way Drainage and Sanitary Sewer (pursuant to Servicing Agreements No. 11-5894605 and 11-564833)	10%

c) deleting Section 3 and substituting the following:

“3. For the purposes of sections 1 and 2 of this bylaw:

- (a) the interest rate for a latecomer agreement for excess or extended services is fixed, for the term of the agreement, at the rate established in accordance with section 1 or 2, as applicable; and
- (b) interest is calculated annually and payable for the period beginning on the date when the City issued a certificate of completion for the excess or extended services works, up to the date that the connection to the excess or extended services is made by the benefiting property or the use by the benefiting property begins.”

2. This Bylaw may be cited as “**Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936, Amendment Bylaw 9084**”.

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 FIN - Apr 7 2014

To: Finance Committee

Date: March 31, 2014

From: Jerry Chong
Director, Finance

File: 03-0900-01/2013-Vol
01

Re: Revenue Anticipation Borrowing (2014) Bylaw No. 9116

Staff Recommendation

That Revenue Anticipation Borrowing (2014) Bylaw No. 9116 be introduced and given first, second, and third readings.

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

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

Staff Report

Origin

The City has an existing credit facility agreement with its bank and is seeking Council's annual authorization through adoption of Revenue Anticipation Borrowing (2014) Bylaw No. 9116 (attached). The credit facility will be available in the form of up to \$3,000,000 in standby letters of credit, demand promissory notes or bank overdraft, and up to \$4,500,000 in leasing lines of credit.

Analysis

The \$7,500,000 credit facility arrangement aforementioned meets the definition of revenue anticipation borrowing as per Section 177 of the *Community Charter*. Under Section 177, Council may, by bylaw, provide the authority to borrow money that may be necessary to meet current lawful expenditures and to pay amounts required to meet the City's taxing obligations in relation to other local governments or public bodies. If money is borrowed pursuant to a revenue anticipation borrowing bylaw, any money to be collected from property taxes must be used to repay the money borrowed.

The maximum amount of borrowing allowed for revenue anticipation borrowing is the sum of the unpaid taxes for the current year and the money remaining due from other governments (e.g. payment in lieu of taxes and grants etc.). Therefore, the bylaw amount of \$7,500,000 is well below the limit imposed under Section 177 of the *Community Charter*.

The purpose of obtaining the \$3,000,000 operating lines of credit is to ensure that the City has a secondary source of credit in place to protect its bank accounts from the unlikely event of going into an overdraft position. Staff regularly monitors the City's cashflow position to prevent the possibility of having to draw down on the credit facility. The purpose of obtaining the \$4,500,000 leasing lines of credit is to ensure that a leasing facility is available in the event it is required. Both types of credit facilities, if they remain unused, will be free of charge for the City to maintain.

In the event the operating lines of credit will be drawn upon, the interest rate will be at the bank's prime lending rate minus 0.50% with interest payable monthly. The current bank's prime lending rate at the time of this report is at 3.00%.

In the event the leasing line will be drawn upon, the interest rate will be either floating at the bank's leasing prime rate or at a fixed rate of the bank's leasing base rate plus 0.60%, with periodic payments payable monthly.

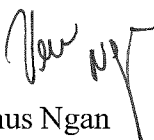
Should any of these credit facilities be drawn down in the future for a consecutive period of more than 2 weeks, staff will prepare a report to inform Council of such financial activity.

Financial Impact

None. The availability of the above credit facility does not affect the City's overall liability servicing limit.

Conclusion

That the Revenue Anticipation Borrowing (2014) Bylaw No. 9116 be approved in order for funds to be made available to the City in the event that the City is required to draw upon the City's credit facilities arrangement with its bank.

A handwritten signature in black ink, appearing to read 'Venus Ngan', is positioned above the printed name.

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



REVENUE ANTICIPATION BORROWING (2014) BYLAW NO. 9116

The Council of the City of Richmond enacts as follows:

1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$7,500,000 at such times as may be required.
2. The form of obligation to be given as acknowledgement of the liability shall be \$3,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, and \$4,500,000 in the form of leasing lines of credit, bearing the corporate seal and signed by the authorized signing officers for the City, pursuant to Council's banking resolution.
3. All unpaid taxes and the taxes of the current year (2014) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
4. Revenue Anticipation Borrowing (2013) Bylaw No. 9020 is hereby repealed.
5. This Bylaw is cited as "**Revenue Anticipation Borrowing (2014) Bylaw No. 9116**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



City of Richmond

Report to Committee

To: Parks Recreation & Cultural Services Committee
From: Mike Redpath
Senior Manager, Parks
Re: Richmond Athletic Commission 2014 Update



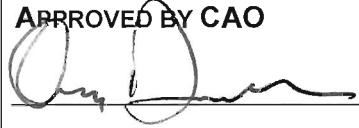
Date: March 6, 2014
File: 11-7200-01/2013-Vol
01

Staff Recommendations

1. That the report "Richmond Athletic Commission 2014 Update" dated March 6, 2014, from the Senior Manager, Parks be received for information; and
2. That Richmond Athletic Commission Repeal Bylaw No. 9130 be introduced and given first second and third readings.

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att. 2

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

Staff Report

Origin

At the November 18, 2013 General Purposes Committee Meeting, staff were given the following referral regarding the Richmond Athletic Commission:

“That the Athletic Commission matter be referred to staff to review the disbanding of the Richmond Athletic Commission in light of the establishment of the BC Athletic Commission.”

The purpose of this report is to provide an update on the activities of the Richmond Athletic Commission and its disbandment in light of the recently established B.C. Athletic Commission. This report introduces Bylaw 9130 To Rescind the Richmond Athletic Commission Bylaw 8035.

Analysis

Richmond Athletic Commission Bylaw 8035

In October 2006, Council adopted Bylaw 8035 establishing an Athletic Commission to regulate professional boxing activities in Richmond. Since that time, the Richmond Athletic Commission (comprised of four Council appointed members and a Council liaison) has successfully regulated nine professional boxing events, all of which were held at the River Rock Casino. There were three events in 2007, one in 2008, two in 2009, one in 2010, one in 2011, and one in 2013.

Richmond's boxing events were high profile, with two of the events televised on ESPN to millions of viewers on a global scale. Furthermore, the events were attended by several famous professional celebrity boxers, including: the late “Smokin” Joe Frazier, “Sugar” Ray Leonard, Thomas “The Hitman” Hearns, “Irish” Mickey Ward (The Fighter), George Chuvalo and others.

B.C. Athletic Commission

Recent amendments by the Federal Government to the Criminal Code of Canada have made professional boxing, kickboxing and mixed martial arts contests legal in Canada when they have the permission of a provincially established athletic board or commission.

Following this change, the Province of B.C. introduced new regulations around combat sport events. The *Athletic Commissioner Act (Bill 50)* legislation establishes the office of a Provincial Athletic Commissioner to regulate and supervise professional contests that feature boxing, kickboxing, and mixed martial arts. The overarching purpose of the B.C. Athletic Commission is to ensure the safety of participants in increasingly popular combat sports such as mixed martial arts and to implement consistent rules, policies and procedures across the Province. This Act and Commission does not apply to amateur contests or events.

With Provincial approval of the *Athletic Commissioner Act* and now the establishment of the Provincial Athletic Commission, local Commissions no longer have jurisdiction to regulate combative sport events. Including Richmond, there were at least nine local active Commissions in the Province. For municipalities that do not wish for professional combat sport events to take place in their communities, they are enabled by the *Community Charter* to prohibit these events by bylaw.

Disbanding of the Richmond Athletic Commission

As a result of these changes, it is recommended that Council rescind Richmond Athletic Commission Bylaw 8035. Attachment 1 includes the proposed Bylaw 9130 - To Rescind the Richmond Athletic Commission Bylaw 8035.

The members of the Richmond Athletic Commission are to be commended for their expertise and their dedication, late nights at the events, and professionalism which ensured safe, legal and well-regulated boxing events in Richmond over the past seven years. These members are:

- Rick Henderson;
- Harry Oppal;
- Gord Racette;
- John Singh; and
- Councillor Harold Steves (Appointed Liaison)

Commission members are aware of the legislative changes and have been notified of the disbanding of the Richmond Athletic Commission. Several members of the Commission have been instrumental in working with the transitional Provincial Commission to ensure that knowledge is transferred, certification and training programs for officials continue, and are also acting as volunteers with events now regulated provincially.

Richmond Athletic Commission Finances and Scholarship Fund

Annual financial reporting for the activities of the Richmond Athletic Commission from 2011 to 2013 inclusive are attached for information (Attachment 2). The financial accounts of the Richmond Athletic Commission have been closed and a cheque in the amount of \$2,126.73 has been received by the City.

The Richmond Athletic Commission has typically generated a small surplus from licensing and event fees from each sanctioned event. This surplus has been previously approved by Council to serve as the funding source for the Richmond Athletic Commission Scholarship Fund for Richmond youth. This fund is managed by the Richmond Community Foundation and currently has a principal amount of \$15,362.05 and will continue to generate interest in perpetuity. Interest earned on the Richmond Athletic Commission Scholarship Fund will be disbursed as an annual scholarship for up to two graduating grade 12 students from Richmond schools.

Financial Impact

There are no financial implications as a result of this report.

Conclusion

This report introduces a Bylaw to repeal the Richmond Athletic Commission Bylaw. Staff will formally thank the members of the Richmond Athletic Commission for their dedicated service and volunteer time permitting and regulating professional boxing events since 2007.



Mike Redpath
Senior Manager, Parks
(604-247-4942)



City of
Richmond

Bylaw 9130

**Richmond Athletic Commission Repeal
Bylaw No. 9130**

The Council of the City of Richmond enacts as follows:

1. Richmond Athletic Commission Bylaw No. 8035 is hereby repealed.
2. This Bylaw is cited as **“Richmond Athletic Commission Repeal Bylaw No. 9130”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

RICHMOND ATHLETIC COMMISSION

Financial Statements

December 31, 2011

(Unaudited - See Notice To Reader)



BLUE FISH GROUP
CHARTERED ACCOUNTANTS

NOTICE TO READER

On the basis of information provided by management, we have compiled the balance sheet of Richmond Athletic Commission as at December 31, 2011 and the statement of revenue and expenditures and net assets for the period then ended.

We have not performed an audit or a review engagement in respects of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

BLUE FISH GROUP
Chartered Accountants

Burnaby, B.C.
January 21, 2014

RICHMOND ATHLETIC COMMISSION

Statement of Financial Position

December 31, 2011

(Unaudited - See Notice To Reader)

	2011	2010
ASSETS		
CURRENT		
Cash	\$ 16,787	\$ 14,482
LIABILITIES AND NET ASSETS		
CURRENT		
Net refundable security deposits received from Promoters <i>(Note 2)</i>	\$ 825	\$ -
NET ASSETS		
Unrestricted net assets	15,962	14,482
	<u>\$ 16,787</u>	<u>\$ 14,482</u>

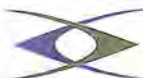
ON BEHALF OF THE COMMISSION



Chair

Treasurer

See accompanying notes to financial statements



CNGL 66 UP

RICHMOND ATHLETIC COMMISSION
Statement of Revenue and Expenditures and Net Assets
Period Ended December 31, 2011
(Unaudited - See Notice To Reader)

	2011	2010
REVENUE		
Event fees	\$ -	\$ 1,500
License fees	2,600	1,080
Promoter's event charge	-	150
	<u>2,600</u>	<u>2,730</u>
EXPENDITURES		
Bank charges	84	41
Meals and entertainment	289	-
Memberships	350	350
Miscellaneous	400	-
	<u>1,123</u>	<u>391</u>
INCOME FROM OPERATIONS	<u>1,477</u>	<u>2,339</u>
OTHER INCOME (EXPENSES)		
Foreign exchange gain (loss)	3	(41)
Interest income	-	1
	<u>3</u>	<u>(40)</u>
EXCESS OF REVENUE OVER EXPENDITURES	1,480	2,299
NET ASSETS - Beginning of period	<u>14,482</u>	<u>12,183</u>
NET ASSETS - End of period	<u>\$ 15,962</u>	<u>\$ 14,482</u>

See accompanying notes to financial statements

RICHMOND ATHLETIC COMMISSION

Notes to Financial Statements

Period Ended December 31, 2011

(Unaudited - See Notice To Reader)

1. PURPOSE AND STATUS OF THE COMMISSION

On July 11, 2007, the City of Richmond established the Richmond Athletic Commission by way of the Athletic Commission Bylaw 8035. The Commission's purpose is to regulate, control, supervise or prohibit regulated sporting events such as professional boxing contests within the City of Richmond. The Commission is a not-for-profit organization, and is a tax-exempt entity, under Section 149 of the Income Tax Act.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Revenue recognition

License fees, event fees and broadcast fees are recognized as revenue upon the completion of the related event.

Net refundable security deposits received from Promoters

The Commission receives, in trust, refundable security deposits from Promoters of boxing events. These deposits serve to secure the Promoters' obligations in relation to the respective event. These deposits are disbursed by the Commission, on behalf of the Promoters, to various parties such as the athletes, referees, judges, timekeepers, medical personnel, ambulances and other event expenditures. The refundable security deposits received by the Commission are not considered revenue to the Commission. Similarly, the disbursements of funds on behalf of the Promoters are not considered expenditures of the Commission. The net refundable security deposits received from Promoters represents the net excess of funds received over disbursements as at the year-end.

RICHMOND ATHLETIC COMMISSION

Financial Statements

December 31, 2012

(Unaudited - See Notice To Reader)



BLUE FISH GROUP
CHARTERED ACCOUNTANTS

NOTICE TO READER

On the basis of information provided by management, we have compiled the balance sheet of Richmond Athletic Commission as at December 31, 2012 and the statement of loss and net assets for the period then ended.

We have not performed an audit or a review engagement in respects of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

BLUE FISH GROUP

Chartered Accountants

Burnaby, B.C.
January 22, 2014

RICHMOND ATHLETIC COMMISSION

Statement of Financial Position

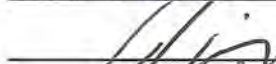
December 31, 2012

(Unaudited - See Notice To Reader)

	2012	2011
ASSETS		
CURRENT		
Cash	\$ 16,362	\$ 16,787
LIABILITIES AND NET ASSETS		
CURRENT		
Net refundable security deposits received from Promoters (Note 2)	\$ 825	\$ 825
NET ASSETS		
Unrestricted net assets	15,537	15,962
	<u>\$ 16,362</u>	<u>\$ 16,787</u>

ON BEHALF OF THE COMMISSION

 Chair *per Gerald Racette*

 Treasurer

See accompanying notes to financial statements



RICHMOND ATHLETIC COMMISSION**Statement of Loss and Net Assets****Period Ended December 31, 2012***(Unaudited - See Notice To Reader)*

	2012	2011
REVENUE	\$ -	\$ 2,600
EXPENDITURES		
Bank charges	2	33
Meals and entertainment	-	289
Memberships	200	350
Miscellaneous	200	451
	<u>402</u>	<u>1,123</u>
INCOME (LOSS) FROM OPERATIONS	(402)	1,477
OTHER INCOME (EXPENSES)		
Foreign exchange gain (loss)	(23)	3
	<u>(425)</u>	<u>1,480</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURES	(425)	1,480
NET ASSETS - Beginning of period	15,962	14,482
NET ASSETS - End of period	\$ 15,537	\$ 15,962

See accompanying notes to financial statements

RICHMOND ATHLETIC COMMISSION

Notes to Financial Statements

Period Ended December 31, 2012

(Unaudited - See Notice To Reader)

1. PURPOSE AND STATUS OF THE COMMISSION

On July 11, 2007, the City of Richmond established the Richmond Athletic Commission by way of the Athletic Commission Bylaw 8035. The Commission's purpose is to regulate, control, supervise or prohibit regulated sporting events such as professional boxing contests within the City of Richmond. The Commission is a not-for-profit organization, and is a tax-exempt entity, under Section 149 of the Income Tax Act.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Revenue recognition

License fees, event fees and broadcast fees are recognized as revenue upon the completion of the related event.

Net refundable security deposits received from Promoters

The Commission receives, in trust, refundable security deposits from Promoters of boxing events. These deposits serve to secure the Promoters' obligations in relation to the respective event. These deposits are disbursed by the Commission, on behalf of the Promoters, to various parties such as the athletes, referees, judges, timekeepers, medical personnel, ambulances and other event expenditures. The refundable security deposits received by the Commission are not considered revenue to the Commission. Similarly, the disbursements of funds on behalf of the Promoters are not considered expenditures of the Commission. The net refundable security deposits received from Promoters represents the net excess of funds received over disbursements as at the year-end.

RICHMOND ATHLETIC COMMISSION

Financial Statements

December 31, 2013

(Unaudited - See Notice To Reader)



BLUE FISH GROUP
CHARTERED ACCOUNTANTS

NOTICE TO READER

On the basis of information provided by management, we have compiled the balance sheet of Richmond Athletic Commission as at December 31, 2013 and the statement of loss and net assets for the period then ended.

We have not performed an audit or a review engagement in respects of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

BLUE FISH GROUP

Chartered Accountants

Burnaby, B.C.
January 22, 2014

RICHMOND ATHLETIC COMMISSION

Statement of Financial Position

December 31, 2013

(Unaudited - See Notice To Reader)

	2013	2012
ASSETS		
CURRENT		
Cash	\$ -	\$ 16,362
LIABILITIES AND NET ASSETS		
CURRENT		
Net refundable security deposits received from Promoters <i>(Note 2)</i>	\$ -	\$ 825
NET ASSETS		
Unrestricted net assets	-	15,537
	\$ -	\$ 16,362

ON BEHALF OF THE COMMISSION

Chair *per Gerald Racette*

Treasurer

See accompanying notes to financial statements



RICHMOND ATHLETIC COMMISSION

Statement of Loss and Net Assets

Period Ended December 31, 2013

(Unaudited - See Notice To Reader)

	2013	2012
REVENUE		
Event fees	\$ 1,500	\$ -
License fees	450	-
	<u>1,950</u>	<u>-</u>
EXPENDITURES		
Donations	17,489	-
Bank charges	-	2
Memberships	-	200
Miscellaneous	-	200
	<u>17,489</u>	<u>402</u>
LOSS FROM OPERATIONS	<u>(15,539)</u>	<u>(402)</u>
OTHER INCOME (EXPENSES)		
Foreign exchange gain (loss)	-	(23)
Interest income	2	-
	<u>2</u>	<u>(23)</u>
DEFICIENCY OF REVENUE OVER EXPENDITURES	<u>(15,537)</u>	<u>(425)</u>
NET ASSETS - Beginning of period	<u>15,537</u>	<u>15,962</u>
NET ASSETS - End of period	<u>\$ -</u>	<u>\$ 15,537</u>

See accompanying notes to financial statements

RICHMOND ATHLETIC COMMISSION

Notes to Financial Statements

Period Ended December 31, 2013

(Unaudited - See Notice To Reader)

1. PURPOSE AND STATUS OF THE COMMISSION

On July 11, 2007, the City of Richmond established the Richmond Athletic Commission by way of the Athletic Commission Bylaw 8035. The Commission's purpose is to regulate, control, supervise or prohibit regulated sporting events such as professional boxing contests within the City of Richmond. The Commission is a not-for-profit organization, and is a tax-exempt entity, under Section 149 of the Income Tax Act. The Commission has distributed all assets as of December 31, 2013 and the organization will be dissolved.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Revenue recognition

License fees, event fees and broadcast fees are recognized as revenue upon the completion of the related event.

Net refundable security deposits received from Promoters

The Commission receives, in trust, refundable security deposits from Promoters of boxing events. These deposits serve to secure the Promoters' obligations in relation to the respective event. These deposits are disbursed by the Commission, on behalf of the Promoters, to various parties such as the athletes, referees, judges, timekeepers, medical personnel, ambulances and other event expenditures. The refundable security deposits received by the Commission are not considered revenue to the Commission. Similarly, the disbursements of funds on behalf of the Promoters are not considered expenditures of the Commission. The net refundable security deposits received from Promoters represents the net excess of funds received over disbursements as at the year-end.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: March 4, 2014

From: Jane Fernyhough
Director, Arts, Culture and Heritage Services

File: 01-0100-30-RPAR1-
01/2014-Vol 01

Re: **Richmond Public Art Program 2013 Annual Report and Public Art Advisory
Committee 2014 Work Plan**

Staff Recommendation

That the Richmond Public Art Advisory Committee 2014 Work Plan as presented in the report from the Director, Arts, Culture and Heritage Services, dated March 4, 2014, be approved.

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

Att. 2

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

Staff Report

Origin

On July 27, 2010, Council approved the updated Richmond Public Art Program Policy 8703 and Terms of Reference for the Richmond Public Art Advisory Committee (RPAAC). RPAAC provides advice and acts as a resource to City Council and staff on the City's Public Art Program.

This report presents the Richmond Public Art Program 2013 Annual Report to Council, and the proposed RPAAC 2014 Work Plan, for approval.

This initiative is in line with Council Term Goal 9.1:

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

Analysis

The Richmond Public Art Program 2013 Annual Report (Attachment 1) highlights the key activities and achievements of the City's public art program through the civic, community and private development programs in 2013.

The Richmond Public Art Advisory Committee 2014 Work Plan (Attachment 2) outlines the proposed work tasks for the volunteer committee for 2014. The Richmond Public Art Advisory Committee, as a Council appointed Advisory Committee, advises on all aspects of public art policy, planning, education and promotion, including the allocation of funds from the City's designated Public Art Reserve.

Financial Impact

There is no financial impact to this report.

Conclusion

Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live and visit. The Richmond Public Art Program 2013 Annual Report and proposed Public Art Advisory Committee 2014 Work Plan demonstrate a high level of professionalism, volunteerism and commitment to quality public art in Richmond.



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

EF:ef

Att. 1: Richmond Public Art Program 2013 Annual Report

Att. 2: Richmond Public Art Advisory Committee 2014 Work Plan

City of Richmond

Public Art Program 2013 Annual Report

Arts, Culture and Heritage Services

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Richmond Public Art Program

2013 Annual Report

Introduction

Public art contributes to the Council Term Goal to build culturally rich public spaces across Richmond through a commitment to strong urban design, investment in public art and place making. Public art plays an important role in achieving these goals and advancing the strategic directions set out in the Richmond Arts Strategy 2012–2017—to strengthen and support the arts community, broaden the diversity of arts experiences and opportunities, and expand public awareness and understanding of the arts.

The Richmond Public Art Program 2013 Annual Report presents an impressive level of achievement in supporting this important goal. In addition to the nine permanent artworks installed in 2013, the Program presented an exciting group of performance and temporary public artworks through the Art in Unexpected Places program. Many of these works are documented through video and may be viewed through the City's YouTube channel.

Public art installed throughout Richmond in 2013 included four works at civic locations, **Rainbow Caihong Niji**, affixed to the traffic safety railing located on the No. 3 Road median at Aberdeen Station, **Back on Track** at the Steveston Tram Building, **Current**, incorporated on the façade of the Alexandra District Energy Utility Building, and **Memento**, at the entrance to the Richmond Recycling Depot. Two private development works were installed: **Tugboat** and **made in china**.

Following the success of the Public Art Program's inaugural Richmond PechaKucha Night presented during Culture Days 2012, Richmond has become an official PechaKucha City. *PechaKucha Night*, now in over 700 cities, was devised in Tokyo in February 2003 as an event for young designers

Cover: *Memento*, Elizabeth Wellburn, 2013

to meet, network, and show their work in public. These events are informal and fun gatherings where creative people get together and share their ideas, works, and thoughts in a simple presentation format where each presenter shows 20 images, each for 20 seconds and talks about their work. Four successful PechaKucha events were held in 2013. Themes explored included the history of Richmond, identities, new worlds, and transportation.

Four unusual and varied art projects were completed in 2013 through the Community Public Art Program's *Art in Unexpected Places* initiative. Artists were invited to suggest projects emphasizing unusual or unconventional locations throughout Richmond. Completed projects included Vivian Chan's ***Cabinet of Curiosities***, The Gateway Theatre's PodPlay ***Etienne, Memento***, by Elizabeth Wellburn, and ***WELCOME: A Mobile Sculptural Performance*** by Leah Weinstein. Additionally, ***StoreFront: objects of desire***, by artist-in-residence Nicole Dextras, was presented in partnership with the Lansdowne Shopping Centre. As several of these projects were performance art, a permanent record of each event is available for viewing as a podcast, displayed on the City's web site.

Appraisal and Conservator reports were commissioned by the City in 2012. As a consequence of these reports, priorities have been established for the care and maintenance of the artworks. For 2013, cleaning of ***Portals to the Future, Perigeal Raft, The River, Steveston's Legacy, Wind, Octopus's Garden, House of Roots, Interurban Map***, and ***Span*** have been completed. Repairs were made to ***Water Sky Garden*** and ***Katsura Gate***.

For 2013, public art has been installed throughout the City in new and innovative ways. The inclusion of the public artwork at City parks, on streets, and at facilities and with new development and private sector partners ensures Richmond's continued success in strengthening the integration of public art in social infrastructure and assists in facilitating strong and safe neighbourhoods.

2013 Public Art Projects

Civic Public Art Program

ICBC and City of Richmond No. 3 Road Safety Improvement Project

Rainbow Caihong Niji, by Richmond artist Ted Yadeta, was created to add an artistic element to the traffic safety railing located on the No. 3 Road median between Cambie Road and Browngate Road. Using traffic sign materials and processes, three hundred painted aluminum panels were installed between the vertical pickets of the railing by City Public Works crews. The name Rainbow Caihong Niji was chosen by the artist to reflect the community of Richmond, for Caihong is Traditional Chinese for Rainbow, while Niji is Japanese for Rainbow. Fully translated into English, the name of the piece is Rainbow, Rainbow, Rainbow, the title is reflective of the repetitive nature of the street signs.



Rainbow Caihong Niji, Ted Yadeta, 2013

Steveston Tram Building

Back on Track, a representation of the Steveston Interurban Tram Map by artist Mia Weinberg, was installed on the entrance plaza for the new Steveston Tram Building. This didactic artwork highlights the route of the Interurban Tram through Richmond, from Vancouver to Steveston. On August 10th, in conjunction with *All Aboard!*, a family friendly all day event showcasing the Steveston Interurban Tram, an artist talk was held to inform the public about the creation of the interurban map artwork.



Back on Track, Mia Weinberg, 2013

Alexandra District Energy Utility Building

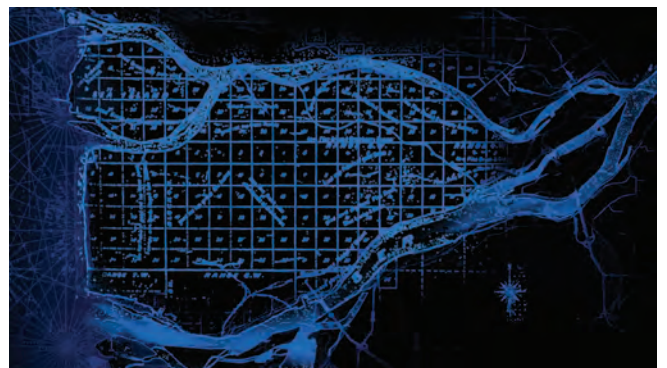
Current, by artist Andrea Sirois, is a visual story which echoes the theme of water as energy. The artwork is installed on the Alexandra District Energy Utility Building, Richmond's first geothermal energy facility. Photographic images depict water flowing around the building's exterior, symbolizing the geothermal energy that is literally flowing below.



Current, Andrea Sirois, 2013

Richmond Olympic Oval Precinct Public Art Plan

Lulu Suite: 17 Films for 17 Islands, Deanne Achong and Faith Moosang, 2013 is a series of 17 films created by reworking 20th century archival films and footage, texts, maps and photographs that pertain to Richmond and are presented as a video wall installation on the ground floor of the Richmond Olympic Oval. Achong and Moosang exploit the ephemeral quality of analogue film and audio to draw parallels to the transitory and imprecise nature of memory and history. In the transfer from celluloid to data, film grain to pixel, reel-to-reel to mp3, the original films are reborn into the 21st century. The artists then alter the films, opening up the visual, auditory and narrative space for a new telling of the old stories. The title, ***Lulu Suite***, is both a pun on the name of the actress, Lulu Sweet, after whom Lulu Island is ostensibly named, and a nod to the compositional approach of the artwork.



Lulu Suite: 17 Films for 17 Islands, Achong and Moosang, 2013

Community Public Art Program

Six unusual and varied art projects were completed in 2013 through the Community Public Art Program, including four projects through the *Art in Unexpected Places* initiative where artists were invited to suggest projects emphasizing unusual or unconventional locations throughout Richmond. Four of these works were temporary interactive projects: Vivian Chan's ***Cabinet of Curiosities***, Newworld Theatre's ***Etienne***, a PodPlay, ***WELCOME: A Mobile Sculptural Performance*** by Leah Weinstein, and ***StoreFront: objects of desire***, by Nicole Dextras, a temporary window display and engaging performance work sponsored by Lansdowne Shopping Centre. Films documenting these projects are displayed on the City web site and a series of postcards were produced to promote these events. ***Memento***, by Elizabeth Wellburn, was installed in a permanent location at the entrance to the Richmond Recycling Depot. And, ***Transitions***, completed in 2012, displayed the artworks at the Richmond Cultural Centre for a special exhibition and opening event.

Chan's Cabinet of Curiosities, September 23–29, Atrium, Richmond Cultural Centre. Vivian Chan is a Vancouver based artist with an interest in creating works to stage situations and inviting audience participation and dialogue. Small ceramic objects made by the artist were on display, but transformed the every day when visitors were allowed to exchange their own ceramic object with an object in the "cabinet".



Chan's Cabinet of Curiosities, Vivian Chan, 2013

Etienne, a PodPlay, created by Newworld Theatre and PTC, completed in late 2013 and showcased in early 2014 for the performance of *Art* at the Gateway Theatre. The PodPlay invites the public to access an audio file and take an adventurous guided walk from Richmond Brighthouse Canada Line station to the Gateway Theatre. Along the way, the listener will receive directions and experience the City of Richmond in a new light.



Etienne, a PodPlay, created by Newworld Theatre and PTC, 2013

StoreFront: objects of desire, by artist-in-residence Nicole Dextras, consisted of a temporary window display in the Lansdowne Shopping Centre plus four public performances. Garments were created from fresh and dried plant materials and displayed in the storefront windows. The *Mobile Garden Dress* was animated by an actor who engaged shoppers in conversations about edible plants, culminating in a salad making activity with vegetables and herbs from her dress.



StoreFront: objects of desire, Nicole Dextras, 2013

WELCOME: A Mobile Sculptural Performance, was developed and presented by Vancouver-based artist, Leah Weinstein. The work blurs the line between contemporary art and everyday life in Richmond. Leah and her troupe of dancers performed at the following three sites: Gulf of Georgia Cannery, Aberdeen Centre, and Terra Nova Park during *Culture Days* September 27, 28, and 29, 2013 respectively.



WELCOME: a mobile sculptural performance, Leah Weinstein, 2013

Memento is a new public artwork that has been installed at the Richmond Recycling Depot. Victoria based artist Elizabeth Wellburn created six glass-on-glass mosaics working in collaboration with City Works Yard staff, Lynh Huynh, Roger Keatley, Ken Paterson, Tim Hyde and Marty Jameson. The mosaic elements include slumped and/or tumbled recycled glass from a range of sources, including glass that had been collected from the Richmond Recycling Depot.



Memento, Elizabeth Wellburn, 2013

Transitions is a collaborative art collection of seventeen digitally printed photographic images. Some of the photos were taken by clients of Transitions and the Anne Vogel Clinic. Four of the photos were created by Tiana Kaczor based on stories she heard from people during meetings with the clients and staff. This artwork comprises the physical images and the year long process of collaboration between the artist, Tiana, and the clients and staff of the two Vancouver Coastal Health clinics. An opening reception was held on June 7, 2013 at the Richmond Cultural Centre, where the artwork remained on display for the month of June 2013. Following the exhibition, the photographs were returned to their permanent display at the Transitions and Anne Vogel Clinics.



Transitions, Tiana Kaczor, 2013–2014

Private Development Public Art Program

Riverport Flats, 14000 Riverport Way

Sponsor: Legacy Parks Lands Ltd.

Tugboat by Sara Graham, was installed in December 2013. The large bright yellow one-inch thick aluminum sheet has been water-jet cut to create a three dimensional image of a tugboat. It is set adjacent to the East Richmond Dyke Trail, overlooking the Fraser River and the actual tugboat river traffic.



Tugboat, Sara Graham, 2014

Prado, 8180 Lansdowne Road

Sponsor: Appia Group of Companies

made in china, by Nancy Chew and Jacqueline Metz is featured at the entrance to the Prado residential tower. Set on each of the five low walls and facing the walkway is a dragon, traditionally a benevolent and auspicious symbol. These dragons recall the magnificent stone and bronze sculptures of old China, yet a more direct reference is to the mass-produced ephemera of the modern era.



made in china, Nancy Chew and Jacqueline Metz, 2013

ASPAC River Green

Sponsor: Hillsboro Investments Ltd.

stillness & motion, was created by Nancy Chew and Jacqueline Metz for the first phase of the River Green development, west of the Richmond Olympic Oval. The three part artwork is comprised of translucent imagery on the glass facades of the pedestrian bridge at the terminus of the east-west promenade within the Village Green development.

It is a graphic and dynamic artwork through which you move. This artwork is informed by the local landscape, by mythologies of landscape, by how culture interprets the land and how the land shapes culture. In the end, the work is about landscape and culture, stillness and motion.



stillness & motion, Nancy Chew and Jacqueline Metz, 2013

Remy, 9388 Cambie Rd

Sponsor: Oris Development Corp.

The first phase of ***Rookery and Roost*** by Erick James, was installed in 2013 over the entrance trellis and along the fence for the new West Cambie Children's Centre at the Remy development. The metal origami birds celebrate Richmond's Asian culture while focusing on its rich biodiversity of birds. The artwork features the iconic origami crane, both standing and nesting, mischievous crows and small song birds perched throughout the development. In the second phase, larger than life cranes will flank either side of Stolberg Street at the entrance from Cambie Street, drawing the eye into

the Alexandra Neighbourhood. Folded metal song birds, crows and additional cranes sit on fences, ledges and nestling amongst the landscaping of Remy and Alexandra Gate (Phase 2), waiting to surprise and delight passersby. The finished project will recognize the continued avian occupation of the developed area, in the form of real birds living alongside my metal sculptures.



Rookery and Roost, Erick James, 2013

Public Art Plans

The Public Art Plan is the most important first step in outlining the goals and framework for successful public artworks for a specific development project or a community area. For developers planning to integrate a public artwork with their new development, a plan is prepared at the earliest possible stage and submitted for review by City Public Art and Urban Development staff and the Public Art Advisory Committee. The plan includes information on site opportunities, themes, budget, and method of artist selection.

In 2013, three Public Art Plans contributing a value of \$659,000 to public art projects were submitted and endorsed by the Public Art Advisory Committee (see chart below). Implementation of these projects, some of which are multi-phased, will commence in 2014.

In 2014, there will be continued growth in the private development program, with the presentation of Public Art Plans for new developments in the Oval, Capstan and Brighthouse Villages in the City Centre.

Private Development Public Art Plans, 2013

Project/Address	Developer	Planning Area	Budget ¹
River Green Village, Phase 2, (Parcels 9 & 10), 6611 Pearson Way	ASPAC	City Centre (Oval Village)	\$287,000
Mueller Towers and Park	Polygon Homes	City Centre (Capstan Village)	\$304,000
Harmony, 8288 Granville Avenue	Townline	City Centre (Brighthouse Village)	\$68,000

¹ Estimated artwork budget (does not include the 15% administration allowance)

Unique Projects

Art Columns

The Art Columns at the Aberdeen and Lansdowne Canada Line Stations, now entering their fifth year, were relocated in 2013. Two of the Art Columns are now situated to the north of the Lansdowne Station, on the pedestrian plaza adjacent to the Park and Ride Lot. They are visible from the No. 3 Road vehicular entrance for Lansdowne Centre. The third Art Column at Aberdeen Station has been shifted to the new pedestrian plaza adjacent to the retail store fronts for the newest phase of Aberdeen Centre.

Duomo and Simulator-Neurostar, a collaborative student-teacher project between Emily Carr University of Art and Design instructor Landon Mackenzie and student Gaila Kwenty was displayed at the Lansdowne Art Columns from July through

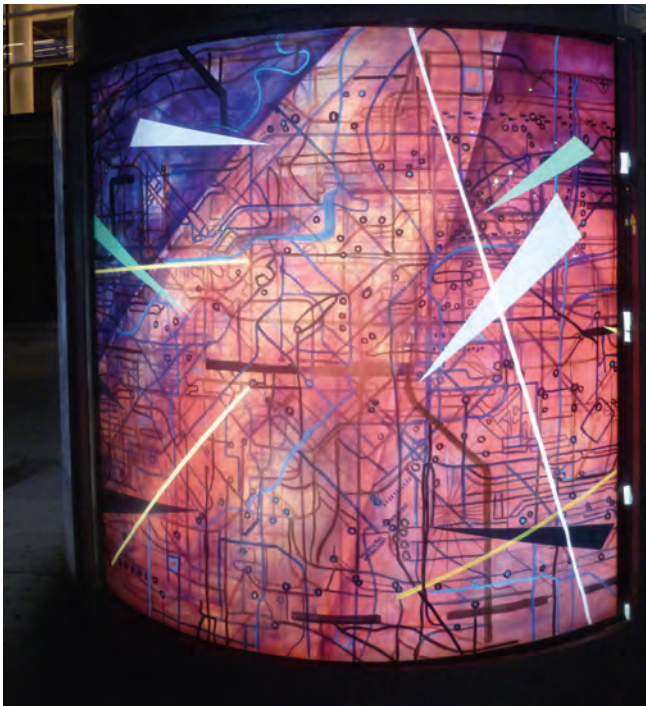
November 2013. The paintings created by the artists are reproduced on two Art Columns, each artist with their own column with four panel images. The artworks resonate with each other, one suggesting day, and the other suggesting night, and both depicting ideas about travel, both in outer space and across cultures on earth.



Duomo and Simulator-Neurostar, Landon Mackenzie and Gaila Kwenty, 2013

Travel, Transience, and Place, Canada Line Art Columns Exhibit 7, was installed in December 2013.

The exhibition features works by twelve Emily Carr University of Art and Design students, selected by faculty members Diyan Achjadi and Jane Sojin Kim. The artworks respond to the fleeting nature of travel and its impact on a sense of place. These works are all hand-made and involve time-intensive processes. They present a slowing down of movement, allowing for a pause to connect with a window to another community and another individual's experience.



Untitled 2023, Bitu Chakma, 2013

Education and Promotion

PechaKucha Night Richmond

PechaKucha Night Richmond Vol.1

An audience of over 60 persons packed Rocanini's Cafe in Steveston during Doors Open May 3, 2013 for the inaugural ***Richmond PechaKucha Night Vol.1***. There were nine presentations by local and regional artists with a focus on the history of Richmond, from the perspective of geologic time to personal histories and experiences in the lives of Richmond residents.

PechaKucha Night Richmond Vol.2

Identities was the theme for the second 2013 Pecha Kucha Night, held July 12 at the Cultural Centre. This event coincided with the opening of the Esra Ersen's exhibition ***Landed*** at the Richmond Art Gallery. Ersen's artwork focuses on the exploration of social behaviour—the way identities are shaped and transformed across national, cultural, linguistic and intimate borders. An audience of over 100 persons at the free PechaKucha Night heard artists working in film, theatre, fine art and multimedia, speak to the theme of identity.

