



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, April 22, 2013
7:00 p.m.

Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council Meeting held on Monday, April 8, 2013 (distributed previously); and*

CNCL-13

(2) *the minutes of the Regular Council Meeting for Public Hearings held on Monday, April 15, 2013, and*

CNCL-19

(3) *to receive for information the Metro Vancouver 'Board in Brief' dated April 12, 2013.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

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

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Business Regulation Bylaw 7538, Amendment Bylaw No. 9013
- 0791964 BC Ltd., Doing Business as Browns Social House
- 2013 Annual Property Tax Rates, Bylaw No. 9007
- Appointment of Local Gas Safety Managers and Officers
- Land use applications for first reading (to be further considered at the Public Hearing on Tuesday, May 21, 2013):
 - 7460 Ash Street – Rezone from (RS1/F) to (ZS14) (Man-Chui Leung & Nora Leung – applicant)
 - 5131 Williams Road – Rezone from (RS1/E) to (RS2/C) (Balandra Development Inc. – applicant)
 - 3311 Garden City Road – Rezone from (RS1/E) to (RS2/B) (Gurmej Bains – applicant)
 - 9720, 9740 & 9760 Alberta Road – Rezone from (RS1/F) to (RTM3) (Ajit Thaliwal & Eric Law Architect Inc. – applicant)
 - 7400, 7420 & 7440 Railway Avenue – Rezone from (RS1/E) to (RTL4) (664525 B.C. Ltd. – applicant)
 - 9311, 9331, 9431, 9451 & 9471 Alexandra Road – Rezone from (RS1/F) and 9393 Alexandra Road from (ZMU16) to (ZLR25) (Polygon Development 269 Ltd. – applicant)

Council Agenda – Monday, April 22, 2013

Pg. #

ITEM

- RCSAC report - “A Gap Analysis on Mental Health and Addictions Support Services in Richmond, British Columbia”
- Water Meter Program Update
- Dike Master Plan – Phase 1 Report
- Regulation of Newspaper Distribution Agents & Zones
- 2013 Flood Protection Grant Program

5. *Motion to adopt Items 6 through 21 by general consent.*



Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-23 (1) *the Community Safety Committee meeting held on Tuesday, April 9, 2013;*
- CNCL-33 (2) *the General Purposes Committee meeting held on Monday, April 15, 2013;*
- CNCL-37 (3) *the Planning Committee meeting held on Tuesday, April 16, 2013;*
- CNCL-112 (4) *the Public Works & Transportation Committee meeting held on Wednesday, April 17, 2013;*
- CNCL-117 (5) *the Council/School Board Liaison Committee meeting held on Wednesday, April 10, 2013;*

be received for information.



Consent
Agenda
Item

7. **BUSINESS REGULATION BYLAW 7538 AMENDMENT BYLAW 9013**
(File Ref. No. 12-8275-01) (REDMS No. 3819436)

CNCL-123

See Page **CNCL-123** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Bylaw 9013 which amends Schedule A of Business Regulation Bylaw 7538 to include 8511 Alexandra Road – Unit 100 among the sites which permits an amusement centre to operate, be introduced and given first, second and third readings.



8. **0791964 BC LTD., DOING BUSINESS AS BROWNS SOCIAL HOUSE
UNIT 1020 –11660 STEVESTON HIGHWAY**
(File Ref. No. 12-8275-30-001) (REDMS No. 3821915)

CNCL-128

See Page CNCL-128 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the application from 0791964 BC Ltd., doing business as Browns Social House, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303140 from Monday to Sunday 9:00 a.m. to 12:00 a.m. to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

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

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



Consent
Agenda
Item

9. **2013 ANNUAL PROPERTY TAX RATES BYLAW NO. 9007**
(File Ref. No. 03-0925-01) (REDMS No. 3813690 v.2)

CNCL-135

See Page **CNCL-135** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the 2013 Annual Property Tax Rates Bylaw No. 9007 be introduced and given first, second and third readings.



Consent
Agenda
Item

10. **APPOINTMENT OF LOCAL GAS SAFETY MANAGERS AND GAS SAFETY OFFICERS**
(File Ref. No.) (REDMS No. 3793122)

CNCL-147

See Page **CNCL-147** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That pursuant to Section 12 of the Safety Standards Act, the following appointment be made:*
- (a) *Phil Wynne – Local Gas Safety Manager;*
- (2) *That pursuant to Section 11 of the Safety Standards Act, the following appointments be made:*
- (a) *Paul Sagers – Gas Safety Officer;*
- (b) *Tony Burns – Gas Safety Officer;*
- (c) *John Melnychuk – Gas Safety Officer;*
- (d) *Jacek Redlinski – Gas Safety Officer;*
- (e) *Peter Phi – Gas Safety Officer;*
- (f) *Brendan Ryle – Gas Safety Officer;*
- (g) *Paul Friess – Gas Safety Officer;*
- (h) *Bengt Andersson – Gas Safety Officer;*
- (i) *Craig James – Gas Safety Officer; and*
- (j) *Rob Gillon – Gas Safety Officer.*



Consent
Agenda
Item

11. **APPLICATION BY MAN-CHUI LEUNG AND NORA LEUNG FOR REZONING AT 7460 ASH STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)”**
(File Ref. No. 12-8060-20-8907, RZ 11-586861) (REDMS No. 3487888)

CNCL-150

See Page **CNCL-150** for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.



Consent
Agenda
Item

12. **APPLICATION BY BALANDRA DEVELOPMENT INC. FOR REZONING AT 5131 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**
(File Ref. No. 12-8060-20-9008, RZ 13-627573) (REDMS No. 3813882)

CNCL-167

See Page **CNCL-167** for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw 9008, for the rezoning of 5131 Williams Road from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.



Consent
Agenda
Item

13. **APPLICATION BY GURMEJ BAINS FOR REZONING AT 3311 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-9009, RZ 13-628402) (REDMS No. 3814446)

CNCL-180

See Page **CNCL-180** for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw 9009, for the rezoning of 3311 Garden City Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



Pg. # ITEM

Consent
Agenda
Item

14. **APPLICATION FOR REZONING AT 9720, 9740 AND 9760 ALBERTA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)"**

(File Ref. No. 12-8060-20-9014, RZ 12-615601) (REDMS No. 3813333 v.2)

CNCL-194

See Page **CNCL-194** for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw 9014 for the rezoning of 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.



Consent
Agenda
Item

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

(File Ref. No. 12-8060-20-9015, RZ 12-619835) (REDMS No. 3822135)

CNCL-216

See Page **CNCL-216** for full report

PLANNING COMMITTEE RECOMMENDATION

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



Consent
Agenda
Item

16. **APPLICATION BY POLYGON DEVELOPMENT 269 LTD FOR REZONING AT 9311, 9331, 9431, 9451 AND 9471 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" AND 9393 ALEXANDRA ROAD FROM "RESIDENTIAL/LIMITED COMMERCIAL (ZMU16) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)" TO "LOW RISE APARTMENT (ZLR25) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"**

(File Ref. No. 12-8060-20-9016/9021/9017/9022/8539, RZ 12-598503) (REDMS No. 3824008 v.5)

CNCL-266

See Page **CNCL-266** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential" be introduced and given first reading;*

- (2) *That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9021, to repeal the existing Alexandra Neighbourhood Land Use Map of Schedule 2.11A (West Cambie Area Plan) with “Schedule A attached to and forming part of Bylaw 9021” and amending certain maps and text within the Area Plan, be introduced and given first reading;*
- (3) *That Bylaws 9016 and 9021, having been considered in conjunction with:*
 - (a) *the City’s Financial and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**are hereby deemed to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;*
- (4) *That Bylaws 9016 and 9021 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9017, to create “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)”, and the rezoning of 9311, 9331, 9431, 9451 and 9471 Alexandra Road from “Single Detached, (RS1/F)” and 9393 Alexandra Road from “Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)” to “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)”, be introduced and given first reading;*
- (6) *That the affordable housing contribution for the rezoning of 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road (RZ 12-598503) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812; and*
- (7) *That Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022, to permit the City to terminate a Housing Agreement entered into pursuant to Bylaw 8539, be introduced and given first reading.*



Pg. #	ITEM
	<p>17. RCSAC REPORT - “A GAP ANALYSIS ON MENTAL HEALTH AND ADDICTIONS SUPPORT SERVICES IN RICHMOND, BRITISH COLUMBIA” (File Ref. No.:) (REDMS No.3832582)</p>
CNCL-42	<p>See Pages CNCL-42 & CNCL – 45 for details (Planning Committee minutes of April 16, 2013)</p>
CNCL-45	<p>PLANNING COMMITTEE RECOMMENDATION</p> <p>(1) <i>That the RCSAC report, “A Gap Analysis on Mental Health and Addictions Support Services in Richmond, British Columbia”, be received for information;</i></p> <p>(2) <i>That the RCSAC distribute the report to provincial and federal governments, Richmond MLAs, MPs and other stakeholders for their information, and;</i></p> <p>(3) <i>That the implementation plan be forwarded to Council upon completion by the RCSAC.</i></p>
	<input type="checkbox"/>
	<p>18. WATER METER PROGRAM UPDATE (File Ref. No. 10-6650-02/2013-Vol 01) (REDMS No. 3822769)</p>
CNCL-363	<p>See Page CNCL-363 for full report</p> <p>PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION</p> <p><i>That a universal water metering program, as outlined in Option 3 in the staff report titled Water Meter Program Update from the Director, Engineering, dated April 5, 2013, be implemented for single-family dwellings, starting in 2014, with a five-year completion target.</i></p>
	<input type="checkbox"/>
	<p>19. DIKE MASTER PLAN – PHASE 1 REPORT (File Ref. No. 10-6060-05-01/2013-Vol 01) (REDMS No. 3741121)</p>
CNCL-369	<p>See Page CNCL-369 for full report</p> <p>PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION</p> <p>(1) <i>That the Steveston Island dike alignment, identified as Primary Dike Alignment 2 in the Phase 1 Dike Master Plan Report provided as Attachment 1 to the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed as the preferred long term diking solution in Steveston;</i></p>

Consent
Agenda
Item

Consent
Agenda
Item

Pg. # ITEM

- (2) *That the existing Southern West Dike continue to be the primary flood protection dike alignment in the Southern West Dike area;*
- (3) *That staff coordinate with Port Metro Vancouver and the Department of Fisheries and Oceans to identify potential areas for constructed offshore barrier islands that would create habitat and provide wave dissipation for the Southern West Dike; and*
- (4) *That the work plan identified in the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed.*



Consent
Agenda
Item

20. **REGULATION OF NEWSPAPER DISTRIBUTION AGENTS AND ZONES**

(File Ref. No. 10-6405-01/2012-Vol 01) (REDMS No. 3589585)

CNCL-417

See Page **CNCL-417** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

That:

- (1) *Newspaper Distribution Regulation Bylaw No. 7954, Amendment Bylaw No. 8933 (Attachment 1), be introduced and given first, second and third readings;*
- (2) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9017 (Attachment 2) be introduced and given first, second and third readings; and*
- (3) *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9018 (Attachment 3), be introduced and given first, second and third readings.*



Consent
Agenda
Item

21. **2013 FLOOD PROTECTION GRANT PROGRAM**

(File Ref. No.: 10-6340-01) (REDMS No.3836971)

CNCL-430

See Page **CNCL-430** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the following projects be endorsed as candidates for submission to the 2013 Provincial Flood Protection Grant Program:*
 - (a) *Bath Slough Drainage Pump Station Upgrade;*

Pg. #

ITEM

- (b) Dike Upgrade, McCallan Road to No. 2 Road;*
- (b) South Dike Upgrade, No. 4 Road to Shell Right of Way; and*
- (2) That should any of the above projects be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the funding agreements with the Province.*



CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-434

Business Regulation Bylaw No. 7538, Amendment **Bylaw No. 8800**
Opposed at 1st/2nd/3rd Readings – None.



Council Agenda – Monday, April 22, 2013

Pg. #	ITEM	
CNCL-436	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8917 (8751 Cook Road, RZ 04-265950) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

22. RECOMMENDATION

	See DPP Plan Package (distributed separately) for full hardcopy plans	
CNCL-438	(1) <i>That the minutes and the Chair's report from the Development Permit Panel meeting held on Wednesday, April 10, 2013, be received for information; and</i>	
CNCL-444	(2) <i>That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 12-616142) for the property at 8751 Cook Road be endorsed, and the Permit so issued.</i>	<input type="checkbox"/>

ADJOURNMENT

☐



**Regular Council Meeting for Public Hearings
Monday, April 15, 2013**

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

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

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Derek Dang
Councillor Evelina Halsey-Brandt

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

1. **ZONING AMENDMENT BYLAW 8997 (RZ 12-623032)**
(Location: 8651/8671 No. 2 Road; Applicant: Gursheer S. Randhawa)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/4-1 It was moved and seconded

That Zoning Amendment Bylaw 8997 be given second and third readings.

CARRIED

Regular Council Meeting for Public Hearings
Monday, April 15, 2013

2. ZONING AMENDMENT BYLAW 9005 (RZ 11-586988)

(Location: 7175 and 7191 Moffatt Road; Applicant: Matthew Cheng Architect Inc.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

(a) Marina and Tim Rokas, 7175 Moffatt Road (**Schedule 1**)

(b) Peter Hao, 75-7151 Moffatt Road (**Schedule 2**)

Wayne Craig, Director of Development, addressed each of the concerns raised in the correspondence as follows:

- the Arborist Report recommended that the eight (8) on-site trees be removed based on poor health condition and structural defects;
- replacement of the eight (8) trees will be secured through the Development Permit process at a 2:1 ratio;
- all 19 trees on the adjacent properties will be protected through the redevelopment; and
- a contract with the Arborist for monitoring during the construction period is a condition of the Development Permit.

Submissions from the floor:

Wiehong Chen, 7-7231 Moffatt Road, opposed the project due to her concern with: (i) the loss of green space; (ii) the Tree Survey Report; (iii) the increased traffic and safety issues for Richmond Secondary School students; (iv) the loss of street parking; and (v) the impact to the quality of life for current residents.

Regular Council Meeting for Public Hearings
Monday, April 15, 2013

In response to the aforementioned concerns Mr. Craig noted that the proposed development is similar to existing uses in the area and is consistent with the Official Community Plan. The proposed rezoning increases the density modestly to be in keeping with the City Centre Area Plan. The proposal was reviewed by the Transportation Division and a traffic study was not required; however, the development does provide parking for the residents in excess of the Zoning Bylaw requirements and provides two (2) visitor parking spaces. It was further noted that full landscape drawings will be required through the Development Permit process at which time the neighbouring property owners will receive notice of the Development Permit Panel meeting.

PH13/4-2

It was moved and seconded

That Zoning Amendment Bylaw 9005 be given second and third readings.

CARRIED

3. **ZONING AMENDMENT BYLAW 9006 (RZ 12-605932)**
(Location: 11351 No. 2 Road; Applicant: Frances S. Zukewich)

Applicant's Comments:

The applicant was available to answer questions.

Charles Scott, 8360 Granville Avenue, stated the application was to change the Zoning at 11351 No. 2 Road from RS1/E to RS2/C to allow the property to be divided into two (2) equal lots.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/4-3

It was moved and seconded

That Zoning Amendment Bylaw 9006 be given second and third readings.

CARRIED

Regular Council Meeting for Public Hearings
Monday, April 15, 2013

ADJOURNMENT

PH13/4-4

It was moved and seconded

That the meeting adjourn (7:17 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Monday, April 15, 2013.

Mayor (Malcolm D. Brodie)

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

MayorandCouncillors

From: MayorandCouncillors
Subject: FW: Send a Submission Online (response #729)

From: City of Richmond Website [mailto:webgraphics@richmond.ca]
Sent: Friday, 05 April 2013 10:43
To: MayorandCouncillors

To Public Hearing
Date: <u>APRIL 15 2013</u>
Item #: <u>2</u>
Re: <u>BL 9005</u>

Survey Response

Your Name	MARINA, Tim, ROKAS
Your Address	7175 MOFFATT RD, RMD
Subject Property Address OR Bylaw Number	7175 and 7191 Moffatt Rd
Comments	We have been living in this house for a quite long time. Right now, Moffatt Rd is already full of condensed town houses and apartments. We have children living here and go to school of this area. If you rezone it, it will be impossible to find another house to live here. We hope you do not rezone it. But if you really have to rezone it, could you at least delay it for one year so that we have enough time to make everything in order?



Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Sunday, 14 April 2013 6:22 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #730)
Categories: 10-6550-02 - Tree Protection/Administration - Complaints

To Public Hearing
Date: April 15, 2013
Item # 2
Re: 7175 & 7191 Moffat Rd.
Zoning Amendment
Bylaw 9005
(R2 11-586988)

Send a Submission Online (response #730)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	4/14/2013 6:29:38 PM

Survey Response

Your Name	Peter Hao
Your Address	7151 moffatt RD #75 Richmond BC V6Y 3G9
Subject Property Address OR Bylaw Number	Please keep the trees
Comments	<p>There are over 20 trees on the fence position around the proposed rezoning area. These trees are beautiful and provide shelters for many little creatures. in the spring morning, robins and song sparrows sing on the shoots of the trees from 4:00 o'clock. In the summer mid-night, raccoon family go down from one tree and climb up to another tree. In the harvest season, the red squirrels and gray squirrels are busy finding and storing nuts and seeds, playing around trees. In the Autumn night - mating season, A big rabbit claim its territory at the center of the meadow grasses. in the winter afternoon, black crows jump between snow coved branches Enjoying the sun shine. These trees have formed a fantastic Eco-system, and are the habitat for many small animals. Please keep these trees and protect the beautiful environment of our city</p>





For Metro Vancouver meetings on Friday, April 12, 2013

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:

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

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

Greater Vancouver Regional District

New Federal Gas Tax Agreement – Metro Vancouver Position

Approved

Unlike all other BC local governments, significant municipal and regional infrastructure projects within Metro Vancouver have been ineligible for gas tax funding. Furthermore, since the change to the TransLink governance structure, local government within Metro Vancouver has lost control over decisions with respect to the application of gas tax funds. Over the last ten years Metro Vancouver's \$799 Million has been entirely dedicated towards TransLink projects.

The Board approved a resolution to send a letter to the B.C. Minister of Community, Sport and Cultural Development conveying its expectation that, in accordance with the principles of the Federal Gas Tax Fund, that the authority for expenditures under the Greater Vancouver Strategic Priorities Fund be returned to Metro Vancouver and its member municipalities under the new Gas Tax Funding Agreement.

Coastal Community Network

Received

The Coastal Community Network is an association of leaders from local government and aboriginal communities from over 150 communities along BC's Coast. The non-profit society requested that Metro Vancouver join the CCN. The Board received a staff report for information and encouraged the CCN to pursue opportunities for dialogue and information sharing at the UBCM annual conferences.

Future of the Region Sustainability Dialogues and Post-Dialogue Forum: Shaping Regional Prosperity and Competitiveness

Approved

According to a staff report, the October series on "Shaping Regional Prosperity and Competitiveness" identified areas for regional collaboration such as the need to re-align workforce and skills development, strengthen regional collaboration and brand development, invest in economic infrastructure and business development and invest in social infrastructure. It also identified obstacles to achieving regional prosperity including a lack of understanding and awareness of regional strengths and weaknesses, including sub-regional attributes and assets (better generally characterized as lack of knowledge), the high cost of living and lack of affordability; and the lack of coordination/communication/collaboration at the regional level.

The Board voted to forward the March 1, 2013 report to member municipalities and other related agencies for their information and comment. It also directed staff to investigate a regional economic development "clearing house."

BURNCO Aggregate Mine proposal near McNab Creek**Received/Referred**

The BURNCO Mine proposal is for a large open pit sand and gravel mine located at McNab Creek in Electoral Area F of the Sunshine Coast Regional District.

The Board received a staff report for information and directed staff to make a formal request to be consulted during the environmental assessment process and provide further comments at that time.

The Board also referred the following motion to the Regional Planning and Agriculture Committee for consideration: "That the Board support in principle land use planning for Howe Sound."

2013 Pre-election Advocacy Strategy – "Local Government Matters" Update**Approved**

After a staff report was approved by the Board, Metro Vancouver made public the questions it asked British Columbia's four largest political parties about issues such as affordable housing, transportation, environmental protection and provincial government funding for municipalities. The Board's 23 written questions, and the questions received to date, are posted on a new website, [Local Government Matters](#). The Board also directed staff to re-visit extending the website past the May 2013 provincial election.

Islands Trust Natural Area Protection Tax Exemption Program**Approved**

The Islands Trust Natural Area Protection Tax Exemption Program helps protect ecologically significant lands, which is one of the goals of the Regional Growth Strategy. Three islands – Bowen, Passage and Bowyer – are within both Metro Vancouver and the Islands Trust.

The Board consented to the Tax Exemption Program on Bowyer Island, Passage Island and Bowen Island. It also enabled the Council of Bowen Island Municipality to implement, at its discretion, the program on Bowen Island.

UBC Chan Centre Liquor Licence Application Change – Add Existing Backstage Space to Current Liquor Licence**Deferred**

Since 2010, Metro Vancouver no longer does land use planning at UBC. The regional district does not provide police or fire services at UBC.

The Board decided not to provide comments or recommendations with regards to the Feb. 1, 2013 application by the Chan Centre for the Performing Arts to change the liquor primary licence to add existing backstage space to the current liquor licence.



On-Table: 1. Greater Vancouver Regional District Labour Relations Service Bylaw No. 1182, 2012 **Approved**

The Board approved a number of changes to the bylaw to allow the Village of Anmore to be a participant in labour relations services provided by the regional district.

Greater Vancouver Sewerage and Drainage District

Lions Gate Secondary Wastewater Treatment Plant – Project Update **Received**

In accordance with the Integrated Liquid Waste and Resource Management Plan approved by the BC Minister of Environment in 2011, the Lions Gate plant requires upgrading to secondary treatment by 2020.

The technical work for the Lions Gate Secondary Treatment Plant project has now progressed to the preparation of three build scenarios for the project. A workshop has been set for April 10, 2013 (with the Utilities Committee invitation extended to the members of the Intergovernmental and Administration Committee) to begin to review these build scenarios and their associated business cases.

The projected cost of the new secondary treatment plant is \$400 million. Metro Vancouver has proposed that the regional, provincial and federal governments each pay one-third of the total cost. Work on the engagement strategy for funding continues with the federal and provincial governments, including upcoming meetings with MPs and the Chair of the Conservative BC-Yukon Caucus.

Amendment – Fraser Sewerage Area Boundary – 24426 102 Avenue, Maple Ridge **Approved**

A resolution was passed by Maple Ridge Council requested an expansion of the Fraser Sewerage Area to include the property on 102 Avenue. The property is located within the Regional Growth Strategy's Urban Containment Boundary.

Stewardship Plan for Packaging and Printed Paper **Approved**

On February 25, 2013, Multi-Material British Columbia (MMBC) submitted its updated Stewardship Plan for Packaging and Printed Paper (PPP) to the Ministry of Environment. MMBC proposed to exclude non-deposit container glass from curbside programs, and redirect the containers to either municipal or private depots.

The Regional Engineers Advisory Solid Waste Subcommittee has communicated a number of concerns regarding the proposed redirection of glass containers, including reduced convenience to residents will decrease the amount of glass recycled and financial penalties that might be imposed on municipalities that continue to collect non-deposit container glass.

The Board directed staff to continue to work with MMBC, and member municipalities to finalize the development and implementation of the stewardship plan for packaging and printed paper. The Board will write to MMBC and the Minister of Environment, advising that Metro Vancouver does not support the removal of glass from curbside programs at this time.

Zero Waste Challenge: Organics & Christmas 2012 Waste Reduction Campaigns

Received

This is the fifth year that Metro Vancouver has carried out waste reduction campaigns over the Christmas season. According to a staff report, the message of these campaigns has always had a focus on the memories that can be created by spending time with family and friends, and by purchasing quality gifts that will last. During ads and interviews, residents are urged to: "Create memories, not garbage."

Post-campaign survey results show that half (50%) of respondents recalled seeing ads about reducing the amount of garbage we make at Christmas, similar to the level recorded a year ago (47%). Twenty four per cent say the ads had an impact on the type of gift they bought.

New Waste-to-Energy Capacity Development – Stage 2 – Potential Site Identification Process

Approved

The Board directed staff to consult with stakeholders on the initial high level evaluation criteria and report back with final criteria in advance of initiating the process to identify potential sites for new waste-to-energy capacity.