PechaKucha Night Richmond Vol.3

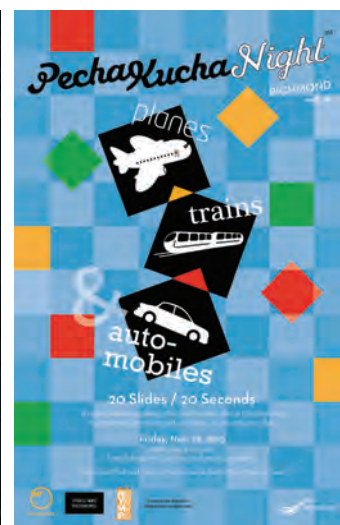
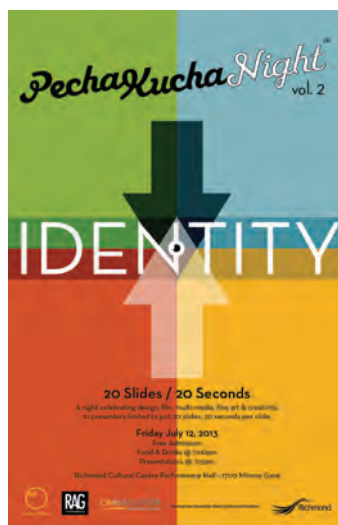
September 28 at the Cultural Centre, was an evening of creative and thought provoking presentations from 10 artists on the theme of “New Worlds”, held to complement the Richmond Art Gallery exhibition *Fictive Realities*.

PechaKucha Night Richmond Vol.4

Trains, Planes and Automobiles was the theme of the final PechaKucha night held on November 1 at the Cultural Centre. The night focused on Richmond being home to YVR International

Airport, the Canada Line, historic tram lines and characterized by an urban landscape that owes much of its design to the automobile. The evening featured presentations by municipal government representatives, transportation professionals, public artists and designers on the past, present and future of civic transportation infrastructure in Richmond.

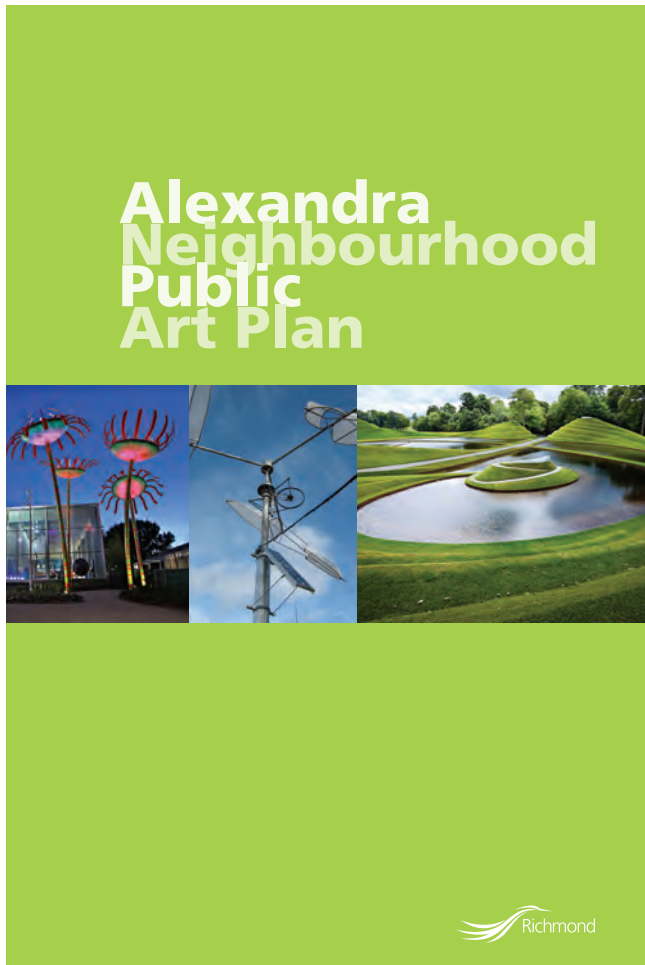
A separate playlist on the City of Richmond YouTube channel has been created for our growing collection of PechaKucha videos.



PechaKucha Night Richmond

Public Art Program Development

In November 2013, Council endorsed the most recent of the Program's local area public art plans. The Alexandra Neighbourhood Public Art Plan builds on the history and ecology of the Alexandra Neighbourhood of West Cambie and provides a thematic framework for the creation of public art to enrich this emerging community. Opportunities are identified for public art to play a role in achieving a connected community.



Alexandra Neighbourhood Public Art Plan, 2013

Summary

Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live and visit. The Richmond Public Art Program 2013 Annual Report demonstrates a high level of commitment by both the City and private developers to quality public art in Richmond. The Community Public Art Program, funded by private development contributions has supported artists to create a variety of new and innovative projects to engage the community through art.

Public art has been integral in advancing the strategic directions set out in the Richmond Arts Strategy 2012-2017. Artworks placed in the public realm have the power to engage the public, celebrate culture, broaden the diversity of arts experiences and opportunities, serve as an educational resource to expand public awareness and understanding of the arts, stimulate conversations, strengthen and support the arts community and inspire creativity. The creation of public art contributes to Placemaking and to building culturally rich and meaningful public spaces across Richmond.

Richmond Public Art Advisory Committee

2013 Richmond Public Art Advisory Committee (RPAAC)

Diana (Willa) Walsh, *Chair*

Chris Charlebois

Sandra Cohen

Aderyn Davies

Simone Guo

Valerie Jones

Victoria Padilla

Xuedong Zhao

Council Liaison: Councillor Evelina Halsey-Brandt

Jodi Allesia, *Committee Clerk*

Public Art Program Staff

Cathryn Volkering Carlile, *General Manager,
Community Services*

Jane Fernyhough, *Director, Arts, Culture and
Heritage Services*

Kim Somerville, *Manager, Arts Services*

Eric Fiss, *Public Art Planner*

Elisa Yon, *Public Project Coordinator*

Appendix 1—Artworks Installed in 2013

Richmond Public Art Program Annual Report

Artworks Installed in 2013

Total Number of Projects: 18
Report Total: \$828,200

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Civic						Total Number of Projects:	4	
						Report Total:	\$370,200	
Back on Track in Steveston - Steveston Interurban Tram Building	May/2013	Steveston	4005 Moncton St.	Mia Weinberg, Vancouver	Architectural Feature	City of Richmond Public Art Program	\$35,200	20 - Artwork Complete
Current - Alexandra District Energy Utility	Jun/2013	Bridgeport	9600 Odlin Road	Andrea Sirois, Vancouver	Mural	City of Richmond Public Art Program	\$25,000	20 - Artwork Complete
Lulu Suite: 17 Films for 17 Islands - Lulu Suite: Telling the Stories of Richmond Phase 1	Dec/2013	Olympic Oval Precinct	6111 River Road	Deanne Achong, Vancouver Faith Moosang, Vancouver	Multi-media	Oval Precinct Public Art Program	\$300,000	11 - Unveiling
Rainbow Caihong Niji - No. 3 Road Fence Project - Cambie Road	Apr/2013	City Centre	No. 3 Road between Cambie Road and Browngate Road	Ted Yadeta, Richmond	Metalwork	City of Richmond Public Art Program	\$10,000	20 - Artwork Complete
Community						Total Number of Projects:	8	
						Report Total:	\$30,000	
Chan's Cabinet of Curiosities - Art in Unexpected Places	Sep/2013	City Centre	7700 Minoru Gate, Richmond, BC	Vivian Chan, Vancouver	Temporary	City of Richmond Public Art Program	\$2,000	20 - Artwork Complete
Identity - PechaKucha Night Richmond Vol. 2	Jul/2013	City Centre	Richmond Cultural Centre	Vivian Chan, Vancouver Rachel Lafo, Vancouver	Public Event	City of Richmond Public Art Program	\$500	20 - Artwork Complete
Memento - Art in Unexpected Places	Oct/2013	City Centre	5555 Lynas Lane, Richmond, BC	Elizabeth Wellburn, Victoria	Glass Mosaic	City of Richmond Public Art Program	\$10,200	09 - Final Reports
New Worlds - PechaKucha Night Richmond Vol. 3	Sep/2013	City Centre	7700 Minoru Gate		Temporary	City of Richmond Public Art Program	\$500	20 - Artwork Complete
Planes, Trains & Automobiles - PechaKucha Night Richmond Vol. 4	Nov/2013		Richmond Cultural Centre	Nathan Lee, Vancouver Carlyn Yandle, Vancouver	Public Event	City of Richmond Public Art Program	\$500	20 - Artwork Complete
Richmond History - PechaKucha Night Richmond Vol. 1	May/2013	Steveston	Rocanini's Cafe, Steveston	Deanne Achong, Vancouver James Burton, Vancouver Denise Cook, Richmond Ron Hyde, Richmond Jeanette Jarville, Richmond Patrick Johnstone, Richmond Joyce Kamikura, Richmond Faith Moosang, Vancouver Mia Weinberg, Vancouver	Public Event	City of Richmond Public Art Program	\$500	20 - Artwork Complete
StoreFront: objects of desire - Lansdowne Centre - Artist Residency 2013	Jul/2013	City Centre	5300 No 3 Rd, Richmond, BC	Nicole Dextras, Vancouver	Residency	Lansdowne Centre and City of Richmond Public Art Program	\$6,000	20 - Artwork Complete
WELCOME: a mobile sculptural performance - Art in Unexpected Places	Sep/2013	City Centre	Steveston, Aberdeen Shopping Centre and Terra Nova Park	Leah Weinstein, Vancouver	Performance	City of Richmond Public Art Program	\$9,800	20 - Artwork Complete
Private						Total Number of Projects:	4	
						Report Total:	\$416,000	
made in china - Prado Development Project	Jun/2013	City Centre	8180 Lansdowne Road	Nancy Chew, Vancouver Jacqueline Metz, Vancouver	Sculpture	Appia Group of Companies	\$85,000	20 - Artwork Complete
Rookery and Roost - Remy	Oct/2013	Bridgeport	9388 Cambie Rd	Erick James,	Metalwork	Oris Development Corp.	\$170,000	10 - Installation
stillness & motion - River Green Village (ASPAC)	Dec/2013	City Centre	6031 River Road	Nancy Chew, Vancouver Jacqueline Metz, Vancouver	Multi-media	ASPAC	\$125,000	20 - Artwork Complete
Tugboat - Riverport Flats	Dec/2013	Bridgeport	14000 Riverport Way	Sara Graham, Port Moody	Sculpture	Legacy Park Lands Ltd	\$36,000	20 - Artwork Complete

Richmond Public Art Program Annual Report

Artworks Installed in 2013

Total Number of Projects: 18
Report Total: \$828,200

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Unique Programs						Total Number of Projects:	2	
						Report Total:	\$12,000	
Duomo and Simulator-Neurostar - Art Columns Exhibition 6	Apr/2013	City Centre	Lansdowne Canada Line Station	Galia Kwetny, Red Deer Landon Mackenzie, Vancouver	Digital Images	Appia Group of Companies	\$6,000	20 - Artwork Complete
Travel, Transience, and Place - Art Columns Exhibition 7	Dec/2013	City Centre	Aberdeen and Lansdowne Canada Line Stations	Diyan Achjadi, Vancouver Nick Conbere, Vancouver	Digital Images	Appia Group of Companies	\$6,000	20 - Artwork Complete

Appendix 2—Projects Underway in 2014

Richmond Public Art Program Annual Report

Projects Underway 2014

Total Number of Projects: 31

Report Total: \$2,997,502

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Civic							Total Number of Projects: 7 Report Total: \$495,000	
Lobby Floor and Column - City Centre Community Centre Integrated Artwork		City Centre	5900 Minoru Blvd		Architectural Feature	City of Richmond Public Art Program	\$25,000	06 - Concept Report to Committee/Council
Lobby Wall Mounted Artwork - City Centre Community Centre		City Centre	5900 Minoru Boulevard		Mixed Media Wall Artwork	Canada Sunrise Development Corp	\$75,000	04 - Call
Lulu Suite: Telling the Stories of Richmond Phase 2 - iPhone Tour		Olympic Oval Precinct	6111 River Road	Deanne Achong, Vancouver Faith Moosang, Vancouver	Multi-media	Oval Precinct Public Art Program	\$300,000	10 - Installation
Manhole Covers - Access Chamber Cover Integrated Artwork					Street Furnishing	City of Richmond Public Art Program	\$20,000	02 - Project Planning
Metal Picket Fence - Cranberry Children's Centre		Hamilton	23591 Westminster Hwy	Michael Fugeta, Vancouver Ron Hart, Vancouver	Metalwork	City of Richmond	\$10,000	07 - Contracting
Richmond Affordable Housing - 8080 Anderson Road and 8111 Granville Avenue		City Centre	8080 Anderson Road and 8111 Granville Avenue			City of Richmond Public Art Program	\$50,000	02 - Project Planning
Water Words - No. 1 Road North Drainage Pump Station		Thompson	4151 River Road	Joanne Arnott,	Architectural Feature	City of Richmond Public Art Program	\$15,000	10 - Installation
Community							Total Number of Projects: 4 Report Total: \$40,900	
Art House - 2012: Art in Unexpected Places		City Centre	6911 No 3 Rd	Sylvia Grace Borda, Vancouver J. Keith Donnelly,	Temporary	City of Richmond Public Art Program	\$5,000	10 - Installation
Blossoming - 2012: Art in Unexpected Places			TBD	Bonnie Leong, Richmond Kitty Leung, Richmond Nicanor Santillan,	Visual work	City of Richmond Public Art Program	\$10,900	07 - Contracting
Let's Sit Out - Hugh McRoberts Secondary School Community Public Art Project		Broadmoor	8980 Williams Road, Richmond, BC V7A 1G6	Jasmine Reimer, Guelph	Landscape Fixture	City of Richmond Public Art Program	\$15,000	10 - Installation
Rising - West Richmond Community Centre		Blundell	9180 No. 1 Road	Jeanette G. Lee, Vancouver	Mixed Media Wall Artwork	West Richmond Community Association and City of Richmond Public Art Program	\$10,000	10 - Installation
Private							Total Number of Projects: 19 Report Total: \$2,455,602	
5440 Hollybridge Way - River Park Place		City Centre	5440 Hollybridge Way		Landscape Feature	Intracorp	\$182,000	05 - Selection Panel
6180 Cooney Rd - Bravo		City Centre	6180 Cooney Rd			ATI Investments	\$41,675	02 - Project Planning
7720 Alderbridge Way - Tempo		City Centre	7680 & 7720 Alderbridge Way			Amacon	\$131,796	02 - Project Planning
8451 Bridgeport Road - Hotel Versante Ltd.		City Centre	8451 Bridgeport Road			Hotel Versante Ltd.	\$70,000	03 - Public Art Plan to Committee/Council
8888 Patterson Road - Concord Gardens - Phase 2 & 3		City Centre	3240-3340 Sexsmith Road and 8880 Patterson Road			Concord Pacific Developments Inc.	\$263,578	04 - Call
Capstan Sanitary Pump Station Plaza - Pinnacle Phase 1		City Centre	3411 and 3391 Sexsmith Road			Pinnacle International (Richmond) Plaza Inc	\$90,733	02 - Project Planning
Concord ARTS Units - Concord Gardens - Phase 1		City Centre	3240-3340 Sexsmith Road and 8800-8960 Patterson Road			Concord Pacific Developments Inc.	\$119,075	04 - Call
Cressey Development - Cadence		City Centre	5640 Hollybridge Way			Cressey (Gilbert) Development LLP	\$155,721	03 - Public Art Plan to Committee/Council
Fish Trap Way - River Green Village (ASPAC)		City Centre	6031 River Road	Thomas Cannell, Vancouver Susan A. Point, Vancouver		ASPAC	\$157,000	10 - Installation
Float - TerraWest		Thompson	6011-6033 No 1 Road	Mark Ashby, Vancouver Kim Cooper, Vancouver	Sculpture	Centro Properties Group	\$22,670	10 - Installation

Richmond Public Art Program Annual Report

Projects Underway 2014

Total Number of Projects: 31
Report Total: \$2,997,502

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Glass Garden - The Gardens - Phase 1 and 2		Broadmoor	12011 Steveston Hwy and 10620/40 and 10800 No. 5 Rd	Joel Berman, Vancouver	Glass	Townline Homes	\$106,682	10 - Installation
Kawaki - The Pier at London Landing		Steveston	6160 London Rd & 13100, 13120, 13140, 13160 and 13200 No 2 Rd			Oris Development Corp.	\$50,000	04 - Call
Metal Screen - Harmony		City Centre	8280 Granville Avenue	Eliza Au, Richmond Nicanor Santillan,	Metalwork	Townline Ventures Granville Avenue Ltd.	\$67,937	07 - Contracting
Parcel 10 - ASPAC River Green Village 6633 Pearson Way		City Centre	6633 Pearson Way			ASPAC	\$13,625	04 - Call
Picnic - Omega		Bridgeport	9388 Odlin Rd	Ruth Beer, Vancouver Charlotte Wall, Vancouver	Sculpture	Concord Pacific Developments Inc.	\$100,000	10 - Installation
Reflective Convex Disks - Mandarin		City Centre	6180 and 6280 and 6300 No. 3 Road	Bill Pechet, Vancouver	Metalwork	Fairborne Homes	\$180,500	10 - Installation
Three Towers - Polygon Kiwanis Towers		City Centre	6251 Minoru Blvd	Javier Campos, Vancouver Elspeth Pratt, Vancouver	Sculpture	Polygon Development 275 Ltd.	\$241,000	10 - Installation
Townhouse Development - 9500 Granville Ave		City Centre	9500 - 9540 Granville Ave			0908206 BC LTD	\$13,610	02 - Project Planning
Water No. 10 - Parc Riviera		Bridgeport	1880 No. 4 Road and 10071/91/10111/ 31/51/ 10311 River Drive	Jun Ren, Xi'an	Sculpture	Dava Development Ltd	\$448,000	10 - Installation
Unique Programs					Total Number of Projects:		1	
					Report Total:		\$6,000	
Emily Carr University Students - Art Columns - Exhibition 8		City Centre		Avalon Mott, Vancouver	Temporary	Appia Group of Companies	\$6,000	04 - Call

Appendix 3—Financial Summary

Public Arts Projects Completed in 2013

2013 Programs	No. of Projects	Costs	Funding Source
Civic	4	\$370,200	Public Art Program
Community	8	\$30,000	Public Art Program
Donation	0	\$0	Private
Private Development	4	\$416,000	Private
Unique Projects	2	\$12,000	Private
Totals	18	\$828,200	Public Art Program and Private

Public Art Projects Underway in 2014

2014 Programs	No. of Projects	Costs	Funding Source
Civic	7	\$495,000	Public Art Program
Community	4	\$40,00	Public Art Program
Private Development	19	\$2,455,602	Private
Unique Programs	1	\$6,000	Public Art Program
Totals	31	\$2,977,502	Public Art Program and Private

Public Art Reserve 2013 Summary

Public Art Reserve Funding	Amount	Balance
Uncommitted Public Art Reserve Balance December 31, 2012		\$968,148
• Private development contributions to reserve 2013	\$653,134	
• Interest 2013	\$21,111	
• Approved Capital Projects Budget 2013 for Community Programs	(\$100,000)	
• Approved Capital Projects Budget 2013 for Private Development Program	(\$156,754)	
• Return funds from inactive Capital Projects	\$85,732	
Uncommitted Public Art Reserve Balance December 31, 2013 (Unaudited)		\$1,471,371



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

Telephone: 604-276-4000

www.richmond.ca

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RICHMOND PUBLIC ART ADVISORY COMMITTEE 2014 WORK PLAN

Projects	2014 Calendar												Budget
	J	F	M	A	M	J	J	A	S	O	N	D	
Planning & Policy (Community engagement)													
• Research Best Practices	Ongoing												
• Conservation & Maintenance Implementation			X	X	X	X	X	X	X				2014 Public Art Capital Budget
• West Richmond Dyke Public Art Plan					X	X	X			X			2014 Public Art Capital Budget
• Steveston Neighbourhood Public Art Plan				X	X					X	X		2014 Public Art Capital Budget
• Community Program: Two dimensional artwork best practices				X		X			X	X			
Public Art Program (Support artists and place art in public realm)													
• Advise on Public Art Plan Proposals	Comments & Review as Required												
• Advise on Terms of Reference for Artist Calls	Comments & Review as Required												
• Advise on Selection Panels	Propose panellists												
• Represent RPAAC on Advisory Design Panel	Report and advise on current planning proposals												
Advocacy & Promotion (Build Awareness)													
• Art Walks & Tours			X		X		X		X				
• Promotion Campaign (posters, postcards, ads)			X	X									\$1,000
• Outreach	Ongoing												
• Culture Days, Sept							X		X				\$500
• Doors Open, May				X	X								\$500
Education & Training for RPAAC Members													
• Conferences (TBD)													\$300
• Annual Public Art Tour						X							\$200
• Lulu Series - Attend			X	X	X								
• RAG Openings		X		X		X			X		X		
• Public Art Walks	Self-guided												
Public Art Advisory Committee Meetings													
• Attend Meetings	X	X	X	X	X	X	X		X	X	X	X	\$500
• 2013 Annual Report			X										
• 2015 Annual Work Plan										X	X		
Totals													\$3,000
Note: May change subject to Work Plan Priorities													



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: March 6, 2014

From: Mike Redpath
Senior Manager, Parks

File: 11-7140-20-
BSHI1/2014-Vol 01

Re: **Britannia Shipyards Strategic Plan 2014–2018**

Staff Recommendation

That the Britannia Shipyards National Historic Site Strategic Plan 2014–2018 as outlined in the report “Britannia Shipyards National Historic Site Strategic Plan 2014–2018,” dated March 6, 2014, from the Senior Manager, Parks be endorsed to guide the future development and operation of Britannia Shipyards National Historic Site.

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att. 1

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

Staff Report

Origin

The purpose of this report is to provide an overview of the Britannia Shipyards National Historic Site Strategic Plan 2014–2018 (Strategic Plan) and to seek Council endorsement.

The implementation of the Strategic Plan supports the following Council Term Goals:

- 2.9 Encourage the development of community volunteer programs and strategies that build a broad, knowledgeable and keen volunteer base, and that provide positive and meaningful opportunities for volunteers to utilize their talents while helping to provide important services to the community.
- 3.8 Develop a “stay-cation” appeal for the City and region.
- 9.1 Build culturally rich public spaces across Richmond through a commitment to strong urban design, investment in public art and place making.
- 9.4 Work with other levels of government and community organizations including community centres and civic spaces to promote and increase cultural activities and programs.
- 9.5 Promote existing cultural resources and activities to increase public awareness, enhance quality of place and engage citizens across generations.

The Britannia Shipyards Strategic Plan also supports the outcomes of the 2022 Parks and Open Space Strategy and the 2007 Museum and Heritage Strategy.

Analysis

Strategy Overview

In 2000, a Britannia Heritage Shipyards Business Plan was developed by a Council-appointed steering committee and endorsed by Council. This document laid the foundation for decision-making for Council and staff at Britannia for nearly a decade. In 2008, a new guiding document for the site, the Britannia Heritage Shipyards Business Plan Update (2008–2012), was adopted.

Many of the goals established in these two business plans have been accomplished, as outlined in the “Background and Current Context” section of the Strategic Plan (Attachment 1), while others have not. The new Strategic Plan does include action items from previous plans that have not yet been addressed, but are still relevant.

In 2013, staff concluded it was timely to update the 2008–2012 Britannia Business Plan and that it was time to develop a new comprehensive strategic plan for Britannia Shipyards. A full day facilitated workshop was held with City Councillors, City Staff and citizen representatives of the

Britannia Heritage Shipyard Society. This strategic planning group reviewed the accomplishments of past plans and discussed visions for the future.

Staff compiled this input within the context of current Council Term Goals, the 2022 Parks and Open Space Strategy and 2007 City of Richmond Museum and Heritage Strategy to develop a new mission, vision and six strategic focus areas.

Mission

The mission for the Britannia Shipyards as adopted in the 2008 Business Plan Update was:

*Preserve the Site
Enhance the Visitor Experience
Promote the Maritime Experience.*

The revised mission for the Britannia Shipyards proposed in the Strategic Plan is:

Britannia Shipyards National Historic Site preserves west coast maritime heritage with an emphasis on local wooden boat building traditions and the cultural mosaic and living conditions of the people who worked on the Steveston waterfront. This unique heritage park provides engaging interpretation and innovative programs that respond to changing community needs.

Vision

The vision for Britannia Shipyards as adopted in the 2008 Business Plan Update was:

Britannia Heritage Shipyards will be the best heritage maritime experience in Canada.

The new vision for the Britannia Shipyards proposed in the Strategic Plan is:

Britannia Shipyards is an outstanding national historic site that inspires a lasting connection to Canada's west coast maritime heritage.

Table 1: Britannia Shipyards Strategic Focus Areas

Strategic Focus Areas	Outcomes
1. Unique Spaces	<ol style="list-style-type: none"> 1. Historic structures are preserved and developed to celebrate the site's history and embrace future opportunities. 2. Engaging exhibits tell the story of our past and meet current community needs. 3. Landscaping and wayfinding create a sense of place and a welcoming visitor experience.
2. Inspirational Experiences	<ol style="list-style-type: none"> 1. Site interpretation and programming tell the story of our past and meet current community needs. 2. Festivals and special events contribute to site animation and regional tourism.
3. Relationship based Approach	<ol style="list-style-type: none"> 1. Britannia Shipyards is governed effectively using a relationship-based approach. 2. Partnerships are valued as a way of doing business.
4. Effective Management	<ol style="list-style-type: none"> 1. Britannia Shipyards is managed effectively and efficiently. 2. Volunteers play an active role at Britannia Shipyards and contribute to its success. 3. The management of the City of Richmond's waterfront heritage resources in Steveston are coordinated.
5. Outstanding Communication	<ol style="list-style-type: none"> 1. Britannia Shipyards has a distinctive brand and visual identity. 2. Marketing and communications promote the site and foster awareness that Britannia Shipyards is a unique and valuable public asset.
6. Respect for Historical Integrity and Authenticity	<ol style="list-style-type: none"> 1. Britannia Shipyards' buildings, landscape, docks and floats are preserved to maintain the historical integrity and authenticity of the site. 2. Britannia Shipyards' well-maintained fleet of historic vessels reflect the site's history. 3. Britannia is home to a well-preserved artefact collection that is used to interpret the site's history.

Current Reality and Implementation Plan

Each of the Outcomes listed alongside the Strategic Focus Area Outcomes includes a timeframe for implementation that is ambitious, but realistic. The Strategic Plan provides a high level direction for the future development of Britannia. To be carried out effectively, more detailed business plans and budgets will be developed and implemented in the years ahead. Ongoing

leadership is provided by the Council appointed Building Committee for completion of capital projects at Britannia.

Next Steps

Regular monitoring and annual performance reporting will be implemented to ensure these outcomes are achieved.

Financial Impact

There is no financial impact to the endorsement of the Britannia Shipyards Strategic Plan 2014–2018. The actions within the plan will be considered through the annual capital planning and operating budget processes to be approved by Council.

Conclusion

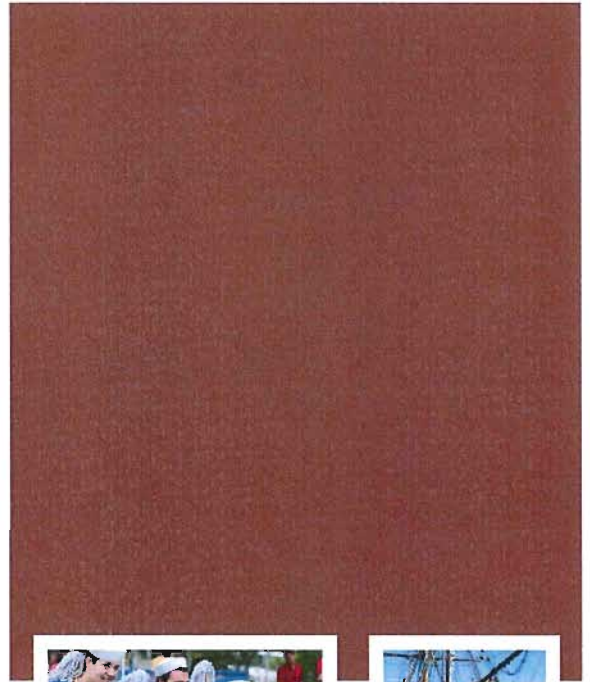
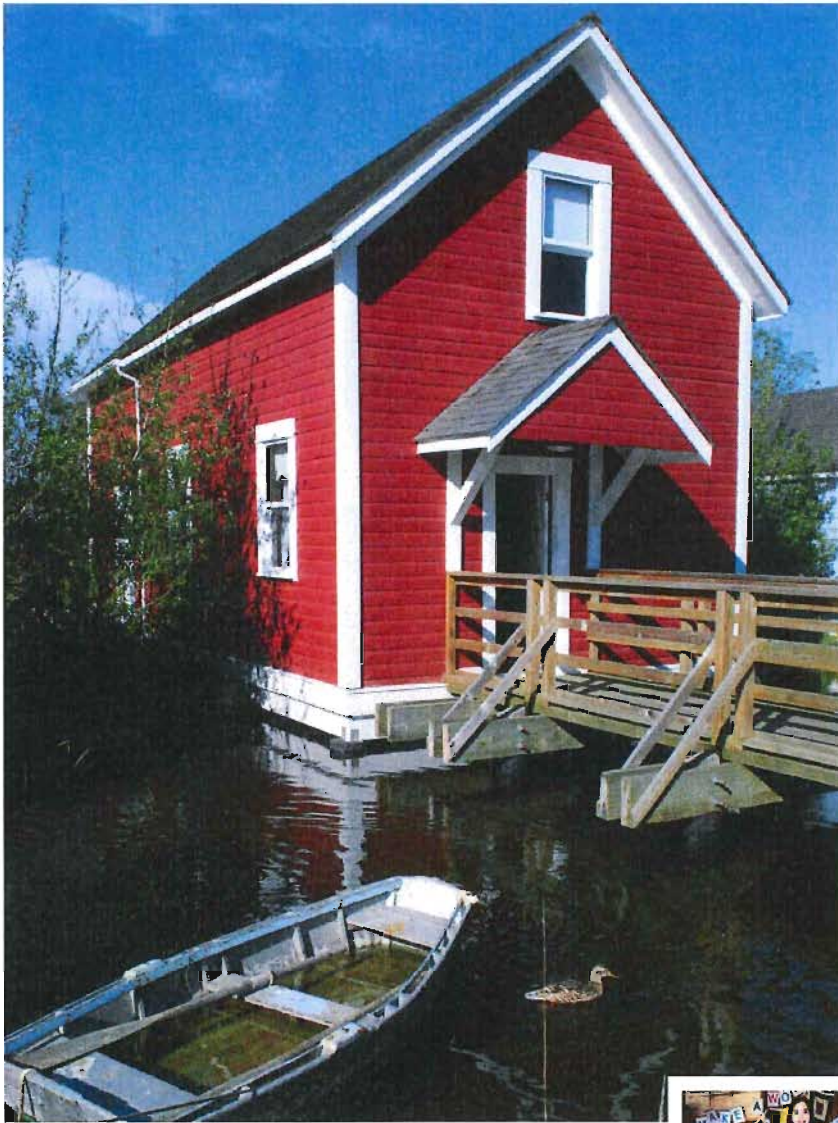
The adoption of the Britannia Shipyards Strategic Plan 2014–2018 will help further many Council Terms Goals, the recently adopted 2022 Parks and Open Space Strategy and the 2007 Museum and Heritage Strategy. It builds on the success of the previous two Business Plans and addresses several key goals that have yet to be implemented.

Britannia Shipyards is the City of Richmond's flagship maritime heritage asset. With the adoption of this Strategic Plan, the City will be prepared to develop the Britannia Shipyards to its full potential.



Marie Fenwick
Britannia Site Supervisor
(604-718-8044)

Att. 1: Britannia Shipyards Strategic Plan 2014–2018



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Britannia Shipyards National Historic Site Strategic Plan 2014 – 2018







Executive Summary

The completion of the Britannia Shipyards National Historic Site Strategic Plan 2014-2018 marks a significant milestone in the history of the site. Coinciding with the 125th anniversary of the construction of the original Britannia Cannery, the adoption of this plan will provide a framework for decision-making in the years ahead.

A new mission, vision, key strategic focus areas, outcomes and action items were developed through a comprehensive planning process that drew on the resources of existing City of Richmond plans and strategies, community input gathered during the *Voices of Britannia Community Engagement Project* and a full-day workshop attended by key stakeholders.

The revised mission for the site is:

Britannia Shipyards National Historic Site preserves west coast maritime heritage with an emphasis on local wooden boat building traditions and the cultural mosaic and living conditions of the people who worked on the Steveston waterfront. This unique heritage park provides engaging interpretation and innovative programs that respond to changing community needs.

Guided by this new mission, this plan identifies six key strategic focus areas:

1. Unique spaces
2. Inspirational experiences
3. Relationship based approach
4. Effective management
5. Outstanding communication
6. Respect for historical integrity and authenticity

By directing our efforts on achieving specific outcomes under each of these focus areas, we will realize the new vision for the site:

Britannia Shipyards is an outstanding national historic site that inspires a lasting connection to Canada's west coast maritime heritage.

Richmond is growing and changing rapidly making the City's unique historic sites even more valuable to residents and visitors. The pages ahead explore the Britannia Shipyards' past, current context and future as Britannia continues to contribute to making the City of Richmond the most appealing, livable, and well-managed community in Canada.

Mission

Britannia Shipyards National Historic Site preserves west coast maritime heritage with an emphasis on local wooden boat building traditions and the cultural mosaic and living conditions of the people who worked on the Steveston waterfront. This unique heritage park provides engaging interpretation and innovative programs that respond to changing community needs.

Vision

Britannia Shipyards is an outstanding national historic site that inspires a lasting connection to Canada's west coast maritime heritage.

Strategic Focus Areas

Strategic Focus Areas	Outcomes
1. Unique Spaces	<ul style="list-style-type: none"> 1. Historic structures are preserved and developed to celebrate the site's history and embrace future opportunities. 2. Engaging exhibits tell the story of our past and meet current community needs. 3. Landscaping and wayfinding create a sense of place and a welcoming visitor experience.
2. Inspirational Experiences	<ul style="list-style-type: none"> 1. Site interpretation and programming tell the story of our past and meet current community needs. 2. Festivals and special events contribute to site animation and regional tourism.
3. Relationship based Approach	<ul style="list-style-type: none"> 1. Britannia Shipyards is governed effectively using a relationship-based approach. 2. Partnerships are valued as a way of doing business.
4. Effective Management	<ul style="list-style-type: none"> 1. Britannia Shipyards is managed effectively and efficiently. 2. Volunteers play an active role at Britannia Shipyards and contribute to its success. 3. The management of the City of Richmond's waterfront heritage resources in Steveston are coordinated.
5. Outstanding Communication	<ul style="list-style-type: none"> 1. Britannia Shipyards has a distinctive brand and visual identity. 2. Marketing and communications promote the site and foster awareness that Britannia Shipyards is a unique and valuable public asset.
6. Respect for Historical Integrity and Authenticity	<ul style="list-style-type: none"> 1. Britannia Shipyards' buildings, landscape, docks and floats are preserved to maintain the historical integrity and authenticity of the site. 2. Britannia Shipyards' well-maintained fleet of historic vessels reflect the site's history. 3. Britannia is home to a well-preserved artefact collection that is used to interpret the site's history.



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Background & Current Context

Britannia Shipyards is a heritage park that provides local residents and visitors from around the world the opportunity to experience Richmond's maritime and cultural heritage. It is a place for active participation through educational programs, special events and festivals, and a place for quiet reflection.

Britannia Shipyards is the oldest shipyard community in British Columbia and has undergone many transformations since the original cannery was built on the waterfront in 1889. The site was once a thriving community of boatyards, canneries, residences and stores comprising a labyrinth of about 90 buildings connected by wooden boardwalks. Thousands of people lived and worked in the area supporting the canning, fishing, and boat building industries on the waterfront.

After the decline of the fishing industry, Britannia was closed and dismantled and awaited an uncertain future. The buildings that were once the cornerstones of an industry that built Canada's west coast were slowly slipping into decay. When the area was slated for residential development, Britannia Shipyards was given a second life as a national historic site. The first Britannia Steering Committee was appointed in 1989. The following year, the City of Richmond acquired ownership and municipal heritage designation was granted to four buildings at the site.

In 1991, work began to restore and activate Britannia Shipyards and the site was granted national historic site designation. The Historic Sites and Monuments Board of Canada recognizes national historic sites as:

...places of profound importance to Canada. They bear witness to this nation's defining moments and illustrate its human creativity and cultural traditions. Each national historic site tells its own unique story, part of the greater story of Canada, contributing a sense of time, identity, and place to our understanding of Canada as a whole.



"The history of Steveston and Britannia is amazing and providing people opportunities to learn about its history is extremely important. Every time I bring visitors to explore the area they are very impressed."

Britannia Shipyards is fully owned and operated by the City of Richmond. The site has an active volunteer program with volunteers and interns currently contributing 4,500 hours per year. Volunteers help with maintaining open hours, giving guided tours and assisting at events and festivals.

Also active on the site, the Britannia Heritage Shipyards Society (BHSS) was incorporated in 1991 with the goal of "establishing a working heritage shipyard site in Steveston." Their stated current mandate is to "preserve west coast Maritime History by promoting boat building traditions."

Annual attendance is currently over 80,000 people, including in 2013; Richmond Maritime Festival 40,000, Ships to Shore 5,000 and Salmon Row 2,000. Guided tours booked upon request for groups are available at a cost of \$4 per person and can be customized for various groups. New tours in 2013 include the Culture Makes Communities multi-sensory tour and the Story of Tea tour.

School programs include:

- Britannia Boat Builders
- How We Lived
- Life in Sutebusuton: Japanese Canadians in Steveston
- Inside the Britannia Shipyards

Special Events include:

- Doors Open Richmond
- Ships to Shore
- Richmond Maritime Festival
- Culture Days
- Grand Prix of Art
- Salmon Row

Additional programs include:

- Pirate Birthday Parties
- Yoga on the Dock
- Speakers Series
- Marine Safety Training
- Summer Day Camps
- Spring break Camps
- Drop in Children's Programs
- Seasonal Programs
- Author Readings
- Boat Cruises
- Visiting Tall Ships

Most of the site's Buildings have been restored and developed as exhibit, program, and event space including:

- **Britannia Shipyard** from which the site takes its name. Dating from 1889, this building houses the “Industry on the Waterfront” exhibit. The Shipyard does not have full public occupancy and is limited to 50 visitors who must be accompanied by staff or a volunteer. The dock area and floats are used for vessel display and are accessible to the public during special events.
- **Seine Net Loft** was built in the mid-1950s and was used to store and repair nets for the fishing fleet. This building was recently restored and will be used as a flexible exhibit, program and special event space, and has full public occupancy for up to 300 people.
- **Murakami Boatworks** dates from 1929 and was fully restored in 1998. It is currently used as program and meeting space, and houses the BHSS and City programming staff offices.
- **Murakami House** dates from 1885 and was restored in 1998. It is currently used as exhibit space to show the living conditions of Japanese-Canadians pre-1941.
- **The Richmond Boat Builders and Boat Yard** was originally built in 1932 as a Japanese-Canadian boat building facility. This building was restored in 1993, and is currently used for boat repair and restoration projects.
- **Winch House**, built circa 1950, houses the winch and machinery for the Richmond Boat Builders ways.
- **Cannery Office** dates from 1889, and was originally the office for the Britannia Cannery and Shipyard. It was fully restored in 2009 and now serves as the Administration Building.

“This is my first visit to the Steveston area and Britannia. Thank you for preserving the rich history and making the stories personal and moving.”



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Several additional buildings have been added to Britannia and now form the historic zone at the eastern end of the site. This area features the “How We Lived: Stories of Work and Play at Britannia” exhibit which explores the daily lives of people in the area circa 1890-1939.