New Waste-to-Energy Capacity Procurement – Ownership Model

Approved

A staff report provides an update on Phase 2 of the development of new WTE capacity – the Potential Site Identification or PSI process. Initial high level screening criteria has been identified and final screening criteria will be recommended, considering input received via proposed engagement and consultation activities with all stakeholders. After potential sites have been identified, additional consultation will take place regarding the shortlisted sites and the shortlisted technologies from RFQ1, the Phase 1 or Request For Qualifications process.

The Board approved a resolution to require, for the purposes of the current procurement process for new waste-to-energy capacity, Metro Vancouver ownership in full or in partnership with another local government, of new waste-to-energy capital assets, excluding land. The Board will consider proposals either from proponents or land owners for long term land leases, in full or in partnership with another local government, for new waste-to-energy capacity.

DCC Reserve Fund Expenditure Bylaw No. 278, 2013

Approved

The regional sewer development cost charge is governed under the S&DD Act. It was introduced in 1997, pursuant to the philosophy that "growth should pay for growth". DCC revenues fund growth related capital projects only. The Board approved a bylaw that allows for a required transfer to support the 2012 financial plan.



Community Safety Committee

Date: Tuesday, April 9, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Linda McPhail
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston (entered at 4:23 p.m.)
Councillor Bill McNulty

Also Present: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, March 12, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, May 14, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

1. TOUCHSTONE FAMILY SERVICES 2012 RESTORATIVE JUSTICE PERFORMANCE OUTCOME AND EVALUATION REPORT

(File Ref. No.) (REDMS No. 3801897 v. 9)

In reply to queries from Committee, Anne Stevens, Senior Manager, Community Safety Policy & Programs, advised that (i) the total number of referrals is lower than past years as youth crime is decreasing; and (ii) the City's contract with the Touchstone Family Association will expire in December 2013, at which point staff would bring forward a report with options for Council's consideration.

Discussion ensued regarding the Restorative Justice Program and Judy Valsonis, Director of Operations, Touchstone Family Association, advised that four regular full-time staff and ten volunteers administer the Program. Also, Ms. Valsonis stated that the volunteer turnover rate is very low as volunteers are very committed to the Program.

It was moved and seconded

That the Touchstone Family Association Restorative Justice Performance Outcome Evaluation Report, as attached to the staff report titled Touchstone Family Services 2012 Restorative Justice Performance Outcome and Evaluation Report dated March 14, 2013 from the General Manager, Law and Community Safety, be received for information.

CARRIED

2. RICHMOND FIRE-RESCUE – FEBRUARY 2013 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3818964)

In reply to query from Committee, Fire Chief John McGowan, Richmond Fire-Rescue, commented on the number of medical calls responded to in February 2013 related to allergic reactions.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – February 2013 Activity Report, dated March 20, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

3. RCMP'S MONTHLY REPORT – FEBRUARY 2013 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3812902 v.2)

Renny Nasset, Officer in Charge (OIC), Richmond RCMP, commented on the number of referrals to the Restorative Justice Program, noting that the total number of referrals is lower than past years as youth crime is decreasing.

Community Safety Committee
Tuesday, April 9, 2013

In response to a query from Committee, Phyllis Carlyle, General Manager, Law, commented on Criminal Activity Maps, stating that a user can select a date range and that data is updated daily.

OIC Nasset distributed copies of February 2013 statistic and criminal activity maps (attached to and forming part of these Minutes as Schedule 1).

OIC Nasset commented on February 2013 statistics, noting that often extreme variations appear early in the calendar year; however, these statistics average out over the course of the year.

In response to a query regarding the Auxiliary Constable Program, OIC Nasset spoke of the Program's security clearance requirements and training schedule.

It was moved and seconded

That the report titled RCMP's Monthly Report – February 2013 Activities (dated March 4, 2013, from the OIC RCMP) be received for information.

CARRIED

4. COMMUNITY BYLAWS – FEBRUARY 2013 ACTIVITY REPORT

(File Ref. No. 12-8060-01) (REDMS No. 3814574 v. 6)

In reply to a query regarding civic addresses, Kim Howell, Deputy Fire Chief, Richmond Fire-Rescue, advised that the Fire Protection and Life Safety Bylaw 8306 manages civic addresses. Staff was requested to provide a copy of Bylaw 8306 to Council members for information.

Clhr. Johnston entered the meeting (4:23 p.m.).

It was moved and seconded

That the staff report titled Community Bylaws – February 2013 Activity Report (dated March 11, 2013, from the General Manager, Law & Community Safety) be received for information.

CARRIED

5. NEW PROVINCIAL LEGISLATION – BILL 12-2013 COMMUNITY SAFETY ACT

(File Ref. No. 12-8060-01) (REDMS No. 3820615 v.4)

Edward Warzel, Manager, Community Bylaws, provided background information and stated that the proposed legislation would act as another tool to address problematic properties.

It was moved and seconded

That the staff report titled New Provincial Legislation – Bill 12-2013 Community Safety Act (dated March 21, 2013 from the General Manager, Law & Community Safety) be received for information.

CARRIED

3.

Community Safety Committee
Tuesday, April 9, 2013

6. WHITE PAPER – JUSTICE REFORM AND THE BC POLICING AND COMMUNITY SAFETY PLAN

(File Ref. No.) (REDMS No. 3819733 v.9)

Ms. Stevens provided background information and commented on the impending Provincial election, noting that staff will continue to monitor progress on the Plan.

It was moved and seconded

That the staff report titled White Paper: Justice Reform and the BC Policing and Community Safety Plan from the General Manager, Law and Community Safety, dated March 26, 2013, be received for information.

CARRIED

7. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

(i) Azure Fire – Post Incident Safety Messaging

Fire Chief McGowan spoke of a recent fire on Azure Road, noting that RFR canvassed the surrounding neighbourhood and distributed over 500 leaflets regarding fire prevention measures.

(ii) Doors Open Richmond – May 4 to May 5, 2013

Fire Chief McGowan advised that the Sea Island Fire Hall No. 4 would be open to the public from 10:00 a.m. to 4:00 p.m. on May 4th and May 5th.

(iii) 911 Awards Update

Fire Chief McGowan spoke of the upcoming 911 Awards scheduled for May 7, 2013.

(iv) “Firefighters Hope to Create a Buzz in Haiti” – Richmond Review

Fire Chief McGowan spoke of fundraising efforts to build a school room for an orphanage in Haiti, and highlighted that a member of RFR, who also happens to be a beekeeper, has offered to train local residents in proper beekeeping in an effort to maintain sustainable and replenishing sources of honey.

Discussion ensued regarding proper fire safety equipment in care facilities. Deputy Fire Chief Howell commented on the Fire Chiefs' Association of BC smoke alarm campaign, whereby 5,000 smoke alarms have been donated for distribution and installation to vulnerable buildings, including care facilities. She stated that RFR has requested 100 free smoke alarms for installation in Richmond buildings.

Community Safety Committee

Tuesday, April 9, 2013

8. **RCMP/OIC BRIEFING**

(Verbal Report)

Item for discussion:

OIC Nasset spoke of a recent curb side robbery, highlighting that the young offenders have been apprehended.

9. **MANAGER'S REPORT**

Deborah Procter, Manager, Emergency Programs, spoke of Emergency Preparedness Week – May 5 to May 11, 2013. Also, Ms. Procter commented on Get Ready Richmond, whereby a series of personal preparedness workshops will be held to teach individuals how to make an emergency plan and what to do in an emergency or disaster.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:40 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, April 9, 2013.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



Appendix 'A'

FEBRUARY 2013 STATISTICS

Schedule 1 to the Minutes of the Community Safety Committee meeting held on Tuesday, April 9, 2013.

This chart identifies the monthly totals for all founded Criminal Code offences, excluding Traffic Criminal Code. Based on Uniform Crime Reporting (UCR) scoring, there are three categories: (1) Violent Crime, (2) Property Crime, and (3) Other Criminal Code. Within each category, particular offences are highlighted in this chart. In addition, monthly totals for Controlled Drugs and Substances Act (CDSA) offences are included.

The Average Range data is based on activity in a single month over the past 5 years. If the current monthly total for an offence is above average, it will be noted in red, while below-average numbers will be noted in blue.

Year-to-Date percentage increases of more than 10% are marked in red, while decreases of more than 10% are blue. Please note that percentage changes are inflated in categories with small numbers (e.g.: Sexual Offences).

	CURRENT MONTH	5-YR AVERAGE RANGE	YEAR-TO-DATE TOTALS			
	Feb-13	February	2012 YTD	2013 YTD	% Change	Change in # of Offences
VIOLENT CRIME (UCR 1000-Series Offences)	100	109-145	231	223	-3.5%	-8
Robbery	6	5-11	37	18	-51.4%	-19
Assault	40	36-53	75	71	-5.3%	-4
Assault w/ Weapon	3	12-16	26	17	-34.6%	-9
Sexual Offences	7	3-6	7	13	85.7%	6
PROPERTY CRIME (UCR 2000-Series Offences)	578	580-672	1266	1276	0.8%	10
Business B&E	48	23-44	49	94	91.8%	45
Residential B&E	74	44-59	125	174	39.2%	49
MV Theft	18	23-41	39	53	35.9%	14
Theft From MV	128	135-207	374	281	-24.9%	-93
Theft	92	97-123	255	212	-16.9%	-43
Shoplifting	81	43-77	114	159	39.5%	45
Fraud	44	31-52	75	97	29.3%	22
OTHER CRIMINAL CODE (UCR 3000-Series Offences)	129	142-200	377	298	-21.0%	-79
Arson - Property	1	2-10	5	1	-80.0%	-4
SUBTOTAL (UCR 1000- to 3000-Series)	807	854-995	1874	1797	-4.1%	-77
DRUGS (UCR 4000-Series Offences)	66	67-95	178	115	-35.4%	-63

Prepared by Richmond RCMP.

Data collected from PRIME on 2013-03-18. Published 2013-03-18.

This data is operational and subject to change. This document is not to be copied, reproduced, used in whole or part or disseminated to any other person or agency without the consent of the originator(s).

Business Break & Enters February 1st - February 28th, 2013

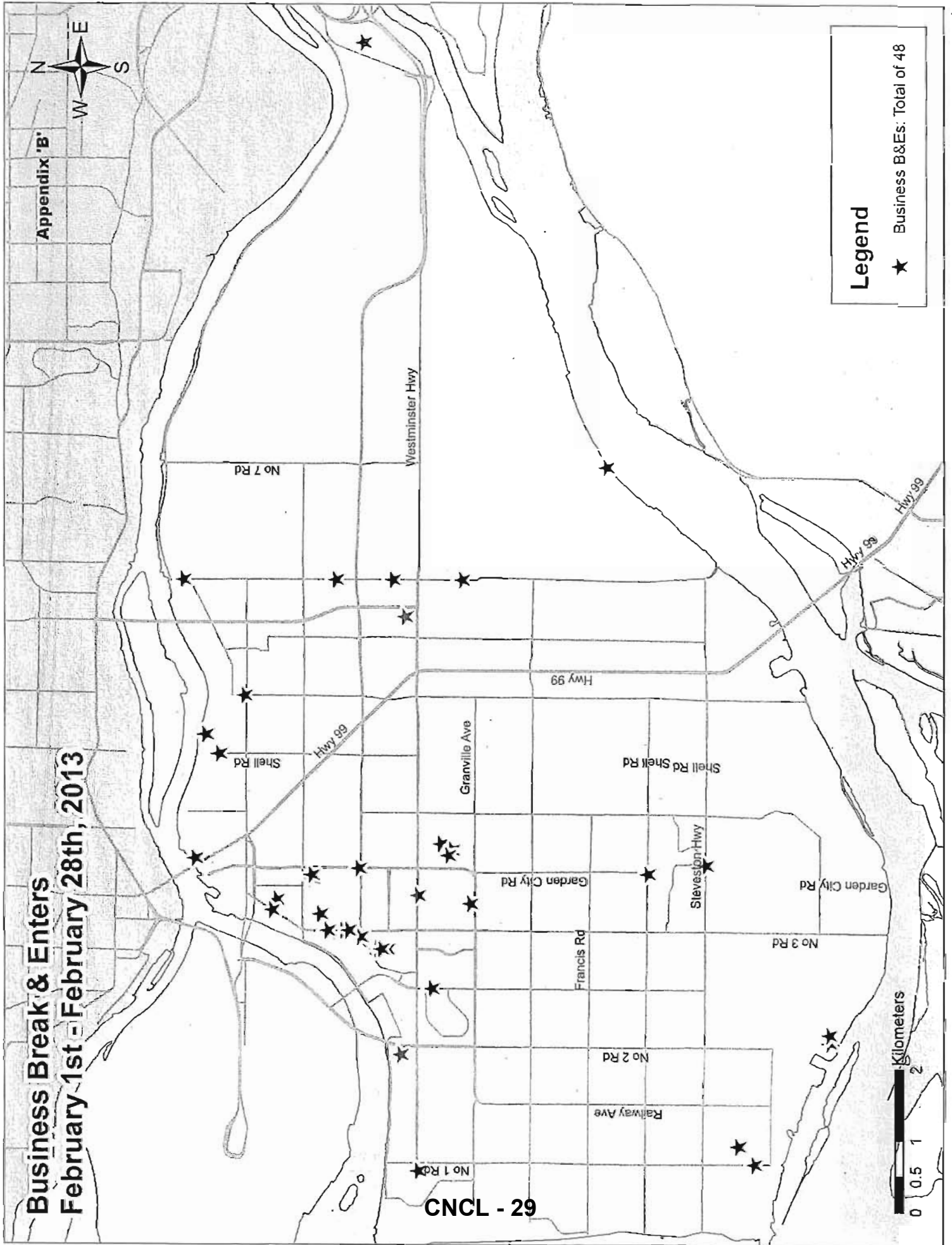
Appendix 'B'



CNCL - 29

Legend

- ★ Business B&Es: Total of 48



Residential Break & Enters February 1st - February 28th, 2013

Appendix 'B'



Westminster Hwy

No 7 Rd

Shell Rd

Hwy 99

Granville Ave

Hwy 99

Shell Rd Shell Rd

Garden City Rd

Steveston Hwy

Garden City Rd

No 3 Rd

Franklin Rd

No 2 Rd

Railway Ave

No 1 Rd

Westminster Hwy

Legend

Residential B&Es: Total of 74



Auto Theft

February 1st - February 28th, 2013

Appendix 'B'

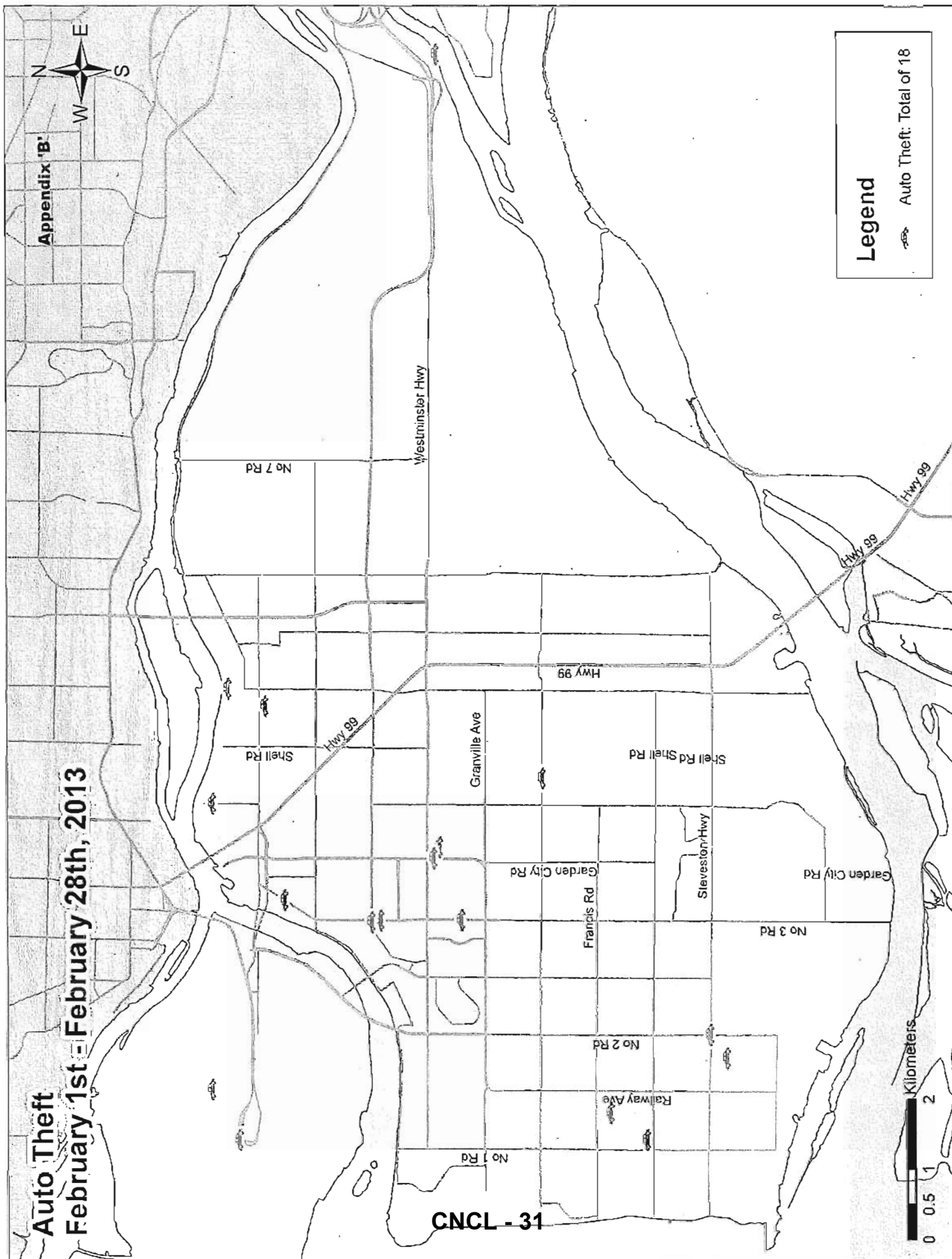


CNCL - 31

Legend

Auto Theft: Total of 18

0 0.5 1 2 Kilometers



Thefts From Vehicles

January 1st - January 31st, 2013

Appendix 'B'

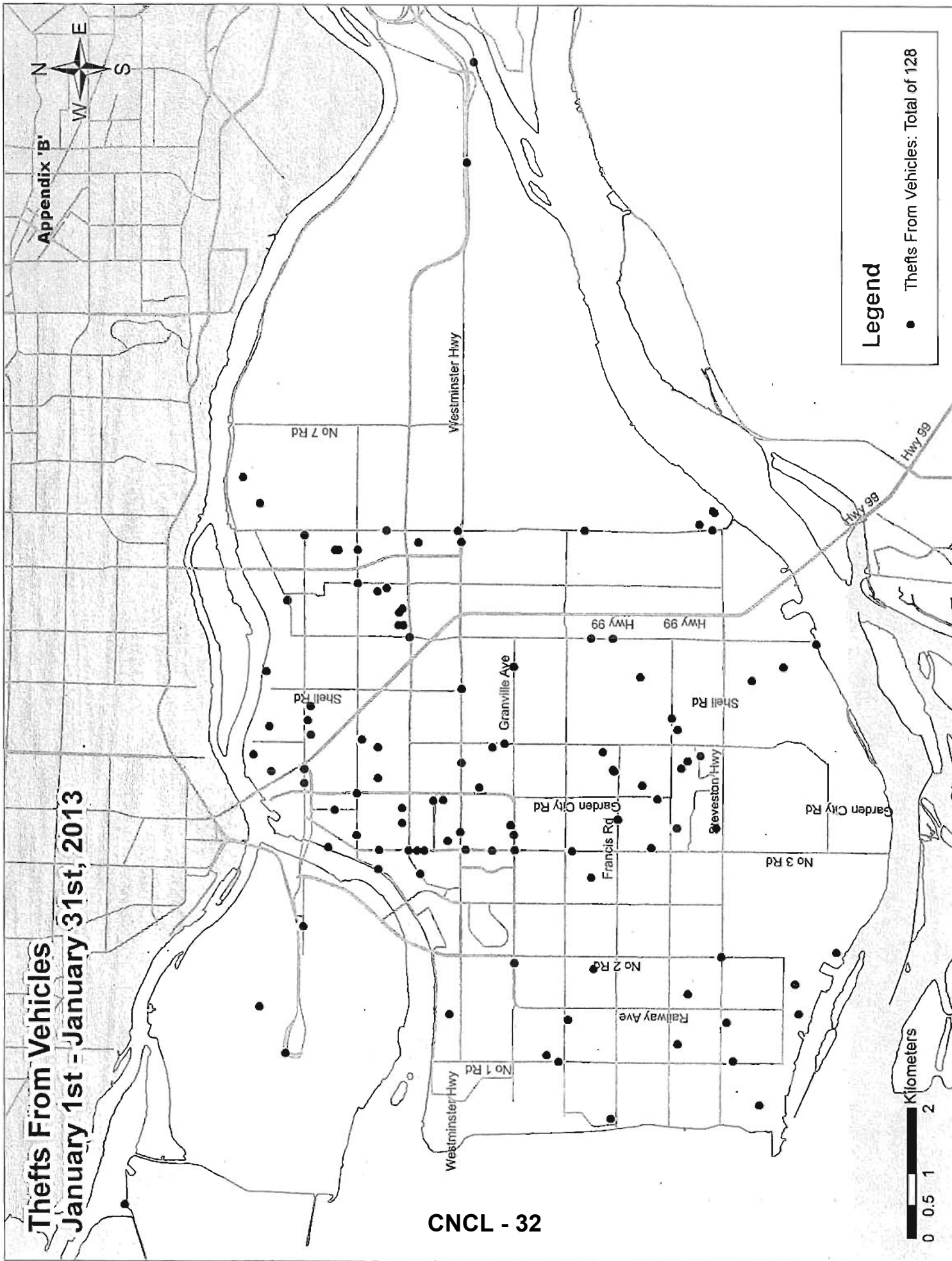


CNCL - 32

Kilometers
0 0.5 1 2

Legend

- Thefts From Vehicles: Total of 128





General Purposes Committee

Date: Monday, April 15, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Tuesday, April 2, 2013, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. **BUSINESS REGULATION BYLAW 7538 AMENDMENT BYLAW 9013**
(File Ref. No. 12-8275-01) (REDMS No. 3819436)

It was moved and seconded

That Bylaw 9013 which amends Schedule A of Business Regulation Bylaw 7538 to include 8511 Alexandra Road – Unit 100 among the sites which permits an amusement centre to operate, be introduced and given first, second and third readings.

The question on the motion was not called, as in answer to a query, Glenn McLaughlin, Chief Licence Inspector and Risk Manager advised that Richmond has other businesses that are operating under similar circumstances as those the applicant has applied for.

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

2. **0791964 BC LTD., DOING BUSINESS AS BROWNS SOCIAL HOUSE
UNIT 1020 –11660 STEVESTON HIGHWAY**
(File Ref. No. 12-8275-30-001) (REDMS No. 3821915)

Glenn McLaughlin, Chief Licence Inspector and Risk Manager, noted that the requested increase to this establishment's hours of service is standard for similar businesses', provided that the businesses meet the required criteria to qualify.

It was moved and seconded

That the application from 0791964 BC Ltd., doing business as Browns Social House, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303140 from Monday to Sunday 9:00 a.m. to 12:00 a.m. to Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) *Council supports the amendment for an increase in liquor service, as the increase will not have a significant impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in section 53 of the Liquor Control and Licensing Regulations) are as follows:*
 - (a) *The potential for additional noise and traffic in the area if the application is approved was considered;*
 - (b) *The impact on the community if the application is approved was assessed through a community consultation process and considered;*

General Purposes Committee
Monday, April 15, 2013

- (c) *Given there has been no history of non-compliance with the operation, the amendment to permit extended hours of liquor service under the Food Primary Liquor License should not change the establishment so that is operated contrary to its primary purpose;*
- (3) *As the operation of a licensed establishment may affect nearby residents the City gathered the views of the residents as follows:*
 - (a) *Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided instructions on how community comments or concerns could be submitted;*
 - (b) *Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*
- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
 - (a) *That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*

CARRIED

3. 2013 ANNUAL PROPERTY TAX RATES BYLAW NO. 9007
(File Ref. No. 03-0925-01) (REDMS No. 3813690 v.2)

A brief discussion ensued, during which Ivy Wong, Manager, Revenue advised that Richmond's farm tax rates are based on the value set up by BC Assessment in the 1970s, which factors in specific value per acre as well as the ability of that particular land to yield crops. It was also noted that non-farm related buildings and land on a farm property are treated separately.