- **Murchison Visitors Centre** and the **Manager’s House** were pre-fabricated in the 1880s in New Westminster and delivered to Richmond by barge. The buildings were purchased in 1885 by Mr. Murchison, the first customs and police officer in Steveston. The buildings were relocated to the site in 1994 and opened to the public in 2009. Exhibits highlight the lifestyle of a cannery or shipyard manager, and the work of John Murchison as a police chief, customs and immigration officer.
- **Men’s Bunkhouse** was once home to between 4 and 15 workers. Moved to Britannia in 2002, exhibits inside explore the lifestyle of single men who comprised much of the area’s temporary labour force.
- **Point House** was also moved to Britannia in 2002 from Garry Point Park. Its exhibits interpret local architecture. The north side of the building is a caretaker’s suite.
- **Chinese Bunkhouse** was originally used to house Chinese labourers at the cannery at Knight Inlet. It was relocated to Britannia in 1999, and opened to the public in 2011. The upper floor exhibits examine the lives of Chinese men who lived and worked in Steveston in the early 1900s. The main floor is a flexible meeting, program and event space.

Two buildings onsite are not restored:

- **Japanese Duplex** dates from the late 1890s. While substructure repairs were completed in 2005, the building is in poor condition, currently used for storage only, and is not open to the public.
- **First Nations Bunkhouse** was built in 1886, and moved to the site in 1946. It is in poor condition, has not been stabilized, and is not open to the public.

“Thank you to the City of Richmond for restoring this part of the heritage and presenting it to the public in such an excellent way.”

In addition to the above built resources, Britannia Shipyards is home to a collection of heritage vessels.

City of Richmond vessels:

- **Silver Ann** is a 34 foot gillnetter built between 1968 and 1969 in the Richmond Boat Builders building at Britannia, the last boat built before operations shut down. The Silver Ann was fully restored between 2005 and 2009 by a group of trained shipwrights and volunteers. She was officially launched on July 1, 2009. The Silver Ann is currently operational and in good condition.
- **Portage Queen** is a 24 foot pleasure boat built in the mid-1800s and powered by an easthope engine. She was restored in 2010 and donated to the City of Richmond in 2012. The Portage Queen is operational and in good condition.



Britannia Heritage Shipyards Society vessels:

- **Merrilee II** is a 34 foot pleasure boat built in 1950 and is currently being restored by the BHSS. Her condition is fair with some minor hull repairs and upgrading of electrical systems and refinishing required. The BHSS plans to complete restoration work on the Merrilee II and operate her as the Society's flagship boat.
- **Iona** is a 37 foot fisheries collector vessel built in 1937. Acquired by the BHSS in 1991, restoration was undertaken by volunteers between 2009-2011. Finishing work is required to make the boat operational.
- **Starliner** is a 35 foot gillnetter that operated in the Fraser River. She is in very poor condition having been left unprotected and not maintained for many years.
- **Fleetwood** is a 56 foot vessel built by the Vancouver Shipyard in 1930 to transport contraband liquor from Canada to the United States during prohibition. She was converted to a pleasure vessel in 1934. The Fleetwood is in very poor condition.



The site also houses an extensive collection of artefacts belonging both to the City of Richmond and the BHSS. Much of the collection is stored in temporary locations and in poor conditions.





Strategic Planning Context

The Britannia Shipyards National Historic Site Strategic Plan 2014–2018 will provide the framework for decision making at Britannia Shipyards for the next five years. Since 2000, strategic and business planning at Britannia Shipyards has been guided by the following plans:

- Britannia Heritage Shipyards Business Plan (2000)
- Britannia Heritage Shipyards Historic Zone Development Plan (2004)
- Britannia Heritage Shipyards Business Plan Update, 2008–2012 (2008)

With many of the recommendations from these plans fulfilled, and the fact that Richmond is in the midst of a profound transformation becoming an increasingly urban city with a growing, aging and more ethnically diverse population, the need to update the strategic plan for Britannia was recognized. This plan provides an opportunity to advance the City's vision, mission, the recently adopted 2022 Parks and Open Space Strategy (POSS) and the 2007 Museum and Heritage Strategy.

The Vision statement for the City of Richmond is meant to provide a clear image of where the organization is heading over the next decade or two. It is meant to capture the spirit of the organization and to inspire its workforce and partners to work towards a vibrant future. The vision is *for the City of Richmond to be the most appealing, livable, and well-managed community in Canada.*

The mission statement for the City of Richmond is meant to define the purpose of the organization. It defines why the organization exists, who the City serves, and how it will go about providing service. It also establishes some priority areas for service delivery.

The mission is to protect and enhance the City's livability and economic well-being for current and future generations through:

- *Visionary leadership and responsible decision making*
- *Accountable and sustainable fiscal practice*
- *The development of a unique and beautiful city*
- *Product and service excellence and efficiency*
- *Community consultation*

The adoption of this Strategic Plan also supports the following POSS outcomes:

1. **Health and Wellness: Places and programs for physical, social and spiritual well-being**
 - Our parks and open space system is inviting and welcoming to residents and visitors of all ages and backgrounds.
 - The diverse interests of the community are reflected in the range of spaces and programs offered by the parks and open space system.
2. **Great Places and Experiences; Promoting a vibrant and “distinctly Richmond” parks and open space system**
 - The parks and open space system enhances Richmond’s status as an exceptional local, regional and international destination.
 - The City’s unique landscape, food, arts, culture, sports and signature events are supported and showcased.
 - Richmond’s natural and cultural heritage is brought to life through active engagement, education and interpretation.
3. **Blue Network: Transforming and celebrating our waterfront and waterways**
 - The recreational, cultural, and ecological values of the waterfront and waterways are celebrated and protected.
 - Richmond’s waterfront provides a variety of activities and multiple destinations.
 - The experiences of the waterfront and waterways reflect the cultural and ecological uniqueness of our island city heritage.
 - Our parks and open space system integrates water into the urban fabric in creative and innovative ways.
4. **Diversity and Multi-Functionality: Meeting and integrating multiple community objectives and uses**
 - Community objectives are met while the finite resource of park land and public open space are protected.
5. **Resources Management: Responsive and collaborative stewardship**
 - Richmond’s Parks division is innovative and efficient in the management of resources.

Concurrent Plans and Additional Resources

- *Britannia Heritage Shipyard’s Business Plan (2000)*
- *Britannia Heritage Shipyard Historic Zone Development Plan (2004)*
- *Britannia Heritage Shipyard Multi-year Marketing and Communications Road-Map (2006)*
- *Britannia Heritage Shipyard Business Plan Update, 2008–2012 (2008)*
- *City of Richmond Museum and Heritage Strategy (2007)*
- *City of Richmond Parks and Open Space Strategy (2013)*
- *Voices of Britannia; The People, the Stories and the Future (2013)*
- *City of Richmond Waterfront Strategy*
- *Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada (2008)*

This Strategic Plan also supports several goals and actions endorsed in the 2007 Museum and Heritage Strategy including:

1. Involve and Engage the Community

- Tell the entire story of Richmond's past, present, and future in a fun and creative way that is inclusive and all encompassing. It should tell the stories of the past, interpret them as relevant to the present, and comment on implications for the future.
- Continue creating connections and building relationships with members of Richmond's First Nations community.
- Engage the business, public and non-profit sectors in developing and promoting Richmond's rich network of museums, historic sites, heritage areas and heritage buildings.
- Provide space and encourage the business community to hold private functions, trade shows, and organize public events at Britannia Shipyards.

2. Position Richmond as the Leading Integrated Museum and Heritage Destination

- Ensure that all visitors to Richmond receive a warm welcome.

3. A Network of Museums, Historic Sites and Heritage Areas

- Develop an interpretation plan for all of Richmond's museums.
- Explore and prioritize themes and program ideas for Richmond's museums and historic sites as part of the interpretation planning process.
- Develop a school curriculum in conjunction with the Richmond school district, teachers and students.
- Review current governance of museum and heritage services.

4. A Revised Heritage Administrative Framework

- Ensure that the heritage planning and management function is assigned, staffed and resourced.
- Enhance protection for heritage areas.
- Take advantage of the funding programs offered by the senior levels of government.
- Prepare heritage conservation plans for City-owned heritage resources.
- Develop an improved program of interpretive plaques and signs to commemorate and communicate the value of the City's heritage resources.
- Continue to encourage and support special events and initiatives that educate and commemorate.
- Promote community partnerships. Seek to coordinate joint initiatives and alliances with other communities, organizations and agencies.

Community Context

Britannia Shipyards' location on the South Arm of the Fraser River in Steveston is key to both its past development and future success. As with the City of Richmond, the community of Steveston has changed significantly since Britannia Shipyards was first established as a historic site over 20 years ago. Factors that will impact future planning and operations at Britannia include the growth of the retail, commercial, and tourism industries in the area. In the past few years several changes point to growth in this area, including: the opening of the Steveston Tram Building, the successful shift to year-round operation at the Gulf of Georgia Cannery National Historic Site, and the opening of the Tourism Richmond Visitors Centre, also on an year-round basis, at the Steveston Museum and Post Office.



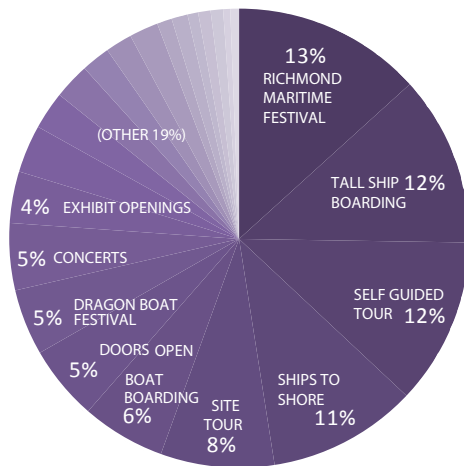
"A feeling of belonging to a caring and enthusiastic community."

Additionally, in recent years the local group of non-profit associations, Steveston 20/20 group and the Steveston Merchants Association have grown in membership and influence. The completion of the waterfront development east of No.1 Road helps to link Britannia Shipyards to the heart of Steveston Village.

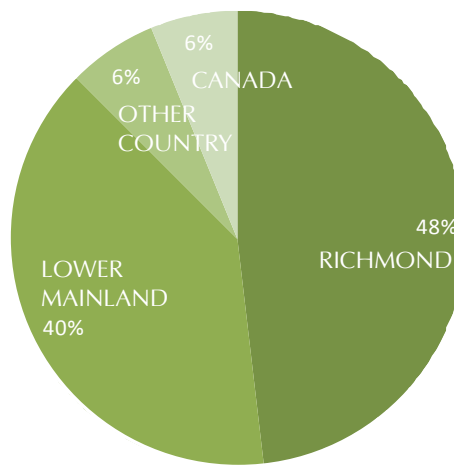
Voices of Britannia Community Engagement Exhibit

Britannia Shipyards is a place that gives voice to the common worker of early industrial BC, a place that showcases family memories, and a place that strives to link voices across time to tell a larger story. To date, countless voices and histories have been collected and woven together through the interpretive displays and public programs that have been enjoyed by thousands of visitors.

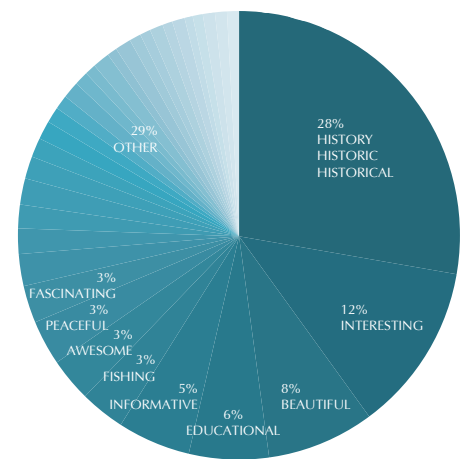
In this spirit, the main objective of the Voices of Britannia community engagement exhibit project was to gather and reveal the voice of today's community by creating opportunities for visitors and community members to share their memories and visions of Britannia. This was accomplished through surveys, interactive activities and engaging temporary exhibits. Over 2,000 people participated in the project with nearly 400 surveys completed.



WHAT PROGRAMS / EVENTS HAVE YOU PARTICIPATED IN?

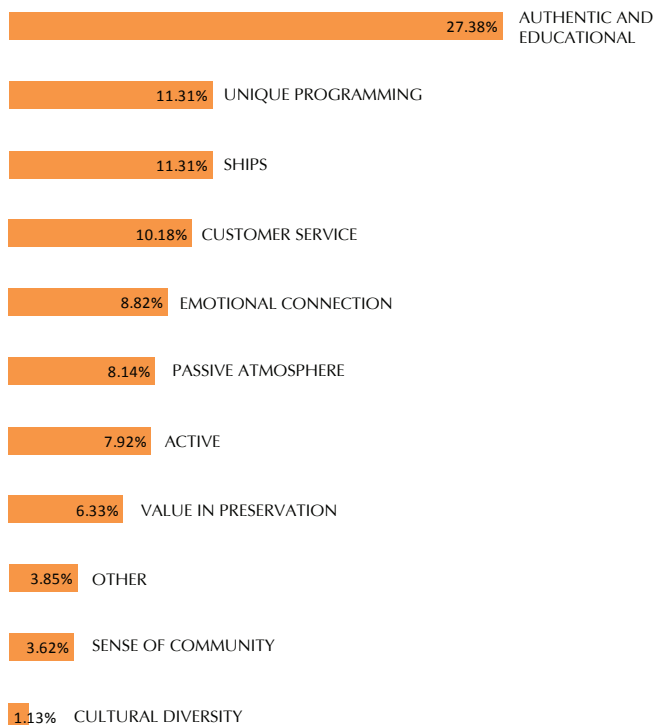


WHERE ARE YOU FROM?



WHAT WORDS WOULD YOU USE TO DESCRIBE BRITANNIA?

WHAT DID YOU ENJOY ABOUT YOUR EXPERIENCE?





The Voices of Britannia survey results have informed this Strategic Plan and will continue to provide helpful data for future strategic, business, and work planning at the site.

Overwhelmingly, visitors enjoyed the authentic representation of history on site and the educational experiences they had at Britannia. They were engaged with the stories of the people who lived and worked on site, and experienced a strong connection to Britannia's history, waterfront, and cultural landscape.



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Many visitors expressed their appreciation for the City of Richmond's initiative to restore the site as they have many personal memories of Britannia and value the site as an important representation of their heritage.

Stakeholders

The City of Richmond Parks Division, including Britannia Shipyards, takes a relationship based approach to its program delivery. Current and potential stakeholders include:

- Britannia Heritage Shipyards Society
- Tourism Richmond
- Tourism Vancouver
- Richmond School Board and local parent advisory councils
- Local universities and colleges
- Port Metro Vancouver
- Canfisco
- SS Master Society
- Vancouver Maritime Museum
- Richmond Arts Coalition
- Steveston 20/20 group and its members
 - Steveston Harbour Authority
 - Steveston Community Society
 - Steveston Historical Society
 - Gulf of Georgia Cannery Society
 - London Heritage Farm Society
 - Steveston Merchants Association
 - Royal Canadian Marine Search and Rescue
- First Nations
- Volunteers
- City Council
- City Staff
- Federal and Provincial Governments
- Parks Canada
- Heritage boat community
- Pacific Host Ports Alliance and its members



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EXIT

Strategic Framework



1. Unique Spaces

Outcome 1: Historic structures are preserved and developed to celebrate the site's history and embrace future opportunities.

Action Items		Timeframe
1.	Update capital development plan for Britannia Shipyards to identify priorities and future opportunities and prioritize within the five year plan.	2015-2017
2.	Create capital development and interpretation plan for the Japanese Duplex and First Nations Bunkhouse	2017-2018
3.	Examine the feasibility of making the Shipyard ways and winch operational and explore options for their future use.	2015
4.	Complete existing capital projects including wayfinding, Shipyard ways stabilization, Richmond Boat Builders ways, boardwalk replacement and Seine Net Loft dock.	2014





Outcome 2: Engaging exhibits tell the story of our past and meet current community needs.

Action Items		Timeframe
1.	Design and produce a plan for the interior of the Seine Net Loft which includes permanent and temporary exhibits as well as flexible program and event space.	2015
2.	Update Murakami House exhibits.	2016

Outcome 3: Landscaping and wayfinding create a sense of place and a welcoming visitor experience.

Action Items		Timeframe
1.	Update and implement landscape plan for the site.	2015-2018
2.	Complete wayfinding and signage program, including the creation of a site “entrance”, to create a better sense of place.	2015-2016

2. Inspirational Experiences

Outcome 1: Site interpretation and programming tells the story of our past and meets current community needs.

Action Items		Timeframe
1.	Establish a program committee to ensure programs are meeting community needs.	2014
2.	Develop and deliver programs that foster a greater appreciation for maritime heritage.	Ongoing
3.	Develop and deliver programs that increase maritime expertise including traditional boat building techniques, heritage vessel restoration and maintenance, and contemporary maritime skills.	Ongoing
4.	Develop and deliver sustainable public programs that appeal to a variety of audiences and respond to community needs, including water-based programming and programming with other heritage sites.	Ongoing
5.	Develop and deliver curriculum-based educational programs for K-12 and English as a second language students.	Ongoing

Outcome 2: Festivals and special events contribute to site animation and regional tourism.

Action Items		Timeframe
1.	Develop and implement a festival and events strategy including criteria to evaluate future opportunities.	2015
2.	Host community festivals and events that contribute to site animation and attract new audiences.	Ongoing
3.	Develop and produce site-specific festivals and events.	Ongoing



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3. Relationship Based Approach

Outcome 1: Britannia Shipyards is governed effectively using a relationship-based approach.

Action Items		Timeframe
1.	Explore and recommend governance options that most effectively allows Britannia to realize its vision.	2014-2016
2.	Clarify the relationship, role and function of the Britannia Heritage Shipyard Society.	2014-2016

Outcome 2: Partnerships are valued as a way of doing business

Action Items		Timeframe
1.	Build relationships with diverse stakeholder groups.	Ongoing
2.	Formalize relationships with community stakeholders when appropriate.	Ongoing
3.	Pursue joint programming and marketing opportunities with other Steveston heritage sites.	Ongoing

4. Effective Management

Outcome 1: Britannia Shipyards is managed effectively and efficiently.

Action Items		Timeframe
1.	Pursue sustainable revenue generating and other funding streams that are compatible with the site's vision, mission and values.	Ongoing
2.	Review staff positions on a regular basis to ensure they are meeting the needs of the site.	Ongoing
3.	Establish a program to monitor visitor and program participant satisfaction and continually refine services to better meet visitor needs.	2015

Outcome 2: Volunteers play an active role at Britannia and contribute to its success.

Action Items		Timeframe
1.	Increase volunteer recruitment and participation at the site.	Ongoing
2.	Ensure volunteers are properly screened, trained, evaluated, supervised and recognized.	Ongoing
3.	Develop and implement policies and procedures that ensure safety for visitors, volunteers and staff.	Ongoing

Outcome 3: The management of the City of Richmond's waterfront heritage resources in Steveston are coordinated

Action Items		Timeframe
1.	Explore and recommend options for the management and operation of Scotch Pond and the Phoenix Gill Net Loft as part of Britannia Shipyards' governance and operations.	2014-2015

5. Outstanding Communication

Objective 1: Britannia Shipyards has a distinctive brand and visual identity.

Action Items		Timeframe
1.	Create a logo and visual identity for Britannia Shipyards and apply it to all marketing and communications materials.	2015-2016

Objective 2: Marketing and communications promote the site and foster awareness that Britannia Shipyards is a unique and valuable public asset.

Action Items		Timeframe
1.	Develop and implement a marketing and communications plan that addresses improved communication with stakeholders using a variety of traditional and new media tools, and direct marketing to tour operators and schools.	2016-2017



6. Respect for Historical Integrity and Authenticity

Objective 1: Britannia Shipyards' buildings, landscape, docks and floats are preserved to maintain the historical integrity and authenticity of the site.

Action Items		Timeframe
1.	Complete and adopt a conservation plan for the site's buildings.	2015
2.	Ensure Standards and Guidelines for the Conservation of Historic Places are followed.	Ongoing
3.	Ensure maintenance is completed in a timely and responsive manner.	Ongoing
4.	Ensure landscaping is maintained in a manner that compliments the site.	Ongoing

Objective 2: Britannia Shipyards' well-maintained fleet of historic vessels reflects the site's history

Action Items		Timeframe
1.	Develop and implement vessel acquisition plan.	2015-2018
2.	Develop and implement annual maintenance plan for vessels.	2015

Objective 3: Britannia Shipyards' is home to a well-preserved artefact collection that is used to interpret the site's history

Action Items		Timeframe
1.	Comply with City of Richmond Collections Policy.	Ongoing
2.	Ensure artefacts are properly inventoried, stored and cared for.	Ongoing
3.	Inventory and review artefact collection to identify current gaps, accept targeted new acquisitions that fill this gap and deaccession duplicate and irrelevant items.	2016-2018

Looking Forward to 2018

The implementation of this Strategic Plan will ensure that Britannia Shipyards is established as Richmond's premier maritime museum.

Britannia Shipyards will be home to well-preserved, unique spaces and engaging exhibits that tell the story of our past and embrace the future. Visitors will be able to enjoy inspirational experiences through active participation in programs, festivals and events. Opportunities will also exist for visitors to quietly reflect on the beauty of Britannia Shipyards at their own pace.

Britannia Shipyards will be well managed and governed effectively using a relationship-based approach. It will be well known and well regarded as a centre for west coast maritime heritage and treasured as a valuable community asset.





City of Richmond

Memorandum
Finance and Corporate Services Department
City Clerk's Office

To: Planning Committee **Date:** April 3, 2014
From: Michelle Jansson **File:** 12-8060-20-009108/Vol 01
Acting Director, City Clerk's Office
Re: **April 22, 2014 Public Hearing**
Item No. 1 – 4160 Garry Street (Bylaw 9108 – RZ 13-641596)

At the March 17, 2014 Public Hearing, Mr. Dana Westermarck, the applicant for this rezoning application, requested the item be deferred to the April 22, 2014 public hearing, to allow time for further public consultation. Accordingly, Council passed Resolution PH14/3-1:


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

Mr. Westermarck has requested Council to withdraw his application from the April 22, 2014 Public Hearing agenda, to come forward to a future public hearing.

Therefore, if Council desires to give effect to Mr. Westermarck's request, the following motion would be in order:

That the application for rezoning for the property at 4160 Garry Street be referred to a future public hearing.

If you have any questions, please contact me at 604.276.4006.


Michelle Jansson
Acting Director, City Clerk's Office

Att: letter from Mr. Dana Westermarck

pc: Wayne Craig, Director, Development



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

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

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

Dear Sir,

Please accept this letter as our request to postpone the above captioned item from the Public Hearing scheduled for April 22, 2014 to a future public hearing.

Oris Consulting Ltd., acting for Penta Homes (Princess Lane) Ltd. has recently completed a public meeting to hear the neighbours concerns with a hope to find some appropriate solutions. Due to concerns raised, Oris would like to take a further month to look at possible further solutions to the Parking, Access and Traffic issues raised by the neighbours.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Dana Westermarck", is written over a horizontal line.

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



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 19 2014

File: RZ 13-646115

Re: Application by Nirmal Takhar for Rezoning at 7100/7120 Marrington Road from Single Detached (RS1/E) to Single Detached (RS2/B)

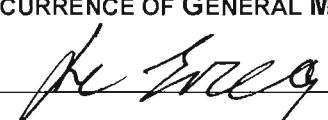
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.



Wayne Craig
Director of Development

WC:cl
Att.

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

Staff Report

Origin

Nirmal Takhar has applied to the City of Richmond for permission to rezone the property at 7100/7120 Marrington Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots. There is currently an existing duplex on the property, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. The proposed subdivision plan of the property is included in **Attachment 2**.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north and east, are dwellings on four (4) medium-sized lots zoned “Single Detached (RS1/B)” fronting Lockhart Road;
- to the south, is a duplex on a large lot zoned “Two-Unit Dwellings (RD1)” fronting Marrington Road; and
- to the west, directly across Marrington Road, is a new dwelling on a large lot zoned “Single Detached (RS1/E)”.

Related Policies & Studies

2041 OCP Designation

There is no Area Plan for this neighbourhood. The 2041 OCP land use designation for the subject site is “Neighbourhood Residential (NRES)”. The proposed rezoning and subdivision is redevelopment is consistent with this designation.

Lot Size Policy 5447

The subject property is located within the area under Lot Size Policy 5447, adopted by City Council in 1991 (**Attachment 4**). The Lot Size Policy permits the subject property to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone. This redevelopment proposal is consistent with Lot Size Policy 5447, and would result in a subdivision to create two (2) lots, each approximately 12 m wide and 593 m² in area.

Affordable Housing Strategy

For single-family rezoning applications, Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City’s Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e. \$6,335) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

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

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Background

The subject property is located on the east side of Marrington Road between Lockhart Road and Moresby Drive, in an established residential neighbourhood which has undergone substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot, and is consistent with the pattern of redevelopment in the immediate surrounding area.

Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The Survey and Report identify three (3) bylaw-sized trees on the subject property, one (1) bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road, and one (1) bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property. The report identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Retention Plan is shown in **Attachment 5**. A list of tree species assessed in the Arborist's Report is included on the Tree Retention Plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- retain and protect the three (3) bylaw-sized trees on the subject property (Tags # 9317, 9318, 9319), which are in good condition. Tree protection fencing is required to be installed to City standard at a minimum of 2.5 m to 3.0 m out from the base of the trees.
- protect the bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road (Tag # OS1). Tree protection fencing is required to be installed to City standard on the subject site at a minimum of 3.5 m out from the base of the tree.

- protect the bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property (Tag # C1). Tree protection fencing is required to be installed to City standard at a minimum of 2.0 m out from the base of the tree.

To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

- submit a contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the tree protection zones of retained trees. The contract must include the scope of work required, the proposed number of on-site monitoring inspections (including stages of construction), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- submit a tree survival security in the amount of \$4,000 for tree tags #9317, 9318, and 9319 on-site and for tree tag # C1 on City-owned property in the boulevard along Marrington Road. Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the tree has survived.

In recognition of the many benefits derived from urban trees, Council Policy 5032 encourages the planting and maintenance of at least two (2) trees per lot. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) trees on the proposed lots (one (1) tree per lot in the front yard [6 cm deciduous caliper or 3 m high conifer]). On the proposed north lot, this results in a total of two (2) trees due to the retention of tree tag # 9317 in the rear yard and the planting of one (1) tree in the front yard. On the proposed south lot, this results in a total of three (3) trees due to the retention of tree tags # 9318 and 9319 in the rear yard and the planting of one (1) tree in the front yard. Suitable native tree species for planting in the front yards of the proposed lots include Pacific Dogwood (*Cornus nuttallii*) and Vine Maple (*Acer circinatum*).

To ensure that the two (2) trees are planted and maintained on the proposed lots, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on title. The minimum flood construction level is a minimum of 0.3 m above the highest elevation of the crown of Marrington Road.

Vehicle Access & Site Servicing

Vehicle access to the proposed lots is to be from Marrington Road.

Prior to subdivision, the applicant is required to enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**.

Subdivision

At subdivision stage, the applicant will be required to:

- pay servicing costs; and
- enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**

Analysis

The subject site is located in an established residential area consisting mainly of single detached housing and duplexes.

The neighbourhood immediately surrounding the subject site has undergone substantial redevelopment through rezoning and subdivision in recent years. The subject proposal is consistent with the established pattern and character of redevelopment in the area and is consistent with Lot Size Policy 5447, which allows the subject site to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone.

There is potential for other large lots in this neighbourhood to rezone and subdivide consistent with the Lot Size Policy.

Financial Impact


None.

Conclusion

This rezoning application to permit subdivision of an existing large lot containing a duplex into two (2) smaller lots complies with Lot Size Policy 5447 and applicable policies and land use designations contained within the OCP.

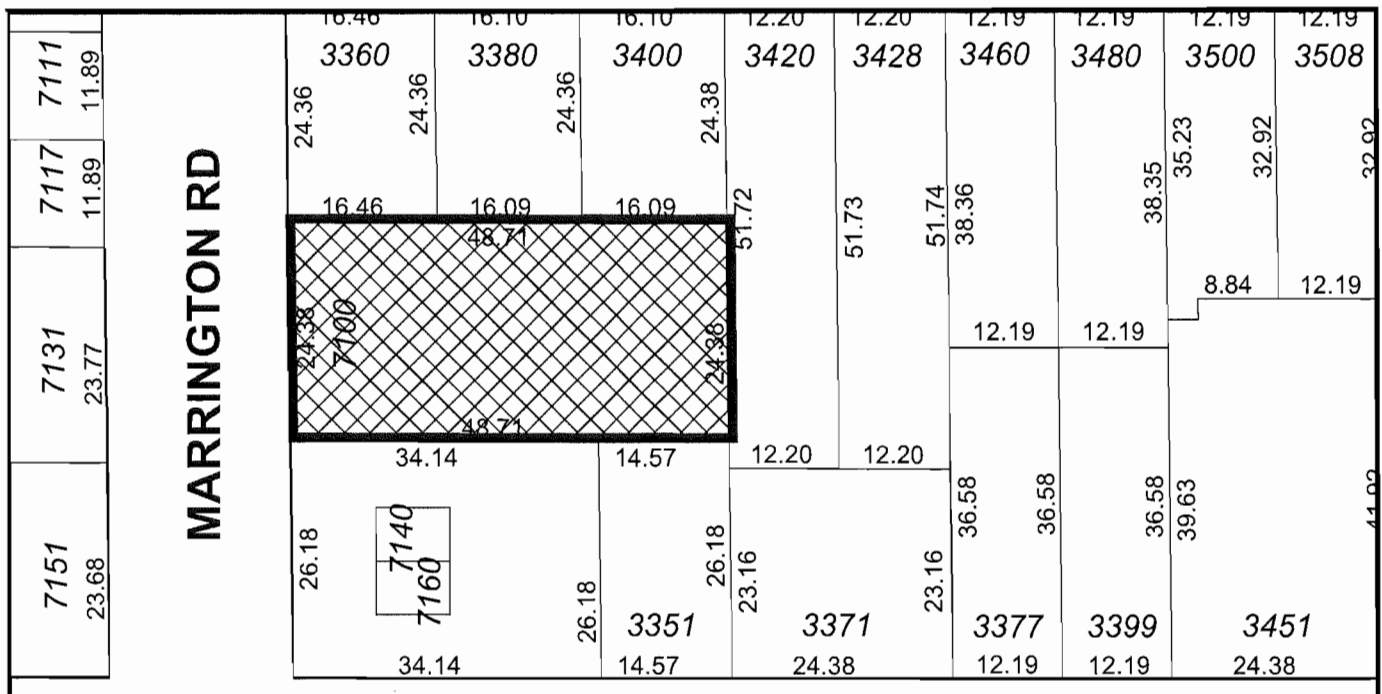
The list of rezoning considerations is included in **Attachment 6**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9128 be introduced and given first reading.


Cynthia Lussier
Planning Technician
(604-276-4108)

CL:rg

PROPOSED REZONING

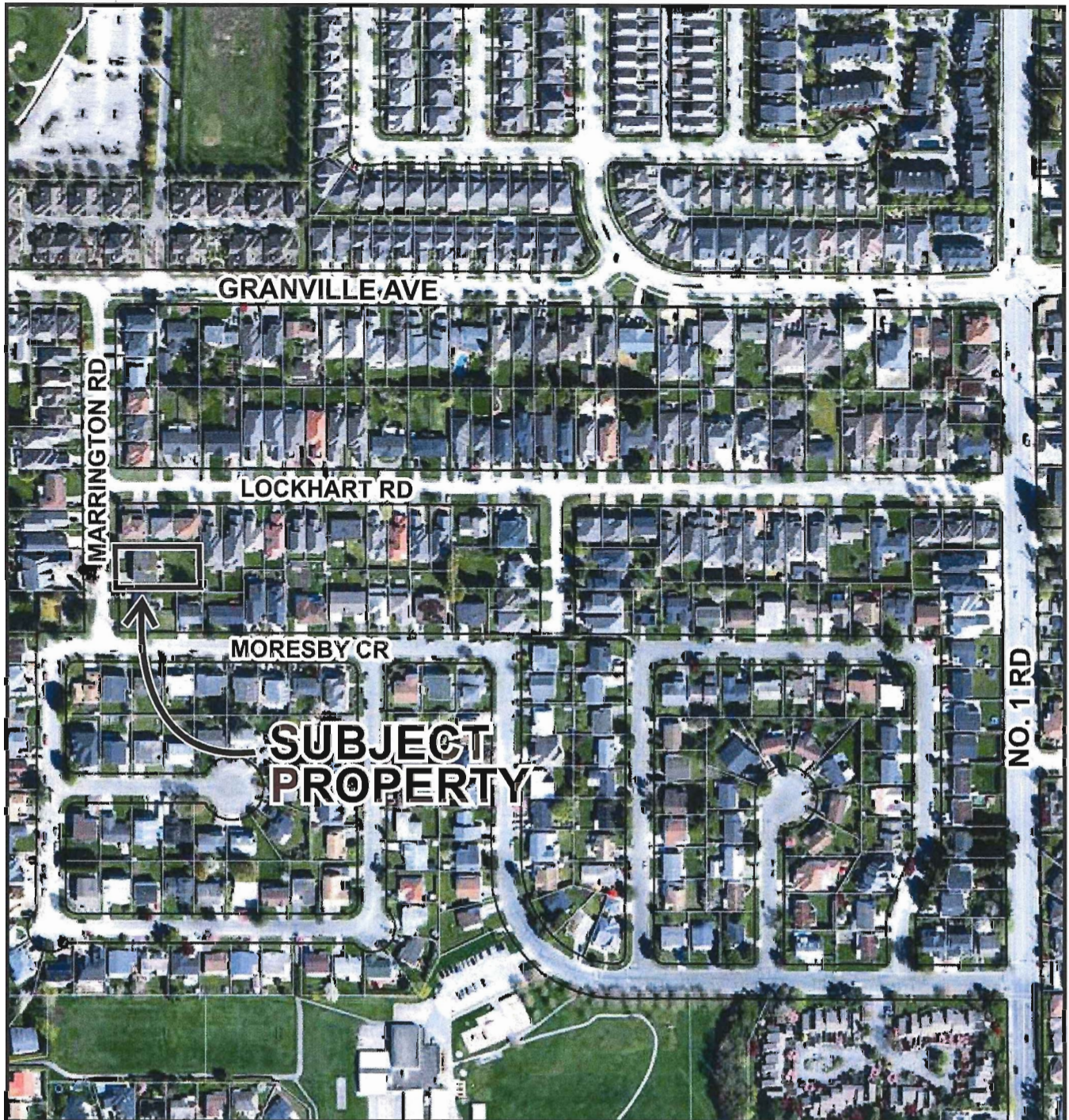


RZ 13-646115

Note: Dimensions are in METRES



City of
Richmond



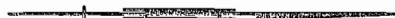
RZ 13-646115

Original Date:10/01/03

Revision Date:

Note: Dimensions are in METRES

CNCL - 144



SCALE 1 : 250
ALL DISTANCES ARE IN METRES

Lot 1
 PLAN
 1
 359'29'54" 12.192
 6.00
 1.20
 90'12'47" 48.704
 PROPOSED LOT 1
 593.8 m²
 PROPOSED BUILDING ENVELOPE
 90'12'58" 48.696
 1.20
 6.00
 12.194 359'32'14"
 PLAN BCP25527
 1
 SRW PLAN

Lot 2
 LMP5161
 2
 SRW PLAN
 LMP5162
 3

Lot 3
 46917
 475
 524.35
 SRW PLAN
 52435
 6.00
 12.194 359'32'14"
 SRW PLAN
 46639
 S.76'
 52
 PLAN 45447

Other Labels:
 STRATA PLAN NW2680
 PROPOSED LOT 2
 593.7 m²
 POSTING PLAN E-85459
 PLAN 15447
 SRW PLAN
 46639

PROPOSED SUBDIVISION SUBJECT TO MUNICIPAL APPROVAL

STRATA PLAN NW2680

MURRAY & ASSOCIATES
201-12448 82nd AVENUE
SURREY, B.C.
V3W 3E9
(604) 597-9189

DATE: SEPTEMBER 12th, 2013
FILE 9934-01



RZ 13-646115

Attachment 3

Address: 7100/7120 Marrington Road

Applicant: Nirmal Takhar

Planning Area(s): Seafair

	Existing	Proposed
Owner:	0869575 BC Ltd.	To be determined
Site Size (m ²):	1,187 m ² (12,776 ft ²)	Two (2) lots, each approximately 593 m ² (6,382 ft ²)
Land Uses:	One (1) two-unit dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change; complies.
Lot Size Policy Designation:	Lot Size Policy 5447 permits this property to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone.	No change; complies.
Zoning:	"Single Detached (RS1/E)"	"Single Detached (RS2/B)"

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	593 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: September 16, 1991 Amended by Council: July 20, 1998 Amended by Council: October 20 th , 2003	POLICY 5447
File Ref: 4430-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 15-4-7	

POLICY 5447:

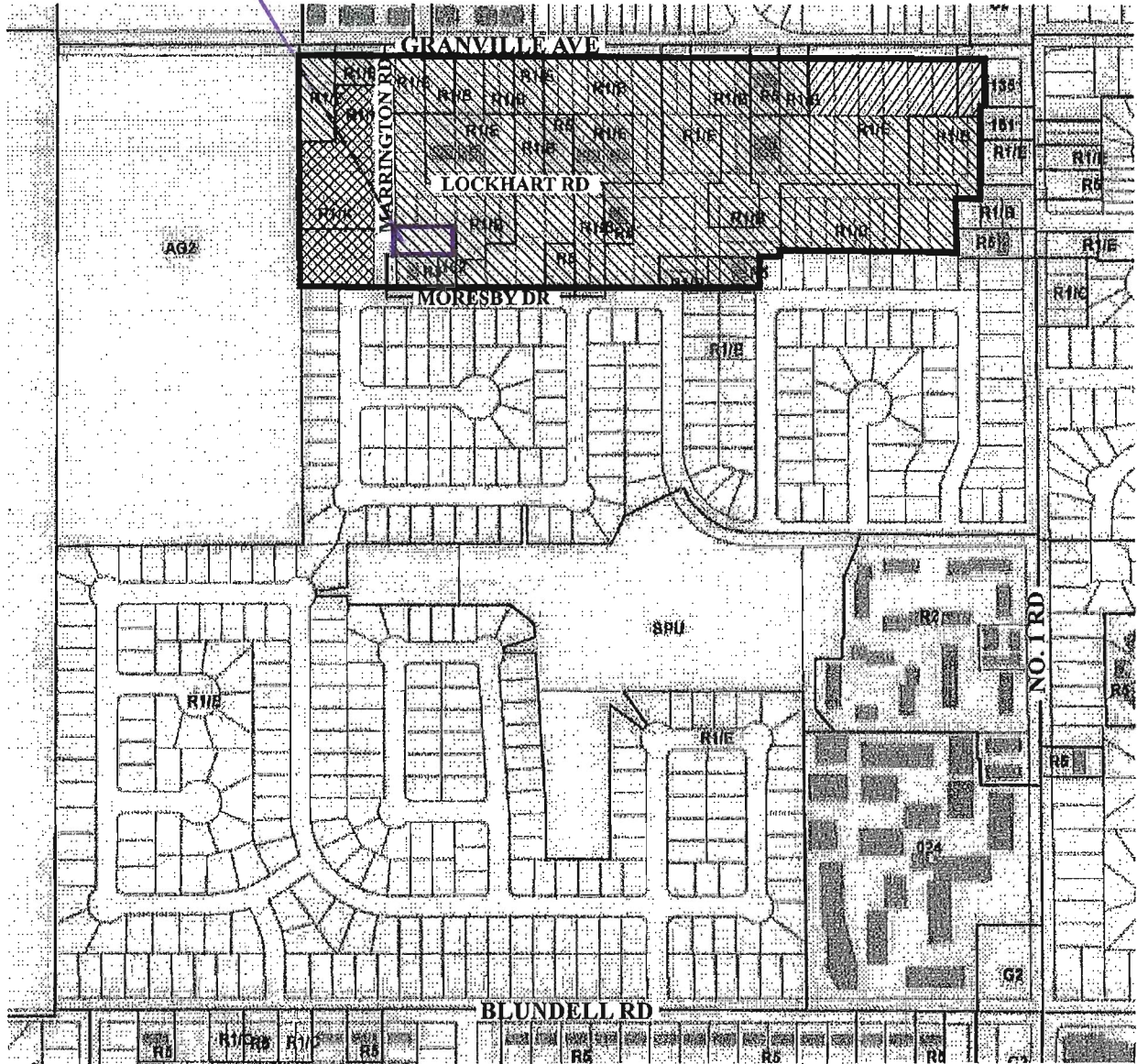
The following policy establishes lot sizes in a portion of Section 15-4-7, located generally between the **south side of Granville Avenue, the west side of Marrington Road, the north side of Moresby Drive and No. 1 Road:**




That properties within the area generally bounded by the south side of Granville Avenue, the north side of Moresby Drive, the west side of Marrington Road and No. 1 Road, in a portion of Section 15-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- a) That properties between and including 3620 and 3780 Granville Avenue be permitted to subdivide as per Single-Family Housing District (R1/C) zoning;
- (b) That properties between and including 7151 and 7031 Marrington Road be permitted to subdivide as per Single-Family Housing District, Subdivision Area K (R1/K) zoning;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area; for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



-  Subdivision permitted as per R1/B with the following provisions:
-  1. Between 3620 and 3780 Granville Avenue R1/C.
-  2. Between 7151 and 7031 Marrington Road R1/K.