It was moved and seconded

That the 2013 Annual Property Tax Rates Bylaw No. 9007 be introduced and given first, second and third readings.

CARRIED

General Purposes Committee
Monday, April 15, 2013

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:06 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the General
Purposes Committee of the Council of the
City of Richmond held on Monday, April
15, 2013.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



Planning Committee

Date: Tuesday, April 16, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, March 19, 2013, be adopted as circulated.

CARRIED

1. APPOINTMENT OF LOCAL GAS SAFETY MANAGERS AND GAS SAFETY OFFICERS

(File Ref. No.) (REDMS No. 3793122)

In reply to queries from Committee, Gavin Woo, Senior Manager, Building Approvals, advised that these are first time appointments meeting the requirements of the B.C. Safety Authority regulations.

It was moved and seconded

(1) That pursuant to Section 12 of the Safety Standards Act, the following appointment be made:

(a) Phil Wynne – Local Gas Safety Manager; and

Planning Committee
Tuesday, April 16, 2013

- (2) *That pursuant to Section 11 of the Safety Standards Act, the following appointments be made:*
- (a) *Paul Saggars – Gas Safety Officer;*
 - (b) *Tony Burns – Gas Safety Officer;*
 - (c) *John Melnychuk – Gas Safety Officer;*
 - (d) *Jacek Redlinski – Gas Safety Officer;*
 - (e) *Peter Phi – Gas Safety Officer;*
 - (f) *Brendan Ryle – Gas Safety Officer;*
 - (g) *Paul Friess – Gas Safety Officer;*
 - (h) *Bengt Andersson – Gas Safety Officer;*
 - (i) *Craig James – Gas Safety Officer; and*
 - (j) *Rob Gillon – Gas Safety Officer.*

CARRIED

2. APPLICATION BY MAN-CHUI LEUNG AND NORA LEUNG FOR REZONING AT 7460 ASH STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)”

(File Ref. No. 12-8060-20-8907, RZ 11-586861) (REDMS No. 3487888)

Wayne Craig, Director of Development, advised that the development will facilitate the construction of General Currie Road and Armstrong Street adjacent to the site; as well as, frontage improvements on Ash Street.

It was moved and seconded

That Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.

CARRIED

3. APPLICATION BY BALANDRA DEVELOPMENT INC. FOR REZONING AT 5131 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)

(File Ref. No. 12-8060-20-9008, RZ 13-627573) (REDMS No. 3813882)

Mr. Craig noted that this is a fast track rezoning application to facilitate a subdivision with a single shared driveway designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Williams Road.

It was moved and seconded

Planning Committee
Tuesday, April 16, 2013

That Bylaw 9008, for the rezoning of 5131 Williams Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

CARRIED

4. APPLICATION BY GURMEJ BAINS FOR REZONING AT 3311 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-9009, RZ 13-628402) (REDMS No. 3814446)

Mr. Craig stated that the zoning application is not on an arterial road; however, it is in compliance with the Single-Family Lot Size Policy for the area. An Aircraft Noise covenant will be registered on Title as a condition of the rezoning. The application includes a legal secondary suite in one (1) of the two (2) future units.

It was moved and seconded

That Bylaw 9009, for the rezoning of 3311 Garden City Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

5. APPLICATION FOR REZONING AT 9720, 9740 AND 9760 ALBERTA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)"

(File Ref. No. 12-8060-20-9014, RZ 12-615601) (REDMS No. 3813333 v.2)

Mr. Craig advised that the proposed rezoning will require an Aircraft Noise covenant and appropriate noise mitigation as part of the Development Permit. Fourteen (14) of the twenty (20) units are proposed to have tandem parking arrangements representing approximately 70% of the units; however, the tandem parking allows for more parking than the Zoning requires and provides two (2) parking spaces per residential unit.

It was moved and seconded

That Bylaw 9014 for the rezoning of 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, April 16, 2013

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

(File Ref. No. 12-8060-20-9015, RZ 12-619835) (REDMS No. 3822135)

Mr. Craig noted that the Official Community Plan allows Townhouse development to be considered in this area based on its proximity to Thompson Community Centre and High School. Additionally, the site is within approximately 450 metres of McKay Elementary. Staff received a number of letters opposing the development and have worked with the applicant to address many of the concerns expressed, specifically proposing 2-storey units, side by side garages, additional parking, increased building setbacks, driveway relocation to the centre of the project, and the retention of ten (10) trees on the site.

In response to an inquiry it was noted that staff are not recommending an expanded circulation area for the Public Hearing notification. It was also noted that a single-family dwelling would require minimum side yard setbacks of two (2) metres and a rear yard setback of six (6) metres, whereas the proposed townhouse development proposes three (3) metres and five (5) metres setbacks respectively.

It was moved and seconded

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

CARRIED

7. APPLICATION BY POLYGON DEVELOPMENT 269 LTD FOR REZONING AT 9311, 9331, 9431, 9451 AND 9471 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" AND 9393 ALEXANDRA ROAD FROM "RESIDENTIAL/LIMITED COMMERCIAL (ZMU16) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)" TO "LOW RISE APARTMENT (ZLR25) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"

(File Ref. No. 12-8060-20-9016/9021/9017/9022/8539, RZ 12-598503) (REDMS No. 3824008 v.5)

Mr. Craig stated that there are Official Community Plan Amendments associated with the rezoning application to address land use density and building height. The project will be 100% residential initiating the removal of the Mixed Use requirement from the Area Plan. Staff supports the change as a key north-south pedestrian pathway creates a natural delineation between the residential and the adjacent commercial area. The proposal will also provide funding for the Kiwanis affordable housing project.

Planning Committee
Tuesday, April 16, 2013

In response to inquiries it was noted that staff will be working with the applicant through the Development Permit process with respect to the sustainable features of the project, such as, connection to the District Energy Utility, amenity space considerations, and Transportation Demand Management package addressing electrical vehicle stations and other provisions. Additionally, all three (3) roads will be improved to full municipal standards.

Robin Glover, Polygon Development 269 Ltd, advised that providing bus passes could be considered in addition to the proposed bus shelters, benches, and contributions for bicycles.

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential" be introduced and given first reading;*
- (2) *That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9021, to repeal the existing Alexandra Neighbourhood Land Use Map of Schedule 2.11A (West Cambie Area Plan) with "Schedule A attached to and forming part of Bylaw 9021" and amending certain maps and text within the Area Plan, be introduced and given first reading;*
- (3) *That Bylaws 9016 and 9021, having been considered in conjunction with:*
 - (a) *the City's Financial and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**are hereby deemed to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;*
- (4) *That Bylaws 9016 and 9021 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9017, to create "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", and the rezoning of 9311, 9331, 9431, 9451 and 9471 Alexandra Road from "Single Detached, (RS1/F)" and 9393 Alexandra Road from "Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" to "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", be introduced and given first reading;*

Planning Committee
Tuesday, April 16, 2013

- (6) *That the affordable housing contribution for the rezoning of 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road (RZ 12-598503) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812; and*
- (7) *That Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022, to permit the City to terminate a Housing Agreement entered into pursuant to Bylaw 8539, be introduced and given first reading.*

CARRIED

**7A. RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE
REPORT "A GAP ANALYSIS ON MENTAL HEALTH AND
ADDICTIONS SUPPORT SERVICES IN RICHMOND, BRITISH
COLUMBIA**

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

Discussion ensued regarding the Richmond Community Services Advisory Committee report "A Gap Analysis on Mental Health and Addictions Support Services in Richmond, British Columbia" (attached to and forming part of these minutes as **Schedule 1**). It was noted that the next step for the RCSAC would be to meet with key stakeholders within the community with respect to the report. From those meetings, an implementation plan to address the gaps identified in the report would be prepared and the recommendations presented to Council. It was suggested that the implementation plan be forwarded to staff for consideration.

It was moved and seconded

- (1) *That the RCSAC report, "A Gap Analysis on Mental Health and Addictions Support Services in Richmond, British Columbia", be received for information;*
- (2) *That the RCSAC distribute the report to provincial and federal governments, Richmond MLAs, MPs and other stakeholders for their information; and*
- (3) *That the implementation plan be forwarded to Staff upon completion by the RCSAC.*

CARRIED

Planning Committee
Tuesday, April 16, 2013

7B. INVITATION TO MUNICIPALITIES TO BECOME MEMBERS OF THE REGIONAL STEERING COMMITTEE ON HOMELESSNESS

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

The correspondence from Metro Vancouver regarding an "Invitation to Municipalities to become Members of the Regional Steering Committee on Homelessness" dated April 11, 2013 (attached to and forming part of these minutes as **Schedule 2**) was presented. It was noted that staff will update Council that an application will be submitted on their behalf prior to the April 30, 2013 deadline.

7C. CORRESPONDENCE FROM STEVESTON MERCHANTS ASSOCIATION REGARDING ONNI'S IMPERIAL LANDING PROJECT ON BAYVIEW STREET

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

Correspondence from the Steveston Merchants Association regarding Onni's Imperial Landing Project on Bayview Street dated April 10, 2013 (attached to and forming part of these minutes as **Schedule 3**) was discussed. It was noted that staff have written the Steveston Merchants Association advising that the City has officially received an application from ONNI and that the Association's input is welcomed.

8. MANAGER'S REPORT

(a) *Lingyen Mountain Temple*

Mr. Craig advised that the Lingyen Mountain Temple is initiating the second phase of their public consultation prior to submitting a revised rezoning proposal for the expansion. The open house will be held at the South Arm Community Centre on May 2, 2013. Staff are unaware of the revisions to the proposal; however the Temple has indicated there will be revisions including a reduced height. Visual renderings of the existing and proposed height can be included with the application.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:23 p.m.).

CARRIED

Planning Committee
Tuesday, April 16, 2013

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 16, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk

A Gap Analysis on Mental Health & Addiction Support Services

in Richmond, British Columbia



Summative Report

December 2012

Shelley Chopra
Bachelor of Health Sciences Program
McMaster University

Table of Contents

Executive Summary

1. Introduction

- 1.1. Rationale for MHA Gap Analysis
- 1.2. Partner Organizations
- 1.3. Objectives

2. Methods

- 2.1. Data Collection
- 2.2. Data Analysis

3. Results and Discussion

- 3.1. Navigation of MHA Services
- 3.2. Continuum of MHA Support
- 3.3. Personalized MHA Support
- 3.4. MHA Outreach

4. Future Directions

5. Acknowledgements

6. References

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Appendix B - Interview Framework

Appendix C - Interview Responses Summary

Executive Summary

In Richmond BC, there are several community service providers that offer mental health and addictions (MHA) consultative and clinical support to adults and youth. The Richmond Community Services Advisory Committee (RCSAC) consists of governmental and non-governmental organization representatives that meet to share their work, community concerns and mechanisms to resolve them. The RCSAC discussed recently the importance of capturing the perspective of MHA service providers on the quality of services being offered to Richmond residents with a mental illness or addiction. In line with the provincial Ministries of Health Services and Child and Family Development ten year plan to address MHA in BC, the RCSAC undertook a community-based service gap analysis. The primary objectives of this research project were to identify and validate gaps in MHA services in Richmond using the informed perspectives of MHA community service providers. In addition to independent and consumer informants, a total of 22 administrators and frontline workers from 10 Richmond-based organizations were interviewed for the purposes of gap validation. Analysis of key informant responses for recurring themes elucidated four main areas of improvement: navigation of MHA services, continuum of support, personalized support, and outreach. Following a meeting among key informants to discuss the results of the current gap analysis, a strategic action plan is expected to be developed to address the key gaps in MHA service.

1. Introduction

1.1. Rationale for MHA Gap Analysis

The Richmond Community Services Advisory Committee (RCSAC) consists of governmental and non-governmental organization representatives from Richmond, British Columbia (BC) that meet to share their work, community concerns and mechanisms to resolve them. Evaluation of mental health and addictions (MHA) services in Richmond has been a key topic of discussion during recent RCSAC meetings. Across Canada, in fact, MHA has become an important area of concern for health providers. In BC, it is estimated that one in five adults is affected by a mental illness or addiction over the course of 12 months.¹ In 2010, the BC Ministries of Health Services and Child and Family Development developed a ten year plan to address mental health and substance abuse in the province. In line with the vision, goals, and population health approach of this plan, the RCSAC undertook a community-based service gap analysis to identify and validate shortcomings of MHA services in Richmond.

Community-based research is defined by data collection and analysis relevant to the development of the community in which the research is conducted.² The process relies on consultation with resources and expertise based within the community to ensure action-oriented outcomes. The need for community-based research in the area of MHA services was clearly identified by the RCSAC MHA working group. Although focus groups and analyses specific to certain populations had been conducted in the past, no broad gap identification and validation research on MHA services had been undertaken recently in Richmond. The RCSAC recognized the importance of a service gap analysis to ensure recommendations for future initiatives are based on the informed perspectives of Richmond MHA service providers.

1.2. Partner Organizations

The following organizations served as key informants during the data collection and compilation stages of the gap analysis.

Canadian Mental Health Association in Richmond offers Pathways Clubhouse, a service that provides adults with mental illnesses vocational training, employment opportunities, supported education, and recreational programs. Representatives from CMHA Richmond sit on the RCSAC.³

CHIMO Crisis Services provides crisis intervention counseling and prevention workshops about MHA issues for the Richmond community. Representatives from CHIMO Crisis Services sit on the RCSAC.⁴

Richmond Addiction Services (RASS) offers a range of preventative, consultative and clinical services and programs for youth under 25, families, and seniors facing addictions issues. Representatives from RASS sit on the RCSAC.⁵

Richmond Mental Health Consumer and Friends Society offers peer-to-peer support and recreational programs to adults with mental illnesses.⁶

Richmond School District is the governing body of public elementary and secondary schools in Richmond. The District works in partnership with VCH and non-governmental organizations in providing mental health services such as Horizons, Richmond School Program, and the Adolescent Support Team to youth aged 4 to 18 in school.⁷⁻⁹

Richmond Youth Service Agency (RYSA) offers youth in Richmond a range of services from Aboriginal programs to leadership and empowerment activities. Representatives from RYSA sit on the RCSAC.¹⁰

Supporting Families with Parental Mental Illness and Addictions Richmond Working Group offers group-based social programs for parents with mental illness and addictions and their children.

The City of Richmond Community Social Development Division (Social Planning, Seniors Services) is involved with MHA service providers. Representatives from the City of Richmond sit on the RCSAC.

Touchstone Family Association (TFA) offers counseling services, outreach, and social programs to youth and families in Richmond. Representatives from TFA sit on the RCSAC.¹¹

Turning Point Recovery Society in Richmond provides residential support recovery programs and services for men and women with addiction issues who require support, counseling, and a safe residence. Representatives from Turning Point Recovery Society sit on the RCSAC.¹²

Vancouver Coastal Health Authority (VCH) manages clinical services offered to individuals in Richmond with MHA issues such as Transitions, Child and Youth Mental Health Team, Anne Vogel Clinic, Central Intake Line, Mental Health Emergency Services. Representatives from VCH Richmond sit on the RCSAC.¹³

1.3. Objectives

The objectives of this community research project were to:

1. To compile an inventory of all MHA services offered to adults and youth in Richmond.
2. To identify gaps and key areas of improvement in current MHA support services for adults, families and youth in Richmond.
3. To validate identified gaps and areas of improvement in current MHA support services.
4. To initiate the development of a strategic plan with recommendations for programs and services designed to resolve validated gaps in current MHA support services.

2. Methods

2.1. Data Collection

2.1.1. MHA Service Inventory

The compilation of a MHA service inventory was achieved using information from VCH Healthy Together resource, VCH Find Service online search engine, and respective organization websites.¹⁴⁻¹⁵ All partner organizations were provided with the opportunity to verify the service inventory during its compilation, allowing for inaccuracies to be rectified.

2.1.2. MHA Service Gap Identification

The majority of gaps in MHA service were identified during RCSAC meetings. Additional gaps mentioned during individual communication with partner organizations were included in final list (Appendix C).

2.1.3. MHA Service Gap Validation

MHA service gap validation was completed principally through interviews with representatives from each partner organization. For most organizations, a frontline worker and an administrator were interviewed to capture systematically a broader perspective on the identified gaps. All responses were transcribed directly into Microsoft Word 2007 during the course of the interview. All informants were provided with the opportunity to confirm the transcription of their responses via e-mail, allowing for inaccuracies to be rectified.

Refer to Appendix B for interview framework. The responses compiled in Appendix C represent the opinions one independent informant, and 22 representatives of the partner organizations listed in Section 1.2.

2.2. Data Analysis

The inventory of MHA services and programs was compiled into a summary table on Microsoft Word 2007. Refer to Appendix A for finalized service inventory.

All interview responses were compiled into a summary table on Microsoft Word 2007 and analyzed on a gap-by-gap basis. Similar comments concerning gaps and areas of improvement were extracted from the data pool. The key findings from the analysis are discussed in Section 3.

3. Results and Discussion

A total of 27 gaps were identified and validated through key informant interviews (Appendix C). Analysis of informant responses for recurring themes elucidated four main areas of improvement: navigation of MHA services, continuum of MHA support, personalized MHA support, and MHA outreach.

3.1. Navigation of MHA Services

The overarching gap in Richmond's current MHA support services that was agreed upon by most interviewees was the lack of protocols and pathways for organizations to facilitate easy access to needed services and supports for their clients. Currently in Richmond, a few specific committees for youth organizations such as Richmond Collaborative Committee for Children and Youth and phone line consultation and referral services such as VCH's Central Intake Line have non-governmental MHA organizations as members. The majority of these committees and services bridge selectively affiliated service providers. However, there is no reliable network, inclusive of all partner MHA governmental and non-governmental organizations in Richmond, for administrators and frontline workers to rely upon for information and referral purposes. Development of a MHA service network in Richmond would lend itself to the formation of pathways defining the relationship between organizations as well as the protocols to be followed to access services offered by different organizations.

3.2. Continuum of MHA Support

A few of the gaps discussed during the interviews dealt with the lack of a continuum of support available to MHA clients during their recovery process. The main areas where a gap in service exists include clinical detoxification and transitional housing for adults and youth. Currently, clients who have completed residential recovery programs and now require transitional housing, are unable to find this support in the Richmond community. Turning Point Recovery Society in partnership with other organizations are working to fill this gap by building second stage housing units in Richmond by 2015. In terms of detoxification, Richmond does not have a facility designed with this clinical capacity. And while there are no plans to establish a detoxification facility, smaller scale services such as the Acute Home-Based Treatment Program are working to offer clinical detoxification on an individual basis.

3.3. Personalized MHA Support

The provision of consultative and clinical support tailored to the needs and background of MHA clients was supported by all interviewees. The major groups requiring this specialized MHA support were identified as older adults, youth, individuals with concurrent MHA disorders, individuals with a developmental disability, South Asians, and Aboriginal peoples. Most interviewees agreed that there is sufficient need in Richmond to establish support services and/or housing programs for older adults, youth, and individuals with multiple disorders. Culturally-relevant programs and services for MHA clients were not as clearly supported. Some interviewees indicated that while increasing cultural competency among service providers may be beneficial, there may not be a critical mass of individuals with MHA issues that require culturally-conscious support.

3.4. MHA Outreach

Outreach services, in particular for youth, were recognized by key informants as an important area of improvement in Richmond's MHA support services. Some interviewees purported that the current approach to MHA service delivery needs to be modified prior to the development of tangible MHA outreach programs. Much of the consultative and clinical work currently done by Richmond MHA service providers is responsive to clients in crisis and is dependent on the initiative of the client to attend organized sessions. A community outreach approach will encourage organizations to seek out individuals that may have borderline MHA issues and provide them with the necessary consultative and clinical support to re-enter their community and workforce.

4. Future Directions

From the information gathered through the interviews, it is evident that MHA service providers in Richmond need to work together to tackle the validated gaps in a systematic manner. As a first step, it would be important to review all interview comments and host a meeting among service providers to reconfirm the presence of the identified gaps. This meeting could also serve to prioritize the gaps and discuss recommendations for gap resolution. Following this meeting, an action plan may be developed to outline the key gaps to be addressed, initiatives to resolve the gaps, the timeline and expected outcomes of the proposed initiatives, and the follow-up evaluation strategy. This plan will be designed and executed with the support of MHA service providers in Richmond.

5. Acknowledgements

I would like to extend my sincere gratitude to Belinda Boyd, Leader in Community Engagement for VCH Richmond, and the members of the Richmond Community Services Advisory Committee for their continual support during the completion of this project.

6. References

1. Healthy Minds, Healthy People: A Ten Year Plan to Address Mental Health and Substance Use in British Columbia. British Columbia: Ministry of Health Services, Ministry of Child and Family Development; 2010 [cited 2012 August 22]. Available from: http://www.health.gov.bc.ca/library/publications/year/2010/healthy_minds_healthy_people.pdf.
2. What is Community Based Research? [Internet]. Kitchener: Centre for Community Based Research; [cited 2012 August 22]. Available from: http://www.communitybasedresearch.ca/Page/View/CBR_definition.html.
3. Vision [Internet]. Richmond: Canadian Mental Health Association – Richmond Branch; 2012 [cited 2012 August 22]. Available from: <http://www.richmond.cmha.bc.ca/about-us/vision-mission>.
4. About CHIMO [Internet]. Richmond: CHIMO Crisis Services; [cited 2012 August 22]. Available from: <http://www.chimocrisis.com/01chimo/index.html>.
5. About Richmond Addiction Services [Internet]. Richmond: Richmond Addiction services; [cited 2012 August 22]. Available from: <http://www.richmondaddictions.ca/home/about-rass.html>.
6. Our Programs [Internet]. Richmond: Richmond Mental Health Consumer and Friends Society; [cited 2012 August 22]. Available from: <http://www.rcfc-society.org/programs.php>.
7. Richmond School Program [Internet]. Richmond: Richmond Youth Service Agency; [cited 2012 August 22]. Available from: <http://www.rysa.bc.ca/content/programsAndActivities/schoolBasedPrograms/programs/school.php>.

8. District Programs Based On Student Needs [Internet]. Richmond: Richmond School District No. 38; 2011 [cited 2012 August 22]. Available from: <http://www.sd38.bc.ca/schools/Secondary%20Program%20Files/Student%20Needs>.
9. Champion, K. Adolescent Support Team. Report to: Personnel and Finance Committee (Richmond). 2012 May 14 [cited 2012 August 22].
10. Who We Are [Internet]. Richmond: Richmond Youth Service Agency; 2008 [cited 2012 August 22]. Available from: <http://www.rvsa.bc.ca/content/aboutUs/whoWeAre/whoWeAre.php>.
11. About Us [Internet]. Richmond: Touchstone Family Association; [cited 2012 August 22]. Available from: <http://www.touchfam.ca/about.html>.
12. Mission and Purpose [Internet]. Vancouver: Turning Point Recovery Society; [cited 2012 August 22]. Available from: <http://www.turningpointrecovery.com/mission.htm>.
13. Strategy [Internet]. Vancouver: Vancouver Coastal Health; 2011 [cited 2012 August 22]. Available from: http://www.vch.ca/about_us/strategy/.
14. Healthy Together - Linking Vancouver Coastal Health – Richmond to the People of Richmond. Richmond: Vancouver Coastal Health; 2011 [cited 2012 August 22]. Available from: <http://vch.eduhealth.ca/PDFs/BA/IA.022.H347.pdf>.
15. Find Services. Vancouver: Vancouver Coastal Health; 2011 [cited 2012 August 22]. Available from: http://www.vch.ca/locations_and_services/find_health_services/.

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012 NOTE: Service Area Column denotes Direct Service Provider or Support Service Provider

Overarching gap: Lack of knowledge transfer and integration of mental health and addiction services in Richmond
Broad vision: Collaboration among groups in the services they provide will better consumer navigation from one program to another.

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
Adult Programs						
VCH Richmond, RAMHAS	Central Intake Line	DIRECT Addictions, Mental Health	Adults	To simplify the referral process and ensure quick and easy access to resource information	<ul style="list-style-type: none"> Physicians and community care providers can refer adult clients to most mental health and addiction services in Richmond 	604.244.5488
VCH	Access Central - Detox Referral Line	DIRECT Addictions	Adults		<ul style="list-style-type: none"> A phone service offering referral and assessment, and links to detox and addiction housing services Housing services <ul style="list-style-type: none"> Provides housing information, screening, and placement services 	Toll free number 1.866.658.1221 Fax 604.633.4231 E-mail feedback@vch.ca
SUCCESS	Chinese Help Line	DIRECT Mental Health	Mandarin and Cantonese speaking Adults	To provide sincere and caring support in Mandarin and Cantonese	Access to community resources	Mandarin: 604-270-8222 Cantonese: 604-270-8233
CHIMO Crisis Services	Outreach and Advocacy	DIRECT Addictions, Mental Health	Adults			Outreach & Advocacy Intake Line: 604-247-1175 Email: outreach@chimocrisis.com
CHIMO Crisis Services	Crisis Lines	DIRECT Addictions, Mental Health	Adults		<ul style="list-style-type: none"> Confidential and non-judgmental emotional support Triage and direct links are provided to callers for Richmond Mental Health Emergency Services 	Crisis Line: 604-279-7070
CHIMO Crisis Services	Crisis Intervention and Suicide	DIRECT Mental Health	Adults		<ul style="list-style-type: none"> Short term crisis and suicide counselling for emotional, physical, spiritual and 	

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
	Prevention Counselling				<ul style="list-style-type: none"> mental crisis such as depression, relationship problems, post-trauma and daily-living stress reactions. Professional consultations, public education seminars on suicide and debriefing sessions after a suicide 	
VCH Richmond	Acute Home Based Treatment Program	DIRECT Addictions	Adults		<ul style="list-style-type: none"> Short-term acute psychiatric care for clients with severe mental illness in their own home, as an alternative to hospitalization 	The Richmond Hospital 3 rd Floor, Westminster Tower 7000 Westminster Highway Richmond, BC V6X 1A2 Phone: (604) 244-5512 Fax: (604) 244-5366
VCH Richmond	Richmond Hospital Emergency Room, Inpatient Addiction & Mental Health Services	DIRECT Addictions, Mental Health	Adults		<ul style="list-style-type: none"> A short-stay unit at Richmond Hospital that treat adults with mental illnesses who need 24-hour care 	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2 Tel: 604-244-5504
VCH Richmond	Mental Health Emergency Services (MHES)	DIRECT Addictions, Mental Health	Adults	A mobile service that provides community assessment and intervention to individuals experiencing a mental health crisis	<ul style="list-style-type: none"> Assessments Referrals to follow up mental health services (both hospital and community based), health care professionals or other agencies. 	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2 Phone: 604-244-5562 Fax: 604 244-5366
Fraser Health, CLBC	Developmental Disabilities Mental Health Services	DIRECT Mental Health			<ul style="list-style-type: none"> Referral-based service Assessment and diagnosis, psychiatric treatment, counselling, music or art therapy, therapies to deal with 	604-918-7540 604-660-0786

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH Richmond	Richmond Hospital Geriatric Triage/ Transition Nurses	DIRECT Addictions, Mental Health	Adults (70 years and older)	To support older adults discharged from the hospital	behavioural disorders, one-to-one support at home or in hospital for people in crisis, case management, educational, training, and consultative services, and work in collaboration with existing community resources and support networks.	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2
CLASS	Aging Well Program	SUPPORT Addictions	Elderly Families	To provide outreach counseling and case management to seniors with addiction issues at home.	<ul style="list-style-type: none"> Community education about the older adults' use of alcohol, illegal drugs, prescription and over-the-counter drugs <ul style="list-style-type: none"> Theatre troupe Stand alone theatre South Asian project <ul style="list-style-type: none"> Brochure in Punjabi Program – Volunteers model responsible drinking within their community and at social events. Mentor program in which client "graduates" of the Aging Well program are linked to new clients with the purpose of connecting them back to the community. 	200-7900 Alderbridge Way Richmond, BC V6X 2A5 Canada Phone: 604-270-9220 Fax: 604-270-9245
VCH Richmond	Drug and Alcohol Resource Team (DART)	DIRECT Addictions	Adults, Families	To provide client directed, barrier free services related to drug and alcohol use to inpatients and their families.	<ul style="list-style-type: none"> Addiction assessments and treatment planning Counseling of patients and families Medical management (withdrawal, methadone, and other pharmacological 	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2 Tel: 604 244-5396 Fax: 604 244-5366

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH Richmond	Anne Vogel Clinic	DIRECT Addictions	Adults		<ul style="list-style-type: none"> • treatments) • Education for patients, families, and hospital staff • Provision of resource materials related to substance use • Discharge planning • Assessment/treatment and primary care for individuals often dealing with opiate dependence • Counselling services • Access to resources for residential care, detox, other outpatient addiction and mental health services 	100- 8160 Cook Road Richmond, BC, V6Y 1T8 (604) 233-5699
VCH Richmond, Heart of Richmond AIDS	HIV/AIDS – Gilwest Clinic	DIRECT Addictions	Adults		<ul style="list-style-type: none"> • HIV/AIDS and Hepatitis C related services, including needle exchange • Community development and education 	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2 Tel: 604 233-3135
VCH Richmond	Transitions	DIRECT Addictions, Mental Health	Adults	To provide assessment, treatment, and advocacy/referral services for adults experiencing substance misuse, mood and anxiety disorders, and/or concurrent psychiatric disorders	<ul style="list-style-type: none"> • Psychiatric Consult • Concurrent disorders counseling <ul style="list-style-type: none"> ○ Individual and group format • Acupuncture • Nutrition counseling 	600-8100 Granville Avenue Richmond, BC, V6Y 3T6 Phone : (604) 244-5486 Fax : (604) 233-5487
VCH Richmond	SMART Recovery	DIRECT Addictions	Adults	To support individuals who have chosen to abstain, or are considering abstinence from any type of addictive behavior, (substances or activities), by teaching how to change self-defeating thinking, emotions, and actions; and to work towards long-term satisfactions and quality of	Self Help for Substance Abuse & Addiction (at Richmond Hospital)	Alastair MacGregor 604-339-9006 awmacgregor@hotmail.com

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
Al-Anon/Alateen Family Groups	12-step programs	DIRECT Addictions	Adults, Youth, Families	life. To provide support for relatives and friends of individuals affected by alcoholism	Group meeting format providing fellowship and support for relatives and friends of individuals with alcoholism	604-688-1716 afgcentraloffice@shaw.ca www.bcyukon-al-anon.org/ (604) 434-3933 http://www.bcyukonaa.org/pub/meetings/districts/dist_36.php
Alcoholics Anonymous	12-step program	DIRECT Addictions	Adults, Youth	To provide support for individuals dealing with alcoholism	Group meeting format providing fellowship and support for individuals with alcoholism	(604) 434-3933 http://www.bcyukonaa.org/pub/meetings/districts/dist_36.php
Gamblers Anonymous	12-step program	DIRECT Addictions	Adults, Youth	To provide support for individuals dealing with gambling issues	Group meeting format providing fellowship and support for individuals with gambling issues	Hotline: 604-878-6535 Email: friends@vancouverga.com
IVCH Richmond	Tobacco Reduction Program-	DIRECT Addictions	Adults	To reduce the burden of tobacco use to the community through building capacity within individuals to quit smoking or reduce the amount that is smoked	<ul style="list-style-type: none"> Smoking cessation training Smoking prevention education in schools Distribution of tobacco reduction related resources 	8100 Granville Avenue Richmond, B.C V6Y 3T6 Phone 604.675.3801 Fax 604.736.8651 E-mail smokefree@vch.ca
BC Responsible and Problem Gambling Program (GSAs) and BCLC (Centres)	Game Sense Advisors at River Rock Casino and the Game Sense Information Centre	DIRECT Addictions	Adults	To help at-risk individuals make informed and educated decisions related to gambling.	Referral Agency	The BC Responsible and Problem Gambling Program David Horricks, Director Gaming Policy and Enforcement Branch PO Box 9311 Stn Prov Govt Victoria, BC V8W 9N1 Phone: (250) 953-3078 David.horricks@gov.bc.ca

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
BC Responsible and Problem Gambling Program	Problem Gambling Help Line: 1.888.795.6111 Counselling for individuals, couples, family, day treatment, and groups.	DIRECT Addictions	Adults, Youth, Families, Affected Others	<ul style="list-style-type: none"> To assist those experiencing a problem with gambling, or those affected by someone else's gambling to receive help. All services are client-centred. Help Line provides information and referral services. 	<ul style="list-style-type: none"> Help Line for information, referral to counseling and assistance 24 hrs/day, 7 days/week. Multi-lingual and translation services available. Counselling services include individual, couples, family, day treatment and group work. Counsellors can also provide outreach services and telephone support when needed. Services available in English, Cantonese, Mandarin and Punjabi. 	<p>^a</p> <p>BC Problem Gambling Help Line at 1.888.795.6111</p> <p>Counsellor: TBD</p> <p>Head Office: David Horricks, Director Gaming Policy and Enforcement Branch PO Box 9311 Stn Prov Govt Victoria, BC V8W 9N1 Phone: (250) 953-3078 David.horricks@gov.bc.ca</p> <p>^a</p>
VCH	Core Addiction Practice (CAP)	DIRECT Addictions	Adults	<ul style="list-style-type: none"> Ensure that all MH&A providers and collaborative partners have the essential conceptual framework to provide our communities with addiction services that are current and evidence-informed Provide core competency training to professionals to increase effective, professional and consistent substance use services across British Columbia. 	<ul style="list-style-type: none"> The CAP workshop brings together critical information and skills training into a standardized package. CAP course training is mainly focused on clinicians outside the field of addiction services in order to build capacity - but addiction/concurrent disorders services staff also attend and participate. CAP course is based on 12 core competencies for practitioners in clinical work such as: ethics, withdrawal, addiction treatment, referral, capacity development. 	<p>Joanne Kirk jo-anne.kirk@vch.ca</p>

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH Richmond	Richmond Mental Health Team – Adult Program	DIRECT Mental Health	Adults	<ul style="list-style-type: none"> To increase understanding of mental illness To train professionals to work with the mentally ill To foster the acceptance of the mentally ill To provide consultation to other agencies 	Mental health services, activities, resources	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 (Map) Phone: 604-675-3975 Fax: 604-270-6507
RCFC	Peer Support, Mental Health	DIRECT Mental Health	Adults	Provide learning to enhance the person's life and reach personal goals	Offers peer support for those with mental illnesses	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 Phone: 604-675-3975
RCFC	Chinese Peer Support	DIRECT Mental Health	Adults	<ul style="list-style-type: none"> Provide the Chinese community with culturally sensitive support Provide learning to enhance the person's life and reach personal goals 	Offers peer support for those with mental illnesses	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 Phone: 604-675-3975
RCFC	Peer Companion Program	SUPPORT Mental Health	Adults		Offers informal, peer support and resources for those with mental illnesses	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 Phone: 604-675-3975
RCFC	Recreation Program	SUPPORT Mental Health	Adults	Promote wellness by providing learning and social opportunities in a supportive recreational setting for people with mental health issues	<ul style="list-style-type: none"> Coffee House Book Club Bowling Road Trips Movies Arts and Crafts BBQs Walking Group Cooking Craft Corner 	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 Phone: 604-675-3975
VCH Richmond	Community Mental Health Programs for Adults and Older	DIRECT Mental Health	Adults		<ul style="list-style-type: none"> Community based psychiatric assessment and treatment for adults with a severe and persistent mental illness. Multidisciplinary services 	200 – 6061 No. 3 Road Richmond, BC V6Y 2B2 (Map) Phone: 604-675-3975

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
	Adults				<ul style="list-style-type: none"> Case management Outreach Rehabilitation 	Fax: 604-270-6507
VCH Richmond	Richmond MH Outpatient Services	DIRECT Mental Health	Adults		<ul style="list-style-type: none"> Group therapy programs Psychiatric consultation Psychiatry Clinics include: reproductive mental health, older adult mental health and cross-cultural services. Treatment services 	The Richmond Hospital 7000 Westminster Highway Richmond, BC V6X 1A2 Tel: 604-244-5534
VCH Richmond	Rapid Access Consult Clinic	DIRECT Mental Health	Adults		Psychiatric Clinic	The Richmond Hospital Westminster Health Centre 7000 Westminster Highway Richmond, BC V6X 1A2 Tel: 604 233-3135
CMHA	Pathways Clubhouse	DIRECT Mental Health	Adults	To create opportunities for members to return to school, gain employment, have a place to live, connect with their families, make new friends and create multiple successes.	<ul style="list-style-type: none"> Vocational training Transitional, Supported and Independent Employment Supported Education Physical Wellness Social/Recreational Programs. 	Pathways Clubhouse 7351 Elmbridge Way Richmond, BC V6X 1B8 604-276-8834
CMHA	Pathways Clubhouse - Public Education	DIRECT Mental Health	Adults	To promote the understanding of mental illness as well as the awareness of mental health services that are available in our community	<ul style="list-style-type: none"> Variety of workshops Mental health library Mental Health First Aid 	Pathways Clubhouse 7351 Elmbridge Way Richmond, BC V6X 1B8 604-276-8834
CMHA	Pathways Clubhouse / Chinese Family Support Group	DIRECT Mental Health	Adults (Cantonese, Mandarin)	To increase education and support to the Chinese speaking community.	<ul style="list-style-type: none"> Monthly education and support group. 	Pathways Clubhouse 7351 Elmbridge Way Richmond, BC V6X 1B8 604-276-8834

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
TFA	Anger Management Course	SUPPORT Mental Health	Adults	<p>For participants:</p> <ul style="list-style-type: none"> To learn more effective communication and anger management skills To understand the psychological and situational causes of anger To consider conceptions of masculinity grounded in equality and cooperation rather than in power and control To consider fuller, more positive conceptions of women and children To understand how children are negatively impacted by witnessing domestic violence To stop the spread of abuse from one generation to the next 	<ul style="list-style-type: none"> Group conversation Videos Group exercises Cooperative play Arts and crafts Physical exercises 	Dave Cooper Program Director 604.279.5599
Turning Point Recovery Society	Residential Recovery for men and women	DIRECT Addictions	Adults	<ul style="list-style-type: none"> To provide safe and supportive housing for vulnerable citizens in our community To facilitate the entrance of these individuals into community-based addictions support networks To assist these individuals to regain their independence, reach their full potential and become contributing members of society To help reduce the social and economic costs of substance abuse within the community and the province of British Columbia. 	<ul style="list-style-type: none"> Domestic Violence Substance Abuse Counselling program Alternative healing programs including: <ul style="list-style-type: none"> Art Therapy Yoga Acupuncture Aromatherapy Fitness and Nutritional Planning 	604.303.6717 (Men) 604.284.5354 (Women) http://www.turningpointrecovery.com/

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
Salvation Army	Richmond House Men's Shelter	SUPPORT Addictions, Mental Health	Male Adults	To provide housing services to men	Hosts 16 spaces for men	
VCH Richmond	Richmond Bridge House	DIRECT Mental Health	Adults	To provide a safe, supportive environment where clients have the opportunity to learn new skills to better manage their illness once they are discharged back into the community.	10-bed residential stay crisis intervention	244.7840
VCH- Richmond CMHA	Mental Health and Addictions Housing (Supported Housing Program)	DIRECT Addictions, Mental Health	Adults	To provide housing services to individuals with severe and persistent mental health conditions	<ul style="list-style-type: none"> Licensed Specialized Residential Care Facilities <ul style="list-style-type: none"> 24-hour care in a group home setting Psychosocial rehabilitation Enhanced Supported Housing Program <ul style="list-style-type: none"> 45 places in townhouses 1-2 roommates per clients Daily support Supported Independent Living Program <ul style="list-style-type: none"> Weekly support for individuals to live independently Addictions Housing <ul style="list-style-type: none"> financial subsidy and support provided to individuals 	200 - 6061 No. 3 Road Richmond, BC V6Y 2B2 (Map) Phone: 604-675-3975 Fax: 604-270-6507
Youth and Family Programs						
VCH Richmond Pacific Post Partum Support services	Richmond Perinatal Depression (PND) Steering Committee	SUPPORT Mental Health	New mothers	<ul style="list-style-type: none"> To identify available PND services and resources in each community To identify gaps/challenges in service provision To identify priorities and next steps for each local health area 	Rely on various processes (round table discussions and community forums/workshops) to obtain stakeholder input on existing perinatal depression services and gaps	
CHIMO	CWWA - Anger	SUPPORT Mental	Youth	Help children to:	6 week supportive, educational and fun group	Phone: 604-279-7077

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
Crisis Services	Management Groups	Health		<ul style="list-style-type: none"> Identify their anger triggers Better understand how anger affects their body Learn alternative problem-solving and coping skills Express their anger in positive and healthy ways. 		Email: chimocrisis.com Address: 120-7000 Minoru Blvd. Richmond, B.C. V6Y 3Z5 http://www.touchfamily.ca/program/cdbc.html
TFA	Complex Developmental Behavioural Conditions (CDBC) Initiatives	SUPPORT Addictions, Mental Health	Families		<ul style="list-style-type: none"> Support families through the referral, assessment, and diagnostic process with the necessary resources and contacts Facilitate the development of a Parent Support Group 	http://www.touchfamily.ca/program/restorative.html
TFA	Restorative Justice Program	SUPPORT Addictions, Mental Health	Youth, Families		Facilitator brings everyone (Victim, offender, their families and/or supporters, as well as other affected parties) who has been affected by a crime or incident together to discuss the matter and hold accountable the person responsible for the crime or violation in home/office counselling to families in crisis. Family Preservation & Reunification Program (FPR) is geared to families likely to breakdown without immediate intervention.	http://touchstonefamily.ca/program-services/family-preservation-reunification-program/
TFA	Family Preservation and Reunification Program	SUPPORT Addictions, Mental Health	Youth, Families	Provide a range of counselling, and support services for family, youth and children. We work with a variety of modalities, and we offer therapeutic art and play activities, and address issues involving child protection, blended family, family preservation work, family of origin work, child abuse prevention, healing, anger management and couples work.	works with children, youth and their families on an outreach basis. The services include counselling work with children and youth, teaching parenting skills child development and connecting families to available resources.	FPR also provides a crisis intervention service for parents and teens experiencing difficulties living together. With the TFA counsellor

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
RCMP	Drug Abuse Resistance Education (DARE)	SUPPORT Addictions	10-11 year-old youth		communication will be enhanced promoting conflict resolution skills within the family preventing family breakdown. Prevention program for grade 5 students in Richmond's elementary schools	http://bc.rcmp.ca/Vie wPage.action?siteNod eld=651&languageId=1 &contentId=-1
VCH- Richmond Public Health	Youth Clinics	DIRECT Addictions	Youth		Provides free confidential health counselling	12360 Cambie Road Richmond, B.C V6V 1G4 AND 8100 Granville Avenue Richmond, BC, V6Y 3T6 Phone 604.233.3204
RASS	Youth and Family Program	SUPPORT Addictions, Mental Health	Youth (12-17), Families	To prevent and treat mental health and addictions in Richmond	<ul style="list-style-type: none"> 3 youth outreach counselors Addiction Education Seminars Constructive Alternative to Teen Suspension (CATS) Program with SD38 Concurrent disorders counseling Tween and Me Day Program Parent prevention and education 	200-7900 Alderbridge Way Richmond, BC V6X 2A5 Canada Phone: 604-270-9220 Fax: 604-270-9245
MCFD VCH CMHA RASS TFA BCSS	Supporting Families with Parental Mental Illness and Addictions	SUPPORT Addictions, Mental Health	Families	To support individuals who have relatives with a mental health and/or substance use issue	<ul style="list-style-type: none"> Building Resiliency in Children <ul style="list-style-type: none"> Group based education to children with concurrent program for parents Super Tuesday <ul style="list-style-type: none"> Social program for children having completed Building Resiliency in Children Super Saturday Club 	604-732.0710

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH Richmond	VCH Richmond Mental Health and Addictions Family Advisory Committee	SUPPORT Addictions, Mental Health	Families	To make recommendations that will enhance system responsiveness to improve the quality of services available in the community for mental health and addictions clients and their families	<ul style="list-style-type: none"> Life Lessons <ul style="list-style-type: none"> Ongoing Recreation Program Recreation group for teens who have a parent with mental health or substance use issue Family Fun Nights <ul style="list-style-type: none"> Social evening for families <p>Regular meetings between family members of current or past clients of mental health or addictions clients/patients of VCH Richmond:</p> <ul style="list-style-type: none"> to make recommendations related to systemic or other barriers faced by people impacted by mental illness or addictions. to review the impact and outcomes of any implemented recommendations 	
VCH Richmond	Street Smarts - Youth gang outreach program	SUPPORT Addictions, Mental Health	Youth (13-18 years-old)	To support youth who are at risk of gang involvement.	<ul style="list-style-type: none"> Twelve-week workshops One-on-one mentorship 	Richmond CAAN Coordinator csamulak@touchfam.ca 604-279-5599
VCH Richmond	Early Childhood Mental Health	DIRECT Mental Health	Children (0-5 years-old)	To work with families and communities to assess and treat behaviour problems in children 0-5 years of age	Assessment and treatment by infant preschool child psychiatrists, therapists and OT.	Richmond Hospital - Child Health Centre 7000 Westminster Highway Richmond, BC V6X 1A2 Phone: 604.278.9711 ext.4055 Fax: 604-233-5620
VCH Richmond	Child and Adolescent Program (CAP)	DIRECT Mental Health	Under-19 youth		Psychiatric assessment/consultation by a psychiatrist.	6100 Bowling Green Road Richmond, B.C V6Y 4G2

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated: December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH Richmond	Child and Youth Mental Health Program	DIRECT Mental Health	Youth (10-19), Families	To provide a community-based assessment and treatment program for children and youth and their families, who are affected by serious mental health issues.	<ul style="list-style-type: none"> • Crisis response • Youth-focused mental health promotion • Counselling 	Phone 604.207.2511 Fax 604.207.2524
VCH Richmond	Team Response to Adolescents and Children in Crisis (TRACC)- 2 counselors	DIRECT Mental Health	Under-19 youth	To provide a team-response mental health crisis intervention service to Richmond adolescents and children who are in a mental health crisis.	<ul style="list-style-type: none"> • Response to referrals within 24 hrs depending on the urgency of the situation • Psychosocial and psychiatric assessments • Crisis intervention and brief therapy (up to 6 sessions) • Liaison with the hospital and bridging with other community resources • Consultation to other community professionals 	6100 Bowling Green Road Richmond, B.C V6Y 4G2 Phone 604.207.2511 Fax 604.207.2524
VCH Richmond	Integrated Youth Outreach (IYO)	DIRECT Mental Health	Under-19 youth		<ul style="list-style-type: none"> • Consultation and education, by IYO clinicians, to the community and professionals regarding youth mental health issues • Short-term treatment for youth with mental health concerns 	6100 Bowling Green Road Richmond, B.C V6Y 4G2 Phone 604.233.3194 Fax 604.207.2524
VCH-Richmond Mental Health and Addiction Services	Richmond Eating Disorders Program	DIRECT Mental Health	Eating, Youth, Families		<ul style="list-style-type: none"> • Community based assessment and treatment in the form of: <ul style="list-style-type: none"> ◦ Individual, group and/or family counseling ◦ Medical monitoring ◦ Nutritional support 	600-8100 Granville Avenue Richmond, BC, V6Y 3T6 Phone: (604) 244-5486 Fax: (604) 233-5656 http://find.healthlinkbc.ca/search.aspx?d=SV

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
SD38 - Horizons	School based MH workers and clinicians	DIRECT Mental Health	Youth	To provide interdisciplinary service for adolescents at risk of educational failure ages 13 to 18 whose behaviour makes them physically, emotionally, and/or cognitively unable to attend community schools.	<ul style="list-style-type: none"> Consultation and education to community agencies and professionals to promote awareness and early intervention Academic and social/emotional skill development Therapeutic, social/emotional, and educational intervention in two forms: <ul style="list-style-type: none"> Outreach service Sheltered learning environment In the continuum of services this program supports caregivers and children with mental health concerns 	054120
Richmond Family Place	Early Years Bridging Program	SUPPORT Mental Health	Children Families	Provides intensive early childhood focused settlement and developmental support to young refugee children (0-6) and their caregivers to enable gradual transitions to relevant settlement and/or community services and resources and ensure successful integration into their community.		Richmond Family Place 8660 Ash Street, Richmond, BC Rekha at 604. 278-4336
BC Responsible and Problem Gambling Program	Prevention (Education and Awareness)	SUPPORT Addictions	Community	To provide accurate information, education and awareness that promotes healthy choices and reduces harmful impacts associated with gambling.	<p>Prevention Services include:</p> <ul style="list-style-type: none"> Education and information for students in grades 5 to 12 Training for student leadership programs and peer helpers Information sessions for parent groups, ESL classes, college classes, community groups, and treatment programs Drama projects and awareness booths for older adult populations Training for community professionals Awareness initiatives and information booths for community groups and college 	<p>BC Responsible and Problem Gambling Program</p> <p>Local Prevention Specialist: Jenn Fancy de Mena Phone: 604-817-1513 Email: prevent@shaw.ca</p> <p>Provincial Prevention Coordinator: Rosemary Nygard Phone: 778-297-1417</p>