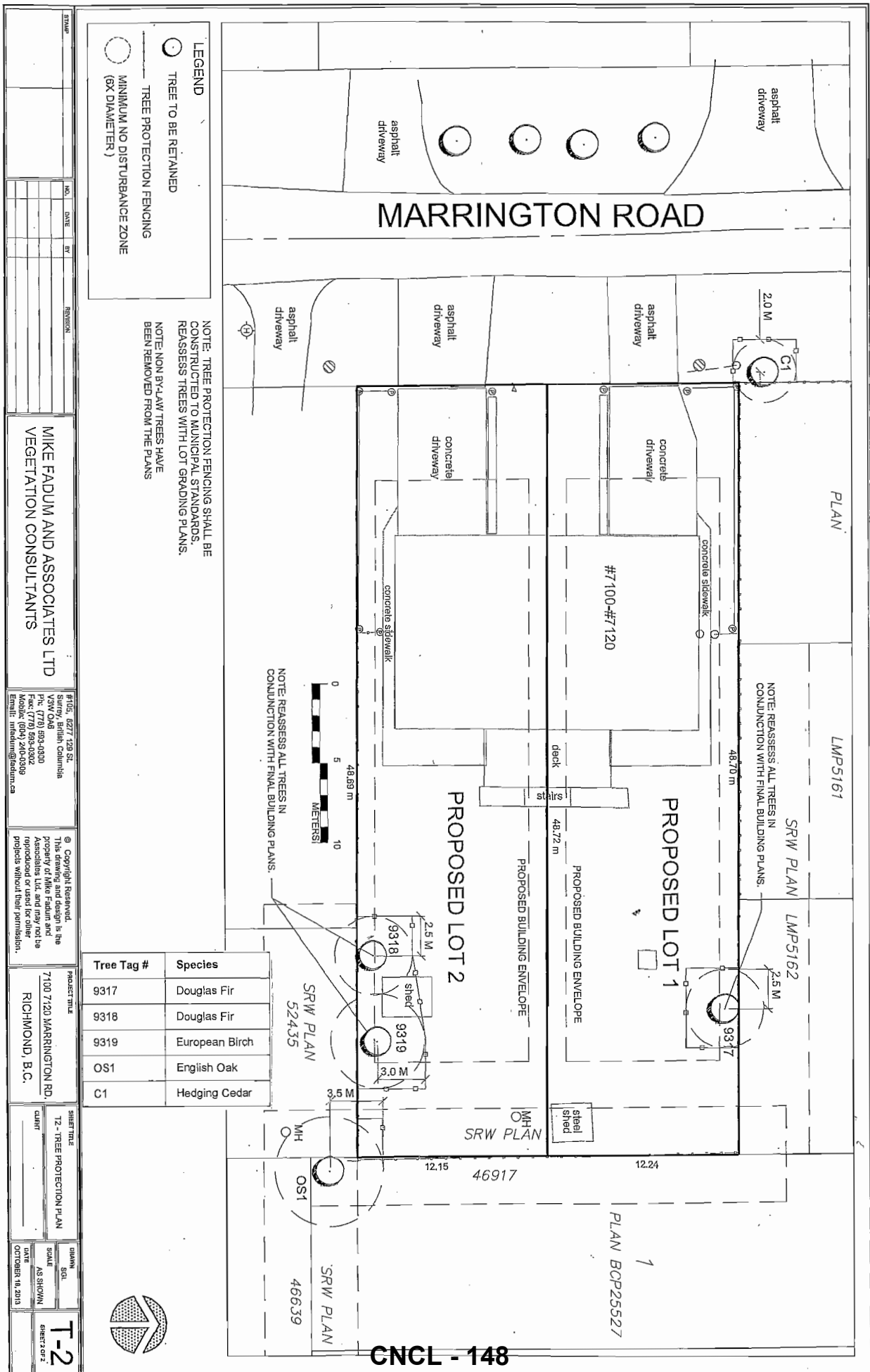


Policy 5447 Section 15-4-7

Adopted Date: 09/16/91

Amended Date: 10/20/03

Note: Dimensions are in METRES



CNCL - 148



Rezoning Considerations

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

Address: 7100/7120 Marrington Road

File No.: RZ 13-646115

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, the applicant is required to complete the following:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the tree protection zone of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). 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.
2. Submission of a Tree Survival Security to the City in the amount of \$4,000 for the protection of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a Landscaping Security to the City in the amount of \$1,000 (\$500/tree) to ensure that two (2) trees are planted in the front yards of the proposed lots (one [1] tree per lot, with a minimum size of 6 cm deciduous caliper or 3 m high conifer).
4. Registration of a flood indemnity covenant on title.
5. The City's acceptance of the applicant's cash-in-lieu contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,335) to the City's Affordable Housing Reserve Fund.

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

At Demolition* stage, the applicant must complete the following:

- Installation of tree protection fencing around: tree tags #9317, 9318, and 9319 on-site; tree tag #OS1 located on the neighbouring property to the east at 3420 Lockhart Road; and tree tag # C1 on City-owned property in the boulevard to the northwest of the subject site. Tree protection fencing is required to be installed to City standard in accordance with the City's tree protection information bulletin TREE-03, and as shown in the proposed Tree Retention Plan (Attachment 5). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

At Subdivision* stage, the applicant must complete the following:

- Payment of servicing costs;
- Entrance into a standard Servicing Agreement* for the design and construction of engineering infrastructure improvements, including (but not limited to):

Storm Sewer Works

- The provision of a new storm sewer service connection complete with inspection chamber near or at the common property line of the proposed new lots. The inspection chamber must be located in the City boulevard along the west property line of the subject site.

Water Works

- Using the OCP Model, there is 105 L/s available at 20 psi residual at the hydrant at the frontage of 7140 Marrington Road. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
- The provision of two (2) new water service connections complete with individual water meters in accordance with the Waterworks and Water Rates Bylaw No. 5637 from the existing 150 mm diameter watermain at the Marrington Road frontage. The water meters must be located within the City boulevard along the west property line of the subject site.
- Disconnection and capping of the existing water service connections at the main.

Sanitary Sewer Works

- The provision of a new sanitary sewer service connection complete with a Type 2 inspection chamber located near or at common property line within the existing three meter wide utility Right-of-Way along the north property line. The applicant must cap and abandon the existing sanitary sewer service connections.

Road Frontage Improvements

- Construction of works along the subject property's Marrington Road frontage and additional transitional works beyond the property's frontage to tie-in to the existing road and boulevard layout. Works referenced from the west property line must include:
 - Construction of a new grass boulevard along the west property line for City owned inspection chambers and water meters;
 - Construction of a new concrete sidewalk;
 - Construction of a new grass/treed boulevard with street lighting between the required sidewalk and the back of the curb. The required street lighting must be designed to the ultimate layout and must be required to tie-in to the existing street lighting system in Lockhart Road;
 - Construction of new wide base barrier curb and gutter;
 - Construction of road widening complete with catch basins to collect road run-off and transitions to the existing pavement, 20:1 for local roads as per City specifications, at Marrington Road;

Note: Details of the above upgrade works will be finalized through the Servicing Agreement review process. The Servicing Agreement design is to include the water, storm, and sanitary connections for the proposed lots.

General Items

- The provision of any private utility company rights-of-ways to accommodate any above ground equipment (i.e., transformers, kiosks, transformers, etc.) and future under-grounding of overhead lines.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9128 (RZ 13-646115)
7100/7120 Marrington Road**

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

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

P.I.D. 010-118-501

Lot 54 Section 15 Block 4 North Range 7 West New Westminster District Plan 15447

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9128”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

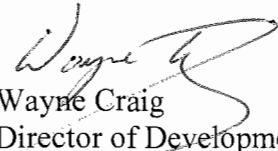
Date: March 21, 2014

File: RZ 12-620563

Re: Application by Matthew Cheng Architect Inc. for Rezoning at 9211 and 9231 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg
Att.

REPORT CONCURRENCE

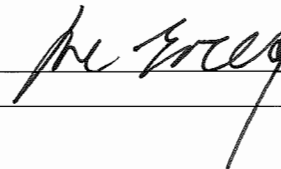
ROUTED TO:

Affordable Housing

CONCURRENCE



CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 9211 and 9231 No. 2 Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 10 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: An approximately 12 year old single-family home on a lot zoned “Single Detached (RS1/E)” and then a commercial building on a lot zoned “Local Commercial (CL)” located at the south-west corner of No. 2 Road and Maple Road.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)”.

To the East: Across No. 2 Road, a four-storey senior’s apartment building (three-storeys over parking) on a lot zoned “Medium Density Low Rise Apartments (RAM1)” and the Christian Reformed Church of Richmond on a lot zoned “Assembly (ASY)”; and a recently approved 15-unit townhouse development (RZ 10-516267 /DP 12-624891) at the south-east corner of No. 2 Road and Maple Road.

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

Related Policies & Studies

Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map. The proposed rezoning and townhouse development would be consistent with this policy.

Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy; for a contribution of \$29,277.80.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$11,271.95.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any written correspondence expressing concerns in association with the subject application.

Consultation

The developer consulted with the neighbouring residents regarding the development of the subject site through the delivery of an information letter together with the development plans to each of the properties located adjacent to the subject site. A resident at 9300 Laka Drive wrote to the developer and expressed concerns regarding the existing fence installed on the common property line. The developer advised the resident that the existing fence will be replaced with a new 6 feet tall Cedar fence.

Staff Comments

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and has provided the following comments:

- A hedgerow, consisting of 13 Cedar trees located along the north property line, is identified to be retained and protected. These 13 trees range in size between 24 cm calliper and 51 cm calliper. Tree protection barriers should be installed as per the Arborist Report recommendations.
- 18 trees are either dead, dying (sparse canopy foliage), infected with Fungal Blight, Pear Trellis Rust, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- One (1) 31cm calliper Douglas Fir is identified as in good condition; however, due to its close proximity to the existing single-family house, it would unavoidably be damaged during demolition. In addition, the canopy has also been heavily pruned back on one side due to its

close proximity to the house. This tree is not a good candidate for retention and should be removed and replaced.

A Tree Management Plan can be found in **Attachment 4**.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 38 replacement trees are required for the removal of 19 trees. Considering the effort made by the applicant to retain the 13 trees on site, staff recommend 13 replacement trees be exempted from replacement. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$6,500 to the City's Tree Compensation Fund in lieu of planting the remaining 13 replacement trees should they not be accommodated on the site.

Tree Protection

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the 13 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$32,000.00 to ensure the replacement planting will be provided.

Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer, as well as design of service connections will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 5**).

Prior to final rezoning bylaw adoption, the developer is required to:

- Consolidate the two (2) lots into one (1) development parcel.
- Dedicate approximately 0.6 m (exact dimension to be confirmed at Servicing Agreement stage) across the entire consolidated frontage on No. 2 Road (i.e., along the east property line of the site) for frontage improvement works (see **Attachment 5** for details).

- Enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections (see **Attachment 5** for details).
- Grant a 2.0 m Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along the entire new east property line for future road widening.
- Contribute \$25,000 towards a bus shelter with 1.0 m x 9.0 m SRW beyond the 2.0 m PROP SRW along the entire new east property line for a concrete bus pad at the existing bus stop location.
- Register on Title, a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space.

Vehicle Access

One (1) driveway from No. 2 Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the north and south if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$10,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

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

Sustainability

The developer advises that the following features will be incorporated into the development to create a more energy efficient building shell (when compare to the minimum BC Building Code requirements) in order to mitigate potential heating or cooling energy loss:

- Use of weather strip sealing of windows, entry doors, and garage doors to reduce air leakage;
- Insulated doors and garage door to R8 – R12; insulate walls to R22;
- Insulate roof with R40 mineral wool insulation;
- Insulate foundation slab for reduction in heat loss; and
- Use of double glazed windows with low-e coating.

In addition, a minimum of 20% of the parking stalls will be provided with a 120V receptacle to accommodate electric vehicle charging equipment and an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring) as per the OCP.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map as well as the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. A residual site with less than 50 m frontage will be created (at 9191 No. 2 Road), which is not consistent with the guidelines.

In order to avoid the creation of an orphan lot situation at 9191 No. 2 Road, staff requested the applicant to acquire 9191 No. 2 Road. The applicant made attempts to acquire 9191 No. 2 Road to extend the development proposal, but was unable to come to an agreement with the current owner. The applicant has requested that this application proceed without the acquisition of the adjacent property.

Although the proposed development may create an orphan lot situation on the north side of the subject site, staff support the proposed development based on the following:

- The subject proposal complies with the location criteria and most of the Townhouse Development Requirements under the Arterial Road Policy.
- The dwelling at 9191 No. 2 Road is approximately 12 years old and is not ready for redevelopment.
- A development concept plan for 9191 No. 2 Road has been prepared and is on file; the future development at 9191 No. 2 Road can be considered as an extension of the subject townhouse development. The developer agreed to provide outdoor amenity space and garbage/recycling facilities in a location on the subject site that will allow shared use of those spaces with the future development at 9191 No. 2 Road. A cross-access easement/agreement will be secured as a condition of rezoning to facilitate this.
- A PROP SRW on the subject site will be secured to provide vehicle access to future developments at 9191 No. 2 Road.
- The massing of the proposed townhouse clusters fronting No. 2 Road on the subject site complement the existing single-family dwelling and future development at 9191 No. 2 Road.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grading requirements to ensure the survival of protected trees.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

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

Financial Impact or Economic Impact

None.

Conclusion

The proposed 10-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9132 be introduced and given first reading.



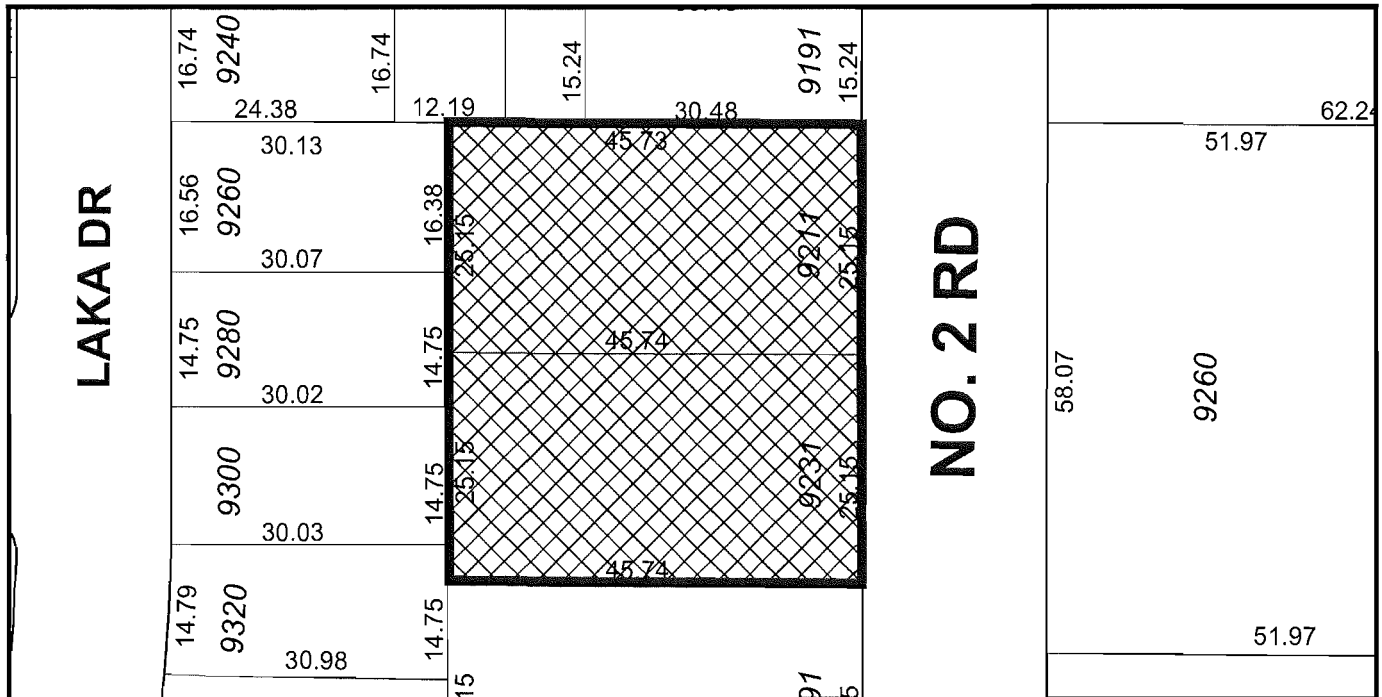
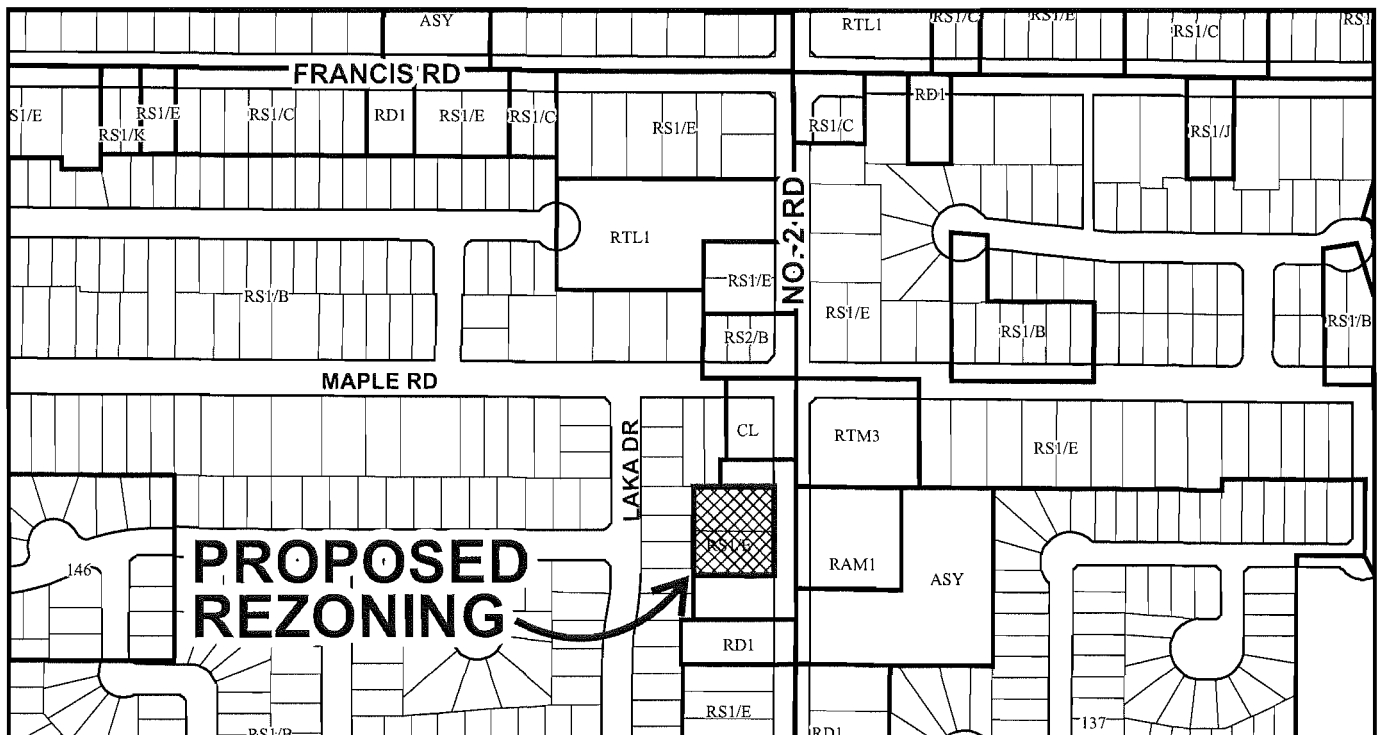
Edwin Lee
Planning Technician - Design

EL:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Tree Management Plan
Attachment 5: Rezoning Considerations



City of
Richmond



RZ 12-620563

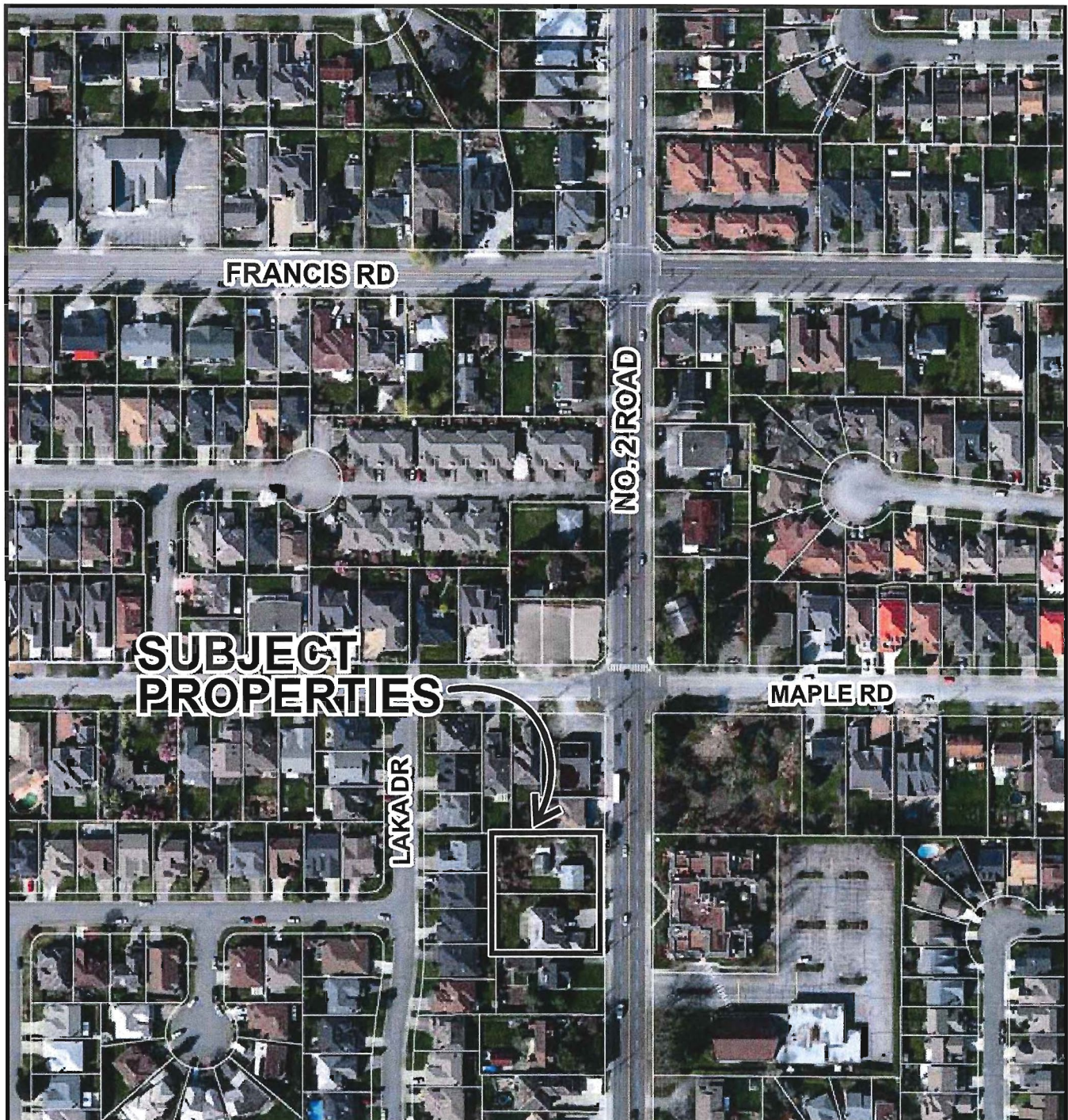
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Revision Date: 04/02/14

Note: Dimensions are in METRES



City of
Richmond



RZ 12-620563

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



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to Date	Revision
11/26/2012	DPA REMSON FOR ADP
01/09/2013	DPA REMSON FOR ADP
12/05/2013	DPA REMSON FOR ADP

Consultants

Project Title
0-UNIT TOWNHOUSE
DEVELOPMENT
92211-9231
40.2 ROAD
RICHMOND, BC

Sheet Title
SITE PLAN

1

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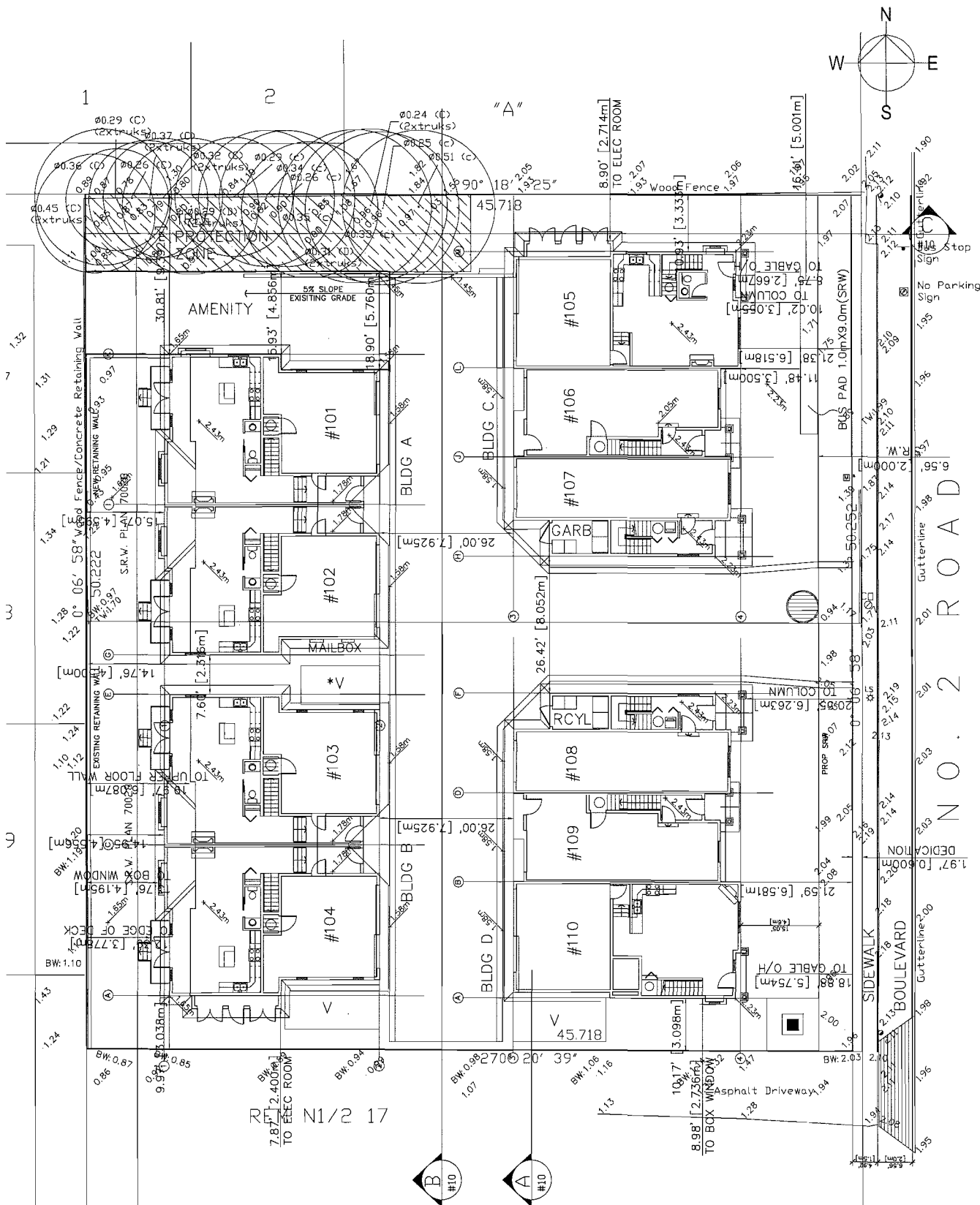
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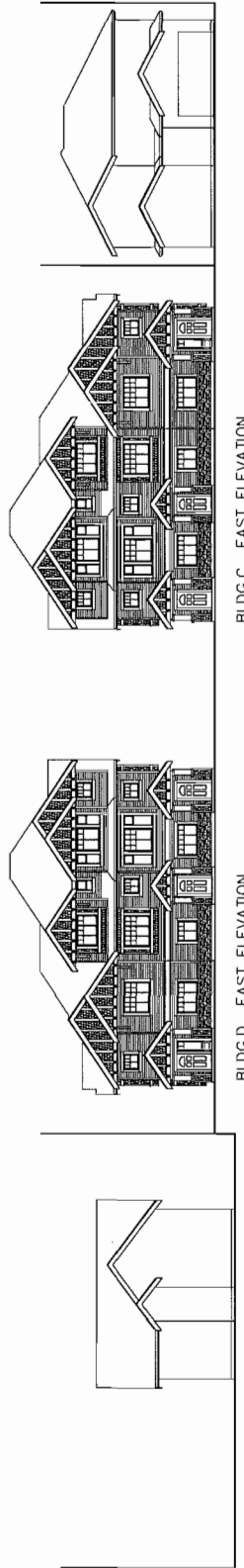
ATTACHMENT 2



CNCL - 162

No Data	Revision
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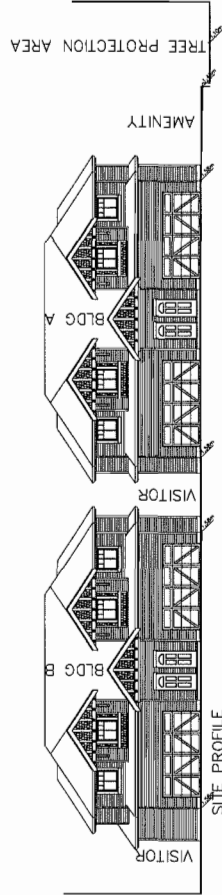
STREETSCAPE (NO. 2 RD)



BLDG.C EAST ELEVATION

BLDG.D EAST ELEVATION

SITE SECTION B

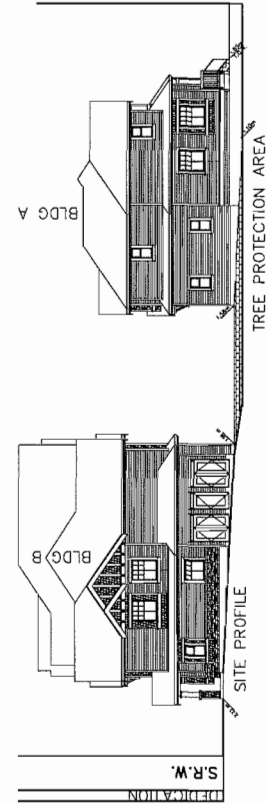


Project Title
10-UNIT TOWNHOUSE
DEVELOPMENT
9211/9231
NO.2 ROAD
RICHMOND, BC

Consultants

Sheet Title
STREETSCAPE
SITE SECTION B & C

SITE SECTION C



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Finish:	Black
Weight:	1.5 lbs.
Price:	\$1.50

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Print Date: 2014-02-21	



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No	Date	Revision
01	2012/11/25	DPA REVISION FOR ADP
02	2013/01/08	DPA REVISION FOR ADP
03	2013/12/05	DPA REVISION FOR ADP

Project Title
10-UNIT TOWNHOUSE
DEVELOPMENT
9211-9231
NO.2 ROAD
RICHMOND, BC

Sheet Title
ELEVATIONS
BUILDING A
BUILDING B

Drawing:	H2/PIC/MF/N/C		
Checked:	N/C		
Scale:	$1/8" = 1' - 0"$		
Project Number:			
Revision Title:	2014-02-21	Dwg. No. #4	
Print Title	2014-102-21		

Architectural drawings of the East and North elevations of a building. The East Elevation (left) shows a three-story structure with a gabled roof, a large front porch with columns, and a smaller porch on the right. The North Elevation (right) shows a three-story structure with a flat roof, a large front porch with columns, and a smaller porch on the left. Both elevations include height markers of 5'-0" and 10'-0".

[illegible]

Architectural drawing of the East Elevation of the building. The drawing shows a two-story structure with a gabled roof on the left side and a flat roof on the right. The left side features a dormer with a gabled roof and a chimney. The right side has a large, multi-paned window. The drawing is oriented vertically on the page. Dimensions are provided for the peak, U/S ceiling, U/F, and G/F.

PEAK: 10.32m

U/S CEILING: 7.72m

U/F: 5.25m

G/F: 2.23m

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION



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No	Date	Revision
1	2012/11/26	DPA REVISION
2	2013/01/09	DPA REVISION
3	2013/12/05	DPA REVISION

Conclusions

Project Title
O-UNIT TOWNHOUSE
DEVELOPMENT
9211-9231
40.2 ROAD
RICHMOND, BC

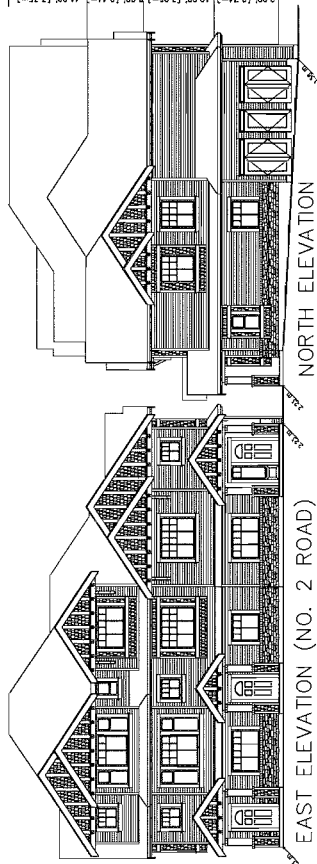
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BUILDING C	
BUILDING D	

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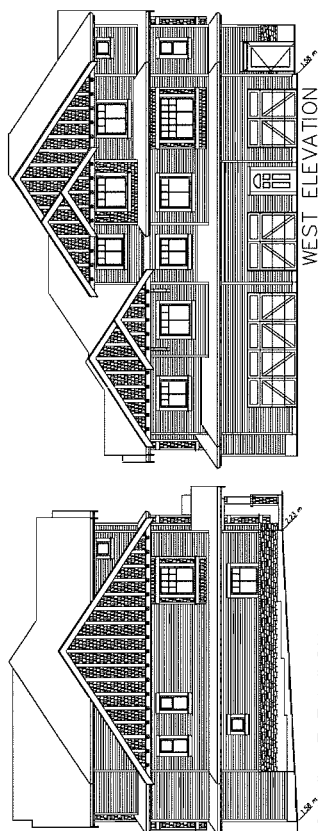
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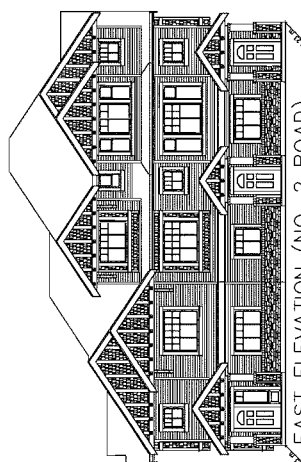
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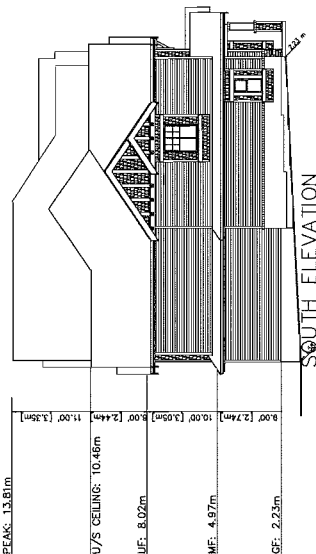
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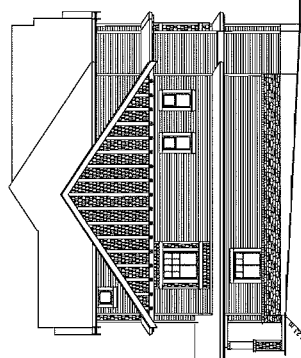
SOUTH ELEVATION



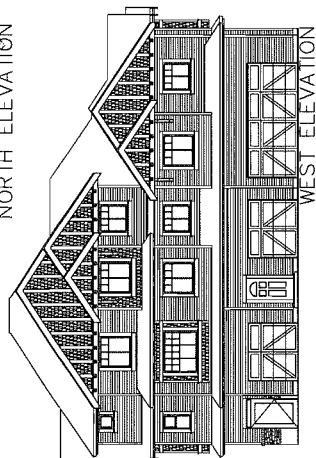
EAST ELEVATION (NO. 2 ROAD)



SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION

BLDG D

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SCALE



MAGLIN BIKE RACK -
MBR500 - DB - BRONZE 14



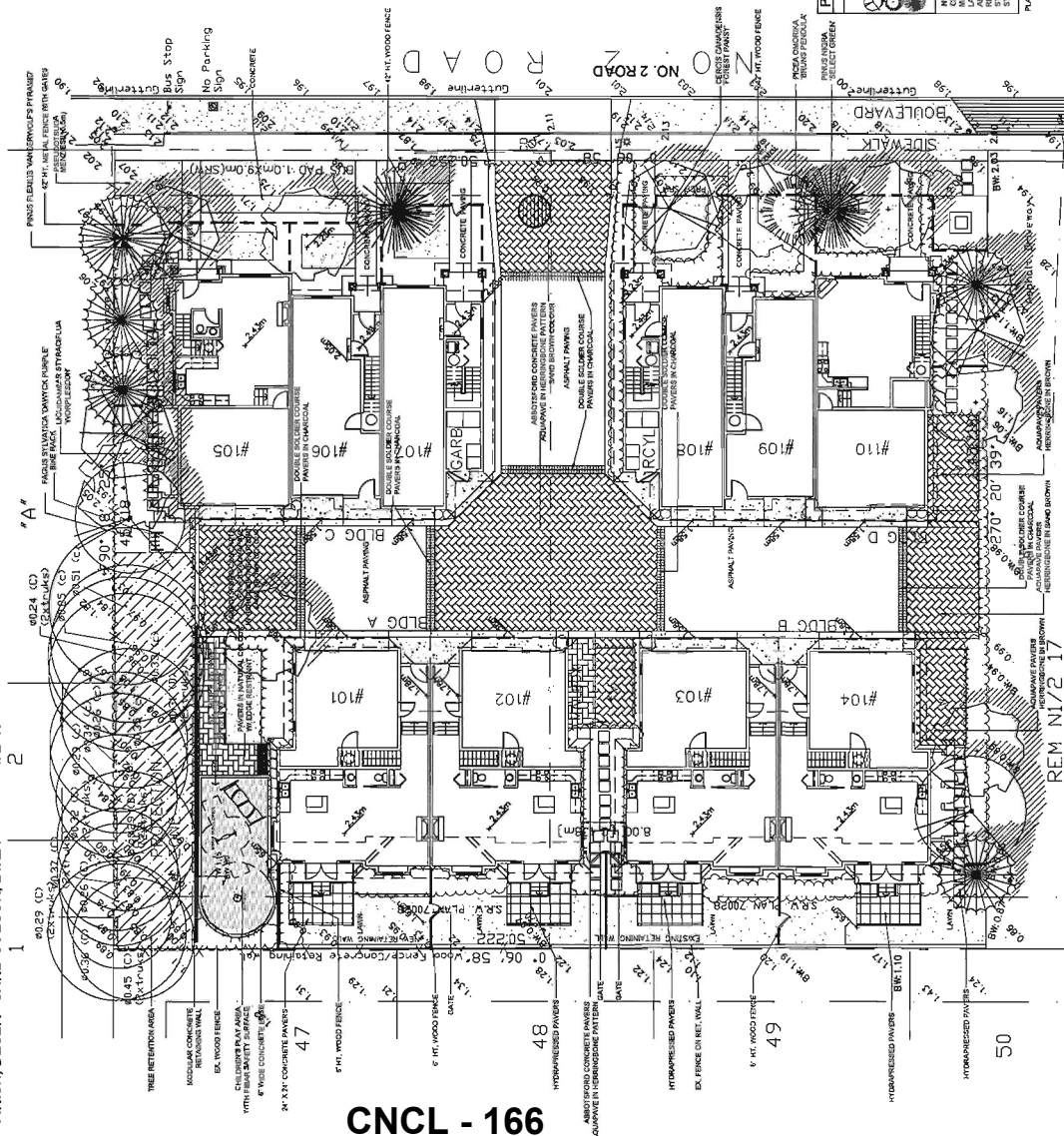
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ABBOTSFORD CONCRETE PRODUCTS
AQUAPAVE, STANDARD, SAND BROWN
BLEND



ABBOTSFORD CONCRETE PRODUCTS
HYDRAPRESSED SLABS, SANDSTONE
FINISH, DESERT SAND COLOUR, 24X24



CNCL - 166

NO.	DATE	REVISION DESCRIPTION	BY
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SCALE: 1/8"=1'-0"

PROJECT

10 UNIT TOWNHOUSE
DEVELOPMENT
9211 / 9231 NO. 2 ROAD
RICHMOND, B.C.

DRAWING TITLE:

LANDSCAPE
PLAN

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SCALE: 3/32"=1'-0"
DRAWN: MAM
DESIGN: MAM
CHECK: MAM
DRAWING NUMBER: L1
OF 5
PROJECT NUMBER: 13-022

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50	1	CESTRA CHAMPAE (PINK)

PLANT AREA 1 ASSOCIATED PLANTED AREA IS 99.74 SQ. M.