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
					<ul style="list-style-type: none"> • or university campuses • Culturally sensitive gambling awareness programs for Aboriginal, Asian, South Asian and other populations • Other programming is available upon request. 	Email: rusher@shaw.ca Head Office: David Horricks, Director Gaming Policy and Enforcement Branch PO Box 9311 Stn Prov Govt Victoria, BC V8W 9N1 Phone: (250) 953-3078 David.horricks@gov.bc.ca
RASS	Prevention, education, awareness services for the general public	SUPPORT Addictions	Community		<ul style="list-style-type: none"> • Education workshops • Training youth and parent groups • Public forums • Community education series 	200-7900 Alderbridge Way Richmond, BC V6X 2A5 Canada Phone: 604-270-9220 Fax: 604-270-9245
RASS	Peer to Peer Program Health Teams in elementary and secondary schools	SUPPORT Addictions	Youth	<ul style="list-style-type: none"> • To educate Richmond youth on substance use/misuse and gambling to elementary and secondary schools 	<ul style="list-style-type: none"> • Prevention education workshops • Presentations 	200-7900 Alderbridge Way Richmond, BC V6X 2A5 Canada Phone: 604-270-9220 Fax: 604-270-9245
City of Richmond Collaborative Committee for Child & Youth (RCCCY)	Richmond Youth Media Program	SUPPORT Addictions, Mental Health	Youth	<ul style="list-style-type: none"> • To increase youth's media arts skill set • To increase youth's inventory of free-time experiences • To connect youth to peer mentors • To connect youth to adult mentors 	<ul style="list-style-type: none"> • Drop-in sessions • Structured multimedia classes 	Richmond Media Lab, 7700 Minoru Gate 604.247.8303 medialab@richmond.ca

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC
Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
VCH- Richmond, Richmond Youth Service Agency (RYSA), SD38	Richmond School Program	DIRECT Mental Health	Youth	<ul style="list-style-type: none"> To help youth develop greater connections to the community To help enrich youth's sense of self <p>To support to elementary school children for whom success in school has been limited by social, emotional, behavioural and/or psychiatric difficulties</p>	Family-centered treatment	Blundell Elementary School Phone: 604-668-6567 Fax: 604-718-4061
City of Richmond	Roving Youth Outreach Leader Service	SUPPORT Addictions, Mental Health	Youth	<ul style="list-style-type: none"> To increase youth's inventory of free-time experiences To increase youth's perceptions that they are involved in experiences that are safe and meaningful To increase youth's awareness of resources to help deal with difficult circumstances To increase motivation to stay in school/attend regularly To improve youth's ability to make smart choices in relation to risky behaviours To increase youth's trust and respect for themselves and others To increase youth's citizenship, leadership and/or job skills 		Kate Rudelier 604.276.4110
TFA	Unloading Zone	SUPPORT Mental Health	Youth	To teach young people skills in making positive choices and decisions in their lives when they confront	This program is designed to teach young people skills in making positive choices and decisions in their lives when they confront	http://touchstonefamily.ca/program-services/family-

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
				conflict situations.	conflict situations. One of the key areas is understanding and making choices about emotional anger. Referrals are accepted from within Richmond and the Vancouver areas. Some restrictions may apply within certain regions or programs.	<u>preservation-reunification-program/the-unloading-zone/</u>
TFA	Child Socialization program	SUPPORT Mental Health	Youth	A weekly group for children 6 – 12: <ul style="list-style-type: none"> To facilitate the acquisition of friendship skills, i.e. making and maintaining relationships. To learn effective ways of handling feelings. To raise the level of self esteem for child. 	The main purpose of the group is to help children develop appropriate social skills and to be aware of healthy options for themselves when they are under stress. Ideas are presented experientially through non-competitive games, books, drama, discussions and arts and crafts.	Dave Cooper Program Director 604.279.5599
CHIMO Crisis Services	Community Engagement	SUPPORT Mental Health	Youth	<ul style="list-style-type: none"> To build awareness of social, emotional, and mental health issues that are common in the lives of young people To give practical tips for reaching out and finding support when these issues begin to surface 	<ul style="list-style-type: none"> Prevention workshops in Richmond schools Topics include: <ul style="list-style-type: none"> Stress Management Suicide Awareness Teen Relationship Abuse Prevention Communication Skills Employment Law Financial Literacy Self Image 	Coordinator, Community Education Services Phone: 604-270-4435 ext 4 Email: ctang@chimocrisis.com
SD38	Roots of Empathy program in Elementary Schools	SUPPORT Mental Health	Youth (5-13 years-old)	<ul style="list-style-type: none"> To foster the development of empathy To develop emotional literacy To reduce levels of bullying, aggression and violence, and 	Evidence-based classroom program that reduces levels of aggression among school children while raising social/emotional competence and increasing empathy.	

Appendix A - Inventory of Mental Health and Addictions Services in Richmond, BC

Last Updated December 2012

Agency Providing Service	Existing Service	Service Area	Target Consumer	Service Aims	Service Activities	Contact Information
TFA	Community Action Program for Children (CAP-C)	SUPPORT Mental Health	Children (0-5 years-old)	<ul style="list-style-type: none"> promote children's pro-social behaviours To increase knowledge of human development, learning, and infant safety To prepare students for responsible citizenship and responsive parenting Promote health and social development of children Build social support network for families Family empowerment 	<ul style="list-style-type: none"> 2 Chinese family support groups 3 in-school readiness programs in partnership with Richmond School District (Learning Together) Summer recreation programs in partnership with Richmond Family Place Community support in Strong Start Programs 	604-207-5028 jleung@touchfam.ca.

Acronyms

CATS - Constructive Alternative to Teen Suspension Program by RASS
 CLBC - Community Living British Columbia
 CMHA - Canadian Mental Health Association
 RAMHAS - Richmond Adult Mental Health and Addiction Services
 RASS - Richmond Addiction Services
 RCFC - Richmond Mental Health Consumer & Friends Society
 RICAS - Richmond Integrated Comprehensive Addiction System
 SD38 - Richmond School District (N^o 38)
 TFA - Touchstone Family Association
 TRACC - Team Response to Children and Youth in Crisis
 VCH - Vancouver Coastal Health Authority

Appendix B - Interview Framework

1. Each interviewee was e-mailed the service inventory a minimum of one week prior to scheduled interview (Appendix A).
2. Each interviewee was e-mailed the list of gaps to be validated 24 hours prior to scheduled interview.
3. The first five minutes of the interview were used to explain the broad objectives of the research project, the compilation of the service inventory, and the significance of the data collected during the interview in validating gaps in mental health and addictions services identified by the Richmond Community Services Advisory Committee.
4. The next 20 minutes were used to ask the following questions about each identified gap:
 - a. Do you have any evidence or examples supporting or disregarding the presence of this gap?
 - b. Are you aware of any current measures in place working to address this gap?
 - c. What are your recommendations for future initiatives to address this gap?
5. The last five minutes were used to explain the next steps of the project including response compilation, verification by respective informants, and thematic analysis.

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Overarching gap: Lack of knowledge transfer and integration of mental health and addiction services in Richmond

Broad vision: Collaboration among groups in the services they provide will better consumer navigation from one program to another.

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
Protocols and pathways for agencies and organizations to be able to facilitate easy access to needed services and supports for their clients	Central Intake is essentially a fax/phone centralized intake system. It processes all referrals to the majority of VCH services (Mental Health Team, Transitions, Outpatient Services, Psychiatry Consult, Mental Health Therapy) in Richmond. Child and Mental Health are not included. If VCH Addictions feels that a client is better dealt with other agencies, then it will refer to RASS, CHIMO, TFA.	Some community tables and protocols exist, but they are not enforced by all organizations and/or not all service providers (clinical and community) are involved.	We need a community-led initiative whereby integrated case management occurs. We need guidelines integrating clinical supervisors with community agencies to ensure maintenance of an individual's condition. We need to force those relationships between agencies. There is a genuine need to put clients first instead of mandate.
	Richmond child and youth organization managers and directors meet during bi-monthly meetings. There is also a MHA Community Table with both adults and youth organization representatives. Richmond Children First group provides resources for families with children under the age of 6. The VCH Child and Mental Health Team has laid out pathways for families and youth. It's just a matter of increasing familiarity through more frequent meetings with other MHA service providers. The RCCCY is considering developing a website for all services children and youth.		A new online directory would be sufficient. Even those outside of VCH (e.g. Turning Point), should be included.
	Richmond is quite collaborative in the way that we work. We have a good sense of what services are provided by other organizations. The Youth Network meets on a bi-monthly basis, allowing all youth community providers to share their programs and projects with one another. E-mails are also sent to all Network members for information about new projects. Richmond is relatively small and so it's relatively easy to navigate.		Information should be present at ER. Physicians don't facilitate process. A non-clinician, social worker should be present to support family. A MHA trauma centre could be implemented. More time needs to be given to patients with MHA issues.

Summary of Gap Analysis on Mental Health and Addictions Support Services

This summary provides an “at a glance” synopsis of the identified gaps in mental health and addictions services in the city of Richmond, along with recommendations to address those gaps. The detailed gap identification, analysis and recommendations are in the full report titled:

A Gap Analysis on Mental Health and Addictions Support Services in Richmond, British Columbia

Analysis of informant responses led to identification of four main categories for improvement in which a total of 27 gaps were identified and validated through key informant interviews (Appendix C of report).

Categories and Gaps:

Navigation of Mental Health and Addictions services

- Protocols and pathways for agencies and organizations to be able to facilitate easy access to needed services and supports for their clients
- Mental Health Advocate

Continuum of Mental Health and Addictions support

- Support services for person with substance use and addiction issues as their needs change within the tiered system
- Detoxification Services
- Weekend drop-in centre
- Addictions drop-in centre program on weekdays
- Various levels of addiction housing in Richmond
- Transition or emergency housing available for youth
- Residential treatment facility for youth, under 19, in Richmond
- Addictions - Need for a Day treatment program for youth
- Concurrent disorders counselling for youth in Richmond
- More Youth and Family Counsellors at Richmond Addiction Services Society (RASS)

Personalized Mental Health and Addictions support

- Adequate physician services for older adults with addiction issues
- MH and Addiction services and programs for developmentally disabled
- Substance use and addiction services for Aboriginal residents of Richmond
- MH and Addiction services and programs for developmentally disabled

Mental Health and Addictions outreach

- Programs and services for businesses and large organizations in Richmond –Employee Assistance programs
- Addictions education opportunities for physicians, nurses and other health care professionals
- Outreach services for street entrenched youth
- Lack of programs related to alcohol and risk-related trauma for youth
- Intermittent outreach counsellors or workers to work with South Asian youth
- More youth outreach counsellors to work with in-school youth
- More Integrated Youth Outreach counsellors
- RASS workshops are not presented at every elementary school in Richmond
- Lack of programs for in-school youth during the summer
- Probation Services -Addictions education for persons on parole
- Prevention education for persons belonging to Faith-based organizations in Richmond

Recommendations:

Navigation of Mental Health and Addictions services

- 1) We need a community- led initiative whereby integrated case management occurs. We need guidelines integrating clinical supervisors with community agencies to ensure maintenance of an individual's condition. We need to force those relationships between agencies. There is a genuine need to put clients first instead of mandate
- 2) A new online directory would be sufficient. Even those outside of VCH (e.g. Turning Point), should be included
- 3) Information should be present in the Emergency Department. Physicians don't facilitate the process. A non-clinician or social worker should be present to support the family. A Mental Health and Addictions trauma centre could be implemented. More time needs to be given to patients with MHA issues
- 4) Develop a youth hub for service engagement. Create a central service connection point along with neighbourhood and outreach based services from a variety of partners.

Continuum of Mental Health and Addictions support

- 5) Introduce the transitional piece that includes: youth housing, subsidized housing, hub or drop-in centre for youth to connect with professionals
- 6) Provide detox management, aftercare, respite and management of the vulnerable populations
- 7) The City of Richmond would be willing to work with MHA organizations in the proposal of a youth residential facility.
- 8) There should be one office for concurrent mental health and addiction counselling for youth. VCH would hire staff with good MH and A background and a psychiatrist that would work with both CAP-C and RASS

Personalized Mental Health and Addictions support

- 9) Develop culturally sensitive supports within our community

Mental Health and Addictions outreach

- 10) Develop outreach supports and transitional housing supports for youth
- 11) Develop youth worker positions to work with school youth and those disengaged from school.
- 12) Develop summer programming supports for school based staff to allow them to continue during the summer months.
- 13) Developing transitional support workers would be beneficial.
- 14) Partnerships and/or regular meetings with Faith-based organizations to provide prevention education.

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>There is a protocol created through Richmond Collaborative Committee for Children and Youth (composed of TFA, Family Services of Greater Vancouver, VCH). Most referrals go through "relationships".</p> <p>Are there supervisors making sure existing navigation protocols are made and followed?</p> <p>Clinical Collaboration Table (Community partners, RCMP SD38, City of Richmond, MCFD).</p> <p>In 2009, Supporting Families attempted to break down the variables.</p> <p>As soon as we started to work together, relationships facilitated.</p> <p>But still, some people are working in silos and haven't recognized the overlap in the mandate of agencies. Clients become lost and challenged in their navigation.</p> <p>Currently, if intake counsellors (crisis lines) are other agencies involved, RASS asks to get consent.</p> <p>Consumers are typically confused. However, there is an interconnected network among major players: Mental Health, Child and Adolescent Program, TFA, RASS, FSGV, Success, CHIMO, MCFD, CMHA – Pathways.</p> <p>Plus, although the mandate of some organizations doesn't necessarily fall under MHA, they are still part of continuum of support.</p> <p>There is an increasing need for RASS services. Sometimes it's hard to gauge. RASS looks at case load, level of support required, urgency of cases and try to case manage for regular counselling. RASS offers a number of support services before and during counselling. Ten to fifteen percent of RASS clients will have ongoing addictions services offered by RASS and organizations like TFA. (RASS, TFA).</p> <p>No protocol. There is no centralized intake service in place in Richmond.</p> <p>Currently, TP works with other organizations in the community to meet the full range of needs of our residents. Individuals who present with extreme mental health issues or diagnosis are typically referred to the Burnaby Center for Mental Health and Addictions because their needs exceed the scope of our program.</p> <p>Although TP works with Pathways Clubhouse in Richmond, there are very few other resources available to support our residents with mental health issues.</p> <p>Redbook/211 is an online inventory, but is not comprehensive.</p>		<p>With regard to youth we would like to develop a youth hub for service engagement. We have been working towards this but creating this central service connection point will be key along with neighbourhood and outreach based services from a variety of partners.</p>

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>There is a protocol in Richmond known as the memorandum of agreement between child and youth mental health agencies such as RASS, TFA, Family Services, and MCFD.</p> <p>Most organizations are trying to work with each other. But there is a lack of leadership that we need to establish and reinforce with staff.</p> <p>Flexibility around intake meaning greater allowance for outreach and collaboration.</p> <p>Somebody comes to TFA as the first line of contact. But as soon counsellors realize they are out of our scope, TFA should be able to access medical expertise.</p>		
	<p>The challenge has been establishing seamless service for clients. There is a miss between leaving and starting another service.</p> <p>In terms of logistics, we need to address wait times and transitional piece. Professional schedule and client needs have to be reconciled.</p> <p>Administration needs to be clear for bridging and transition.</p> <p>Do we follow the child and youth mandate or fit it to the client's needs?</p>		
	<p>If TFA counsellors meet with client whose condition is beyond its capacity, will it be getting the necessary response from the Child and Youth Mental Team? This clinical environment is necessary to counteract disengagement. Greater outreach and intake needs to occur.</p> <p>If we identified that clinical depression are impacting individual, then I would want Child and Youth Mental Health (VCH Richmond) to help that youth.</p> <p>Systemic issues that are impacting individual need to be addressed together through bridging the intake process with community agencies.</p>		
	<p>A few committees that are around rehab such as RCSAC. But there is an overall lack of network.</p> <p>Consumers can't always access services.</p> <p>Central intake is more clinical, so we're unsure if someone called them up if they would refer to us?</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>Overall, there is not much coordination between groups.</p> <p>It is always better when there are good staff member who work with the organization and are interested in supporting clients with MHA issues.</p> <p>Although there is an informal network, there is no clear pathway for consumers. Relationships between agencies are key in facilitating recovery process for clients. The Richmond School Program has a clear network.</p> <p>Horizons has an informal internal network. But again, we really rely on relationships that are individual specific.</p> <p>There is an informal, semi-inclusive group, RCCY that meets on a semi-regular basis.</p> <p>Nuances between the work of different agencies can sometimes be confusing. Plus, MHA is a moving target and requires a range of support.</p> <p>Lack of knowledge among consumers; nurse was kind enough to print out information.</p> <p>Lack of direction overall.</p> <p>Consistency is needed. Someone needs to pull family aside and give support, counselling, resources.</p> <p>Judgment continues to be present: MHA is perceived as a self-inflicted condition.</p> <p>We make it easy to access to our services. Only a referral is needed.</p> <p>Recreation programs – largest number of participants because they are the easiest to access.</p> <p>CMHA – Pathways are different type of organization. They have an orientation, different forms for the developmental disabled population.</p> <p>RCFC does partner with them and collaborates on MHA public initiatives.</p> <p>There may be available resources but there is little communication between non-profit organizations. There is a massive gap between government-funded and non-profit organizations- massive gap.</p> <p>If someone comes here, we provide services.</p> <p>It's hard for us to refer clients to Pathways as there is a lengthy process. We can't just call to get something done.</p> <p>The amount of people that we are seeing in the community that have complex</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>needs has definitely increased from five years ago.</p> <p>It's getting better through increased collaboration with organizations like RASS and VCH Mental Health Team.</p> <p>We're better at identifying the contact but we don't have an updated inventory.</p> <p>No formal structure as of yet.</p> <p>There is an informal network in place: Administrators and staff do get together and collaborate</p> <p>Has been a constant gap since MHA service groups began.</p> <p>There is a network but organizations are too taxed to be able to get information. e.g. Youth Service Network (YSW), RCCCY</p> <p>The challenge is that ensuring all services and protocols are understood by and used by staff is a challenge.</p> <p>There is a limited centralized place for service information (Redbook is a basic service). It changes regularly.</p> <p>RVSA has an at-risk outreach worker, but often youth we work with are required to have a social worker to access services.</p> <p>RVSA does have an Aboriginal Youth Outreach worker but there are often challenges to support these youth to attach to clinical services and supports they need.</p> <p>Many of our youth are aging out of MCFD and their social worker support or care situation. Many of these youth have no plan in place or supports to allow them to succeed going forward. Too many cycle back into addictions and other issues.</p> <p>There are fewer resources to support staff to be aware and effectively navigate a client through the community. Navigation takes a significant amount of time and current funding limits this type of work.</p> <p>There are better informal pathways for children and youth, and excellent pathways for early childhood compared to adults. On the other hand, the Adult Mental Health Team is very disconnected. For adult and mental health community services, consumers have to go directly to management.</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>I face this gap most often when clients require a service outside of VCH. For example, if we're looking to send a client to Touchstone Family Association, we can't always, because they require a referral from the Ministry of Child and Family Development.</p> <p>Furthermore, there is no readily available inventory of MHA services online or in-print.</p>		
Support services for person with substance use and addiction issues as their needs change within the tiered system	<p>All individuals with housing subsidies are connected with counsellor. VCH Addictions doesn't have a cap on the length of time of service.</p> <p>Transitions serves as a second stage support system as it can be used to manage changing needs.</p> <p>Because of the size of Richmond, I'm not sure as to how effective it would be to develop a Second Stage housing facility for individuals with addiction issues. There are facilities in Vancouver funded by VCH (New Dawn New Day, Together We Can). It depends on the individual whether or not VCH refers them to Transitions or to a facility outside Richmond.</p> <p>RASS provides this support for children and youth.</p> <p>The VCH Child and Mental Health Team doesn't have its own detox or day programs. Clients are referred to Vancouver- which is a whole new neighbourhood.</p> <p>There is a huge lack of resources in Richmond.</p> <p>We have a problem of critical mass to open up a detox. Currently, clients are funded on an individual basis instead of services as a whole. How sustainable is this? MHA programs and services are trying to claw back on administration.</p> <p>Consumers do feel that there is a lack of continuum services. They don't find Vancouver particularly convenient for services like detox. In Richmond, we don't have a treatment facility.</p> <p>Support recovery (TFA) – mandate isn't restricted to Richmond Residents, but non-residents are not recommended to go to TFA. The objective is support individuals in their city of residence.</p> <p>Currently, no second stage housing.</p> <p>Turning Point in partnership with 5 other non-profits is building 129 units of supportive, transitional and affordable housing to include 38 units for individuals</p>	<p>Richmond currently lacks the resources to support second/third stage recovery services.</p> <p>Turning Point Recovery Society in partnership with other non-profit organizations will be building transitional housing units by 2015.</p>	<p>We need to introduce the transitional piece that includes: youth housing, subsidized housing, hub or drop-in centre for youth to connect with professionals, detox management, aftercare, respite, management of the vulnerable population.</p> <p>There have been attempts to launch service review for youth housing.</p> <p>We should be able to flex with the model to fit the community's needs.</p>

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>with mental illness and 10 units for individuals with addiction issues in need of second stage housing. It is expected to be completed by late 2014, early 2015. In January 2013, eleven second-stage units will be available in another location in Richmond.</p> <p>TP has a well-established alumni program and is currently enhancing our after-care program.</p> <p>Pathways has been hugely supportive in helping us transition clients from Turning Point to subsidized housing. I'd say we are more or less providing support for individuals as their recovery progresses.</p> <p>Richmond doesn't have detox. Clients are required to go to Vancouver or Langley. The women's TP house opened on 28th. Before it opened, TP tried to contact different services that may be connected to them. Some organizations were not interested in connecting with TP despite its presentations and e-mails.</p> <p>Housing – Average 5 months.</p> <p>Addictions housing list and BC housing list both have an approximate 1.5 year waiting time.</p> <p>Relapse occurs because there is no second stage housing (no daily program, nor part-time school). Clients go to Community Support and then Vancouver.</p> <p>Detox -- not enough in Vancouver.</p> <p>Children with youth and mental health issues are going outside the community, especially for detox.</p> <p>We need to establish tertiary care including outreach, aftercare and maintenance</p> <p>We have no detox treatment, no long-term recovery.</p> <p>We are only one of the only municipalities with no safe housing for youth.</p> <p>Usually refer to Transitions or RASS (more often as there is less red tape to go through).</p> <p>Housing for concurrent disorders hasn't been established. I do recognize that they are a hard to house population.</p> <p>Individuals should know to go straight to psychiatric unit.</p> <p>Pre-triage is implemented, but there is lack of privacy.</p> <p>Workers should be trained to respond to individuals that are hesitant.</p> <p>Continuous support system is needed for each individual</p> <p>We have the services (RASS, Transitions, Anne Vogel Clinic) but not the capacity to serve everyone's needs.</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>The ACT team deals with the community population with concurrent disorders. There is not a seamless continuum of service but small scale supportive recovery homes for both women and men (one each) exist as a first step.</p> <p>The second step would be affordable housing paired with support services. This housing however is not present. The demand for subsidized housing is very high, and demand exceeds supply.</p> <p>There is a strategy for affordable housing but it is not our mandate to provide it.</p> <p>Federal government used to put into co-op housing, public housing.</p> <p>No current federal services.</p> <p>Currently, only 40 housing subsidies (under SIL - Supported Independent Living) exist: 20 for addiction, 20 for mental health.</p> <p>The entire system is reactionary and based on crisis. A young person needing support is challenged in accessing supports unless they are able to pay for a space.</p> <p>Currently, there is hospital and acute recovery, but no second stage assistance, employability/workforce support, and an overall lack of affordable housing and transitional housing.</p> <p>Lack of supported housing results in relapse.</p> <p>In addition culturally relevant supports and treatment is not available within our community.</p> <p>In Richmond, there are some support services available. The important thing to know is the waitlist time and the process of moving from one service to the next (E.g. Detox in Vancouver to Support recovery in Richmond and to 2nd stage facility in Vancouver).</p> <p>There is sometimes a sizable transition period between these stages.</p> <p>During this transition wait time, clients usually come back to Transitions and we always try to find as many different supports as possible.</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
Detoxification Services	<p>Acute Home Based Treatment Program will soon be offering in-home detoxification. Within the next year, they will have the capacity to fulfill detox.</p> <p>Main Detox Centres are located in Vancouver.</p> <p>Richmond Hospital – Detox and withdrawal management does occur on a case-by-case basis.</p> <p>In terms of detox services, RH recently launched the Acute Home-Based Treatment service.</p> <p>TP has a proposal to VCH to provide social detox for those individuals who are medically stable but not yet ready for residential recovery services or treatment. There is a private provider looking to open a private detox in Richmond. TP will be meeting with him and VCH at the end of August 2012.</p> <p>None currently in Richmond. Most clients go to Vancouver before they come here.</p> <p>Anne Vogel Clinic is the closest service we have to detox in Richmond.</p> <p>We don't have detox services in Richmond.</p> <p>Unsure if there are any plans to implement these services.</p> <p>Currently, consumers have to go to Vancouver.</p> <p>At Richmond Hospital, detox does occasionally occur at ER, depending how busy the staff are.</p> <p>Sometimes client will be taken in, and may stay there for a couple days before being discharged quickly. This rapid turnover results in clients who due to their withdrawal symptoms, and lack of available programs for follow up, revert back to their addictive behaviour.</p> <p>Although the number of clients who require detox in Richmond is much smaller than the number in Vancouver, the minimum number of beds we would require would be between 3 and 4.</p>	<p>There are currently no detoxification services in Richmond.</p> <p>Most consumers are required to go to Vancouver for detoxification.</p> <p>Acute Home-Based Treatment Program will soon be offering in-home detoxification.</p>	
Adequate physician services for older adults with addiction issues	<p>If older adult is dealing with opiate dependence, they would be referred to Anne Vogel Clinic.</p> <p>Transitions does see older adults.</p> <p>RASS tends to see clients with mobility.</p> <p>Dr. Peter Gibson and Dr. Laurie Hoshen – Consult services for adults at Transitions.</p> <p>They also liaise with the client's GP.</p> <p>We don't tend to see a lot of older clients that require the support of the Mental Health Team.</p>	<p>Transitions does see older adults.</p> <p>It has been difficult for non-profit organizations to get a physician in place for their clients with addictions issues.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>But as the population ages, this could be more of an issue.</p> <p>This gap holds across the continuum. Turning Point is working with VCH to get a doctor in place.</p> <p>Richmond Turning Point relies on their physician in Vancouver to see their Richmond residents following intake. Resident's with routine medical needs are referred to walk-in clinics in Richmond as well as Anne Vogel.</p> <p>Richmond Turning Point used to have a doctor but now it has to arrange for clients to go to Turning Point in Vancouver. It's a relatively inconvenient process as TP needs to arrange for transportation. Furthermore, clients are not always comfortable with the drug use in Vancouver, and would rather avoid the area.</p> <p>TP has been trying to get a doctor to work with its clients. So far, TP hasn't been able to. Is it worth the doctors' while? Do they make enough \$?</p> <p>TP doesn't take methadone patients. Some doctors don't agree with this.</p> <p>As such, TP resorts to using walk-in clinics.</p> <p>It is very difficult to get your own doctors.</p> <p>RASS has Older Adult Outreach counsellors that have been coming more often to the Senior Centre.</p> <p>Senior Centre works with RASS.</p> <p>Unclear as to whether or not physician services are provided.</p> <p>There are no easily accessible physician services for clients with MHA issues.</p> <p>Physicians are needed for assessment, when people are trying to make sense of their condition.</p> <p>Transitions doesn't work with many older adults. But overall, there is a lack of physician services with addiction knowledge. Furthermore, some physicians are not always comfortable with MHA concerns while those at walk-in clinics don't always provide a treatment or referral report.</p>		
Mental Health Advocate	<p>A Government funded advocate used to advocate for MHA services. Cancelled in 2001.</p> <p>We need a current advocate, independent of political system, to report directly to legislature. This would ensure that issues are presented to all sides of political spectrum.</p> <p>Families and consumers are relatively fearful if they complain of not receiving service, but have no advocate to fight for their case if turned away.</p>	Families and consumers are relatively fearful if they complain of not receiving service, but have no advocate to fight for their case if turned away.	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
MH and Addiction services and programs for developmentally disabled (would be directed to Transitions for addiction/MH counseling)	<p>Community Living (CLBC) and Fraser Health has a Developmental Disability Mental Health Team that offers support by referral.</p> <p>For CLBC, any client who meets the mandate is supported by additional MHA service. They have the expertise for outreach and specialized services.</p> <p>There are no services specific to the developmentally disabled population.</p> <p>Community Living British Columbia (CLBC) is outside of municipality for 19+ adults. The developmentally disabled population have to go predominantly to other places.</p> <p>A lot of people use our services even when they do not fit.</p> <p>Mind Works in Vancouver is really hard to get into.</p> <p>Richmond Society for Community Living does have a secondary support for the developmentally disabled with mental health issues. But there is nothing specific.</p> <p>MH system – has peer support and ACT team but there is nothing that addresses this specific population.</p> <p>We have to deal with them even though we are not mandated to do so. We need to get people with this special expertise.</p> <p>How can we expect individuals with an IQ of 70 or less to be counselled for their mental health addiction?</p> <p>Currently, only a provincial team composed of two people are on-call for the developmentally disabled population. They serve from Vancouver to Hope.</p> <p>Clients say that Transitions has done wonderful work with them. But we're unsure if they have the capacity and knowledge base.</p>	There is a Developmental Disability Mental Health Team (Lower Mainland) that offers support by referral. But there are no services in Richmond that specifically support the developmentally disabled population with MHA issues.	
Weekend drop-in centre	Key issue with hosting a weekend drop-in centre lies with potentially volatile individuals coming in. For example, senior centre volunteers do not want to have deal with this type of situation. They do not wish to "police."		
Addictions drop-in centre program on weekdays	<p>There's no drop-in centre for addictions.</p> <p>Transitions – has programming, SMART recovery, peer-led meetings.</p> <p>Vancouver – Recovery Club, The Kettle.</p> <p>There is more of a need at the youth level.</p> <p>A centre for adults is not on the radar.</p>	There's no drop-in centre for addictions.	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	I have referred clients to Pathways Clubhouse. But there is no drop-in centre program offered to clients during the weeknights or weekends for substance misuse concerns.		
Programs and services for businesses and large organizations in Richmond – Employee Assistance programs	VCH offers Employee Assistance. Organizations have access to EAPs and are welcome to contact VCH for any support services. It's up to the business to access these services. I do not see this as a gap. VCH provides a long list of service providers, websites, and independent service groups in the community. This brochure given to all staff. Our Employee Assistance program is offered by VCH. But I am unaware of programs offered in other companies. Most businesses likely have EAPs but whether or not their employees access services in Richmond depends on who their employer's benefits provider is. TP does take people who are on EAPs. Not sure if it is a gap as we haven't adequately surveyed businesses and their employees. TP has an Employee Assistance Program. I believe CMHA Pathways Clubhouse also does. But I am unaware of employee MHA support services offered by other organizations. EAPs have sent inquiries. But I don't think there is an organized system. Ad hoc – Companies use other organizations to provide service. Work Safe has an EAP. TD Canada Trust is trying to implement a MH-specific program. Aware of governmental employers (City of Richmond, Work Safe BC) that offer programs. Not sure of private sector but would expect some larger, more established companies to also offer similar services.	Currently done on an ad-hoc basis. It is up to the individual employee to seek out this service. Not recognized as a major gap.	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	Typically, there are not measures in place to have confidential counselling. As such, employees are unable to access readily MHA services at their work. This gap stems from an overall lack of education. VCH no longer provides specific employee assistance programs (Richmond Addiction Services did, but Transitions did not), but anyone can make use of our counselling services.		
Substance use and addiction services for Aboriginal residents of Richmond	<p>Richmond doesn't have a high proportion of FN residents. In Transitions, there is lots of culturally-sensitive training made available.</p> <p>In Vancouver, Aboriginal Wellness Centre (not sure if Richmond Residents can access it). Other than regular services that are culturally-sensitive, FN residents need to access programs outside their community.</p> <p>I don't think there is a critical mass of Aboriginal residents in Richmond. We don't really see a huge representation in clientele.</p> <p>We're focusing more at this point on Chinese and South Asian population in Richmond.</p> <p>RYSA provides services to Aboriginal residents in need. More than 60% of our Aboriginal population is well-linked outside Richmond.</p> <p>RYSA works with Aboriginal youth, but not in a MHA-specific capacity. I'm not aware of a critical mass of Aboriginal residents, and so, I'm not sure how well utilized a MHA-specific and culturally sensitive program would be. I have worked with aboriginal clients for MH needs and partnered with RYSA for more specific cultural needs.</p> <p>Aboriginal clients are rarer in Richmond. It may be that there is a small population or an under utilization of the services available.</p> <p>RASS offers it. RASS counsellors are able to handle the Aboriginal population that comes through their doors. About 1% of Richmond's population is Aboriginal, and around 25% of Aboriginal suffers from MHA.</p> <p>In 2000, there was a much larger proportion of individuals that were vulnerable. We need to increase capacity for culturally competent service. Currently, Aboriginal youth go to Vancouver. But does this mean we need to duplicate this</p>	<p>Richmond does not have a high proportion of Aboriginal residents, so there may not be a critical mass for this specific service.</p> <p>However, some providers recognize that many Aboriginal residents of Richmond go outside of the safety of their community to seek out culturally-relevant service.</p>	Developing culturally sensitive supports within our community.

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>service in Richmond? Does it make sense for them to go to Vancouver?</p> <p>No specific services available. But Turning Point provides culturally relevant programs and services and has Aboriginal individuals on staff members that are certified additions counsellors. TP is working to enhance and expand the program. There are very few addiction programs in Richmond specifically designed for Aboriginals.</p> <p>There's a gap but it could be easily solved with innovative thinking and partnerships.</p> <p>We don't have a specific program catering to this population.</p> <p>I can see how there is a need for specific programming in Richmond, but there is a much larger population of FN residents in Vancouver (where specific services exist already).</p> <p>Unaware of any in Richmond.</p> <p>Demographic here is very different. We serve mainly the Asian population. I'm not sure of the prevalence MHA among Aboriginal in Richmond. Vancouver seems to offer more Aboriginal-specific services and housing subsidies.</p> <p>We don't see many Aboriginal residents. It seems as if they are society within a society. We don't even admit that they are there.</p> <p>This is definitely a gap. I am unaware of any organization tackles specifically this population's challenges.</p> <p>Richmond's Aboriginal residents typically do not go to Richmond Hospital due to a lack of respect and support experienced.</p> <p>A new healing lodge has been set up in Vancouver for the Aboriginal population. It contains an art gallery in there as well as housing units. This type of initiative taken in Vancouver is what detracts Aboriginal residents from using services in Richmond.</p> <p>There are none. Vancouver offers much more culturally-sensitive services but again this is limited and we have limited access for our clients.</p> <p>RASS has offered some services in the past. Nothing is based on cultural practices. It's nice for people to have a choice. People have to go outside of community and as such, it becomes harder for them to transition to be back in community. Relapse can occur. We need to support them back in at a local level to limit relapse.</p> <p>Richmond's Aboriginal population is about 2-4% of the total. There is lots of disproportionate representation. At schools, 30% of kids with</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>addictions issues are Aboriginal and are going untreated.</p> <p>In Vancouver, there are a total of 5 addictions workers for First Nations, with only 2 culturally-sensitive facilities. Some Aboriginal people were transitioned into Kelowna where there is a shared facility where health has some access to beds.</p> <p>There is a centered community in Vancouver, unlike Richmond. I'm not sure how large the population is here.</p> <p>Part of the gap is understanding how many Aboriginal residents live in Richmond. We need to increase our knowledge about their population demographic and then their needs.</p>		
<p>Addictions education opportunities for physicians, nurses and other health care professionals</p>	<p>Addiction Knowledge Exchange is a provincial initiative.</p> <p>Core Addiction Practice is for all VCH employees and is offered to all allied service providers.</p> <p>Online training such as Addiction Service Training is offered.</p> <p>RASS offers an education series to community and service providers.</p> <p>Clinical community is well linked with MCFD. UBC and BC Children's Hospital have a video conference on MHA issues</p> <p>VCH employees are offered standard MHA education internally.</p> <p>RASS offers community education for professionals and families.</p> <p>I can see how this be a gap for agencies that do not have their own educational support for their clinical staff.</p> <p>RASS clinicians are concurrent disorder specialists. They follow the DSM-IV and are skilled at dealing with the MHA-afflicted population, and those with concurrent disorders.</p> <p>TP provides practicum placements and opportunities for VCH health professionals to come into the facility.</p> <p>This gap exists in part because professionals are not seeking out this education. There is a lack of coordinated effort on the part of health professionals.</p> <p>There are definitely steps being taken to educate. But it is up to the individual to get involved.</p> <p>Recently, VCH put on a 6-week workshop specifically addressing the MHA service system and gaps in service. It brought to the table 35 individuals</p>	<p>Core Addiction Practice is offered to VCH and all allied service providers.</p> <p>This gap exists in part because professionals are not seeking out this education and/or certain organizations are not linked with VCH.</p> <p>Automatic prescription is a gap acknowledged by several service providers that believe that this tendency results from this lack of holistic MHA awareness and overworked professionals.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>(nurses, psychiatrists, outreach workers, recovery house workers). Only one physician attended.</p> <p>DSM-IV is sometimes missed by physicians.</p> <p>VCH puts on a series of workshops called Core Addiction Practice. Service providers, geriatricians, psychiatrists, MH workers, outreach workers, physicians were invited.</p> <p>It's an ongoing gap. Community needs education was done for TFA, FSGY, and physicians.</p> <p>We brought in someone who challenged the current ideals of medicine.</p> <p>Despite the lack of research to use prescriptions for many mental health disorders, physicians still resort to automatic prescription. As such, this is still a gap.</p> <p>They have the opportunity. Grand rounds are hosted at RH, but we don't know how much it is used.</p> <p>We've received feedback from our clients letting us know that they have not been treated fairly. Staff members do not always understand their clients.</p> <p>Physicians are educated in a certain way. They need a lot more education around the fact that the people we work with are disenfranchised by being over-medicated. Sometimes, they are told "You can never go to work!" or "You can't go to school."</p> <p>Nurses, OTs and frontline workers have a better understanding of the holistic approach.</p> <p>There is a lack of MHA providers (psychiatrists, nurses).</p> <p>The second gap is the lack of empathy on the part of the professionals due to being overworked. They have a limited time to see patients and as such, don't always provide the real diagnosis. They prescribe medications instead, with a treatment parameter of 6 months. They don't want to deal with you.</p> <p>You have to have a very specific diagnosis (e.g. persistent psychosis) to come every week.</p> <p>You have to be in a crisis, otherwise, in six months, you're out.</p> <p>People in the middle ground have nobody to see unless they spend their own money. Psychologists are not paid by the BC government.</p> <p>Our Seniors Coordinators would definitely benefit from this education. So far, they've had to take their own initiative in gaining knowledge.</p> <p>In-service education from the MH team would be very helpful.</p> <p>Assumes that effort is being made by VCH Mental Health and Addiction Services</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>Mental Health Rounds - may be still continuing today. But no consumers were allowed to attend, perhaps to avoid having the hard questions be asked.</p> <p>Overall - lack of general education.</p> <p>We need to work with open-minded individuals.</p> <p>Personality Disorders Rounds should be initiated.</p> <p>Community physicians (GPs) are not educated enough about MHA.</p> <p>They used to be given access to a databases to community resources.</p> <p>Psychologists and social workers are better trained. Physicians are not asking for this training or about these issues. The medical staff are trained around medications, but not well trained in counselling and other family support services. In other words, they stick to their expertise.</p> <p>They're always invited but physicians need to want to attend.</p> <p>Exceptions: Physicians who work in addictions. They also do a lot of public education in terms of understanding addictions to drugs. This has helped elderly and people living in chronic pain understand their prescription.</p> <p>Core Addiction Practice is offered to VCH employees, but it doesn't seem as though all health professionals are aware of the program. Perhaps, it is because it is a relatively new program and/or health professionals don't have the time.</p> <p>Also, it is important to note that the information presented is not specific to acute care, but rather deals with the longer term interaction social workers and counsellors face with their clients.</p> <p>Grand Rounds facilitated by other physicians also serve as education opportunities for health professionals, but again, I'm not sure how much time they have to attend.</p>		
Various levels of addiction housing in Richmond	<p>Definitely a gap.</p> <p>Big housing initiative occurring in Vancouver.</p> <p>There is quite a bit of MHA housing available compared to Richmond.</p> <p>Work is being done to look at overall room for capacity building.</p> <p>This has been an ongoing process to review addictions housing.</p> <p>TP is aiming to fill this gap by developing a second stage housing facility by late 2014.</p>	<p>There is an overall lack of housing subsidies for addictions in Richmond.</p> <p>There is only a limited number of residential recovery units in Richmond.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>Richmond is pretty good about offering social programs.</p> <p>After Turning Point, applications to Addictions Housing Subsidies are filled. Clients are guided throughout the process. Currently the wait list time for Turning Point and the housing subsidies is around six months—which is better than most municipalities.</p> <p>During this time, we refer them to see a drug/alcohol counsellor or undertake detox services. But it really is up to the client to decide what his next steps. We ask them to call once a week. We begin the case management process once he is admitted.</p> <p>BC Housing may have specific units.</p> <p>Pathways – MH Advocacy group that assists in paying for market housing and provides a few hundred subsidies.</p> <p>They have been working hard for the last few years to get second-stage housing.</p> <p>Lack of MH-specific housing. Currently, CMHA has a waitlist of 80 individuals for housing subsidies.</p> <p>CMHA needs additional funds for the Supported Housing Program to increase mental health support.</p> <p>Occupational therapists do a great job in taking care of individuals in subsidized housing.</p> <p>There are a total of 65 housing subsidies (26 MH, and 39 Addictions). But there is an overall lack of housing subsidies.</p> <p>First stage - Residential recovery – shorter term care is offered.</p> <p>Second stage – No detox services and limited availability of affordable housing</p> <p>Addiction-suffering individuals are more difficult to keep in place.</p> <p>Why are we expecting individuals to be able to find and maintain their homes?</p> <p>We should have second stage housing for families with MHA issues, with support.</p> <p>We also need more subsidies to allow people to live where they want with support.</p> <p>There is no detox or second stage housing yet in Richmond.</p> <p>Recently, support recovery was established for women.</p> <p>We definitely need more affordable housing especially for clients whose recovery has been progressing. The current subsidies don't cover a client's entire rent, but they do help.</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	Currently, I would estimate there are 10-15 specific Addictions Housing Subsidies (18 months only) under MH Subsidies (>18 months).		
Transition or emergency housing available for youth	VCH is looking to address gaps in youth service. This emergency housing is lacking in Richmond.	There is no transition or emergency housing available for youth in Richmond.	
	There is none. Majority of youth are involved with family.		
	There is nothing. We have to take youth out of their support system in Richmond and refer them to Vancouver.		
	There is none. I haven't heard of any plans to develop one.		
	None. No plans to open any as of yet. We are intending to expand to second-stage housing.		
	Housing for youth is needed. Also, with any service, there should be a family component supporting youth. Or they end up in psychiatric unit or Vancouver MHA suffering from psychotic episodes.		
	There is none. Youth referred to emergency housing in Vancouver. The waitlist time is typically around six months.		
Residential treatment facility for youth, under 19, in Richmond	Although there is no treatment facility, does it make sense to have a residential treatment facility? Or have a regional service?	There is no residential treatment facility for youth in Richmond.	The City of Richmond be asked to work with MHA organizations in the proposal of a youth residential facility.
	Or would it be better to refer to facilities like Peak House and Children's Hospital for youth under 19 that require residential treatment?		
	There is nothing. This is definitely a gap. There are no plans to implement one.		
	There is nothing. But residential treatment in another city may not necessarily be a bad thing. It may help to remove some environmental triggers for an individual's addiction.		
	While not directly targeted at youth with addictions issues, establishment of a shelter for women and children who were homeless or at risk of homelessness was pursued but lack of senior governmental support prevented project from moving forwards.		
	Not everyone believes that residential recovery works for youth. "Incorrigible children" used to be sent to Calgary for residential treatment.		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
Outreach services for street entrenched youth	Lock/key	There are youth workers but none that focus specifically on reaching out to street entrenched youth in Richmond.	Develop outreach supports and transitional housing supports for youth.
	Maples Adolescent Treatment Centre in Vancouver.		
	This is needed in Richmond.		
	There is none. There are 2 residential recovery and 2 day programs for youth in Vancouver (as to my recollection). As such, Richmond youth are usually referred there. The waitlist time is around 3-4 months.		
	We have TRACC and IYO workers but they're not specific to street entrenched youth.		
	I know youth street entrenchment is a big problem in Vancouver, but I'm not sure about Richmond.		
	iRail – Interregional Youth Link Transit Workers ride through skytrains through Richmond and Vancouver. They are able to make referrals to MHA agencies.		
	Plea is gradually building their community outreach capacity in Richmond. They also refer to MHA services.		
	VCH Youth Clinics work with youth who are street entrenched.		
	Nobody is in Richmond. Youth homelessness is growing.		
	Grants have been written.	There are youth workers but none that focus specifically on reaching out to street entrenched youth in Richmond.	Develop outreach supports and transitional housing supports for youth.
	Outreach workers are necessary. Youth-based programs inviting to all.		
	Important gap.		
	Richmond is a spread out community; there is no hub for young people.		
	There are pockets of drug dealing locations.		
	It is challenging to have a centralized strategy.	There are youth workers but none that focus specifically on reaching out to street entrenched youth in Richmond.	Develop outreach supports and transitional housing supports for youth.
	Increase in travelling convenience – Canada Line. Richmond Kids are partying in Vancouver. Conversely, we do get Vancouver youth coming to Richmond for convenience (e.g. Family may live here).		
	Roving Youth Leaders are part of a team stationed at various community centres to engage youth on health-related issues. The purpose is to counteract street entrenchment.		
	Street Smarts – primary and secondary measure to deal with gang involvement.		
	There are some outreach services for youth in Richmond, but the need is greater than what is currently available.	There are youth workers but none that focus specifically on reaching out to street entrenched youth in Richmond.	Develop outreach supports and transitional housing supports for youth.
	There's only 2 mental health clinicians, 2 TRACC workers. We need to preserve this		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>level of skill and have more positions. Logistically, clinicians are housed in alternative school system. We need to capture the population that is not attending schools; disengaged people. We need more people that are outreach-minded.</p> <p>There are only 2 mental health clinicians, 2 TRACC workers. We need to preserve this level of skill and have more positions. Logistically, clinicians are housed in alternative school system. We need to capture the population that is not attending schools; disengaged people. We need more people that are outreach-minded.</p> <p>Community outreach workers try to get kids back into school (whether it's part-time, Horizons, online, Continuing Education).</p> <p>RASS could play a role in drug/alcohol outreach.</p> <p>RCMP services are a good way to flag kids and see what they would benefit from.</p> <p>Roving Youth Leaders</p> <ul style="list-style-type: none"> One-on-one work with low-asset youth referred by school, recreation centres, or ministry. Informal recreational model Goals: <ul style="list-style-type: none"> To build trusting relationships To prevent street entrenchment of youth. <p>RYSA was the last provider but the service ended in 2002. Street Outreach workers work with the homeless. We continue to ask for funding as this is a huge need and challenge in our community.</p> <p>Several of our Aboriginal youth attend programs and receive some level of support, but housing is something we simply do not have the resources to manage at this time.</p> <p>These youth are falling through cracks of family systems, indicating a lack of preventative measures. Many MHA services are crisis oriented.</p>		
Lack of programs related to alcohol and risk-related trauma for youth (e.g. P.A.R.T.Y is a program used in	<p>Currently, RASS has two staff members working on community-based prevention. RASS is trying to increase capacity for trauma and LGBT awareness.</p> <p>RASS clinicians support victims of trauma. RASS liaises with the Trauma and Sexual Centre (FSGY at Caring Place). The collaboration depends on need. There is however a sense of limitation as to when we should refer and when our job is done.</p> <p>For example, drug and alcohol addiction may uncover the trauma. So, RASS refers to TASA—an agency that then re-refers the client back to them.</p>	There are educational programs and services provided by RASS, but they are either not enforced (CATS) or presented (Peer-to-Peer Program) to all students.	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
other parts of Canada that exposes youth to the implications of incidents arising from alcohol abuse)	<p>All counsellors are trained to deal with clients (DUI) mandated to attend Responsible Driving Program education series.</p> <p>CATS – Day on Alcohol awareness.</p> <p>Peer-to-Peer prevention – Alcohol awareness component.</p> <p>So overall, many opportunities to engage and educate around this topic.</p> <p>Health & Courage program and Peer-to-Peer program in secondary schools identify a number of trauma-related areas. Peer-to-Peer is unevenly accessed by schools. As such, it is taken on in varying degrees.</p> <p>CATS—Education based students for misusing drugs or alcohol. It is soft mandated; as such, students do not have to attend.</p> <p>We need to find a model that works.</p> <p>We should advertise situations where these programs do well.</p> <p>It would be good idea to marry the notion of Peer-to-Peer support with workshops and presentations.</p> <p>It would be great to provide, but I can imagine that a lot of youth won't participate until they see the direct impact on another youth. Last year, a young person died because of alcohol. This incident engaged his friends with the school counsellor.</p> <p>For youth that are showing risk factors, it would be good to have some informal interventions and referrals in school or through existing places youth are connecting. We find that the best prevention type support is through an existing relationship.</p>		
Addictions - Need for a Day treatment program for youth	<p>CATS – connected to school district.</p> <p>We need to fill this capacity, and maybe even establish a school for kids in recovery.</p> <p>RASS has not had the capacity to set up a formal holistic measures approach of service (psychoeducation, acupuncture, parent education). These services are incorporated in a client's recovery, but they are not centralized to RASS.</p> <p>Nonetheless, we have not heard the community require a service.</p> <p>RASS engages our clients in family-based work and provide individualized resources.</p>	<p>RASS has not had the capacity for this program, but recognizes the need.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
Intermittent outreach counselors or workers to work with South Asian youth	<p>There is a multicultural liaison who reaches out to the South Asian community, but I recognize that this continues to be a bit of gap. One of the issues is that the VCH Child and Mental Health Team is not linked with SUCCESS.</p> <p>One of the VCH Child and Mental Health Team staff members is working on a refugee program to help newcomers who have moved to Richmond.</p> <p>The largest demographic of our clientele is multicultural youth.</p> <p>It is important to get the message to youth that their assessment and counselling is confidential and does not need to involve their parents or schools. Promoting youth clinics as a confidential counselling service (not just sexual health clinic) will help in this area.</p> <p>RASS is getting in the community. RASS has attempted to have the capacity using practicum students. But there is really no sustainability in this approach.</p> <p>RASS has never had the capacity to communicate with families that speak Hindi or Punjabi even though there is a sizable South Asian population in Richmond.</p> <p>The main piece were missing is culture. We need to understand the cultural conditions.</p> <p>That being said, we do have a few sets of Indo-Canadian parents who are able to communicate in English their culture and concerns. As such, this gap is present but it hasn't been crying out for help.</p> <p>There are some outreach services for South Asian youth in Richmond, but the need is greater than what is currently available</p> <p>Across the board; not limited to South Asian youth.</p> <p>There is no targeted service.</p> <p>A few years ago, there seems to have been a big need.</p> <p>Haven't heard anything specific about this population.</p> <p>It may depend on the school (e.g. Cambie). The need may be just in one area.</p> <p>This population is not a high demographic in our client base. We did have an Asian-focused outreach worker that was funded until 2003. We are currently working on redeveloping this type of outreach position.</p> <p>We have not seen a high enough proportion in our organization. Perhaps, it's a different organization where they are accessing services. We do see a lot accessing</p>	<p>Most service providers recognize this lack of outreach counseling specific to the South Asian population as a gap and the need for culturally-relevant service.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	the career related programs, but nothing above the population %.		
	There is a large South Asian population and we're really frightened because of the lack of services. We don't have the services for the South Asian population.		
Concurrent disorders counseling for youth in Richmond	This is definitely gap. Currently RASS and Youth Mental Health work to provide support for youth with concurrent disorders.	While RASS and VCH IYO workers collaborate to fill this gap, some service providers suggest that one central office that works with youth who have concurrent disorders would be a more effective solution.	Ideally, with enough funding, there should be one office for concurrent mental health and addiction counselling. VCH would hire staff with good MH and A background and a psychiatrist that would work with both CAP-C and RASS.
	FSGY do some MHA counselling for children and families.		
	Both RASS and VCH Integrated Youth Outreach Clinicians see youth with concurrent disorders.		
	There is significant consultation that occurs between the two teams.		
	I don't know of any cases that have fallen through the cracks.		
	RASS is providing these services.		
	Memorandum – helps with connecting MHA service groups.		
	Child and Youth Mental Health Team has been doing a good job working with younger kids with Richmond School Program – stay connected, and dealing with early mental health social stuff. The Team has been pushing boundaries around outreach.		
	Addictions and mental health issues used to be addressed in isolation. If the issue is systemic, does the afflicted individual access support at Child and Youth Mental Health Team or RASS?		
	Transitions has concurrent disorders counselling, but for adults only.		
	RASS and CAP-C are two different offices. This makes it difficult for consumers.		
	There is no organization that addresses or takes care of both. MH and A are dealt with separately.		
	Transitions – Concurrent counselling for youth?		
	If you're a potential "headline maker," the Mental Health Team will support you.		
	But what about borderline people?		
	Such as individuals with a personality disorder are unable to console themselves, can't keep friends, but not a danger.		
	Richmond Hospital has a psychiatric unit and RASS provides counselling. But there's no specific service.		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
More youth outreach counselors to work with in-school youth	<p>Currently workers from Youth Clinics, TRACC, IYO, Richmond School Program, work with youth in school.</p> <p>The VCH Child and Mental Health Team probably needs more workers though seeing as there is a 2:1 ratio of boys to girls who are counselled. The team seems to be responding and dealing with externalizing behaviours not internalizing behaviours. The team is unable to reach to adolescents who are not connected with schools or simply refuse to attend school.</p> <p>Integrated Youth Outreach, longest waitlist was one-month.</p> <p>School counsellors are currently doing a good job of referring to Integrated Youth Outreach when needed.</p> <p>Two years ago, we lost a CHIMO outreach worker, and since then their work in the MHA service area seems to have decreased significantly. CHIMO has referred youth back to IYO—indicating a potential lack in their MHA service capacity. Nevertheless, they do get a lot of calls, so I am not sure to what services their crisis clients are referred to?</p> <p>SD38 has two Mental Health Support Workers and two Transition Youth Workers that go to high schools.</p> <p>Each nurse has a school and is very helpful for consultation purposes and making referrals.</p> <p>So far, the Child and Mental Health team has been able to manage referrals from outreach workers.</p> <p>TRACC works with youth in crisis in both elementary and high schools.</p> <p>Eleven youth and family worker positions were filled with two individuals. In total, we have 3.5 outreach workers in high schools.</p> <p>RASS receives about 82 school-based referrals out of 300. Most kids that come to RASS have been suspended. RASS is still getting referrals but more people are falling through the cracks.</p> <p>Youth outreach workers were replaced with 3-4 MHA liaison workers. These individuals take care of all high school staff members and students. They go into school, to assess, and outsource referrals.</p> <p>I would prefer having a youth outreach counsellors as they used to be very proactive in engaging students. "Kick the Nic" was a workshop that engaged schools about cigarettes.</p>	<p>Although service providers are able to manage referrals, some interviewees question whether or not all youth that require MHA-specific support are being identified by the limited (4) SD38 team of in-school youth workers.</p> <p>Currently, these youth workers are unable to reach out to youth that are not connected with a school or are not attending school.</p>	<p>Developing youth worker positions to work with school youth and those disengaged from school.</p>