3A

1303.13.29

REAL:

	31 AUGUST	REPORT PLAN	DATE
2	1000000	REPORT PLAN	DATE
1	1000000	REPORT PLAN	DATE

CLIENT

1000

**10 UNIT TOWNHOUSE
DEVELOPMENT
2211 / 9231 NO. 2 ROAD
RICHMOND, B.C.**

[illegible]SHRUB
PLAN

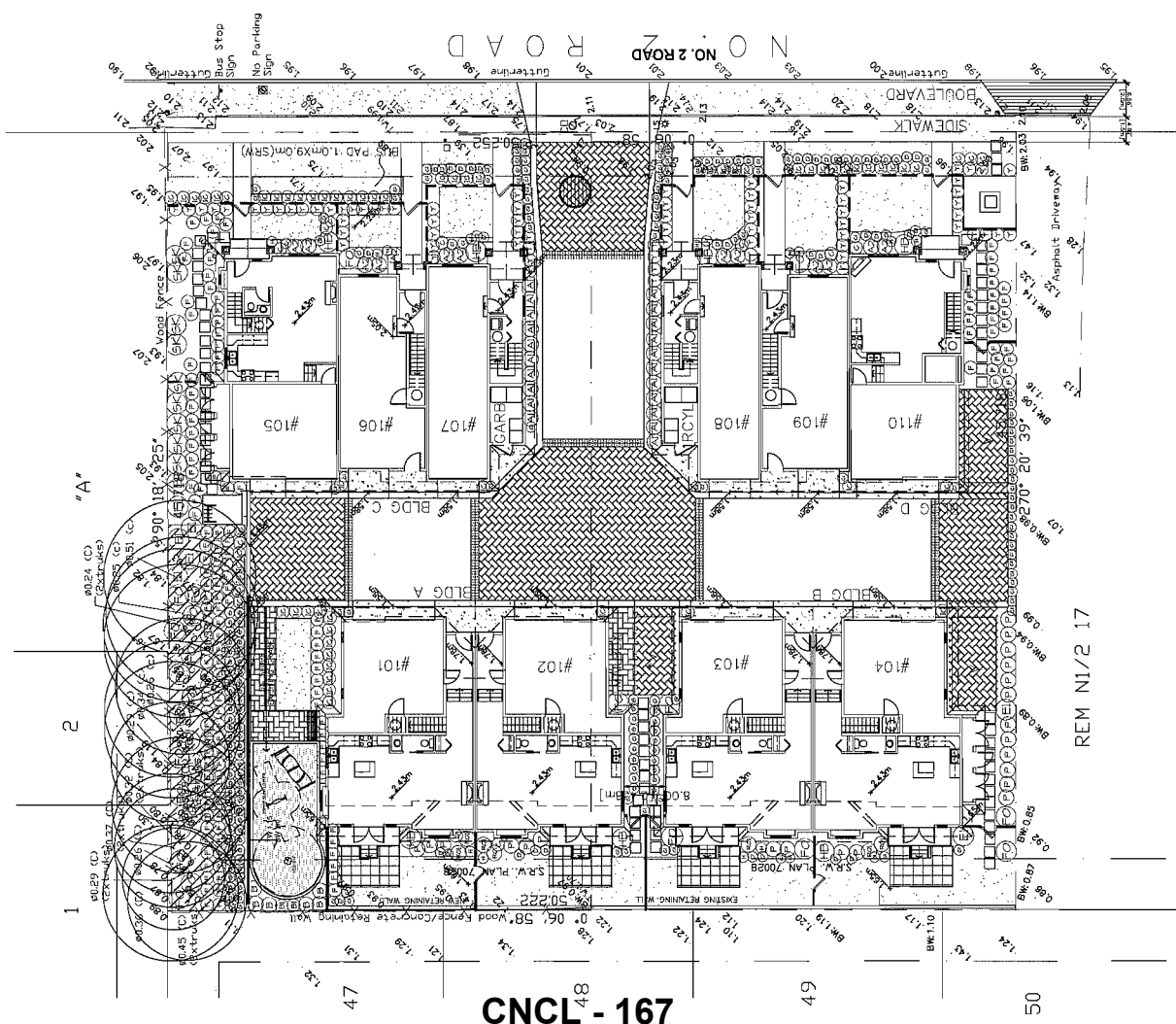
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MC PROJECT NUMBER:

13-0277

33

2009-9-210



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CLIENT:

PROJECT:

**10 UNIT TOWNHOUSE
DEVELOPMENT**
9211 / 9231 NO. 2 ROAD
RICHMOND, B.C.

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DETAILS

DATE	13 NOV 26	DRAWING NUMBER
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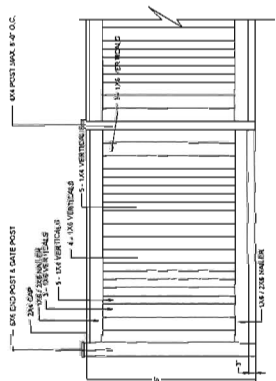
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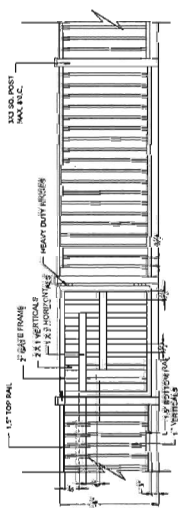
REPORT FOR THE YEAR 2006

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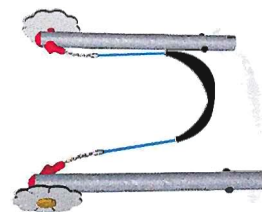
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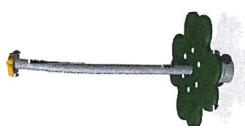
2 6' HT. WOOD FENCE



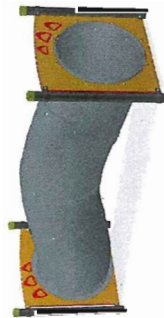
1 42" HT. ALUMINIUM FENCE



KOMPAN - SUNFLOWER M951P



KOMPAN - TODDLER
SPICA M191P



KOMPAN - PEEKABOO TUNNEL GSP000500



RZ 12-620563

Attachment 3

Address: 9211 and 9231 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Blundell Road

	Existing	Proposed
Owner:	Kanwardeep Khaira, Rajwant Bhullar, 0965048 B C Ltd	To be determined
Site Size (m²):	2296.62 m ²	2266.59 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	10
Other Designations:	Arterial Road Policy – Townhouse Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.5 m	none
Setback – North Side Yard (m):	Min. 3.0 m	3.3 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	50.25 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.3 (V) per unit	none
Off-street Parking Spaces – Total:	22	23	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (20 x Max. 50% = 10)	8	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 10 units = 60 m ²	90 m ²	none

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



Catherine MacDonald Inc.
3020 202 Street
Langley, BC
V2Z 2E2

604.904.0302
catherine@catlinemacdonald.ca

GENERAL NOTES:

COPYRIGHT RESERVED: THIS PLAN AND DESIGN ARE THE PROPERTY OF CATHERINE MACDONALD INC. AND SHALL NOT BE REPRODUCED OR REPRODUCED WITHOUT WRITTEN CONSENT. BASE MATERIAL FROM MATTHEW CHEUNG ARCHITECT INC.

ALL LANDSCAPE WORK TO CONFORM TO THE BC (BCLNA/BCSLA) LANDSCAPE STANDARD (7TH EDITION) AS A MINIMUM.

ALL TREE WORK TO CONFORM TO THE STANDARDS OF THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA).

VERIFY ELEVATIONS AND DIMENSIONS PRIOR TO CONSTRUCTION. REPORT DISCREPANCIES TO ARCHITECT/LANDSCAPE ARCHITECT OR ARBORIST FOR CLARIFICATION.

REFER TO ARBORIST REPORT...
USE DIMENSIONS. DO NOT SCALE PLAN.

TREE PROTECTION:
DIMENSION PROTECTION BARRIERS AS SHOWN AND FOLLOW TECHNICAL GUIDELINES AS PER CITY OF RICHMOND. TREE PROTECTION BARRIERS TO BE AT LEAST 1.2M IN HEIGHT AND CONSTRUCTED OF EITHER SNOW FENCING SECURELY FASTENED TO METAL OR WOOD STAKES SPACED NO FURTHER THAN 1M. APART OR PLYWOOD NAILLED TO WOODEN STAKES. OR OTHER FORM OF BARRIER SATISFACTORY TO THE CITY STAFF.

DO NOT REMOVE TREES WITHOUT CITY PERMIT.

CONSULT PROJECT ARBORIST FOR ANY CLARIFICATION.

✗ DENOTES TREE TO BE REMOVED WITH PERMIT.

└─┘ DENOTES TREE PROTECTION FENCING.

10 PROPOSED
TOWNHOMES
9211 & 9231
No. 2 RD.
RICHMOND, BC



BAR SCALE

0 1 2 3 4 5
10m
SCALE 1/16" = 1' - 0"
FULL SIZE SHEET: 18" x 24"

DRAWN: CM

DATE: 20 JANUARY 2014

SHEET No: 1 OF 1

DRAWING TITLE:

TREE
PROTECTION
PLAN

TREE PROTECTION ZONE
25m

TREE PROTECTION ZONE
4.5m

NO. 2 ROAD

ATTACHMENT 4

TREE INVENTORY SUMMARY 9211 & 9231 No 2 Road, Richmond

TREE #	TRUNK DIA. (in metres from Survey)	CROWN RADIUS (measured off Survey for retained trees)	SPECIES (by Arborist)	SUMMARY FINDINGS	CONDITION RATING	REPLACE (site trees only, shrubs & hedges not included)	
137	0.27		Plum	poor lower trunk & branch distribution, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
138	0.31	6.96m	Douglas Fir	pruned back from existing house, some stubs, close to demolition zone, less than 2m away from excavation area	good	4m CONIFER	PINUS F.V.P.
139	0.37		Pear	at maturity, poorly maintained, in overgrown area, low vigour, pear trellis rust throughout, extensive leaf drop	poor	8cm DECID	FAGUS S.D.P.
140	0.49		Cherry	at maturity, poorly maintained, in overgrown area, very poor form for species, wilting due to lack of moisture, stressed	poor	9cm DECID	
no tag	.55 2 trunks		Holly	topped, pruned back north side etc., no real tree left	very poor	5.5m CONIFER	PSEUDOTSUGA M.
141	0.22		Holly	extensively pruned back (poorly) on north side, poor species for retention	poor	3.5m CONIFER	PICEA O.B.P.
142	.52 multistem		Cherry	codominant with Cedars, poorly sited, poor form, north side pruned back poorly for clearance	fair	10cm DECID	
143	0.51	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
144	0.25	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
145	.24 2 trunks	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
147	.31 2 trunks		Apple	leaning (to light), splits, poor connections, poor branch attachments	poor	8cm DECID	FAGUS S.D.P.
148	0.33	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
149	not on Survey	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
150	0.26	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
151	0.34	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
152	0.20		Apple	nearing maturity, poor form, poorly maintained	fair	6cm DECID	CERCIS C.F.P.
153	0.32 2 trunks	6 - 9 m	Cedar	never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
154	.29 2 trunks		Cherry	very poor form, included trunks, poorly maintained, should be removed to benefit Cedars	poor	8cm DECID	
155	.32 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
156	.37 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
157	0.26	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
158	.29 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
159	0.36	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
160	.45 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
161	.34 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
162	.30 2 trunks		Apple	very poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
163	0.34		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
164	0.42		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
165	.29 2 trunks		Apple	poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
166	.54 4 trunks		Cherry	dead.	dead	10cm DECID	
167	.45 multistem		Fig	poorly maintained fruit tree, not worth keeping	fair	9cm DECID	
168	0.21		Apple	poorly maintained fruit tree, not worth keeping	poor	6cm DECID	CERCIS C.F.P.



Rezoning Considerations

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

Address: 9211 and 9231 No. 2 Road

File No.: RZ 12-620563

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Dedicate approximately 0.6m (exact dimension to be confirmed via Owners BCLS and as per the Servicing Agreement design) across the entire consolidated frontage. (It is presently approximately 2.9 m from the back of curb to the property line.)
3. The granting of a 2.0 wide statutory public-rights-of-passage right-of-way along the entire east property line (No. 2 Road frontage) for future road widening.
4. Registration of a 1.0 m by 9.0 m Right-Of-Way along No. 2 Road, beyond the required 2.0 wide statutory public rights-of-passage right-of-way along the entire east property line, for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.
5. Registration of a statutory public-rights-of-passage right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future residential developments to the north and south. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW.
6. Registration of a cross-access easement agreement over the outdoor amenity space and garbage/recycling facility (design as per Development Permit for 9211 and 9231 No. 2 Road), in favour of the future residential development at 9191 No. 2 Road, allowing access to/from the outdoor amenity space and garbage/recycling facility at the development site.
7. Registration of a flood indemnity covenant on Title.
8. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking areas into habitable space.
9. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
10. City acceptance of the developer's offer to voluntarily contribute \$25,000 toward the installation of one bus shelter.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$29,277.80) to the City's affordable housing fund.
12. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$11,271.95) to the City's Public Art fund.
13. Contribution of \$1,000 per dwelling unit (e.g. \$10,000) in-lieu of on-site indoor amenity space.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

15. Enter into a Servicing Agreement* for the design and construction of frontage beautification & pedestrian enhancement works. Works include, but may not be limited to, removing the existing sidewalk, pouring a new bus pad and a 1.5 m concrete sidewalk at the new property line, and creating a 2.0 m grass and treed boulevard in the area left between the curb and the new sidewalk. Street tree species to be determined.

NOTE:

- There are hydro poles between the back of the current sidewalk and the property line, more or less at the future north and south edges of this development site. These poles must be either designed around with the new sidewalk or relocated into the new boulevard at the Owners sole cost.
- Storm: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to the existing box culvert along the east side of No. 2 Road and the existing tie-in location at the box culvert is to be utilized.
- The inspection chamber lead servicing 9191 No. 2 Road, located along the frontage 9211 No. 2 Road, is to be re-connected to the development site connection. If the existing inspection chamber and lead servicing 9191 No. 2 Road encroaches onto the development site, it must be re-located and re-connected by the developer.
- Sanitary: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to existing manhole SMH3302, located in the northeast corner of 9260 Laka Drive.
- Water: Once the building design is confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey must be submitted to confirm that there is adequate available flow.
- The site is to connect to the existing 200mm diameter watermain located approximately 12 m east of the east property line of the development site; there is an existing 750mm diameter located along the west side of No. 2 Road, which will need to be crossed.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to complete the following:

1. The submission and processing of the required Servicing Agreement* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near and 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.

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

1. Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$33,000 in total) to ensure the replacement planting will be provided.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.

4. 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.
5. Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9132 (RZ 12-620563)
9211 and 9231 No. 2 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**LOW DENSITY TOWNHOUSES (RTL4)**”.

P.I.D. 003-493-296

North Half Lot 18 Except: Part Subdivided by Plan 60236; Block “B” Section 25 Block 4
North Range 7 West New Westminster District Plan 1353

P.I.D. 012-182-109

South Half Lot 18 Except: Part Subdivided by Plan 60236, Block “B” Section 25 Block 4
North Range 7 West New Westminster District Plan 1353

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9132**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>UR</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 18, 2014
File: RZ 12-602748

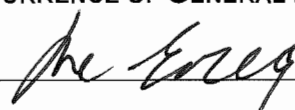
Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at
13040 No. 2 Road from Light Industrial (IL) to Commercial Mixed Use (ZMU24) –
London Landing (Steveston)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of
13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London
Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (Attachment A) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space, under Richmond Zoning Bylaw 8500, Amendment Bylaw 9094.

Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 was reviewed by Council at the Public Hearing held on February 17, 2014 (Attachment B), and the application was referred back to staff based on public comments. In response to concerns expressed by neighbours at the Public Hearing, the applicant has committed to revise the proposal through the required Development Permit application in order to provide vehicular and loading access from No. 2 Road only.

Background

The following referral motion was carried at the Public Hearing held on February 17, 2014:

“That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 (RZ 12-602748)(Location: 13040 No. 2 Road; Applicant: Kirk Yuen of Cape Construction (2001) Ltd.) be referred back to staff:

- (1) for more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building;*
- (2) to consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated;*
- (3) to examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway;*
- (4) for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway; and*
- (5) to examine potential privacy overlook issues associated with the proposed development.”*

This report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal in response to comments made at the Public Hearing, the nature of the associated loading variance, and to request that the rezoning bylaw be forwarded to the May 20, 2014 Public Hearing.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment C).

Please refer to the original staff report dated January 15, 2013 (Attachment B) for information pertaining to surrounding development, related City policies & studies, pre-Public Hearing public input and responses, as well as staff comments on the proposed zoning amendment, flood plain management, affordable housing, Public Art, trails way-finding improvements, infrastructure improvements, tree retention and replacement, legal considerations, and original rezoning considerations.

Public Input

Public input received prior to Planning Committee is discussed in the original staff report (Attachment B). A number of members of the public made delegations and submitted public correspondence to the Public Hearing held on February 17, 2014. Two (2) delegates also submitted correspondence to the City after the Public Hearing; both opposed to the proposal (Attachment D).

Most of the concerns raised by the public at the Public Hearing and in the new correspondence were included and discussed in the original staff report. The new correspondence does include a new concern that was also raised at the Public Hearing regarding use of the easement that is registered on Title of the adjacent development across their surface parking, servicing and drive aisle areas on top of their parking structure. The easement was registered to allow access for the subject site. Concerns were also expressed regarding the structural ability of the parking structure to accommodate additional traffic.

In response to these public concerns regarding access across the neighbouring development, the applicant has revised the proposal to eliminate the second loading bay and relocate the servicing area away from the rear southeast corner of the site, thereby eliminating the need for access across the neighbouring development, and over the parking structure.

Should the subject development be approved by Council as envisioned, the adjacent strata corporation can make application to the City to discharge the cross-access agreement.

Analysis

This section will discuss each of the referrals made by Council at the Public Hearing held on February 17, 2014:

Access Easement Connecting to London Road

In their referral back to staff, Council asked staff:

- For more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building.
- To examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway.
- Consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated.

In response to the referral and the concerns raised by neighbours at the Public Hearing, the proposal will no longer include access across the neighbouring development. The second loading bay at the rear south-east corner of the site is proposed to be eliminated. Recycling and garbage storage facilities are proposed to be moved into an enclosed area within the proposed parking structure, and a garbage compactor provided. All access for the development is proposed to be provided by the No. 2 Road driveway.

As noted in the original rezoning staff report, Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption. As a part of the required Development Permit application, the applicant has agreed and is required to revise the project design to eliminate the second loading bay, relocate garbage and recycling storage facilities into the parking structure, and to provide soft and hard landscaping instead of the previous loading and servicing area in the south-east corner of the site.

The Development Permit application will also include a request for a variance to reduce the required number of off-street loading spaces from two (2) to one (1). The one (1) loading bay would be shared by the residential and commercial uses in the proposed building. The rezoning considerations have been revised to remove a reference to a second loading bay (Attachment E).

In this instance, the proposed loading bay variance and revised approach to garbage and recycling storage in the parking structure and collection from No. 2 Road is supported by Development Applications, Transportation and Environmental Programs staff.

Road Improvements Along No. 2 Road

In their referral back to staff, Council asked staff for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway.

In response to the referral, staff will investigate adding the future widening of No. 2 Road from Steveston Highway south to London Road to the City's upcoming 5 year Capital Plan for years 2015-2019 as a possible candidate project for Council's consideration to address long term development in the area.

If endorsed, this project would be phased, with actual construction anticipated to start toward the mid-point of the program to allow for the associated road design work to be carried out and capital funding to be accrued first. The general scope of this project includes roadway upgrade to four lanes between Steveston Highway and Moncton Street and to collector road standard (2 travel lanes and 2 parking lanes) from Moncton Street south to London Road to facilitate future growth in the area.

As noted in the original rezoning staff report, Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.

Privacy Overlook Issues

In their referral back to staff, Council asked staff to examine potential privacy overlook issues associated with the proposed development.

In response to the referral, the applicant has provided conceptual architectural cross-section drawings (Attachment F) to illustrate that the proposal includes adequate building separation to address these privacy overlook concerns.

To the north, there would be a 21.4 m (70.2 ft) separation between the existing building at 13020 No. 2 Road and the proposed residential units. For the angled building at 13028 No. 2 Road, at the closest point, there would be a 9.1 m (30 ft.) separation of the existing building to the proposed residential units.

To the south, the building would be closer to the existing party wall adjacent to No. 2 Road and would be further setback at the rear of the property, providing a greater separation between the existing buildings and the proposed residential units. There would be 24.8 m (81.3 ft.) separation between the existing building at 6111 London Road and the proposed residential units.

To the east, there would be a 17.2 m (56.3 ft) separation between the existing building at 6233 London Road and the proposed residential units.

The subject site has the same Steveston Area Plan “Mixed-Use” land use designation as the adjacent development to the South, which allows for the proposed four-storey building with ground level non-residential space fronting onto No. 2 Road and residential apartments.

Staff are of the opinion that these conceptual cross-section drawings indicate that there would be sufficient building separation to mitigate privacy overlook concerns. As noted in the original rezoning staff report, the proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP Development Permit guidelines.

Financial Impact or Economic Impact

None.

Conclusion

In response to Council’s referral:

- The second loading bay has been eliminated and access for garbage and recycling collection or loading is no longer proposed across the neighbouring development.
- Information has been provided regarding road improvements to No. 2 Road.
- Privacy overlook issues associated with the proposed development have been reviewed.

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be forwarded to the May 20, 2014 Public Hearing.



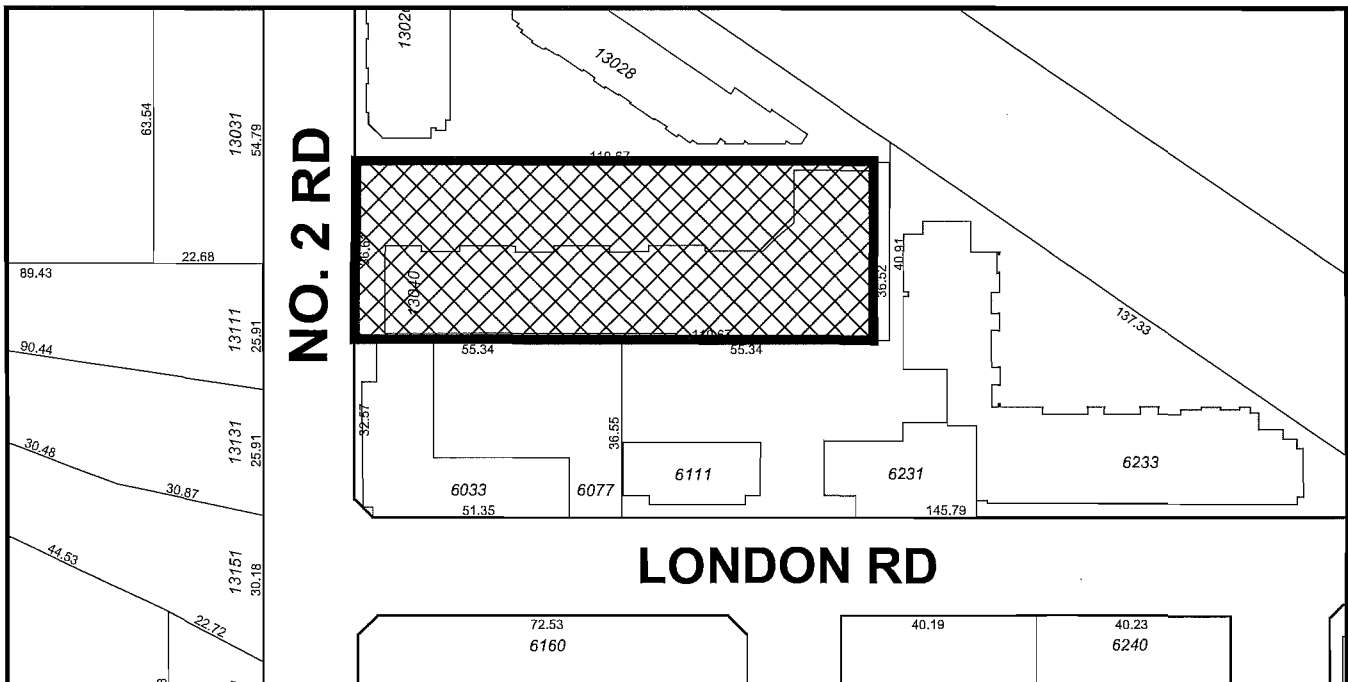
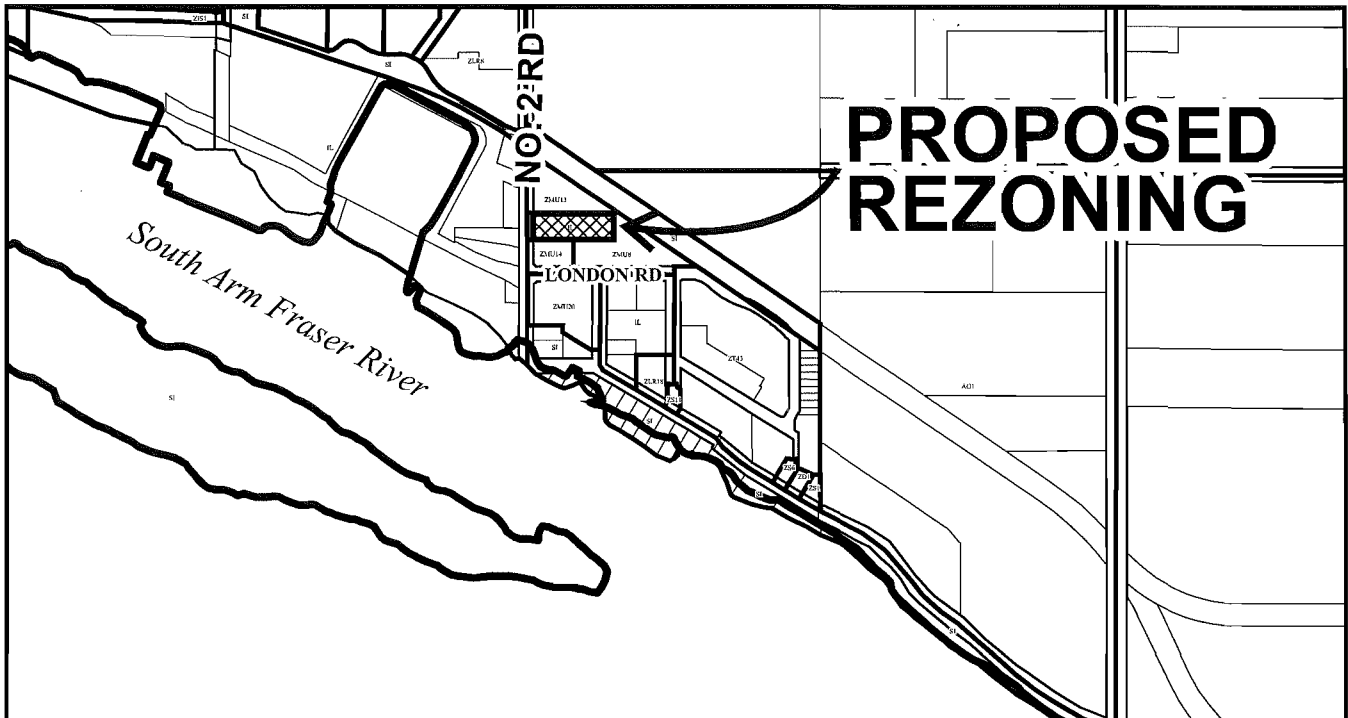
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment A: Location Map
Attachment B: Original Rezoning Staff Report dated January 15, 2013
Attachment C: Development Application Data Sheet
Attachment D: Public Correspondence
Attachment E: Rezoning Considerations
Attachment F: Conceptual Development Plans



City of
Richmond



RZ 12-602748

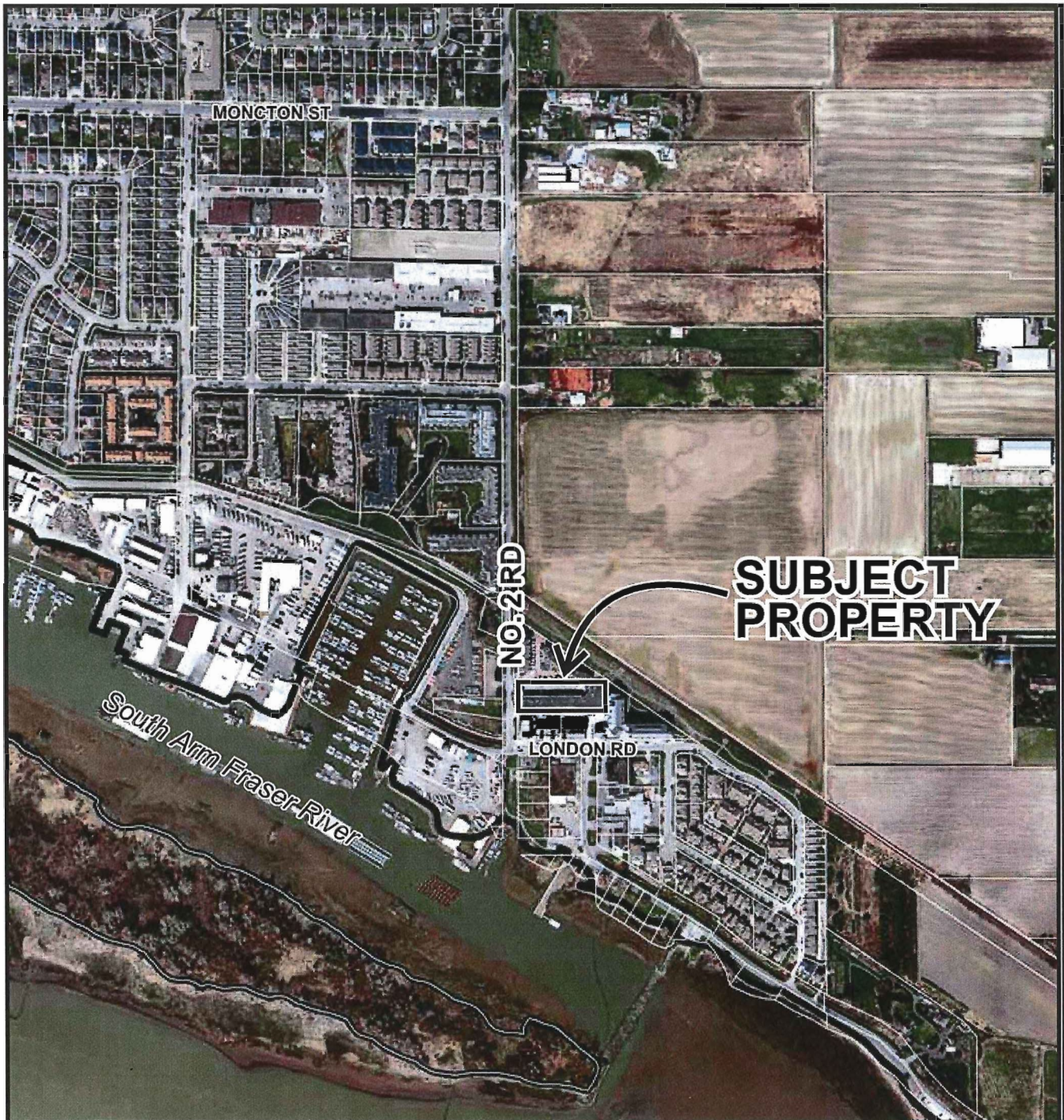
Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 12-602748

Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee
Planning and Development Department
TO PLN - Jan 21, 2017

To: Planning Committee

Date: January 15, 2013

From: Wayne Craig
Director of Development

File: RZ 12-602748

Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at 13040 No. 2 Road from the "Light Industrial (IL)" Zone to a Site Specific "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" Zone

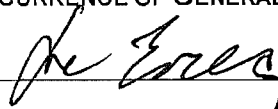
Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 to: create "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; and to rezone 13040 No. 2 Road from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg

Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (**Attachments 1 & 2**) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space. Parking will be provided below the building with vehicular access from No. 2 Road with an additional access from London Road for servicing and loading (**Attachment 8**).

The developer has agreed to enter into a Servicing Agreement as a rezoning consideration for the design and construction of road and servicing infrastructure works.

Findings of Fact

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

Surrounding Development

The site is subject to the Steveston Area Plan and is located in the London/Princess waterfront neighbourhood (**Attachment 4**). Surrounding development is as follows:

- To the north: A three-storey mixed-use townhouse development with commercial space at grade fronting No. 2 Road, zoned “Commercial Mixed Use (ZMU13) – London Landing (Steveston)”, with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.
- To the south-east: A five-storey mixed-use development with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU8) – London Landing (Steveston)”, with a permitted density of 1.45 FAR and a maximum permitted building height of 23 m.
- To the south: A four-storey mixed-use development on the corner of No. 2 Road and London Road with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU14) – London Landing (Steveston)” with a maximum permitted density of up to 1.45 (including 0.07 FAR of smaller dwelling units of 47m² or less) and a maximum permitted building height of 21 m.
- To the west: Across No. 2 Road, are undeveloped industrial lands currently used in support of Steveston Harbour and zoned “Light Industrial (IL)” with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m.

Related Policies & Studies

This rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), the Flood Plain Designation and Protection Bylaw 8204, the City's affordable housing strategy and the public art program. An overview of the review in relation to these policies is provided in the "Analysis" section of this report.

Public Input

Informational signage is posted on the subject site to notify the public of the subject application and the statutory Public Hearing will provide local property owners and other interested parties with an additional opportunity to comment. Notification of the Public Hearing will be mailed to neighbours and advertised in the local newspaper, *The Richmond Review*.

Consultation with London Station Neighbours Undertaken by the Applicant

The proposal includes a vehicle access from No. 2 Road to the parking structure and one of two required loading bays. The proposal also includes a second required loading bay which also serves for recycling and garbage collection; accessed from London Road utilizing a cross-access easement registered on Title to the neighbouring strata-titled mixed-use London Station buildings to the south at 6033, 6077, 6111, 6231 and 6233 London Road.

The applicant invited residents of the neighbouring London Station buildings to an open house meeting held in the Steveston Community Centre from 5:00 p.m. to 7:30 p.m. on Tuesday, September 17th, 2013. One hundred and thirteen (113) invitations were sent and fifteen (15) people are listed on the open house sign-in sheet; including seven (7) London Road residents, three (3) residents from elsewhere in Richmond, one (1) Vancouver resident, one (1) attendee without a noted address, and the two (2) owners of the site (**Attachment 5**). At the open house, the following comments were identified (staff comments are included in *'bold italics'*):

- Concern regarding loss of tenants Pilates & Dance studio businesses – *The applicant confirmed that the business owners were invited to lease space in the new building, but have relocated to a new location within Richmond.*
- Concern regarding exceeding the building height of the existing two-storey industrial – *The proposal includes setbacks and landscaped edges, as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential for more frequent garbage and recycling collection – *Garbage and recycling collection for this mixed-use infill project should occur with the same frequency as the neighbouring mixed-use buildings.*
- Concern regarding potential noise from new family residents, daycare, and common outdoor amenity area – *Shared outdoor amenity area is a requirement in multi-family developments and child care is a permitted use in many zoning districts in the City. Future residents and businesses will be required to comply with the City's Noise Bylaw, and noise concerns are not anticipated for this medium density infill project.*

- Concern regarding potential noise and dust from construction activities – *The developer recognizes that construction activities are disruptive and has confirmed that they will comply with the City's Noise Bylaw requirements regarding hours of operation and construction noise. In addition, the developer is required to provide a Construction Parking and Traffic Management Plan as part of the future Building Permit application.*
- The front commercial exterior spaces at the entry need design development – *The proposed design will be further refined through the required Development Permit process.*
- The development was attractive.