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>Agree.</p> <p>Some shift is necessary from you come to me (identification of what's wrong, fix you) to reaching out to youth.</p> <p>To encourage MHA clinicians to do rounds is not that far of a stretch.</p> <p>TFA could use mental health expertise.</p> <p>MH clinicians have space in Horizons building. This clinical support is not in mainstream schools; only in alternative schools.</p> <p>We need counsellors. Currently, there are only 2 positions only for high schools.</p> <p>Both positions are housed at Horizons. Youth tend to access what's in front, so it is essential to get this additional support in all schools.</p> <p>Mental Health Counsellors are in high school.</p> <p>So far, it's working really well as before we had nothing MH-specific.</p> <p>These counsellors are actively utilized by various schools. They work on social skills through one-on-one and group work.</p> <p>SD38 partners with various organizations (TFA, RASS, CAP, Roving Leaders).</p> <p>Adolescent Support Team is excellent because they target specifically mental health issues.</p> <p>Two years ago, SD38 had Youth Support Workers. Due to a budget shortfall, it instituted a different position (Adolescent Mental Health Workers). These positions require higher qualifications in supporting youth with mental health issues.</p> <p>We also instituted two more positions</p> <p>(Youth Connections workers) who have good skills. As such, these four positions comprise the Adolescent Support Team. This team also works closely with two Integrated Youth Outreach Workers for short-term cases.</p> <p>Adolescent Support Team established in 2011 after 10 SD38 youth outreach positions were eliminated in previous year due to funding cuts.</p> <p>New model targets more serious cases.</p> <p>Lack of outreach counsellors in general.</p> <p>TFA may have one outreach counsellor.</p> <p>RYSA has one Aboriginal outreach worker and one at Station Stretch.</p> <p>It is quite a large challenge to engage and support youth with MHA issues.</p> <p>Youth Workers (through self-referral, parents, teachers, community) set up some time to engage these youth and find out what's going on. They develop a personable relationship with them before goal-setting and supporting through</p>		

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
CNCL #102	<p>strategies.</p> <p>At one point there were 16 staff in elementary and high school (included Asian outreach workers, LGBT worker collaborated with Health - TRACC). This setup allowed both health and NGO to work together.</p> <p>Right now, SD38 has cut those positions. They reprioritized their funding for educational assistance. There used to be one worker from MCFD for every three schools. The original funding was through MCFD, however this was transferred into the Schools in 2003/03. Since 2003, these positions have been consistently reduced and cut to where there are no positions left.</p> <p>RYSA still offers to child and family works with VCH and the School District through Richmond School Program, however most of the support is in class with limited support outside.</p> <p>Family and outside of school time is needed to properly support youth, engage them and have any sort of outcome with them.</p> <p>I also believe that a lot of the former addictions type work has been pulled back.</p>		
	<p>The VCH Child and Mental Health Team has two public health staff based in the community. One of the staff members is always at one of the four Youth Clinics. The team also has an adolescent day school for at-risk youth.</p> <p>IYO workers go into all high schools. Again, they are not able to reach youth who are not attending school.</p> <p>IYO counsellors do not have a presence in the community as in a drop-centre.</p> <p>The City does have Roving Youth Leaders but there is little integration of their work with MHA services.</p> <p>The work of IYO counsellors is intended to be broken down as follows:</p> <p>1/3 – clinical 1/3 - consultation 1/3 – education</p> <p>Currently, IYO counsellors focus much of its time on clinical and consultative work. If there were more counsellors, they would be able to host more preventative programs in these schools and play a greater role in community-based education as well as youth and family events.</p>	<p>More IYO counselors would allow for more outreach and prevention-based work in the Richmond community.</p>	

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
More Youth and Family Counsellors at RASS	<p>RASS currently needs female counsellors. Practicum students are a non-sustainable option used to fill in space.</p> <p>RASS would like to have one more Youth and Family Counsellor, because they know that when a service occurs exists, the need shows up.</p>	Another Youth and Family Counsellor is needed at RASS.	
RASS workshops are not presented at every elementary school in Richmond	<p>Workshops are presented at 6 of 37 schools. RASS can't get into every elementary school. RASS needs funding to pay for transportation.</p> <p>The Peer-to-Peer program, while effective, is a month-long initiative that does not always fit into a class's curriculum.</p>	Greater funding would allow for RASS workshops to be presented at more elementary schools in Richmond.	
Lack of programs for in-school youth during the summer	<p>Many partnership programs with SD38 end because school-based workers only work from September to June. We need to support youth during their summer break. Without this support many of the youth revert to risk behaviours, take steps back in their progress and also are challenged due to more free time and economic and social barriers.</p> <p>We are able to engage some kids and youth through summer activities, but we know that there is a need for more one to one support.</p>	Youth need to be supported during their summer break.	Develop summer programming supports for school based staff to allow them to continue during the summer months.
Probation Services - Addictions education for persons on parole	<p>They're the second referral agency.</p> <p>No ongoing education series.</p> <p>Youth on probation get sent now (under 25 youth only) to CATS.</p> <p>Probation Services work with RASS closely. RASS is the first resource they would turn to.</p> <p>We need to get Probation Services at our community tables so that they are aware of the addition services available in Richmond and educational opportunities available to them and for their staff.</p> <p>We address the needs (anger management, school, support) of those currently on probation.</p> <p>But I can't speak to those whose issues stem from addiction.</p> <p>Officers are aware of referral base and incorporate in probation.</p> <p>No formal transition programs. No funding for this.</p>	<p>RASS works closely with Probation services but there is no formal addictions education provided to persons on parole.</p>	Working to develop transitional support workers would be beneficial.

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>We believe this is needed and we have worked with some of the parole offices individually, but we do not know of or have any supports at this time.</p> <p>Youth should not have to go through justice system to get our attention. Also, they need family support for them to thrive and so, they should be involved in youth MHA initiatives.</p>		
Prevention education for persons belonging to Faith-based organizations in Richmond	<p>RASS has worked with Christian community in raising awareness.</p> <p>RASS has also reached out to Sikh community.</p> <p>Religious communities are easily accessed, why shouldn't we target Muslims, Buddhists?</p> <p>Confronting the cultural stigma is key. Unlocking the cultural restraint on substance abuse/misuse. Faith/religion may have an influence; does get in the way or facilitates the process of recovery? I think culture plays more of a role than religion.</p> <p>We need to propose ways that Faith-based organizations can participate. They masters at motivating their congregation. We need to do the grunt work and research to find more about what these organizations can do.</p> <p>The South Asian Army and Union Gospel Mission do a lot inner city work for street entrenched youth. Although, Richmond is not an inner city, there is a concentration and heightening of issues along No 3 Rd that might warrant more involvement.</p> <p>There is no community-wide MHA working group. We used to have a much more inclusive group under RICAS with greater representation from VCH and Faith-based organizations.</p> <p>While there may be a lack of education, there is a greater lack of partnerships and collaboration.</p> <p>I don't think it would be beneficial.</p> <p>There may be a conflict with the belief system of certain individuals.</p> <p>Sometimes, the code of religious beliefs may be much too narrow.</p> <p>Faith-based organizations should bridge with MHA service providers.</p> <p>St. Alban's Church offers different services for the vulnerable population.</p> <p>Awareness is needed among groups. Youth and pastors sometimes form very trusting relationships. But it depends on the situation.</p> <p>Faith-based organizations have supported those living in poverty. Faith-based organizations come to our organizations in an ad-hoc manner.</p> <p>Faith organizations are really service-minded and are doing a lot of community work</p>	<p>Most service providers agree that Faith-based organizations can serve as a valuable ally in raising awareness about MHA issues.</p>	<p>Partnerships and/or regular meetings with Faith-based organizations may help to fill this gap.</p>

CNCL - 104

Appendix C - Interview Responses Summary

Last Updated 3 September 2012

Identified Gap	Evidence and Examples Supporting/Disregarding Presence of Gap	Snapshot	Recommendations for Future Initiatives to Address Gap
	<p>from their initiative.</p> <p>St. Alban's held a homeless day where CMHA and other organizations came together. But not many people attended.</p> <p>However, I do see the potential of Faith-based organizations being used as an education resource for MHA for their congregation.</p> <p>It's a farfetched idea to bridge MHA support services, but I can see how it may be used as an approach to reduce stigma.</p> <p>Faith organizations are definitely an untapped resource.</p> <p>The Beth Tikvah Jewish Congregation hosts wellness clinics—that we are a part of—on a regular basis. There is no partnership between social service organizations and Faith-based organizations surrounding MH awareness.</p> <p>Perhaps an interdenominational faith network would be helpful to communicate initiatives for social conscience among organizations.</p> <p>St. Alban's – Homeless shelter.</p> <p>We've had informal interactions/response from Faith-based perspective on MHA.</p> <p>St. Alban's Parish has put in the effort trying to bridge clients to service.</p> <p>Faith-based community workers not focused on Faith-based outcomes could be valuable allies.</p> <p>We've worked with Faith-based organizations trying to open youth based centres (drop-in).</p> <p>Some clients would do well in a faith-driven impact model.</p> <p>Only concern: Faith should be only the motivation; the focus should be on education about MHA services.</p> <p>We should be educating individuals to reduce stigma and make MHA a part of dialogue of help. Everybody should have access to preventative services and early identification programs.</p>		
Gambling in the Chinese population under the guise of recreational Mah-jong	<p>Mah-jong is available to the Chinese population at community centres for recreational purpose.</p> <p>However, there are some Seniors who spend the entire day playing it. We do not have the clinical knowledge capacity to assess whether or not this is representative of addictive behaviour, but it would be helpful to have.</p>	This is a tentative gap that should be verified by clinicians with an addictions background.	

Appendix C - Mental Health and Addictions Gap Analysis – Interview Responses Summary

Last Updated 23 August 2012

Acronyms

CATS - Constructive Alternative to Teen Suspension Program by RASS
CMHA – Canadian Mental Health Association
FSGV – Family Services of Greater Vancouver
IYO- Integrated Youth Outreach
MCFD – Ministry of Child and Family Development
MHA – Mental Health and Addictions
RASS – Richmond Addiction Services
RCCCY - Richmond Collaborative Committee for Children and Youth
RCFC - Richmond Mental Health Consumer and Friends Society
RICAS - Richmond Integrated Comprehensive Addiction System
RYSA – Richmond Youth Service Agency
SD38 – Richmond School District (N^o 38)
TFA – Touchstone Family Association
TP – Turning Point Recovery Society
TRACC - Team Response to Children and Youth in Crisis
VCH – Vancouver Coastal Health Authority

Informants

In addition to independent and consumer informants, administrators and frontline workers from the following organizations were interviewed for the purposes of gap validation.

Canadian Mental Health Association
Richmond Addiction Services
Richmond Mental Health Consumer and Friends Society
Richmond School District
Richmond Youth Service Agency
Supporting Families with Parental Mental Illness and Addictions Richmond Working Group
The City of Richmond, Seniors Services
The City of Richmond, Social Planning
Touchstone Family Association
Turning Point Recovery Society
Vancouver Coastal Health Authority

Schedule 2 to the Minutes of the
Planning Committee Meeting of
Tuesday, April 16, 2013.

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

Mayor and Councillors

From: Weber, David
Sent: Thursday, 11 April 2013 4:50 PM
To: Mayor and Councillors
Subject: FW: To Mayor and Council: Invitation to Municipalities to become Members of the Regional Steering Committee on Homelessness
Attachments: 2013 RSCH Mem Invite Municipalities12318.pdf, RSCH Constituency Table Roles and Responsibilities.pdf, RSCH Spring 2013 Governance Newsletter.pdf

*PC: Cathy Carlile - for
appropriate action*

From: Camille Narayan [mailto:Camille.Narayan@metrovancover.org]

Sent: Thursday, 11 April 2013 16:02

To: Weber, David

Cc: Sherlock, Lesley

Subject: To Mayor and Council: Invitation to Municipalities to become Members of the Regional Steering Committee on Homelessness

Hello,

Please find attached a letter and supporting material from the Co-chairs of the Greater Vancouver Regional Steering Committee on Homelessness (RSCH) to Mayors and Council inviting the region's municipalities to apply for membership the RSCH. The deadline for membership enrollment is April 30th and can be entered via the online enrollment form at http://www.surveymonkey.com/s/RSCH_membership_2013.

Sincerely,

Camille Narayan
Senior Program Officer | Metro Vancouver Homelessness Secretariat
Ph: 604.436.6740 | camille.narayan@metrovancover.org

Web: <http://stophomelessness.ca/>

PHOTOCOPIED

APR 12 2013

& DISTRIBUTED

CNCL - 107





**Greater Vancouver Regional
Steering Committee on
Homelessness**

April 11, 2013

Sent electronically.

Dear Mayors and Council,

On behalf of the Greater Vancouver Regional Steering Committee on Homelessness (RSCH), we are writing to inform you of changes to the RSCH governance structure and to invite your municipality to become a member of the RSCH.

The RSCH was established in 2000 in response to the need for the Metro Vancouver region to plan and coordinate the allocation of federal funding under the Supporting Communities Partnership Initiatives program (SCPI) – currently the Homelessness Partnering Strategy - and to oversee the development and implementation of a Regional Homelessness Plan. Since then, the RSCH has grown to become the regional voice on homelessness in Metro Vancouver. Close to 40 members are involved, representing service providers, community-based organizations, the business community, and all levels of government. At present, this includes six municipalities within Metro Vancouver.

Earlier this spring, the RSCH approved a new structure to make the organization more inclusive, strategic and effective. RSCH membership is now open to all homeless-serving agencies and other interested organizations, municipalities and individuals that support our vision to eliminate homelessness in Metro Vancouver. This vision is pursued through the implementation of the Regional Homelessness Plan and our mission to inspire and lead a coordinated response to homelessness in the region. Membership is free of charge and offers the benefits of inclusion in regional planning, research and activities to raise awareness. All municipalities in the region are encouraged to become members and participate on Advisory Groups that will consider technical and strategic matters pertaining to planning, finance, knowledge development and research on homelessness.

A Constituency Table is also being created to serve as the decision-making authority for the RSCH. It will be supported by the work of Advisory Groups and will be responsible for advancing the mission of the RSCH, providing a regional perspective in addressing homelessness, and setting organizational policies and procedures. The Table will include 24 RSCH members who are regional leaders in addressing homelessness. One seat has been designated for a local government senior staff representative, and we are working with the Metro Vancouver Regional Planning Advisory Committee (RPAC) to provide a recommendation to fill this seat.

We ask that you please submit your application for membership by **April 30, 2013** to be eligible to participate in the all-members meeting scheduled for May 15, 2013. We also ask that you designate one person from your municipality to serve as the key contact and liaison to the RSCH. The application is available at http://www.surveymonkey.com/s/RSCH_membership_2013.



metrovancover

Vancity Community Foundation

Additional information about the RSCH, Constituency Table, and responsibilities of Constituency Table members and the governance review, is enclosed for your reference. If you have any questions, please contact Janet Kreda, Manager, Metro Vancouver Homelessness Secretariat at 604-451-6678.

Thank you and we look forward to receiving your application soon.

Sincerely,

The block contains two handwritten signatures in black ink. The first signature on the left is 'Alice Sundberg' and the second signature on the right is 'Susan Papadionissiou'.

Alice Sundberg and Susan Papadionissiou, co-Chairs,
Greater Vancouver Regional Committee on Homelessness

Cc:

Lesley Sherlock, Social Planner, City of Richmond, RPAC Social Issues Subcommittee Member, by email: LSherlock@richmond.ca

Attachments:

- Constituency Table Member Job Description
- RSCH Governance Review Newsletter (explaining further details of the RSCH governance review, the Constituency Table Composition, and Advisory Groups)

Schedule 3 to the Minutes of the
Planning Committee Meeting of
Tuesday, April 16, 2013.

Mayor and Councillors

From: carolynne palla [info@exploresteveston.com]
Sent: Wednesday, 10 April 2013 2:31 PM
To: Mayor and Councillors
Cc: Zoning
Subject: Onni's Imperial Landing Project on Bayview St
Attachments: Onni rezoning (Apr10_2013).pdf
Categories: 08-4105-20-2008414809 - Onni - Imperial Landing - 4020 & 4300 Bayview St

TO: MAYOR & EACH
COUNCILLOR

FROM: CITY CLERK'S OFFICE

PC-Wayne Craig - F-11
Jee Erceg - F-11

Dear City Councillors,

ONNI'S IMPERIAL LANDING PROJECT ON BAYVIEW STREET

I am writing on behalf of the Steveston Merchants Association regarding Onni's Imperial Landing Project on Bayview Street and the proposed zoning changes for this project.

The Steveston Merchants Association understands that Onni will, or may have already started preliminary discussions regarding zoning changes for this site. We believe that any zoning changes need to be carefully reviewed and studied so we may have a real understanding of its impact on Steveston Village.