Public Correspondence

At the time of writing this report, the City has received two (2) pieces of public correspondence (**Attachment 6**), which include the following concerns (staff comments are included in '*bold italics*')

- Concern regarding loss of tenant gym business – *The applicant confirmed that the business owner was invited to lease space in the new building, but closed their business at this location.*
- Concern regarding potential shadowing impact of four (4) storey building height – *The subject orphan lot is surrounded on three sides with existing development. The proposal includes setbacks as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential increased parking demand – *The proposal provides 115 parking spaces on-site, exceeding the bylaw requirement by an additional 21 parking spaces.*
- Concern regarding narrowness of No. 2 Road and London Road and their ability to accommodate the proposal – *Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.*
- Concern regarding pedestrian safety – *The proposal includes frontage improvements which will improve pedestrian safety and will complete the frontage of the subject block.*
- Concern regarding building setbacks – *The proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP. The proposal includes a 12.5 m setback to the east property line and the neighbouring building is setback from the shared property line; for a separation between the apartments in the neighbouring buildings of approximately 15.5 m. The proposal includes 6 m setbacks to the north and south property lines, except for the streetscape facade. The neighbouring townhouse buildings to the north are further setback on an angle, with the closest adjacency being approximately 9 m. The neighbouring mixed-use building to the south, along No. 2 Road, is built with a solid party wall at the shared property line and the proposal includes an entry element that is built against the party wall to reinforce the No. 2 Road streetscape. Further to the south, the neighbouring mixed-use buildings are setback behind a rear surface parking and service area.*

- Concern regarding potential sink holes – *Staff and the developer are not aware of any sinkhole issues regarding the subject site. However, the proposal will be designed and constructed in accordance with the BC Building Code and the development team will include a geotechnical engineer.*
- Recommendation to rezone to allow a maximum of two (2) storeys of residential townhouses, or a maximum of two (2) storeys of residential dwelling units and one (1) storey of commercial space – *The applicant has requested that the City consider the proposal to provide a mixed-use building in accordance with the existing 'Mixed-Use' land use designation in the Steveston Area Plan and a four (4) storey building height as a transition between the taller five (5) storey buildings to the south and the lower three (3) storey buildings to the north.*

Staff Comments

Based on a review of the subject application, staff are supportive of the subject rezoning application, provided that the developer fully satisfies the considerations of the rezoning (Attachment 7).

Analysis

Proposed Zoning Amendment

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific zone “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” and to rezone the subject site from “Light Industrial (IL)” to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the OCP and as a transition on this infill site surrounded by existing development.

Proposal Details

Staff's review of the proposed development shows it to be generally consistent with City policies, as indicated below:

- a) Floodplain Management: In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the developer has agreed to register a floodplain covenant as a consideration of the rezoning specifying a minimum habitable elevation of 2.9 m GSC.
- b) Affordable Housing: In accordance with the City's affordable housing strategy and the proposed “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone density bonus provision, the developer has agreed to provide a voluntary contribution of approximately \$223,656, based on \$4.00 per buildable square foot of residential floor area, to the City's affordable housing reserve as a consideration of the rezoning.
- c) Public Art: The developer has agreed to participate in the City's Public Art Program, with a voluntary contribution in the amount of approximately \$44,591, based on \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area, to the City's Public Art fund as a consideration of the rezoning.

- d) Trails Way-Finding Improvements: The developer has agreed to provide a voluntary contribution in the amount of \$150,000 towards the development of wayfinding projects in the South Dike and Britannia Heritage Shipyards trail areas.
- e) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning for the following:
- Road Network Improvements: The developer shall be responsible for the design and construction of road improvements across the site's No. 2 Road frontage to extend pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk works [to tie into recent construction to the south (SA 07-364532)]. Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. Reconstruction of the adjacent property driveway letdown may be required. An existing power pole may need to be relocated.
 - Engineering Improvements: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve the minimum spacing requirement of 75 m in multi-family areas. New hydrant(s) to be connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain required, replacement or relocation of the AC watermain may be required.
 - Sanitary Sewer Statutory Right-of-Way (SRW) discharge: The sanitary sewer utilities right-of-way (ROW) along the east property line (RD105058 regarding plan 56029) is currently not in use and may be discharged after first removing any existing utility infrastructure.
 - Any permanent structure above or below ground (i.e. building, slab, footings, etc.) to be setback a minimum 2.5 m from the edge of the existing No. 2 Road utility SRW (i.e. 4.0 m from the property line). Any paved areas, stairs or ramps located within the SRW must be easily removable (i.e. not cast in place and not permanently attached to any other structures) and require a separate encroachment agreement as part of the future Building Permit process.
 - If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City and private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm and sanitary system before and after activity.
- f) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	1	0	2:1 replacement ratio required – 2 trees
On neighbouring properties	4	4	To be protected

- There is one (1) bylaw size tree on the subject site, a 0.28 cm dbh deciduous tree with a low spreading canopy shape located 1 m inside the property along to No. 2 Road. The tree is located in an existing sanitary sewer right-of-way and adjacent to existing BC Hydro electrical equipment. The tree roots encroach into the clearance and grounding area surrounding the electrical equipment. The property is located in an elevated flood construction level area and the low tree canopy will conflict with the pedestrian clearance on the commercial walkway, stairs and wheelchair ramps.
- The City's Tree Preservation Coordinator has reviewed the proposal and agrees with the removal of the existing on-site tree and replacement with new tree planting.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), two (2) replacement trees are required for the removal of one (1) bylaw-sized tree. The preliminary landscape plan (**Attachment 8**) includes 20 new trees and this will be further refined through the required Development Permit.
- The developer is required to protect the four (4) trees on neighbouring properties adjacent to the subject development site. The developer is required to install any needed tree protection fencing prior to any construction activities occurring on the site.

g) Legal Considerations

- The subject property is strata-titled. Cancellation of the strata plan and winding up of the strata corporation regarding the 10 strata lot light industrial building is a consideration of the rezoning.
- The proposal is a mixed-use development, and the developer has agreed to enter into a mixed-use building noise covenant as a consideration of the rezoning. The covenant would include the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
- The developer has agreed to enter into a legal agreement ensuring the provision of and shared use of the indoor amenity space by all residential units as a consideration of the rezoning. The proposal includes more than the minimum required area of 100 square meters, and the size, location and programming will be further refined through the DP.
- The proposal includes a shared pool of parking for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into legal agreements to ensure the parking gate remains open during the commercial business hours and to ensure that non-residential parking is shared by visitors and commercial uses. The legal agreement will prohibit the assignment of parking spaces to any particular unit.

h) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 348.5 m² (3,750 ft²) of street fronting commercial area and 55 apartments in a four (4) storey building over a one (1) level parking structure (**Attachment 8**), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption, which will include the following:

- Review of sustainability features of the development.
- Detailed architectural and open space design including: interfaces to neighbouring developments (e.g. grade changes, transitions, facade alignment), landscaping, children's play area in outdoor amenity area, grading, sanitary sewer setback, and tree protection.
- Detailed design review to minimize grade transition to No. 2 Road as much as possible.
- Review of adaptable and aging in place features. Six (6) adaptable units are proposed and aging in place features are proposed in all units.
- Review indoor amenity space provision, location in the building and programming.
- Review of Floodplain Construction Level requirements, ensuring no storage area or equipment that is damageable by flood water is located below 2.9 m GSC.
- Vehicle and bicycle parking, parking gate locations, truck loading, garbage, recycling and food scraps storage and collection, including truck manoeuvring, and private utility servicing.

Financial Impact or Economic Impact

None.

Conclusion

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be introduced and given first reading.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

Attachment 1: Location Map

Attachment 2: GIS Aerial Photo

Attachment 3: Development Application Data Sheet

Attachment 4: London/Princess Land Use Map

Attachment 5: Applicant Open House Sign-in Sheet (September 17, 2013)

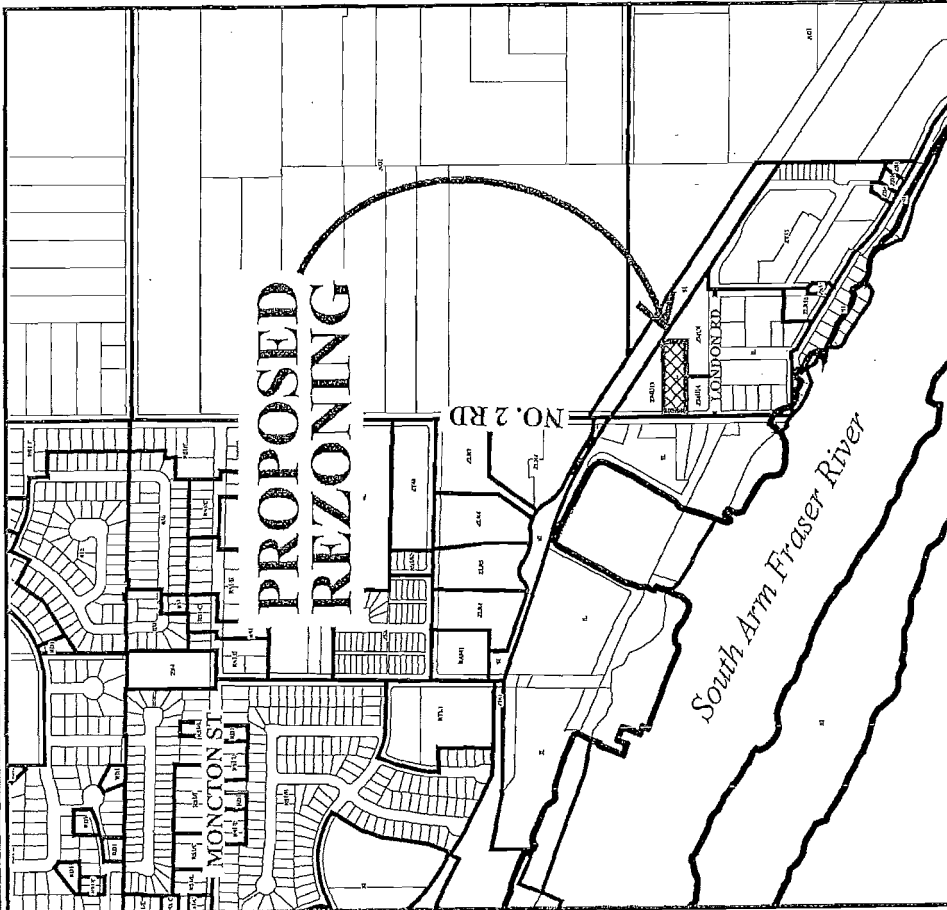
Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations Concurrence

Attachment 8: Conceptual Development Plans



City of Richmond




PROPOSED REZONING

NO. 2 RD

South Arm Fraser River

NO. 2 RD

LONDON

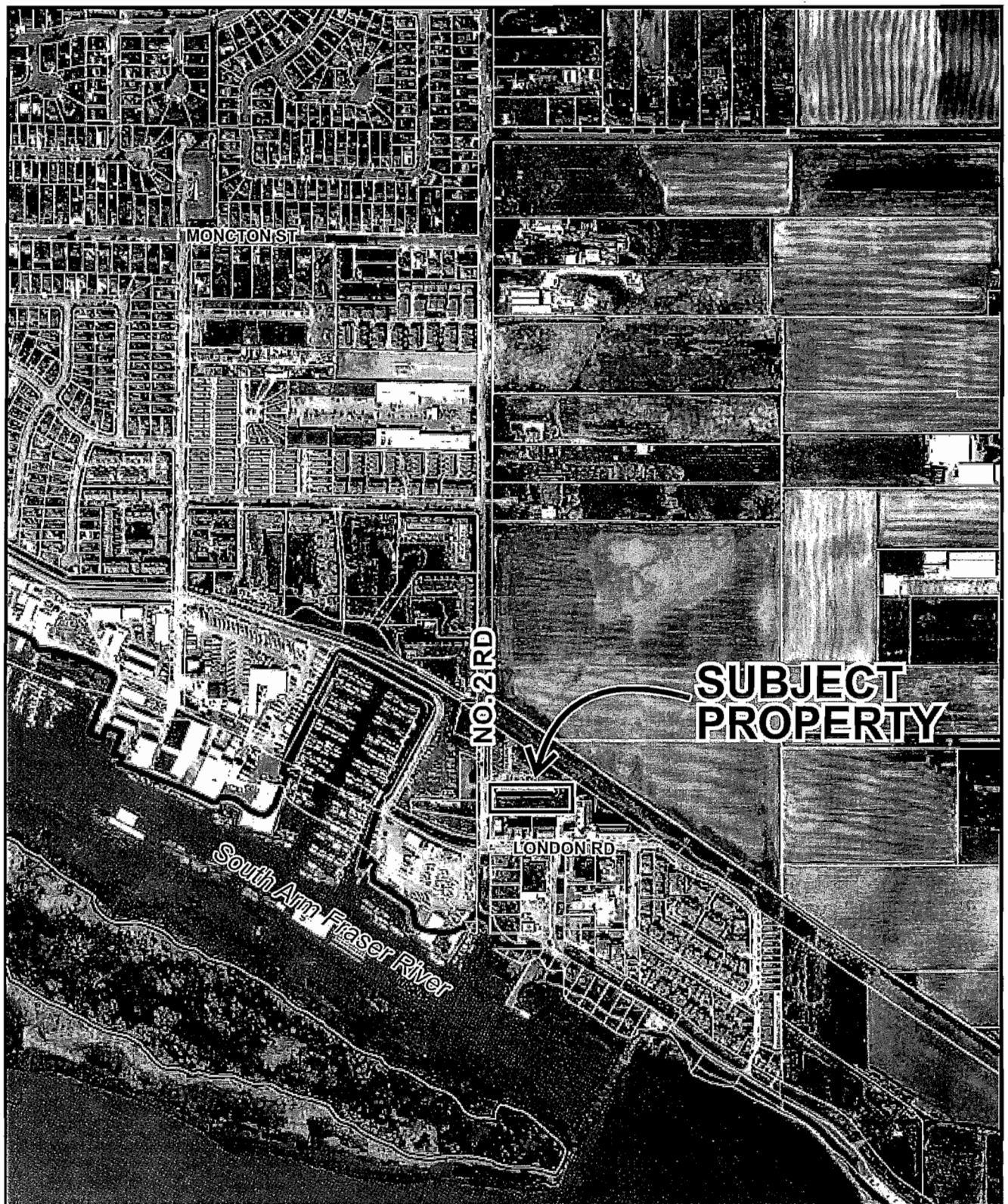


RZ 12-602748

Original Date: 03/28/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-602748

Original Date: 03/29/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-602748

Attachment 3

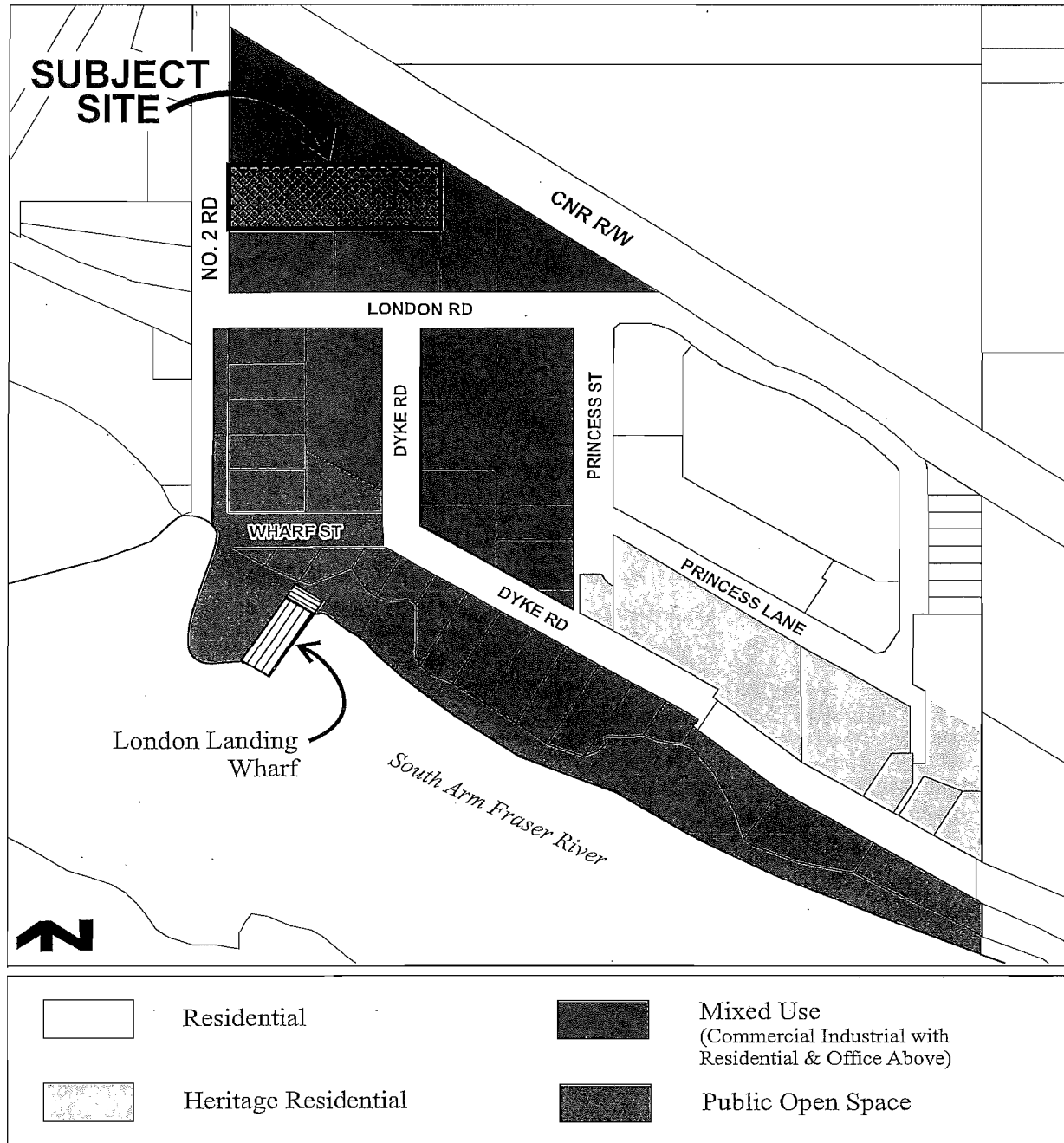
Address: 13040 No 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner:	Matthew & Flora Chen	Unknown	
Site Size (m ²):	4,046 m ²	No Change	
Land Uses:	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation:	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning:	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units:	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (3) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

London/Princess Land Use Map



Harbour Walk Re-Development Information Meeting



13040 No. 2 Road, Richmond, BC

September 17, 2013

Your Name	Your Address	Your Comments!
Trish Howe	502-6233 London Rd.	checking out the plans
Neil Goye	926-6233 London Rd.	Not looking forward to your development.
Walter W. Cavels	302-6233 London Rd.	concerned!
MATT MEW CHER	4780 Lakeside Ave	looking plans
Flora Chen	" "	" "
Helen Kinney	10491 SPRINGWOOD CRESC	Checking out plans
Claire Adamson		
Madeline Youngman	319 6233 London Rd	checking plans
Britt, DiPasquich	301 6233 London Rd	checking plans
Michael Shi	421 6233 London Rd	Not very happy that my views will be gone
Jane Guen	5051 Munster St	Great plan
Ann Tse	486 W 26 Ave. Van.	Very beautiful project.
Yoon Kyimw	829-7611 McGraw Rd	Good plan for area.
Scott Dodgus	408-6233 London Road	MEETING - FRONT COMMERCIAL EXTERIOR
		SPACES of ACCESS ARE PRETTY "DEATH"

ATTACHMENT 5

R. Howe & K. Covell
302-6233 London Road
Richmond, V7E3S3

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

September 25, 2013

RECEIVED
OCT 02 2013

Re: Rezoning application for 13040 #2 Road

RZ 12-602748

Having attended the public presentation with regard to the above we are writing to express our concerns.

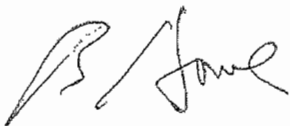
First, we note that the application states that the development will comprise commercial and residential units to a total of four floors. In contrast, the plans presented showed four floors of fully residential units. This is concern in that it raises the density of residents to a level above that which the area's traffic patterns and parking can accommodate.

At this time the residential units on #2 Road and London Road have insufficient parking space. The result is significant parking on the sides of the road – a danger to pedestrians and animals, especially at night. With the addition of the new Penta complex being built on London Road at the foot of #2 Road, the situation will only get worse.

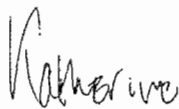
We request consideration of a change in plans for #13040 either to 2 stories of residential or to one level of commercial with 2 stories of residential above.

The infrastructure of this area cannot support the sort of densification the developer proposes.

Sincerely,



R.B. Howe



K. Covell



Badyal, Sara

From: Maddie Youngman [tiffers@telus.net]
Sent: Monday, 13 May 2013 04:58 PM
To: Badyal, Sara
Subject: 13040 application.

Hello Sara: First off, I want to thank you again for the time you gave me regarding the four story restructuring of 13040 No. 2 Road. . It was a great deal of information for me to take in and I apologize if I make any following mistakes.

To start you know that I oppose the planned height of four floors, but I am not opposed to change. This whole small emerald neighbourhood was made up from changes of a small group of old business warehouses until Penta saw its potential. This area is presently owned by up to a thousand individuals who love the idea of the mighty Fraser River so close and so wonderful for walking or riding or driving. From sunrise to sunset people are using the entire area for meditation or conversation and it is only when it gets dark along the river that it becomes very quiet as most of Dyke Road is unlit so there is little movement at night but come dawn and the build-up is immediate. London Road and No. 2 Road residents benefit and treasure the quiet nights immensely.

I have walked this area up to no. 3 road or to the village for almost all my forty years of living in Steveston, more so in retirement and I can honestly say there is very little unfamiliar to me and hundreds of other walkers living here. The older buildings and Britannia projects just reek of our history. The bad side of this is the tenfold rise in traffic since the development began and with the ongoing project of Penta on the Southside of London, it will mean up to 150 more cars congesting this corner area coming and going onto the street traffic. It should be noted we also have many trucks and huge vans quite often on the road here and always, more and more people who use Dyke Road, as I have for decades, taking the long way home just to feel closer to nature for the serenity and peace it gives us after many hectic hours at work or driving in the madness of traffic elsewhere. These ephemeral moments of seeking the quiet cannot be taken too lightly as we all need nature to remind us to be grateful and kinder to others and beautiful neighbourhoods help in the daily process of the humane needs in this time of history where money and politics still lead the way.

The world can be cruel as we all know but greed is too often the motivating factor and this is felt by any who take the time to see it in action. The sign for 13040's application was placed in front of the Pilates windows late at night and I saw it for the first time the next day at 6 a.m. walking my dog. Since then there have been many comments made about it all to the negative. People will be extremely unhappy to see such a large building of four stories going up that will over shadow their daily view and cast a dark and extremely cold pall over all the condo buildings presently there and occupied by people who spent their last pennies to make homes here.

The Penta building was planned at least five years ago and can be a welcome change because they plan on adding small businesses and a restaurant for the area. Shops such as children's clothing or sport wear and shoes would be welcomed because the entire area has attracted so many who enjoy outdoor sports of all types and the conviviality it brings. But allowing this high building right in the centre of the present ones is an obscenity to all who live here. Mr. Yuen it seems couldn't wait to close down the gym shortly after his sign went up and that was sadly felt by many who live here and were members of this gym. Now one has to drive miles to get to the closest gym. The same can be said when he removes the Pilates and ballet businesses and shreds the building's small cultural needs of Richmond.

Mr. Yuen's plan is to build a row of two story townhouses that will face north and have some parking in front but above these he plans to build two more stories and this is one of my main objections as the wall on the south side will be solid concrete. The present condo buildings it seems will be too close for any privacy caused by the buildings facing too closely to each other. Herein lies the need for humanity and not another greedy developer making and squeezing the most square footage from their projects. Let him realize that there are real people living in the buildings surrounding his plan and four stories will impact their lives detrimentally simply because he wants to fill his pockets with more dollars. Why not just build some attractive townhouses and be satisfied. He will undoubtedly make a large profit by doing this without causing the unhappiness and misery of two more stories blotting out so many others present views. He also plans a few commercial shops but minor compared to Penta's better planning. Keep in mind the insanity of adding up to another 100 cars coming and going on No 2 Road. It is at present dicey and dangerous to cross any street here and to widen the street and corner will be questionable as the west side seems to belong to the Federal or Provincial governments. No. 2 Road is dangerously too narrow and presently so will London Road corner be too for all this additional traffic

Of course there is also the possibility of sinkholes which happen every day somewhere in the world and the total insecurity of below ground parking .My building shares parking with the west corner condo building and its a nightmare with break-ins and even one daytime burglary on the fourth floor which will mean no doubt, higher insurance rates. But we persevere because of the neighbourhood and the people. People living here say good morning and hi and how are you. This is a good neighbourhood and so many of us living here love it the way it is and the height of this addition will destroy so many of the wonderful things we are so grateful for. The changes and construction that Penta will create will be enough for this area just with the noise factor. I ask the City of Richmond and particularly our City Councillors to stop this greed and disharmony to a small neighbourhood that cries out for your fairness and good judgement when the process reaches its final stage. We came here because of the ALR farms, the mountains the quietness and the harmony of nature and people. This oversized building destroys hopes for the area's real estate values too which will drop for many young owners shadowed by its height and there goes their equity dreams. We should be aware of this factor along with the heavy dangerous traffic, which includes bike traffic and children and baby buggies and strollers trying to cross streets. We do not need another condo building defacing the area and building a row of two story townhouses is building enough.

I challenge any of the City Councillors to park their cars and come and see this jewelled small gem of Steveston and walk to the corner of No 2 and turn left at London, get the friendly feel we have here. Help us to continue protecting not just ALR but its surrounding buildings that have been here for decades used by residents in peaceful harmony that so many other areas don't have because City Hall turned away from them. See us and help us protect what we have against just another large condo building right in the centre of our living space that will hugely impact how we feel about living in Richmond.

I state again – I am not against change but change has to be good for the majority not for the greed of one developer. I say again build the townhouses but please do not build higher than that. If any at City Hall had a huge building built just some feet away from their patio or bedroom window, would you be at peace if it got the go ahead. I pray for your wisdom and charity and the saviours of small neighbourhoods. We are at your mercy as this process proceeds.

I remain sincerely yours, Ms. M. Youngman 604 274 6488



Address: 13040 No 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring both loading bays are shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The management plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Submission of 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 for fire fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

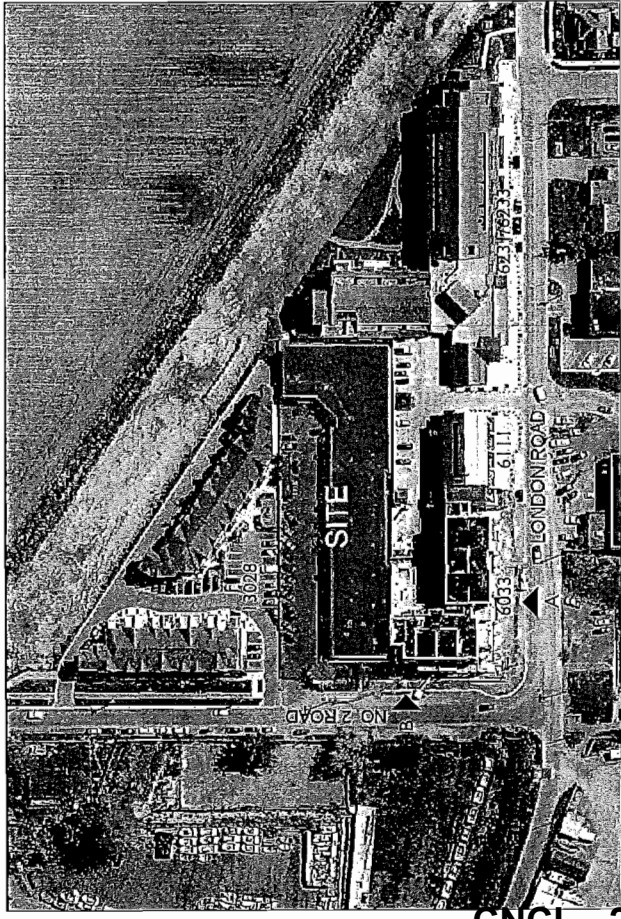
Signed

Date

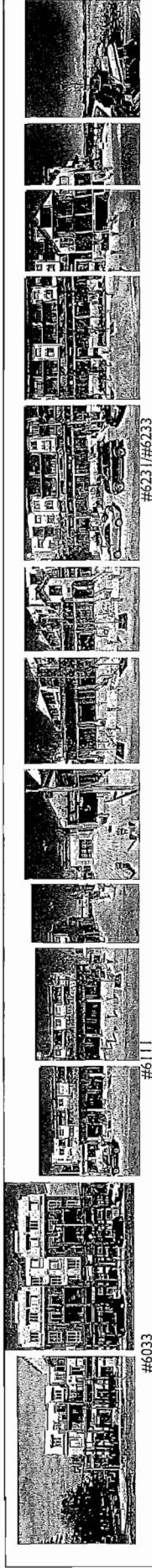


NOTES

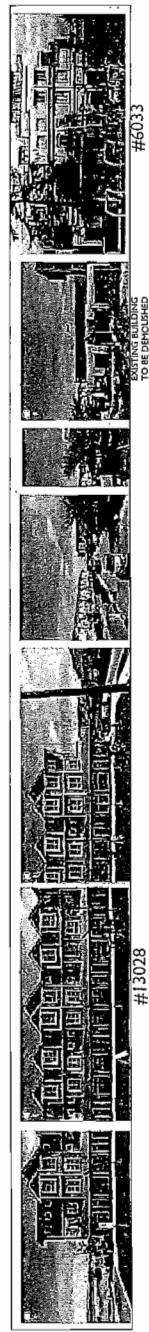
1. SITE
 2. EXISTING
 3. PROPOSED
 4. ADJACENT
 5. PUBLIC
 6. PRIVATE



AERIAL VIEW



VIEW A - STREETSCAPE ALONG LONDON ROAD



VIEW B - STREETSCAPE ALONG NO. 2 ROAD

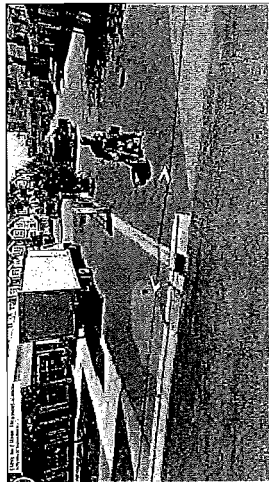
HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SITE CONTEXT
 & PHOTOS

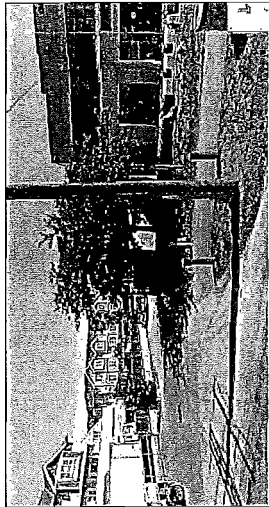
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 DRAWN BY: M
 CHECKED BY: TS
 SCALE: 1/4" = 1'-0"
 JOB NUMBER: 1119

SITE

A-0.03



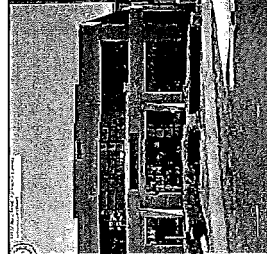
EXISTING ADJACENT DRIVEWAYS AT NO. 2 ROAD



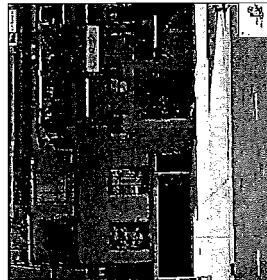
EXISTING DRIVEWAY & SIDEWALK AT NO. 2 ROAD



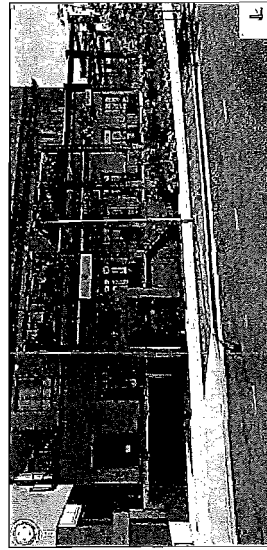
EXISTING BUILDING AT #13040 NO. 2 ROAD



EXISTING PARKADE ENTRY AT NEIGHBOURING BUILDING



EXISTING NEIGHBOURING BUILDING TO SOUTH



NOTES

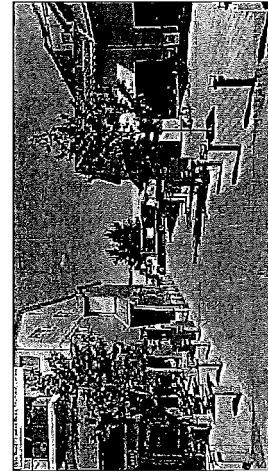
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LEGEND

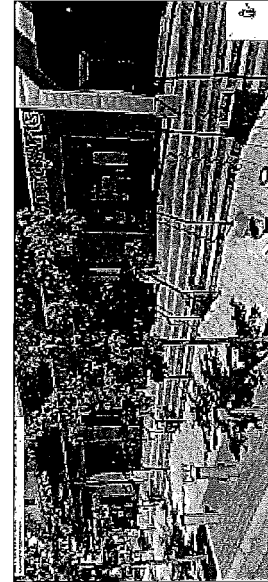
EXISTING BUILDING
 EXISTING DRIVEWAY
 EXISTING SIDEWALK
 EXISTING PARKADE
 EXISTING LOT



SIDEWALK & LANDSCAPING AT STREET CORNER



VIEW TOWARD SITE FROM LONDON ROAD



SIDEWALK & RAISED CRU ENTRIES ALONG LONDON ROAD

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 ENTERPRISES LTD.

CONTEXT

PHOTOS

DATE: MAY 2013
 DRAWN BY: N
 CHECKED BY: N
 SCALE: NTS
 JOB NUMBER: 1119

A-0.04

TOPOGRAPHIC SURVEY OF STRATA PLAN LMS3089 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

13040 NO. 2 ROAD,
RICHMOND, B.C.

NOTES:
Elevations shown are based on City of
Richmond 1994 Benchmarks adjacent to
13040 No. 2 Road. The datum is the
Canadian Mean Sea Level (C.M.S.L.).
The elevation of the corner of 13040 No. 2 Road &
Surrey Highway is 115.25 meters.



PLAT INFO:



NOTES:
SEE EXHIBIT

EXHIBIT:
1. SITE PLAN
2. FLOOR PLAN
3. SECTION 18 BLOCK 3 NORTH RANGE 6 WEST
4. STRATA PLAN BCS396
5. STRATA PLAN LMS3089
6. STRATA PLAN BCS3565
7. STRATA PLAN BCS2527

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

SURVEY PLAN

DATE: 1/14/2011
DRAWN BY: SA
CHECKED BY: 11/14/2011
SCALE: 1:119
JOB NO.: 1119

A-0.05



- LEGEND:
- 1. Surveyed boundary
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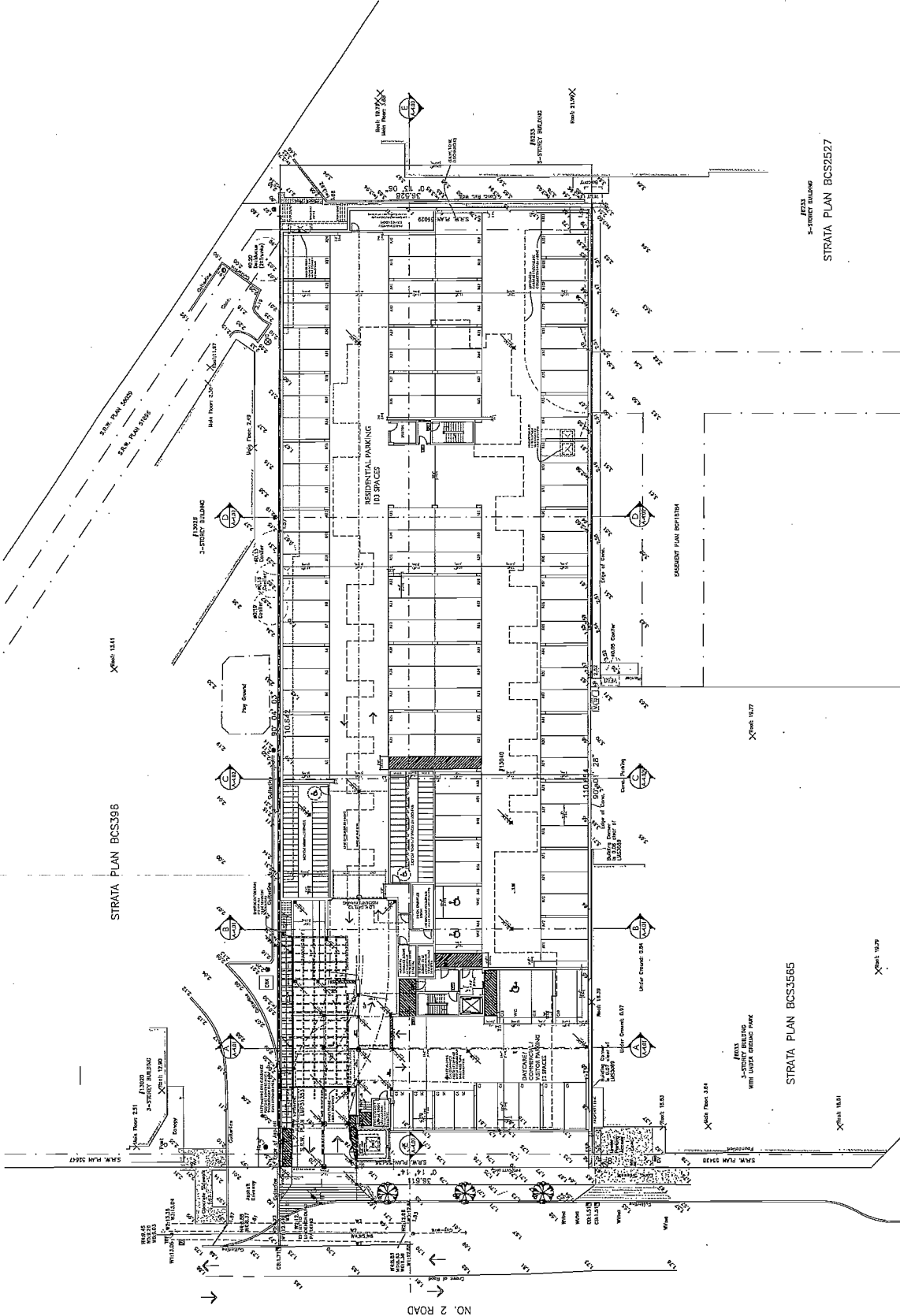
NOTES
 1. See General Notes

REVISIONS
 1. See General Notes
 2. See General Notes
 3. See General Notes
 4. See General Notes
 5. See General Notes
 6. See General Notes
 7. See General Notes
 8. See General Notes
 9. See General Notes
 10. See General Notes

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

PARKING PLAN
 DATE: FEB. 2011
 DRAWN BY: G.B.
 CHECKED BY: J.B.
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1119

A-1.00





NOTES

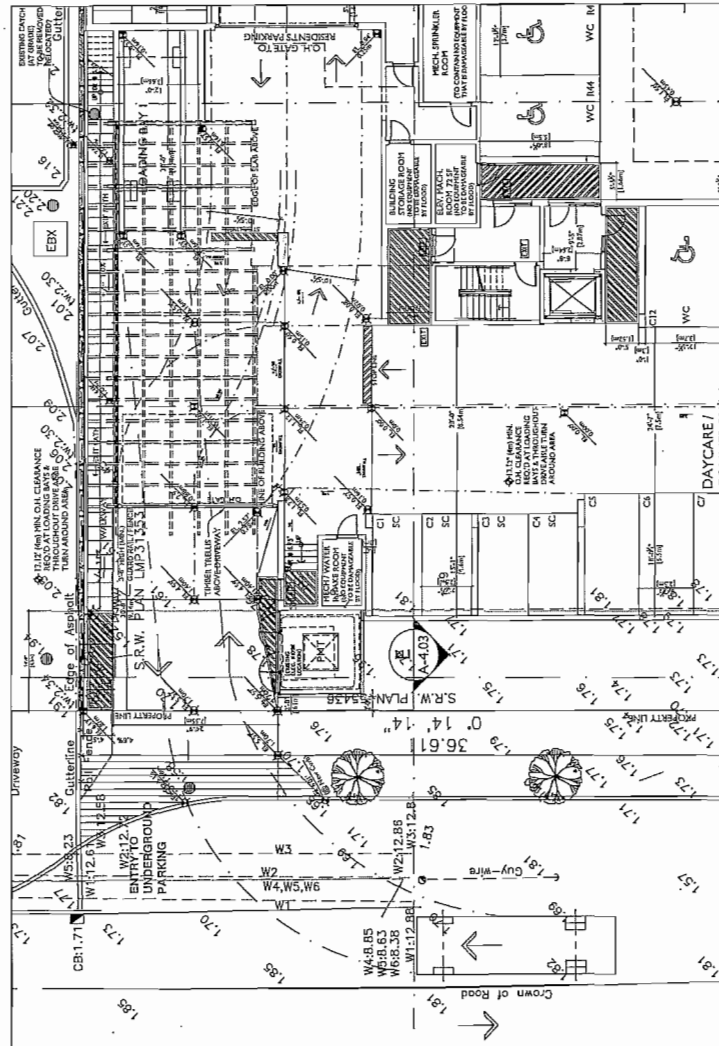
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HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

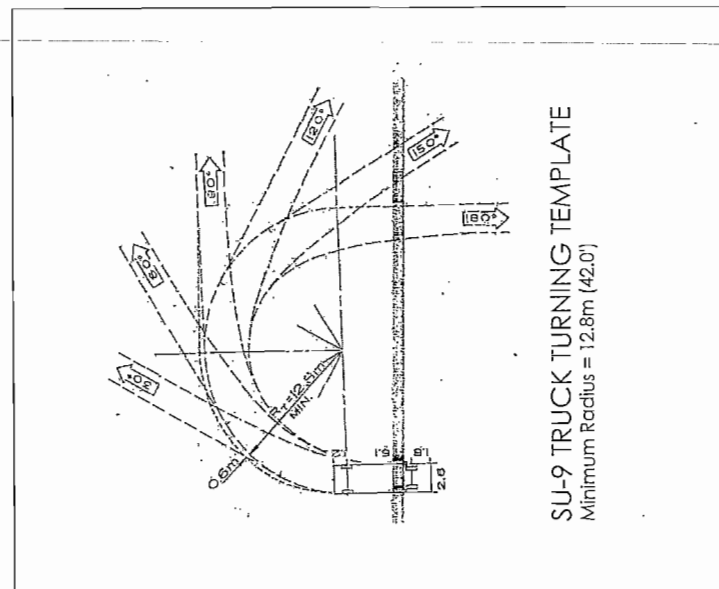
**LOADING DIAGRAMS:
ENTERING PARKADE**

DATE	MAR 2013
DRAWN BY	EA
CHECKED BY	TS
SCALE	1/8" = 1'-0"
ICE NUMBER	1119

A-1.01



1. TRUCK ENTERING LOADING BAY 1 IN PARKADE





NOTES

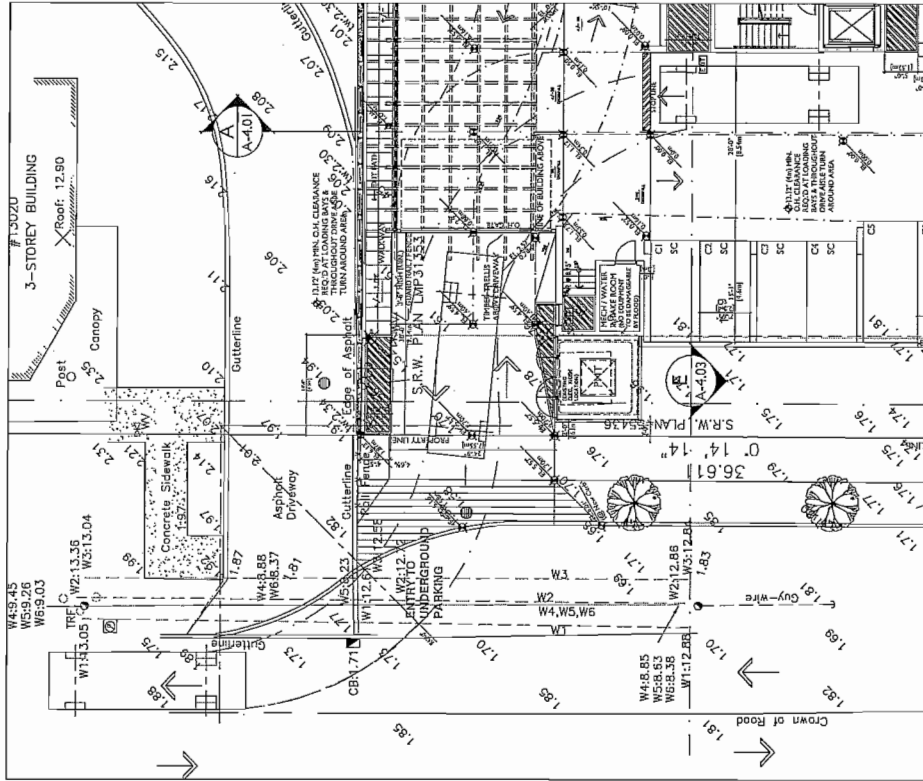
REVISIONS

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

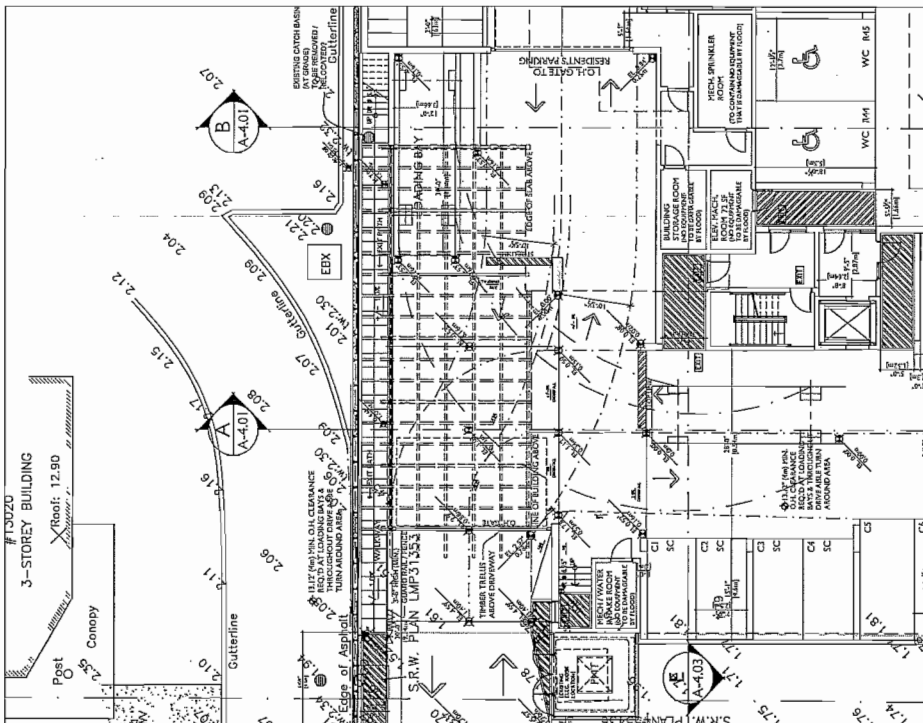
LOADING DIAGRAMS:
 EXITING PARKADE

DATE: 10/11/11
 DRAWN BY: JH
 CHECKED BY: JH
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1119

A-1.02



3. TRUCK EXITING PARKADE TO STREET



2. TRUCK BACKING OUT OF LOADING BAY 1



NOTES
 NO. 1000000

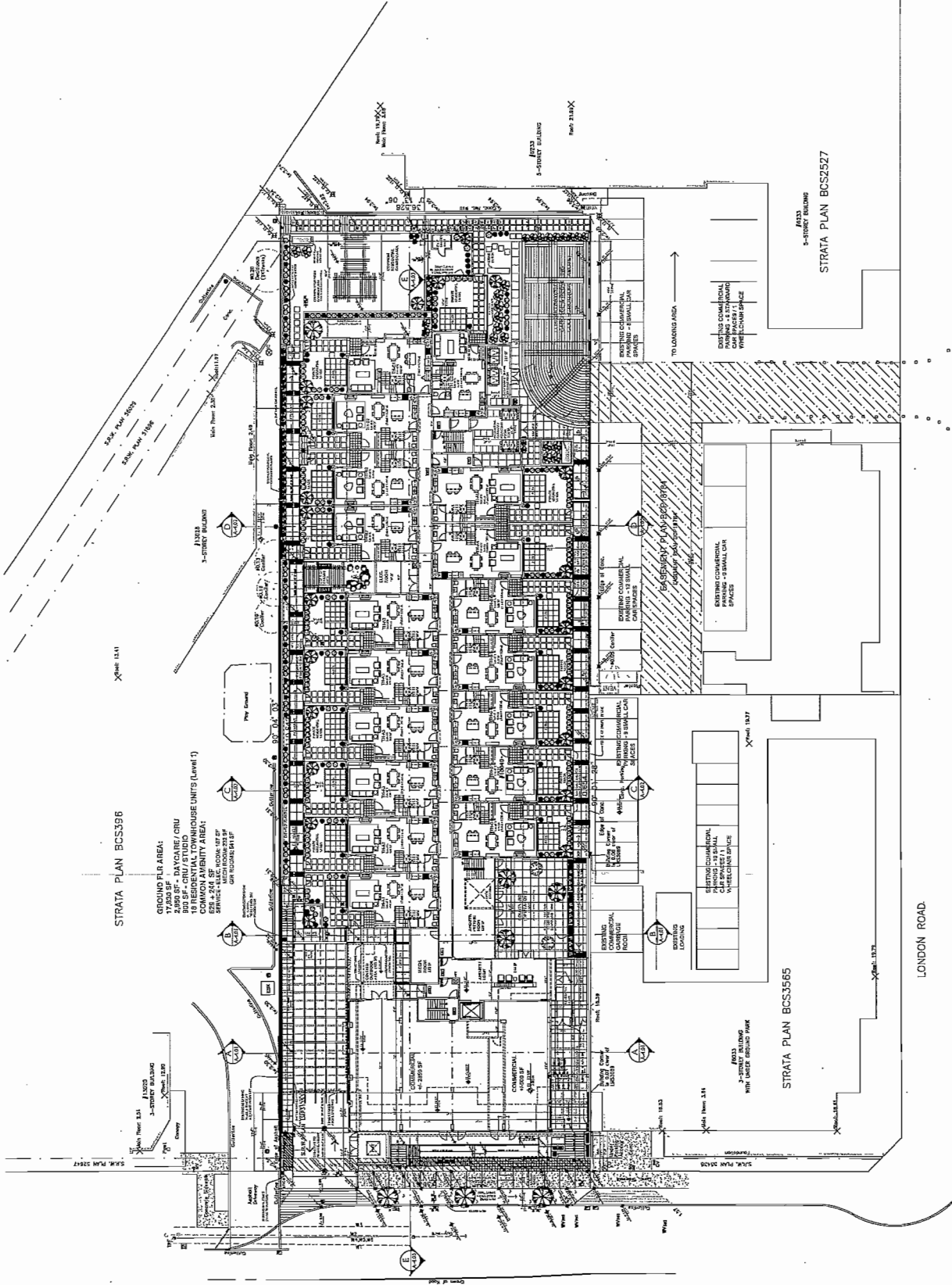
REVISIONS
 NO. 1000000
 DATE 10/10/00
 BY GBL
 FOR THE CLIENT
 1000 WEST 10TH AVENUE
 SUITE 1000
 DENVER, CO 80202

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 CR FOR AN ADVENTURE
 ENTERPRISES LTD.

SITE / GROUND
 FLOOR PLAN

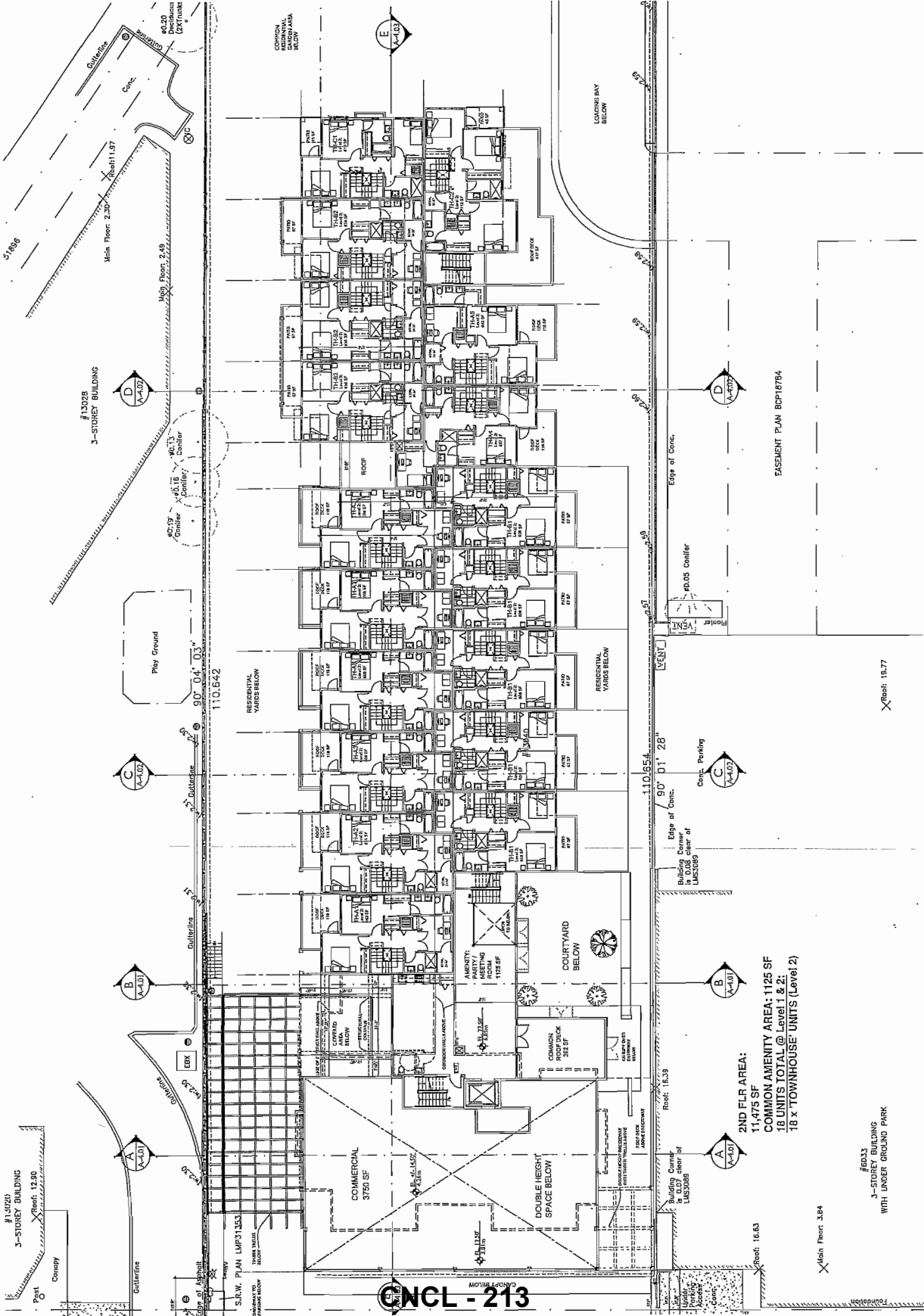
DATE: 10/10/00
 DRAWN BY: GBL
 CHECKED BY: GBL
 SCALE: 1/8" = 1'-0"
 JOB NO.: 1119

A-2.00





gBL
GENERAL BUILDING
LIMITED
1000 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1B 3Y9
TEL: (416) 291-1119
FAX: (416) 291-1120
WWW.GBLINC.COM



A-2.02

HARBOR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
RICHMOND VENTURE
ENTERPRISES LTD.

2ND FLOOR PLAN
DATE: 07/03/03
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8\"/>

3-STOREY BUILDING
WITH UNDER GROUND PARK

2ND FLR AREA:
11,475 SF
COMMON AMENITY AREA: 1125 SF
18 UNITS TOTAL @ Level 1 & 2;
18 x TOWNHOUSE UNITS (Level 2)

ENCNCL - 213



NOTES

NO	DATE
1	MAR 05 1992
2	JUN 06 1992
3	AUG 22 1993

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

3RD FLOOR PLAN

DATE	FEB. 2013
DRAWN BY	EA
CHECKED BY	TR
SCALE	3/32" = 1'-0"
JOB NUMBER	1119

A-2.03

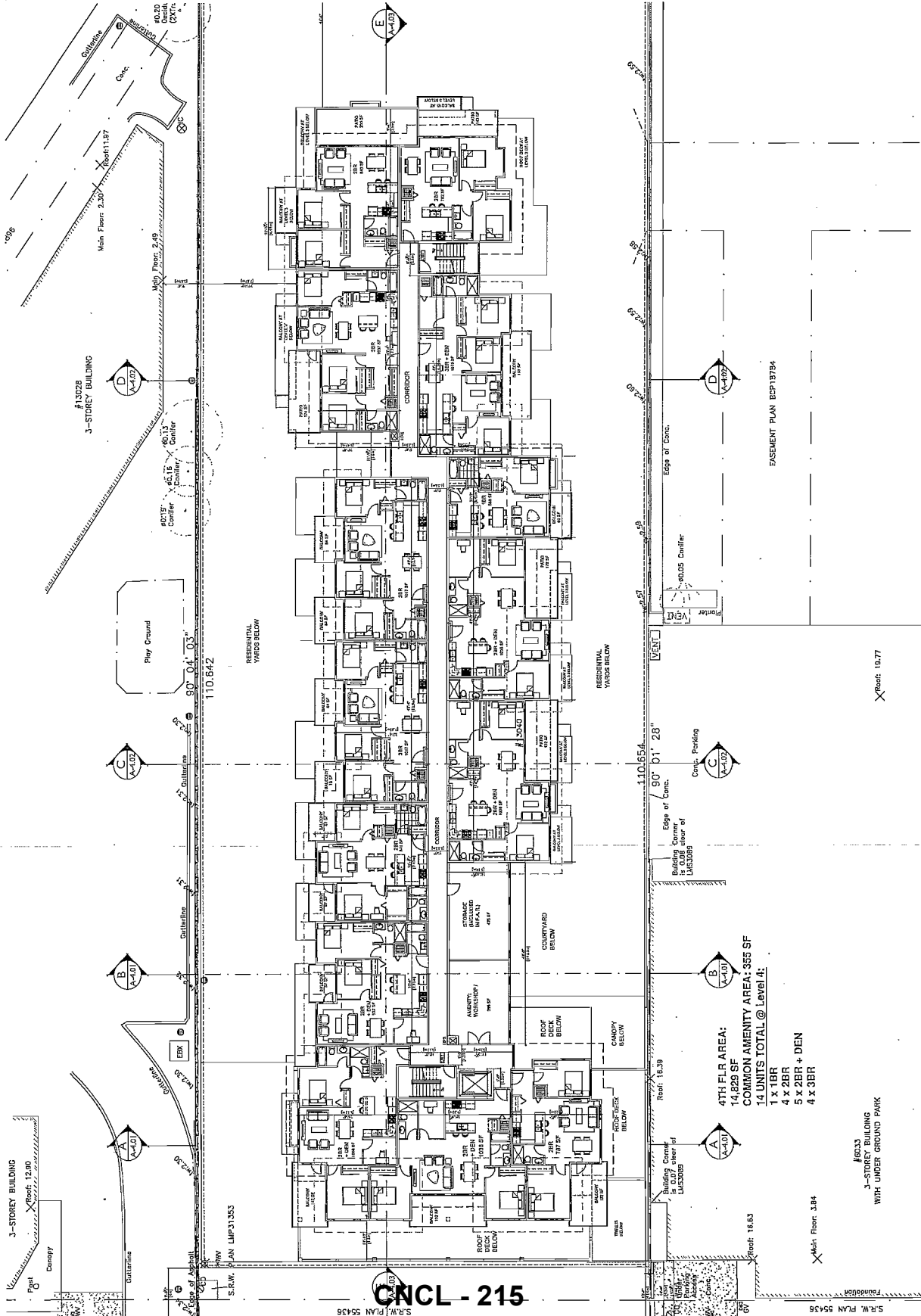
CNCL - 214

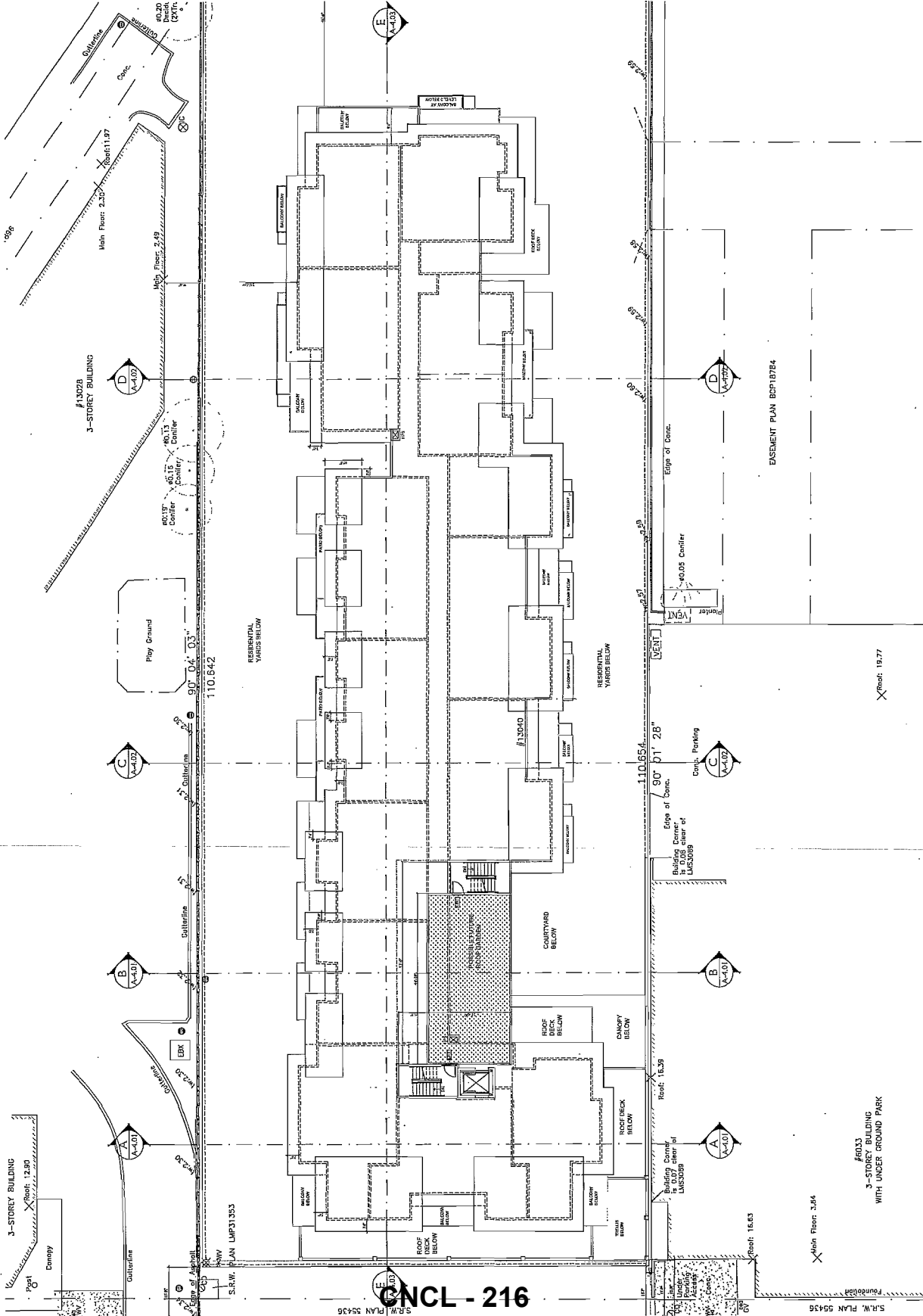
#5033
3-STORY BUILDING
WITH UNDER GROUND PARK

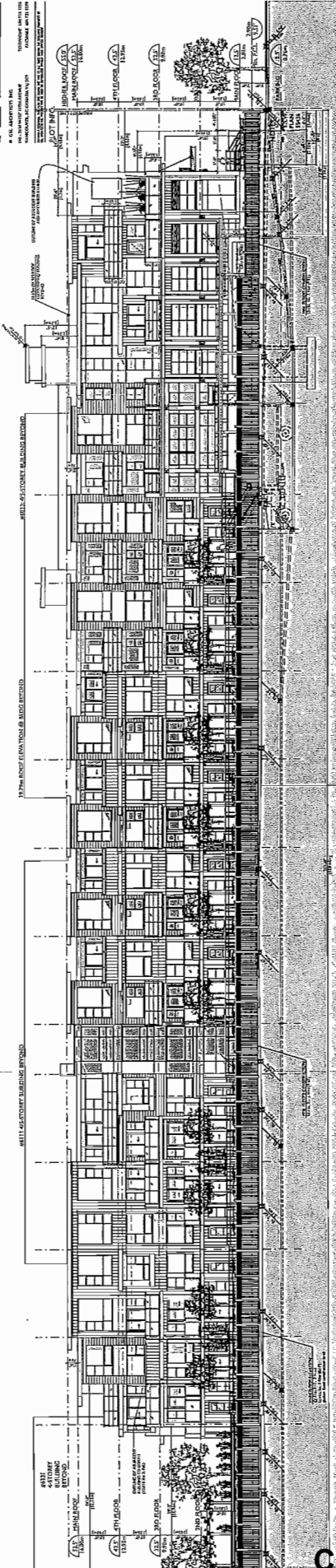
HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

DATE	10/8/2013
DRAWN BY	EA
CHECKED BY	TR
SCALE	1/8" = 1'-0"
FOR NUMBER	1119

A-2.04

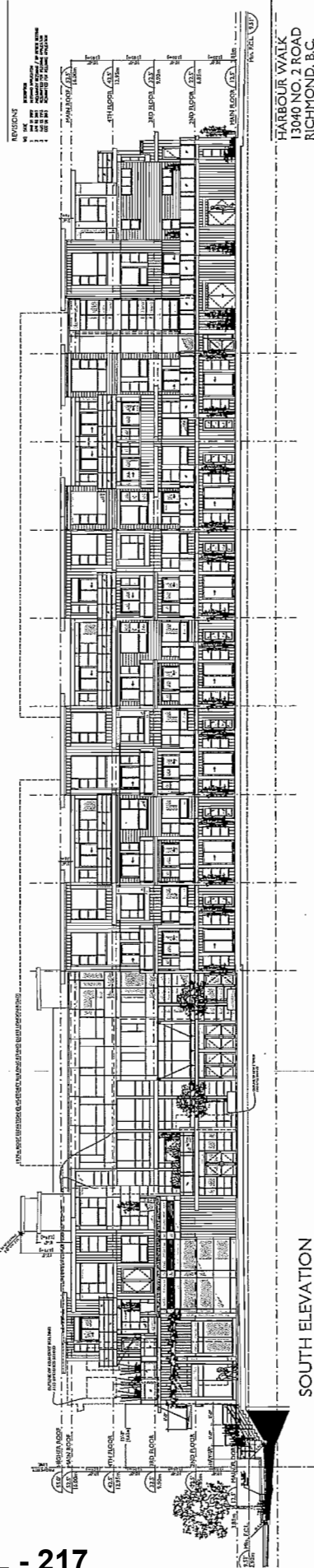






NORTH ELEVATION

CNCL - 217



SOUTH ELEVATION

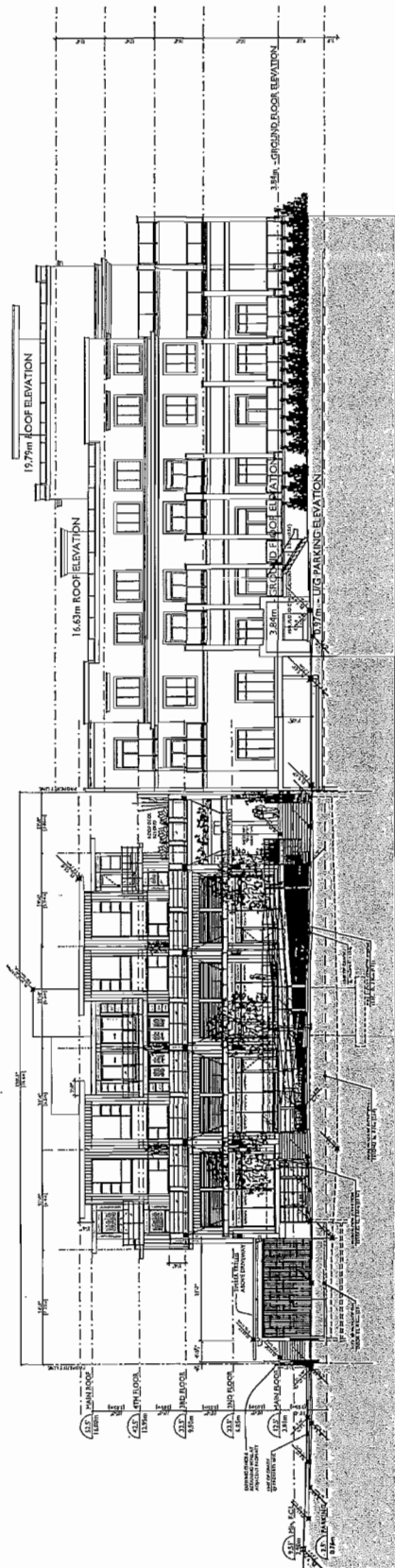
HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
PACIFIC COMMUNITARY
ENTERPRISES LTD.

ELEVATIONS

NORTH / SOUTH

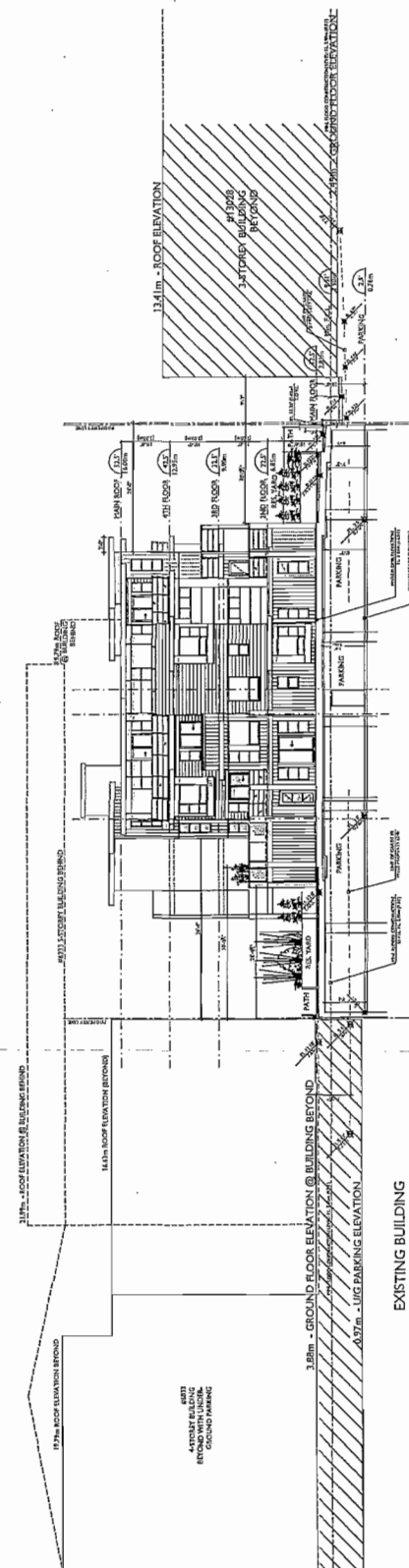
DATE: JUL 2013
PROJECT: 13040 NO. 2 ROAD
SCALE: 1/8" = 1'-0"
DRAWN BY: 1119

A-3.01



WEST ELEVATION

EXISTING BUILDING
#6033 4-STORY BUILDING
WITH UNDERGROUND PARKING



EXISTING BUILDING

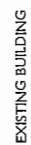
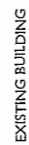
EAST ELEVATION

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

ELEVATIONS
EAST / WEST

DATE	9.6.2013
DRAWN BY	EA
CHECKED BY	TB
SCALE	30.2" = 1'0"
JOB NUMBER	1111

A-3.02

[illegible]

DATE
DRAWN BY
CHECKED BY
SCALE
SHEET NO.

A-4.01

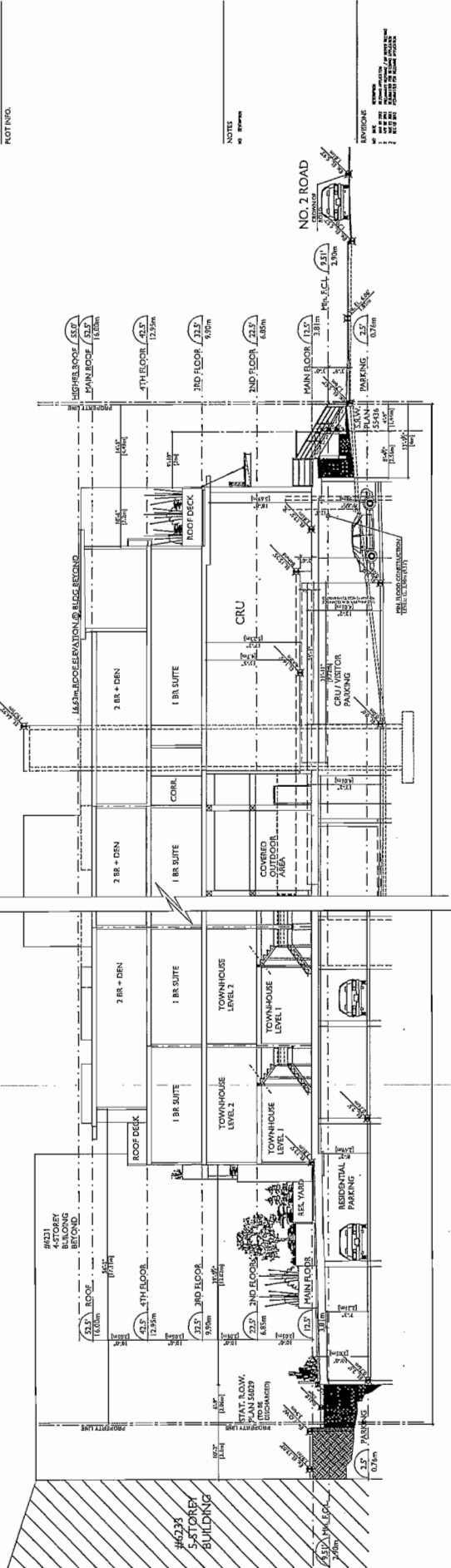


SECTIONS C & D

DATE	MAE 2013
DRAWN BY	CA
CHECKED BY	TS
SCALE	301' = 1" = 0'
REVISION	1111

A-4.02

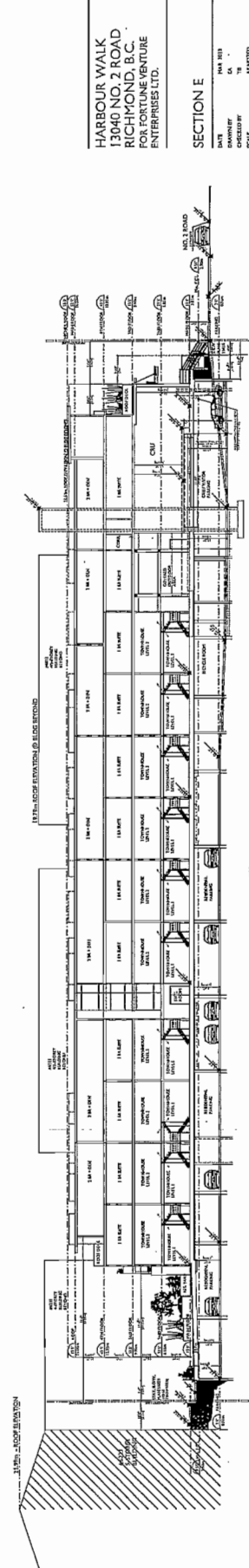
21.99m - ROOF ELEVATION



CNCL - 221

SECTION E-E - EAST END (1/8" = 1'-0")

SECTION E-E - WEST END (1/8" = 1'-0")



SECTION E-E (1/8" = 1'-0")

HARBOUR WALK
 13040 NO. 2 ROAD,
 RICHMOND, B.C.
 FOR FORTRENTURE
 ENTERPRISES LTD.

SECTION E
 DATE: MAY 2011
 DRAWN BY: G.A.
 CHECKED BY: J.A.
 SCALE: AS SHOWN
 PROJECT NO: 1119

A-4.03



RZ 12-602748

Attachment C

Address: 13040 No. 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner	Matthew & Flora Chen	Unknown	
Site Size (m ²)	4,046 m ²	No Change	
Land Uses	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. Max 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space at grade	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (2%) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Loading Spaces	1 residential & 1 commercial	1 (shared)	1 Loading Space Reduction
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

Dear Sir,

2014/Feb/17

I live at 6233 London Rd. I am concerned with the plans of the development as presented by Mr. Kirk Yuen of Cape Construction.

Of great concern is the plan to access the new structure by an easement, through the parking area behind 6233 London Road, one of which certainly I did not know about nor do I think anyone else knew about at time of purchase. The developer of 6233 London Road, Oris Development, has already indicated will not guarantee the warranty of the concrete structure of the parking area. At this moment we are in dispute with the Oris Development to repair this concrete structure. To allow Mr. Yuen of Cape Construction to use this as a right of way is not in our best interest. Who will pay for possible future repair or damage? Why is it not possible for Mr. Yuen to come up with another plan where this is not necessary? The access to the parking area/easement/right of way is already very tight and at times very busy. More commercial traffic could compromise the integrity of the concrete structure in the long term and more traffic will only exasperate the already tight area.

I am also concerned the city has agreed to allow the building of another high density Condo Development in such close proximity to an already existing development; not across the road but right next to the property of 6233 London Road. With it comes more traffic, more noise and more people. Those of us, who live here, do so to get away from the high density housing of the city centre. Those of us who bought here did so with the belief the present building, 13040 No. 2 Road, would stay there and not be replaced with a larger, more imposing structure.

Also concerning is, for Mr. Yuen of Cape Construction to donate to the various causes such as Affordable Housing reserve (approximately \$223656), Public Arts Program (approximately \$44,591) and agreeing to enter into a servicing agreement with Trails Way-Finding Improvements appears a lot like buying favours from the city. And for whose benefit? Certainly not for the residents of 6233 London road; may I suggest it is for his benefit.

To summarize:

- > I am most concerned with the plans to use an easement/right of way through our property to the new development. Concerns have been raised regarding its future integrity.
- > Also concerning is the size of the new planned building and how it will impact the residence already living here.
- > Lastly, I am concerned how Mr. Kirk Yuen got approval for his proposed plans.

Sincerely,

Klaus Gade/311-6233 London Road, Richmond BC

Badyal, Sara

From: Katherine Covell [Katherine_Covell@cbu.ca]
Sent: Sunday, 02 March 2014 12:03 PM
To: Badyal, Sara
Attachments: Rezoning 1304 No2 Rd.docx

Categories: Red Category

Hello Sara

Attached is a copy of the points I raised at the hearing as requested through Maddie Youngman.

I appreciate having my concerns listened to. I, along with many others, attended the open house and found both the developer and the architect to be offensively dismissive of our concerns. They seem to believe the purpose of the open house was to convince us that 50 feet is plenty space for privacy and that we would love the new building being in our view. Not so!

I do believe that well landscaped town houses would fit far better in the space than the condo complex described - this would also be a good compromise between the developer and the current residents. I also would really appreciate some delay in construction - an environment of chronic construction is difficult to live with.

Thank you,

Katherine Covell

I have 2 key concerns and 2 primary suggestions

1. Ad-hoc development which densifies the population of the area in the absence of any new infrastructure – what is the vision for the future of our area – if we are to accept unbridled development of housing and commercial structures where will we put the roads and schools and parks that will also be needed? On the ALR? Is there a long term plan or vision for our area?
2. Current approach poses a real threat to the mental and physical health of residents. We who live in the area chose to do so because of its quiet nature – its openness to trees and sky. We used to wake to bird song (or at the worst honking snow geese).

With the construction of the Penta condo at London and Dyke roads we are now faced with ongoing loud traffic and construction noise starting at 7 a.m. every morning – with additional developments we will in essence be living in the core of a major construction zone for years to come – for some of us, the rest of our lives.

This situation compromises our mental health. There is significant evidence that chronic noise is a problem for mental health –for example traffic noise raises levels of stress hormones, it increases blood pressure, and it affects social behavior.

Our physical health is threatened not only by the dust and other detritus of construction but also by the huge increase in traffic – large trucks and construction equipment on the small roads that are often filled with cyclists, joggers, and walkers. We will not only have more of such construction related traffic but as well more traffic from the increased residents of the Penta building when it is completed.

Suggestions

1. I urge a five-year moratorium on any more expansion or new buildings to allow full consideration of the area, its capacity for further residents, increased commercial ventures, its traffic patterns and the many other infrastructure challenges that are the concomitant of unbridled ad-hoc growth.

2. If at the end of that time the decision is made to expand – such as in this proposal – then please require the inclusion of park space, separation between buildings, and control of height. In areas such as that under discussion a limited number of well-landscaped townhouses with space and parkland would fit well – a large condo building squished into a small space is utterly inconsistent with our neighborhood.

To date this area has been a healthy place to live and for children to grow and play – it offers many recreational opportunities that keep the population healthy. With unnecessary and unwanted expansion, this will change.



Address: 13040 No. 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on Title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring the loading bay is shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5 m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. 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.
4. Submission of 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 for fire-fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



NOTES:
 1. SEE PLAN 230-1

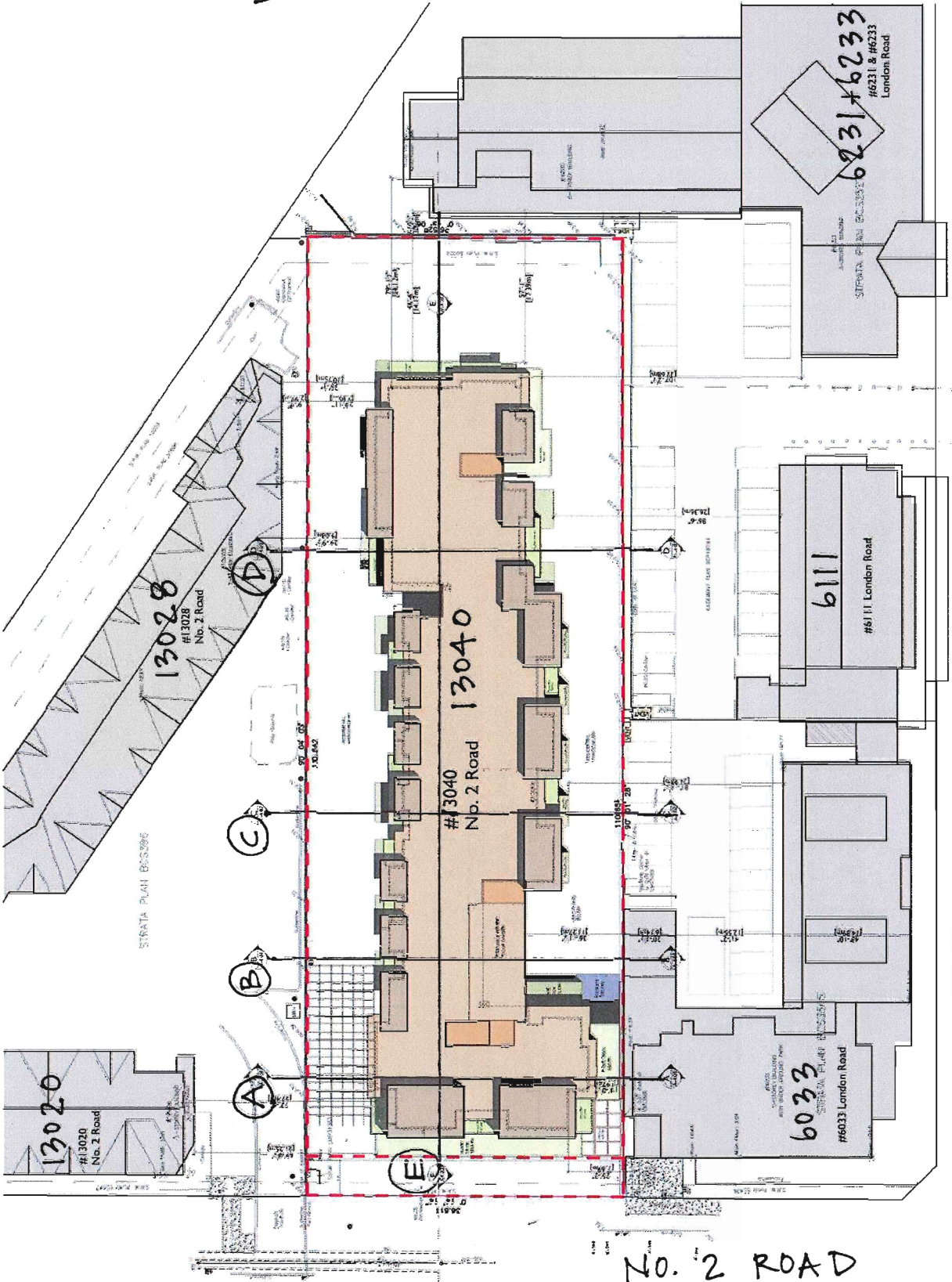
NOTES:
 1. SEE PLAN 230-1

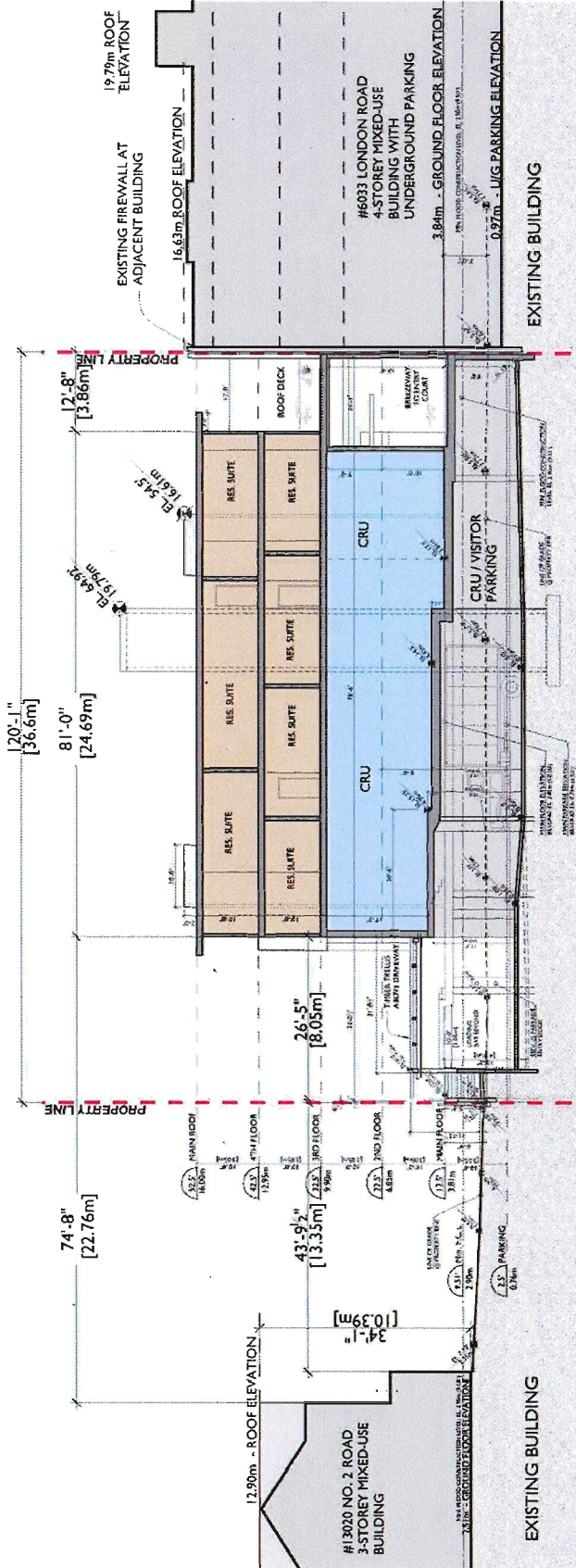
HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SITE CONTEXT

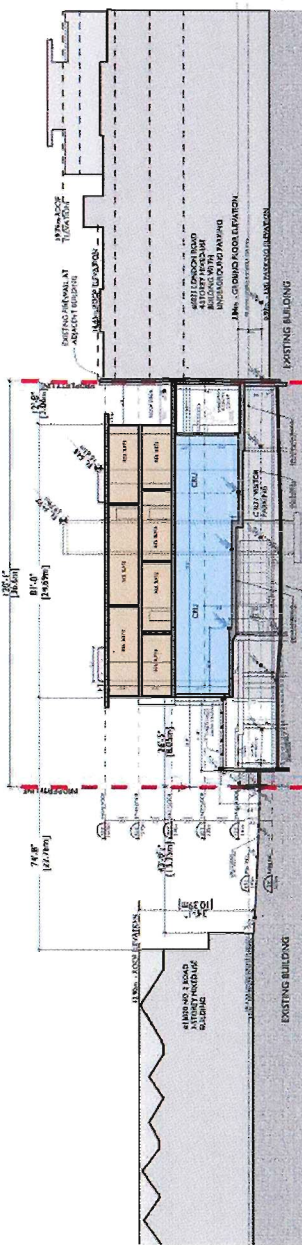
DATE: 11/11/11
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 CHECKED BY: [Name]
 SCALE: 1"=100'
 PROJECT NO: 1119

A-0.07

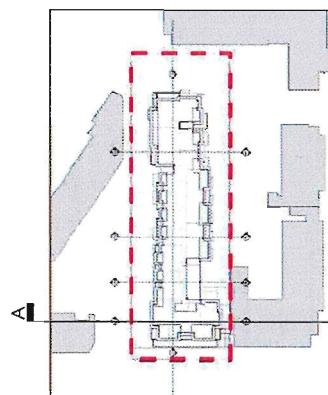




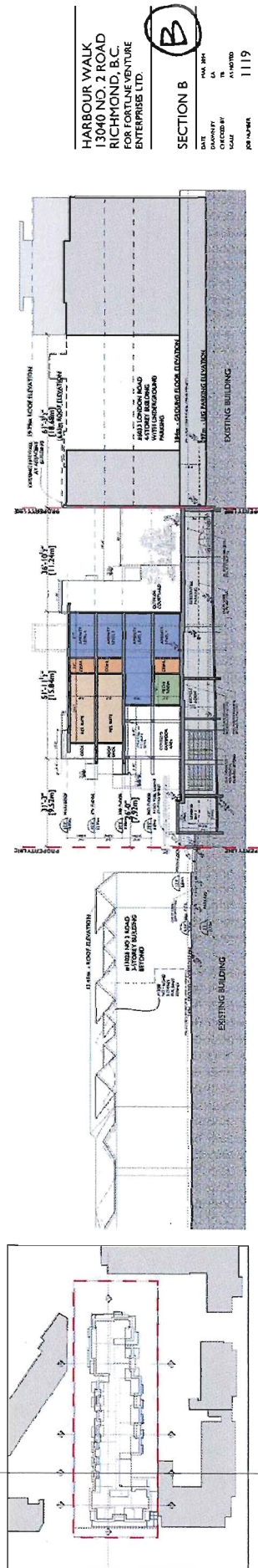
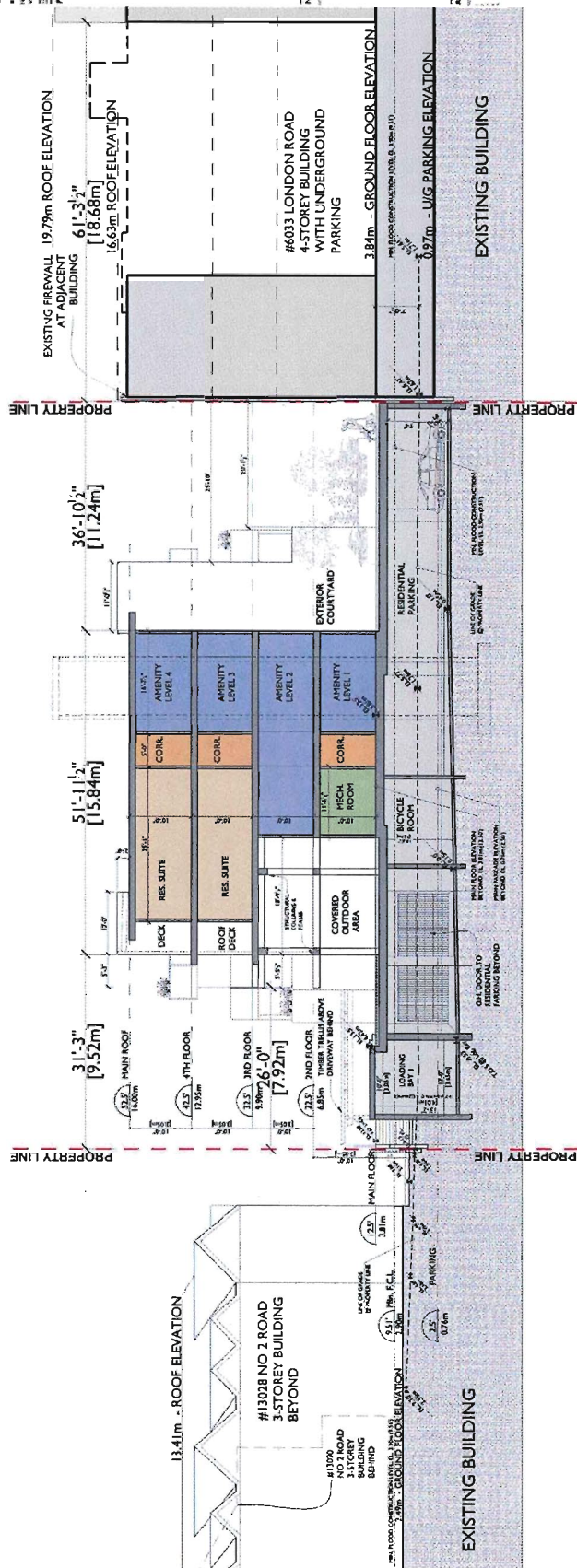
SECTION A-A: 1/8" = 1'-0"

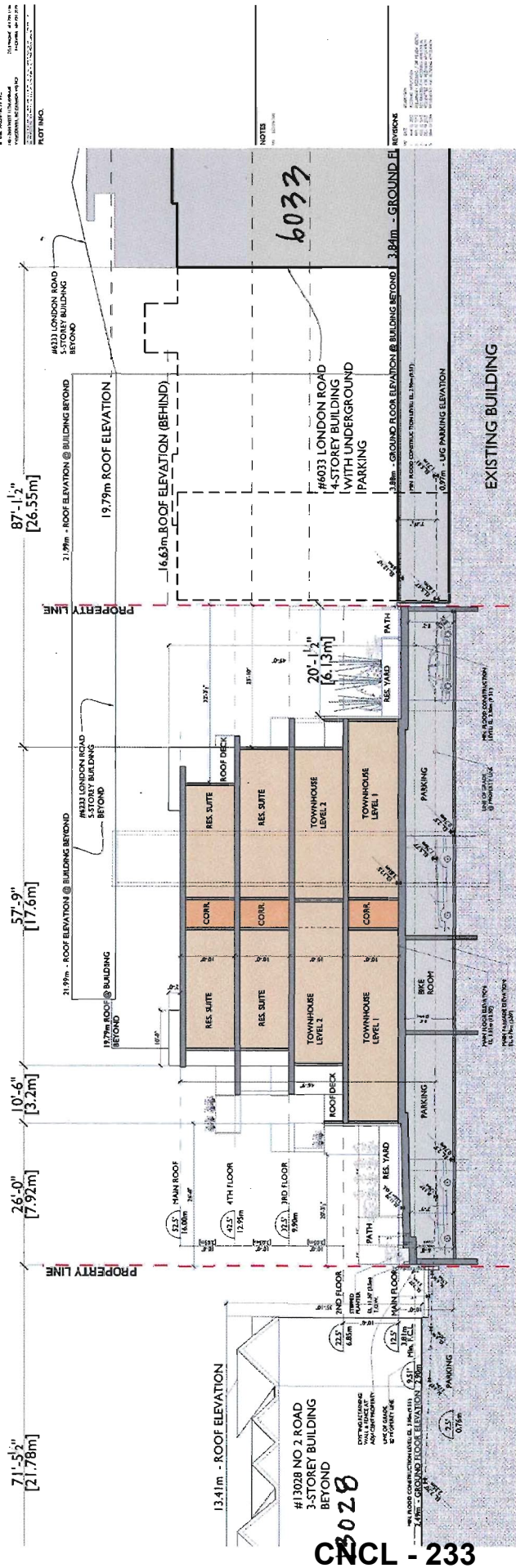


SECTION A-A: 1/16" = 1'-0"



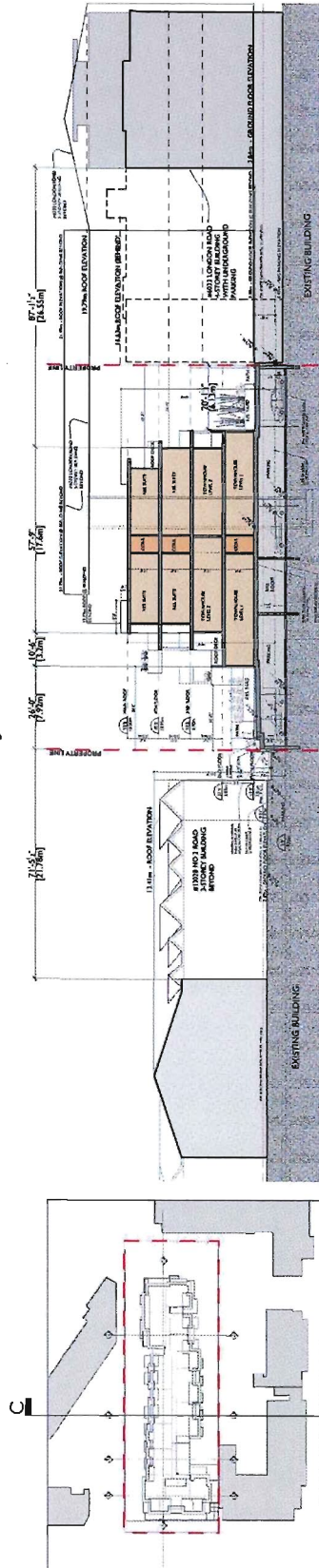
KEY PLAN





CNCL - 233

SECTION C-C: $\frac{1}{8}" = 1'-0"$



SECTION C-C: 1" = 1'-0"

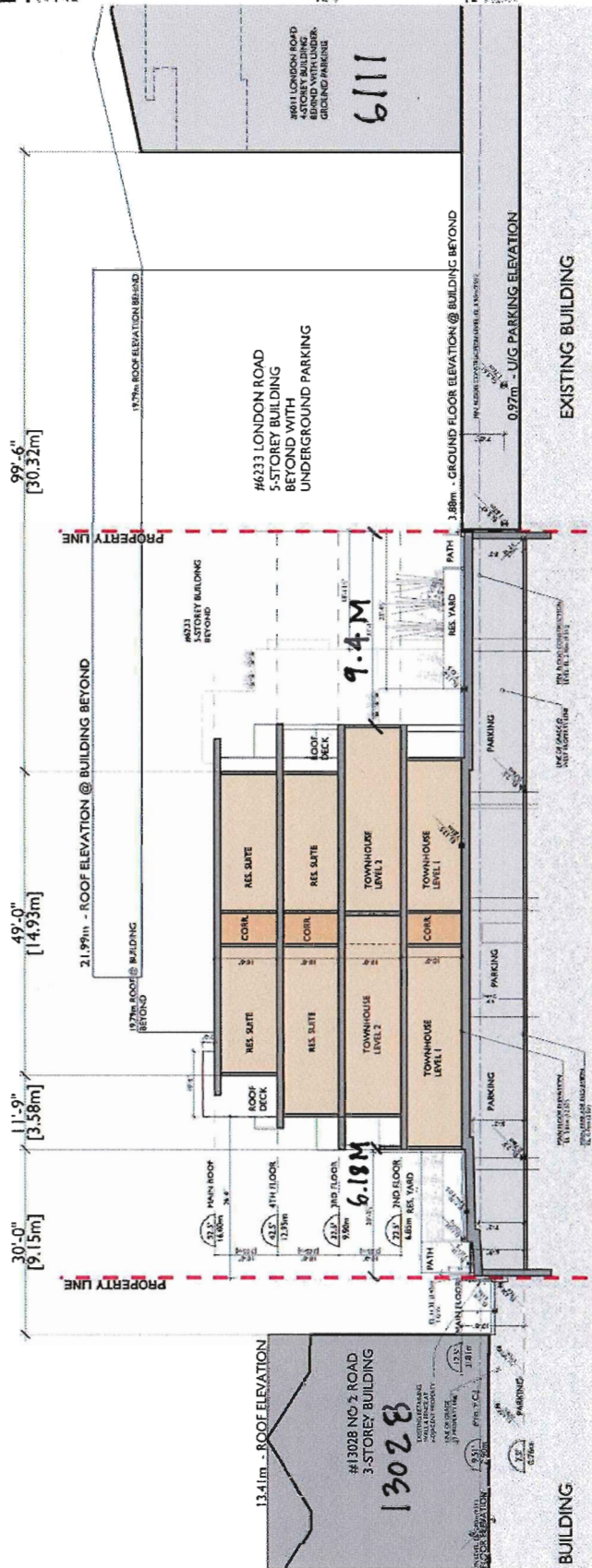
KEYPLAN

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

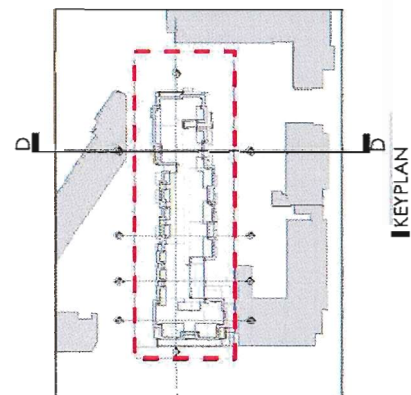
SECTION C

DATE	MAA 2014
DEATH BY	LA
OR CITED BY	TR
SCALE	AS NOTED
	1119

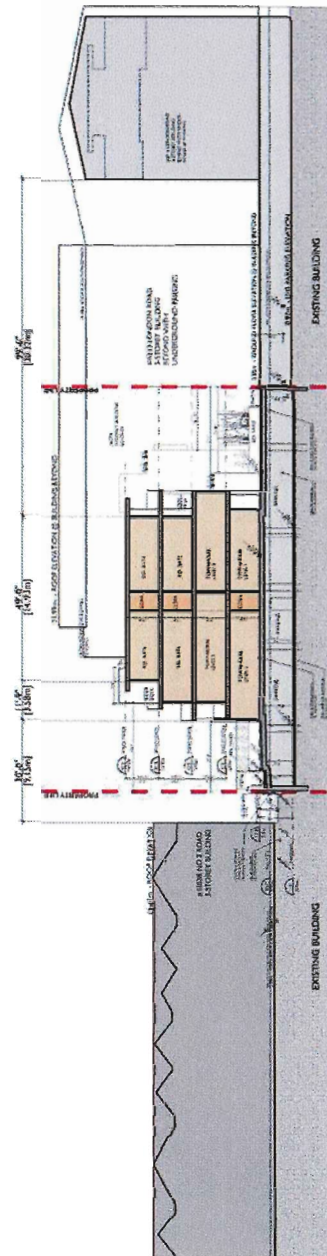
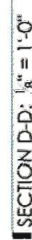
A-4.06



CNCL - 234



KEYPLAN



SECTION D-D: $\frac{1}{16}" = 1'-0"$

**HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.**

SECTION D

DATE _____ PAPER 1011

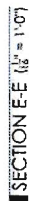
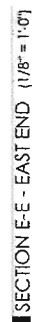
EXAMINER _____ EA

C-SECTION No _____ TN

SCALE _____ A-MG11D

JOE H. PUGH _____ 1119

A-4.07





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9094 (RZ 12-602748)
13040 No. 2 Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU24	\$4.00"

- b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.24 Commercial Mixed Use (ZMU24) – London Landing (Steveston)

20.24.1 Purpose

The **zone** provides for **commercial**, residential and industrial **uses** in the Steveston area.

20.24.2 Permitted Uses

- **child care**
- **education, commercial**
- **health service, minor**
- **housing, apartment**
- **industrial, general**
- **manufacturing, custom indoor**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**

- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**

20.24.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.24.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0, together with an additional:
 - a) 0.1 floor area ratio provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.24.4.1, the reference to “1.0” in relation to the maximum **floor area ratio** (FAR) is increased to a higher **density** of “1.37” if:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU24 zone; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - i) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building** area; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.24.5 Permitted Lot Coverage

1. The maximum lot coverage is 54% for **buildings**.

20.24.6 Yards & Setbacks

1. The minimum **front yard** setback is 4.5 m, except that:
 - a) removable ramps, removable retaining walls and removable metal stairs attached to the foundation wall may project into the **setback** up to the **lot line**.

2. A parking **structure** may project into the public **road setback** subject to it being landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

3. There is no minimum **side yard** or **rear yard**.

20.24.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 21.0 m and no more than four **storeys**.

20.24.8 Subdivision Provisions/Minimum Lot Size

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

20.24.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.24.10 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.

20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:
 - a) **child care**;
 - b) **education, commercial**;
 - c) **health service, minor**;
 - d) **industrial, general**;
 - e) **manufacturing, custom indoor**;
 - f) **office**;
 - g) **recreation, indoor**;
 - h) **restaurant**;
 - i) **retail, convenience**;
 - j) **retail, general**;
 - k) **service, business support**;
 - l) **service, financial**;
 - m) **service, household repair**;
 - n) **service, personal**; and
 - o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**;
 - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. 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, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

STRATA LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-925

STRATA LOT 2 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-933

STRATA LOT 3 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-941

STRATA LOT 4 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9094**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JAN 27 2014

FEB 17 2014



MAYOR

CORPORATE OFFICER



**Termination of Housing Agreement (9340 - 9400 Cambie Road)
Bylaw No. 9059**

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

1. The Mayor and City Clerk for the City of Richmond are authorized:
 - a) to execute agreements to terminate the housing agreement referred to in Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 8406 (the "Housing Agreement");
 - b) to cause Notices and other charges registered at the Land Title Office in respect to the Housing Agreement to be discharged from title; and
 - c) to execute such other documentation required to effect the termination of the Housing Agreement.
2. This Bylaw may be cited as "**Termination of Housing Agreement (9340 - 9400 Cambie Road) Bylaw No. 9059**".

FIRST READING

SECOND READING

THIRD READING

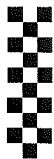
ADOPTED

MAR 24 2014



MAYOR

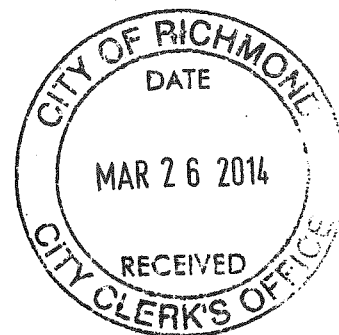
CORPORATE OFFICER



BC & Yukon Division
1501-4330 Kingsway
Burnaby, BC V5H 4G7
Telephone: (604) 689-3144
Fax: (604) 689-0377
Toll Free: 1-800-268-7582
Yukon Toll Free: 1-866-991-0577
www.mssociety.ca

March 24, 2014

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



Dear City Clerk,

The Scotiabank MS Walk, is scheduled for Richmond on Sunday May 4, 2014 at Garry Point Park. The Event Planning Committee would like the opportunity to have a delegation appear before the Mayor and Council to inform them about the event.

Each year, approximately 1,000 individuals are diagnosed with MS in Canada – at least 3 people every day. Blurry vision. Overwhelming fatigue. Paralysis. These are only a few of the possible symptoms of Multiple Sclerosis. It is the most common disease of the central nervous system affecting young adults in Canada. MS is often debilitating, always unpredictable and still incurable.

However, researchers are optimistic about finding a cure. Events like the Scotiabank MS Walk not only help fund research initiatives but also fund free programs and services such as the Equipment Provision Program and Volunteer Legal Advocacy Program.

Last year, the Richmond Walk had over 170 attendees and raised over \$36,000. A portion of these funds were returned to the Richmond MS community in various ways. Richmond MS Self-Help groups informally link residents living with MS, providing them with emotional and practical support, encouraging them to engage in their community and live healthy life styles.

Thank you for your assistance in arranging for our Committee Members to appear before the Mayor and Council. Please don't hesitate to contact us in case of any questions.

Thank you for your support,

Leo Kiu
Committee Chair
Richmond MS Walk Committee
leokiu@gmail.com
☎ 604-366-2580

Frederica Ng
Media Outreach Coordinator
Richmond MS Walk Committee
frederica.we.ng@gmail.com.ca
☎ 778-388-0033



Richmond Scotiabank MS Walk 2014

April 14, 2014

Presented by

Heidi Jakop (MS Society Liaison)

Ray Miller (Committee Member)

Leo Kiu (Committee Chair)



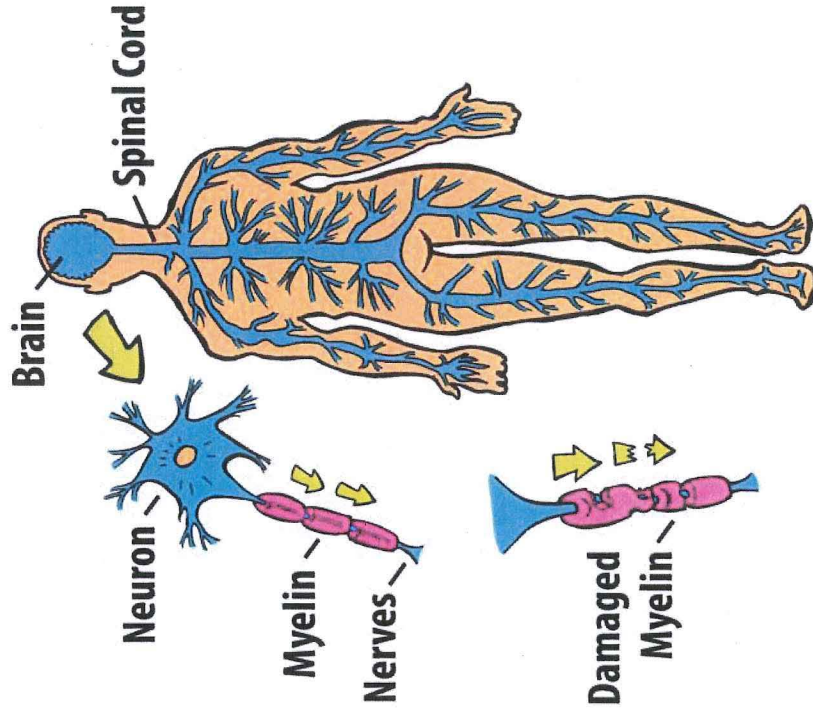
What is multiple sclerosis (MS)?

MS is a disease that affects the brain, spinal cord and optic nerve (central nervous system).

When a person has MS, myelin — the covering that protects the nerves in the brain and spinal cord — is damaged. Damaged myelin may form scar tissue. This scar tissue can block or slow down messages being sent along the nerve fibres.

What is multiple sclerosis (MS)?

The brain is like a computer that sends messages to your body telling it what to do. The spinal cord is like a thick cable of wires attached to the computer. Messages travel from the brain, along the spinal cord, to muscles and other parts of the body. When these messages are distorted or disrupted by MS, a variety of MS-related symptoms may occur.



Symptoms of MS

Symptoms of MS are unpredictable and vary greatly from person to person and from time to time in the same person.



- Vision problems
- Slurred speech
- Numbness
- Incoordination or loss of balance
- Bladder and bowel problems
- Fatigue
- Pain
- Mood or cognitive changes
- Stiffness of muscles, weakening or paralysis of any part of the body



MS Society of Canada

Did you know:

- Canadians have one of the highest rates of multiple sclerosis in the world.
- MS is the most common neurological disease affecting young adults in Canada.
- Every day, 3 more people in Canada are diagnosed with MS.
- Women are 3X more likely to develop MS than men.



MS Society of Canada

Mission Statement:

To be a leader in finding a cure for multiple sclerosis and enabling people affected by MS to enhance their quality of life.



MS Research

The MS Society is the single largest funder of MS research in Canada.

This research is multi-faceted:

- To find a cure for MS
- Protect the nervous system and repair damage caused by MS
- Improve monitoring and management of the disease

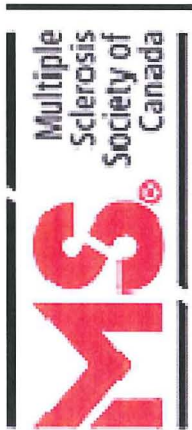


MS Research Focus

- Genetics
- Myelin Repair
- MRI Studies
- Paediatric MS
- Health & Treatment
- Bone Marrow Transplantation
- Immunology
- Virology
- CCSVI

Client Services Support

- Information on MS
- Counselling
- Peer and family support groups
- Equipment for mobility
- Adapted social and recreational programs
- Advocacy for legal matters



Scotiabank MS Walk

- The MS Walk is our signature fundraising event
- 25 communities in BC, 160 across Canada
- In 2013, 4800 participants helped raise \$1.2 million in BC.



Richmond Scotiabank MS Walk

- Sunday, May 4th 2014 at Garry Point Park



CNCL - 254



Richmond Scotiabank MS Walk

- 2 km short route and 5 km long route along Garry Point's beautiful waterfront.



CNCL - 255



Richmond Scotiabank MS Walk

- Back at the finish area, Walkers can enjoy snacks and refreshments, music, family-friendly activities and great company!



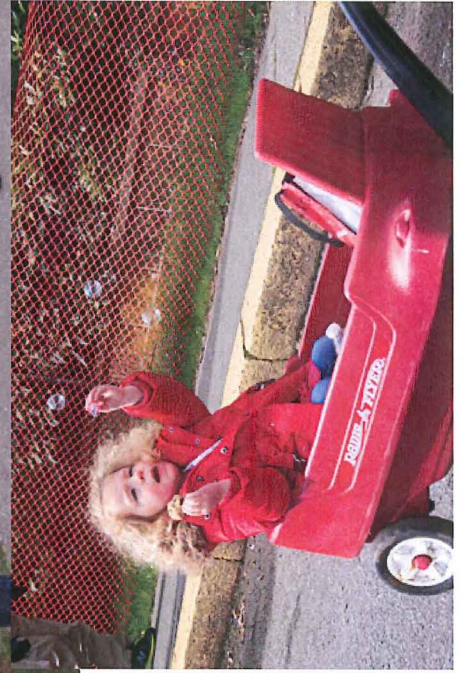


CNCL - 257



Richmond Scotiabank MS Walk

- Route is accessible to everyone - bring wheelchairs, scooters or strollers!



Richmond Scotiabank MS Walk

- Last year we had over 220 attendees and raised over \$36,000



Richmond Scotiabank MS Walk





Questions??



BC & Yukon Division

MS Society of Canada, BC & Yukon Division

604-689-3144 or 1-800-268-7582

YK 1-866-991-0577 mssociety.ca/bc



**Development Permit Panel
Wednesday, March 26, 2014**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Cathryn Carlile, Chair
John Irving, Director, Engineering
Dave Semple, General Manager, Community Services

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 26, 2014, be adopted.

CARRIED

2. Development Permit 11-564405
(File Ref. No.: DP 11-564405) (REDMS No. 4168251)

APPLICANT: Oris Development (River Drive) Corporation
PROPERTY LOCATION: 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive)
INTENT OF PERMIT: That the plans attached to the staff report dated March 6, 2014, from the Director, Development, involving changes to the design of building "A" (addressed as 10011 River Drive), be considered in General Compliance with Development Permit (DP 11-564405).

Development Permit Panel

Wednesday, March 26, 2014

Applicant's Comments

Joseph Lau, Project Manager, Cotter Architects and Dana Westermarck, Oris Development (River Drive) Corporation, provided background information on proposed changes to the design of building "A", addressed as 10111 River Drive, as a result of the removal of the affordable housing requirement.

Staff Comments

Wayne Craig, Director, Development noted that the size and siting of the proposed building remains consistent with the original development permit.

Panel Discussion

In reply to queries from the Panel, Mr. Lau advised that the proposed building reflects the original design with some changes to the elevation and façade to accommodate alterations in the layout of the units.

Mr. Lau advised that the residential component will remain in the east side of the building and the commercial component on the west side of the building.

In reply to queries from the Panel, Mr. Lau noted that the proposed design removes the mezzanine in the two-storey commercial component, which will lower the height of the commercial component by 2.3 metres.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That the plans attached to the staff report dated March 6, 2014, from the Director, Development, involving changes to the design of building "A" (addressed as 10011 River Drive), be considered in General Compliance with Development Permit (DP 11-564405).

CARRIED

3. New Business

None.

Development Permit Panel
Wednesday, March 26, 2014

4. **Date Of Next Meeting: Wednesday, April 16, 2014**

5. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 3:36 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 26, 2014.

Cathryn Carlile
Chair

Evangel Biason
Auxiliary Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council

Date: April 9, 2014

From: Cathryn Carlile
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2014-Vol 01

Re: Development Permit Panel Meeting Held on March 26, 2014

Staff Recommendation

1. That the changes to the design of building "A" (addressed as 10011 River Drive) be deemed to be in General Compliance with the Development Permit (DP 11-564405) issued for the property at 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive).

Cathryn Carlile
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 26, 2014.

GENERAL COMPLIANCE TO DP 11-564405 – ORIS DEVELOPMENT (RIVER DRIVE) CORPORATION – 10011, 10111 & 10197 RIVER DRIVE AND PORTION OF 10199 RIVER DRIVE (FORMERLY 10011 & 10111 RIVER DRIVE AND PORTION OF 10199 RIVER DRIVE)

(March 26, 2014)

The Panel considered an application for changes to the design of building “A” (addressed as 10011 River Drive) to be considered in General Compliance with approved Development Permit

Mr. Joseph Lau, Project Manager, of Cotter Architects and developer, Mr. Dana Westermarck, of Oris Development (River Drive) Corporation, provided background information on proposed changes to the design of building “A” as a result of the removal of the affordable housing requirement.

Staff supported the General Compliance request and noted that the size and siting of the proposed building remains consistent with the original Development Permit.

In response to Panel queries from the Panel, Mr. Lau advised that:

- The proposed building reflects the original design with some changes to the elevation and façade to accommodate alterations in the layout of the units.
- The residential component will remain in the east side of the building and the commercial component on the west side of the building.
- The proposed design removes the mezzanine in the two-storey commercial component, which will lower the height of the commercial component by 2.3 m.

No public correspondence was received regarding the General Compliance request.

The Panel recommends that the revisions be approved.