We understand that there will be a need for City Council to re-examine the current MMU zoning. The Steveston Merchants Association kindly requests the opportunity to contribute our input to future zoning change applications.

We are seeking feedback both from our members and the business community as a whole in Steveston. After we have summarized this information we will present the ideas and suggestions for any zoning changes on behalf of Steveston's business community.

Sincerely,

Jim Van der Tas

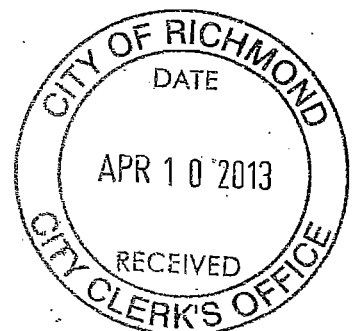
President
STEVESTON MERCHANTS ASSOCIATION
3811 Moncton St, PO Box 31856
Richmond BC V7E 0B5
info@exploresteveston.com
www.exploresteveston.com

PHOTOCOPIED

APR 10 2013

& DISTRIBUTED

CNCL - 110





Steveston Merchants Association
3811 Moncton Street
PO Box 31856 STEVESTON VILLAGE
Richmond BC V7E 0b5
www.exploresteveston.com

April 10, 2013

Dear City Councillors,

ONNI'S IMPERIAL LANDING PROJECT ON BAYVIEW STREET

I am writing on behalf of the Steveston Merchants Association regarding Onni's Imperial Landing Project on Bayview Street and the proposed zoning changes for this project.

The Steveston Merchants Association understands that Onni will, or may have already started preliminary discussions regarding zoning changes for this site. We believe that any zoning changes need to be carefully reviewed and studied so we may have a real understanding of its impact on Steveston Village.

We understand that there will be a need for City Council to re-examine the current MMU zoning. The Steveston Merchants Association kindly requests the opportunity to contribute our input to future zoning change applications.

We are seeking feedback both from our members and the business community as a whole in Steveston. After we have summarized this information we will present the ideas and suggestions for any zoning changes on behalf of Steveston's business community.

Sincerely,

Jim Van der Tas
President
Steveston Merchants Association
info@exploresteveston.com



Public Works & Transportation Committee

Date: Wednesday, April 17, 2013
Place: Anderson Room
Richmond City Hall
Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Linda McPhail
Councillor Harold Steves
Absent: 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 Public Works & Transportation Committee held on Wednesday, March 20, 2013, be adopted as circulated.

CARRIED

There was agreement that an additional staff report, titled 2013 Flood Protection Grant Program, be added to the Agenda as Item 3A.

NEXT COMMITTEE MEETING DATE

Thursday, May 23, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **WATER METER PROGRAM UPDATE**
(File Ref. No. 10-6650-02/2013-Vol 01) (REDMS No. 3822769)

Public Works & Transportation Committee

Wednesday, April 17, 2013

In reply to queries from Committee, Lloyd Bie, Manager, Engineering Planning, provided the following information:

- the Water Loss Management Program aims to reduce wasteful water loss caused by failing equipment such as a leaky toilet;
- the projected increase in Metro Vancouver's water rate is largely due to costs associated with large capital projects such as the new Seymour-Capilano filtration system; and
- it would be challenging to include duplexes in the proposed universal metering program as most duplexes in Richmond share one water service.

The Chair commented on water rates and requested that staff prepare a memorandum to Council advising of Metro Vancouver's water rates, how these rates are arrived at and subsequently passed on and calculated for Richmond residents.

It was moved and seconded

That a universal water metering program, as outlined in Option 3 in the staff report titled Water Meter Program Update from the Director, Engineering, dated April 5, 2013, be implemented for single-family dwellings, starting in 2014, with a five-year completion target.

CARRIED

2. **DIKE MASTER PLAN – PHASE 1 REPORT**

(File Ref. No. 10-6060-05-01/2013-Vol 01) (REDMS No. 3741121)

In response to a comment made by the Chair, John Irving, Director, Engineering, advised that staff will continue to work closely with staff at Port Metro Vancouver, the Department of Fisheries and Oceans' Small Craft Harbours, and the Steveston Harbour Authority. Mr. Irving advised that staff are cognizant of potential overlapping projects, and would ensure that these efforts are coordinated.

Discussion ensued regarding potential environmental impacts and Mr. Bie advised that detailed environmental assessments would be conducted as part of future phases of the Dike Master Plan. Also, Mr. Irving commented on habitat coding, noting that red coded areas have high habitat value.

The Chair extended her gratitude to staff for all their hard work in preparing such an in-depth analysis of the Dike Master Plan.

Public Works & Transportation Committee
Wednesday, April 17, 2013

It was moved and seconded

- (1) *That the Steveston Island dike alignment, identified as Primary Dike Alignment 2 in the Phase 1 Dike Master Plan Report provided as Attachment 1 to the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed as the preferred long term diking solution in Steveston;*
- (2) *That the existing Southern West Dike continue to be the primary flood protection dike alignment in the Southern West Dike area;*
- (3) *That staff coordinate with Port Metro Vancouver and the Department of Fisheries and Oceans to identify potential areas for constructed offshore barrier islands that would create habitat and provide wave dissipation for the Southern West Dike; and*
- (4) *That the work plan identified in the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed.*

CARRIED

3. REGULATION OF NEWSPAPER DISTRIBUTION AGENTS AND ZONES

(File Ref. No. 10-6405-01/2012-Vol 01) (REDMS No. 3589585)

Suzanne Bycraft, Manager, Fleet and Environmental Programs, advised that the free daily publication companies currently regulated by the City's Newspaper Distribution Regulation Bylaw 7954 were advised of the proposed changes and no feedback was received.

It was moved and seconded

That:

- (1) *Newspaper Distribution Regulation Bylaw No. 7954, Amendment Bylaw No. 8933 (Attachment 1), be introduced and given first, second and third readings;*
- (2) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9017 (Attachment 2) be introduced and given first, second and third readings; and*
- (3) *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9018 (Attachment 3), be introduced and given first, second and third readings.*

CARRIED

In reply to a query from the Chair, Ms. Bycraft commented on how residents may exchange their Green Can for different sized one.

3.

Public Works & Transportation Committee
Wednesday, April 17, 2013

3A. 2013 FLOOD PROTECTION GRANT PROGRAM

(File Ref. No.: 10-6340-01) (REDMS No.3836971)

It was moved and seconded

- (1) *That the following projects be endorsed as candidates for submission to the 2013 Provincial Flood Protection Grant Program:*
- (a) *Bath Slough Drainage Pump Station Upgrade;*
 - (b) *Dike Upgrade, McCallan Road to No. 2 Road;*
 - (c) *South Dike Upgrade, No. 4 Road to Shell Right of Way; and*
- (2) *That should any of the above projects be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the funding agreements with the Province.*

CARRIED

4. MANAGER'S REPORT

(i) Portland Limestone Cement

Milton Chan, Manager, Engineering Design and Construction, referenced a memorandum dated April 9, 2013 regarding Portland Limestone Cement (copy on file, City Clerk's Office). Mr. Chan provided background information and highlighted that the production of this type of cement reduces greenhouse gas emissions by up to ten percent.

(ii) Transportation Division Updates

Donna Chan, Manager, Transportation Planning, provided an update on TransLink's Area Transit Plan and the Lansdowne Road Extension. Also, Ms. Chan commented on the Steveston Streetscape public consultation process, noting that an open house is scheduled for Saturday, May 4, 2013 at the Steveston Community Centre from 12:00 p.m. to 3:00 p.m.

(iii) REaDY Summit

Cecilia Achiam, Director, Administration and Compliance, spoke of the upcoming Richmond Earth Day Youth (REaDY) Summit scheduled for Saturday, April 20, 2013 from 9 a.m. to 12:20 p.m. at Steveston-London Secondary School.

(iv) Boardwalk in Steveston

In reply to a query regarding the Steveston boardwalk, Mr. Irving advised that the opening of the boardwalk has been delayed as much of the work to be completed is weather dependant.

Public Works & Transportation Committee
Wednesday, April 17, 2013

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:39 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, April 17, 2013.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



SCHOOL DISTRICT NO. 38 (RICHMOND)

Council/Board Liaison Committee Public Minutes

Wednesday, April 10, 2013
9:00 a.m.

School District Administration Offices
4th Floor Conference Room

Present: Trustee Donna Sargent, Chair
Trustee Norm Goldstein, Co-Representative, SD 38
Councillor Linda Barnes
Councillor Linda McPhail

Also Present: M. Pamer, Superintendent of Schools, SD 38
M. De Mello, Secretary Treasurer, SD 38
C. Mason, Director, Facilities and Operations, SD 38
D. Semple, General Manager, Community Services, City Of
Richmond
V. Jacques, Senior Manager, Recreation Services, City Of
Richmond
J. Foster, Manager, Community Social Development
S. Lusk, Manager, Parks Programs *
Donna Chan, Manager, Transportation Planning
Wayne Craig, Director of Development**
W. Plante, Executive Assistant, SD 38

Regrêts: Trustee R. Belleza, Co-Representative, SD 38

* present for a portion of the meeting

** joined the meeting in progress

Call to Order: The Chair called the meeting to order at 9:04 am.

1. **ADOPTION OF AGENDA**

Add Item 4.0 Working Together for the Benefit of the community,
Add Item 4.7 King George Master Plan
Add Item 4.8 Information Item

It was moved and seconded

**That the agenda for the meeting of Wednesday, April 10, 2013 be
approved as amended.**

2. MINUTES

It was moved and seconded

That the minutes of the meeting of the Council/Board Liaison Committee held on Wednesday, February 13, 2013 be adopted as circulated.

3. STANDING ITEMS

3.1 Joint School District / City Management Committee

The General Manager, Community Services distributed draft minutes from the April 8, 2013 meeting.

He also provided brief summaries on some of the programs, provided updates on land issues and spoke on the history of the working relationship of the city and school district.

3.2 Programs

The Senior Manager, Recreation Services circulated minutes from the March 12, 2013 Joint Program Committee.

Although no update was provided, it was noted that this Committee meets four times a year.

He also echoed that there is a positive working relationship between the City of Richmond and the School District.

The Superintendent advised that the Healthy Richmond Survey Final Report was presented to the school district's Executive Team.

Councillor McPhail added that this survey is available on the city website and is the first of its kind to give community specific data.

3.3 Traffic Safety Advisory Committee

The Manager of Transportation/Planning reported that the last traffic safety meeting was held March 7, 2013.

Initiatives Highlighted:

- Staff are planning on installing raised crosswalks Tweedsmuir within the school zone area; speeding has been detected;
- Staff are planning on constructing 2 speed humps on Georgia by Lord Byng Elementary; On Second Ave. a proposed speed bump was not supported by area residents;

Proposed Projects

- Staff are proposing 2 speed humps Maddocks north of Thomas Kidd school between Ainsworth and Shell; subject to resident feedback;
- Staff are considering 4 speed humps by Whiteside and McRoberts, south of Southarm on Ryan Road; subject to resident feedback;

- Staff are considering putting in speed reader boards on Moresby by Quilchena.

It was also reported that there are driver behavior issues at Garden City and Williams such as cars dropping students off on the road, stopping in the no stopping zone and driving through in the right turn only lane. The RCMP has been made aware of this situation.

The Chair stressed that this is not only a safety issue but an educational issue.

The Chair requested an update on the Garden City school traffic mitigation initiatives.

ACTION: This item to be forwarded to ET for awareness.

ACTION: Director of Transportation to provide an update on the traffic calming initiatives at Garden City School to the Superintendent of Schools.

3.4 School Planning and Construction Schedule

The Director of Facilities and Operations provided an update on the Steveston site.

Following Ministry approval to sell the property, a public announcement of an expression of interest was made March 15, 2013.

The school district is excited to search for developers through the public process who are well qualified to work within the needs of the community.

A closing date for building application is April 18, 2013.

It was reported that phase 3 of building remediation is underway at Hugh Boyd school.

Discussion ensued on other remediation work at the West Richmond Community Centre being done as well as other opportunities for the city and school board to co-ordinate project timing.

The Secretary Treasurer was happy to report on Ministry approval for seismic funding for Gilmore school.

The district is pushing hard to make a good viable project as this was our highest priority.

The Chair reiterated the importance of student safety and stated that a public announcement will be made following the April 15, 2013 Board meeting.

4. BUSINESS ARISING & NEW BUSINESS

4.0 Draft Working Together Presentation – Working together for the benefit of the community

The General Manager, Community Services spoke to his draft presentation “Working Together for the Benefit of the Community” paper and stressed the importance of the positive working relationship the city and the school district has experienced for the past 50 years.

He touched on points from the early vision of joint park sites in the 1950’s.

Information sharing and collaboration on mutually beneficial programming opportunities was also raised.

He also noted that in 1984, a Master Joint Use Agreement was formed whereby both parties work towards goals of resource sharing, community involvement, consultation along with optimum use of land and facilities was implemented.

Discussion followed on where we are now and how this document raises awareness.

Other important areas to include are involvement from a union perspective as well as the health department. Traffic safety and childcare were highlighted as well.

Our successes should be celebrated along with recognition of a relationship that is unique.

ACTION: That we disseminate this draft for feedback from the city and the district. To be forwarded to ET and then on to the Board.

4.1 ICBC/City of Richmond Road Improvement Program – Proposed Projects of 2013

The Manager Transportation Planning updated the Committee by advising that the City is moving forward to the completion of walkway on Ash St. despite waiting for ICBC contribution.

The importance of a good working relationship with ICBC was highlighted, as well as noting the many projects that have already been funded by them.

4.2 Richmond Community Cycling Committee – Proposed 2013 Initiatives

The Manager Transportation Planning announced the renaming of Richmond cycling to Richmond Active Transportation Committee (RATC) to broaden the focus to other users besides cycling. This will enable the city to include staff liaison from parks to address skateboarders on park areas where they are not legally allowed on roadways or sidewalks. She also advised the former Vancouver cycling coalition Hub, is working with city staff on the bike to work

week which occurs at the end of May and end of October and the annual bike tour June 9th.

Through city funding, Hub is working to establish a bike to school program and will be attending the Summit conduct class instruction and testing through a bike rodeo on the city parking lot. The target audience will be at the grade 5-6 level. As part of the parkside route, the city will improve the walkway around Walter Lee school this summer by widening the walkway from 1.5 m to 3m.

Trustees learned that there are many volunteers who submit input to infrastructure planning.

4.4 Richmond Community Services Advisory Committee (RCSAC) Youth Sub-Committee Feedback on "Current Issues That May Be Impacting Richmond Adolescents"

The Chair requested the attached report be added to the In-Camera meeting.

Superintendent of Schools reported that the report was not forwarded to the district but was sent directly to council. She stressed the district is interested in moving forward to build a better system to provide support to students in high risk categories or in difficult home situations. Due to budget cutbacks we're working towards to help bridge the gap of where we are and what still can be done.

Trustees and Councillors had comments and questions on the reporting process in support, filling gaps, vulnerable students at risk and working within our budget.

4.5 Child Poverty Issues & Initiatives In the Richmond School District

The Manager, Community Social Development advised the report will be completed for the next meeting.

Superintendent of Schools noted that RCSAC will be presenting our internal report. Next steps will be to combine our assets and work together.

4.6 ME TOO Magazine

The Chair advised that April 25 is public education day. Trustees are working on a social media campaign regarding public education.

4.7 King George Master Park Plan.

ACTION: This item to be added to next meeting for discussion.

The Director of Development joined the meeting at 10:24.

4.3 Development Update

The General Manager, Community Services introduced the Director of Development to provide an update.

An aerial map of the city center area was reviewed showing current and future development action activity.

He spoke on the addition of a new Canada Line station, funded by dwelling surcharges and noted that development by investors remains cautious.

Trustees had comments and questions on housing developments, schools and non- residential development.

The Senior Manager, Recreation Services advised a city center communication facility will be open to the public in 2015.

ACTION: Bring this item back to next council board meeting.

4.8 INFORMATION ITEM

Councillor Barnes announced the city is holding a Capital Project Open House, April 17th and suggested that the district advertise this on our website.

The Director, Facilities and Planning noted that this information has already been received and distributed to managers in Maintenance, Operations and Transportation.

The Secretary Treasurer suggested that we be included next year in a joint event.

ACTION: Bring this back to staff for information and discussion for joint open house next year.

5. NEXT MEETING

Wednesday, June 5, 2013, at 9:00 am – 12:00 pm.

6. ADJOURNMENT

The meeting adjourned at 10:40 am.



City of Richmond

Report to Committee

TO GP- APR. 15 2013

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: **Business Regulation Bylaw 7538**
Amendment Bylaw 9013

Date: March 14, 2013
File: 12-8275-01/2013-Vol
01

Staff Recommendation

That Bylaw 9013 which amends Schedule A of Business Regulation Bylaw 7538 to include 8511 Alexandra Road – Unit 100 among the sites which permits an amusement centre to operate, be forwarded to Council for first, second and third readings.

W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att. 1

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

Staff Report

Origin

Under Business Regulation Bylaw No 7538, Section 5.3.1(f) regulates that an amusement centre is only permitted to have more than 4 amusement machines if the premises has been approved by Council and listed in Schedule A of the bylaw.

This report deals with a business licence application received from Shangi Wang, Managing Director (the Applicant), to operate an internet café with 50 computer machines, 2 billiard and table tennis tables, and food services under the business name of Gank Internet Café Ltd., from 8511 Alexandra Road Unit 100. This premise is not on the list of approved addresses for an operation with more than 4 amusement machines.

Findings of Fact

The location at which the Applicant intends to operate is located in Auto-Oriented Commercial District (CA), which permits, among other uses, amusement centres. The building is a two level structure and the Applicant will be occupying the downstairs area and on the 2nd floor the current tenant, a restaurant, will continue to operate. To the east, west and south of the location are commercial units and to the north is a residential district (Attachment 1).

There are currently 13 businesses licenced to operate as amusement centres.

The City has imposed regulations including restricted operating hours which amusement centres must adhere to and this type of regulated use is one that the Richmond Special Task Force Team inspect from time to time to ensure that compliance of the regulations are being met.

Analysis

By definition, Internet Cafes' are recognized as amusement centres. These businesses generally use computer stations which are Internet or networked to each other for the purposes of playing games within a group of individuals.

Richmond RCMP has been advised of the application and has not responded with any issues with this proposal.

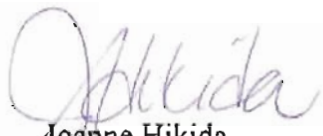
If granted approval to operate as an amusement centre, the Applicant will be required to ensure that the unit meets all building, health and fire codes before a Business Licence would be issued.

Financial Impact

None

Conclusion

Having reviewed the application, location and the regulations for amusement centres, staff support adding 8511 Alexandra Road Unit 100 to Schedule A of Bylaw 7538.



Joanne Hikida
Supervisor Business Licence
(604-276-4155)

JMH:jmh



8511 Alexandra Road

Original Date: 03/14/13

Amended Date:

Note: Dimensions are in METRES



Business Regulation Bylaw No 7538, Amendment Bylaw 9013

The Council of the City of Richmond enacts as follows:

1. That Business Regulation Bylaw No 7538 is amended by adding to Schedule A in alphabetical order:

Alexandra Road 8511 Unit 100

2. This Bylaw is cited as **"Business Regulation Bylaw No 7538, Amendment Bylaw 9013"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER



TO GP- Apr. 15 2013

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: 0791964 BC Ltd., doing business as
Browns Social House
Unit 1020 – 11660 Steveston Highway

Date: March 19, 2013
File: 12-8275-30-001/2013-
Vol 01

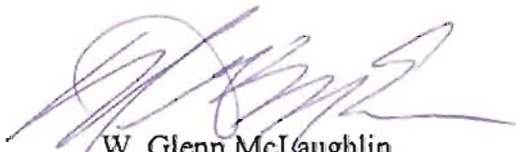
Staff Recommendation

That the *application* from 0791964 BC Ltd., doing business as Browns Social House, for an amendment to increase their hours of liquor service under Food Primary Liquor Licence No. 303140 *from* Monday to Sunday 9:00 a.m. to 12:00 a.m. *to* Monday to Sunday 9:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

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




on the application and instructions on how community comments or concerns could be submitted.

4. Council's comments and recommendations respecting the views of the residents are as follows:
 - a. That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.



W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att. 1

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

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control and Licensing Act (the "Act") and the Regulations made pursuant to the Act.

This report deals with an amendment application submitted to LCLB and to the City of Richmond by Rising Tide Consultants Ltd., on behalf of their client 0791964 BC Ltd., doing business as Browns Social House (the "Applicant"), for the following amendment to its Food Primary Liquor Licence No. 303140:

Change hours of sales *from* Monday to Sunday 9:00 a.m. to 12:00 a.m. *to* 9:00 a.m. to 2:00 a.m. Monday to Sunday.

There is no entertainment proposed.

Local government is given the opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For amendments to food primary licences, the process requires local government to provide comments with respect to the following criteria;

- the potential for noise if the application is approved
- the impact on the community if the application is approved
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

Analysis

The Applicant operates a casual style restaurant with a Food Primary Liquor Licence from premises located at Unit 1020 – 11660 Steveston Highway. The location is zoned Community Commercial (CC) and the business use of a restaurant is consistent with the permitted uses for this zoning district.

The Applicant is located in a commercial shopping plaza that provides a wide range of retail uses and services for the community. Located in the same shopping complex are several eateries, one of which has a food primary liquor licence with hours of sales until 2:00 a.m. Situated to the north of the shopping plaza are residential complexes. (Attachment 1)

The Applicant has been operating from this location since 2009 and has held a valid business licence each year of operation. The restaurant has been approved for an occupant load of 148 of which 40 seats are located on an outside patio area. In the past, the Applicant has been approved for a temporary extension of liquor service hours in order to serve until 2:00 a.m.

The letter of intent submitted with the City application states that in order to be competitive with the nearby restaurants which have service until 2:00 a.m. they also need to be able to offer the later hours of food with liquor service.

There are a number of restaurants in the vicinity and the request to increase the hours of liquor service is consistent with similar operations noted in the area.

Summary of Application & Comments

The City's process for reviewing applications for liquor related permits is prescribed by the Development Application Fee's Bylaw No. 8951 which under section 1.8.1 calls for

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; or
- (b) any of the following in relation to an existing licence to serve liquor:
 - (i) addition of a patio;
 - (ii) relocation of a licence;
 - (iii) change of hours; or
 - (iv) patron participation

must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii) type of entertainment (if application is for patron participation entertainment); and
 - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 18 property parcels within the consultation area. On February 13, 2013, letters were sent to 275 businesses, residents and property owners to gather their view on the application. One letter was returned as undeliverable.

As of March 15, 2013, two responses were received from residents in the area citing the following:

- were not against the extended hours just concerned that no loud music be permitted after 12:00 a.m.
- increasing hours would set a precedent for other businesses to do the same; would increase the likelihood of noisy patrons past midnight; there is no bus service after 2:00 a.m.

Potential for noise

Staff believes that there would be no noticeable increase in noise if the additional hours of liquor service were supported.

Potential for impact on the Community

Any typical potential impacts associated with extended hours of liquor sales such as drinking and driving, criminal activity and late-night traffic are not expected to be unduly increased with this amendment. Having received only two responses from those contacted in the consultation area, and of which only one is against the increase in hours, and no responses from the city-wide public notifications, staff feel that the endorsement of this application is warranted due to the lack of negative public feedback and that the business focus as a food service establishment is to be maintained.

Potential to operate contrary to its primary purpose

Staff is of the opinion that due to a lack of any non-compliance issues related to the operation of this business there would be minimal potential of the business being operated in a manner that would be contrary to its main purpose as a food primary establishment.

Other agency comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Task Force, the City Building Permit, Business Licence and Zoning Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.

No objections to the application were received from any of the above mentioned agencies and divisions.

The following table is a summary of the application data and dates:

ITEM	DETAILS
City of Richmond Application Received	January 30, 2013
Type	Amendment – Hours of operation under Liquor Licence No. 303140
Location	11660 Steveston Highway Unit 1020
Proposed Hours of Liquor Sales	Monday to Sunday, 9 a.m. to 2 a.m.
Zoning	Community Commercial
Business Owner	0791964 BC Ltd., Todd Shelly, owner
Date Sign Posted	February 7, 2013
Newspaper Publication Dates	February, 6, 8, 13, 2013
Letters to residents/businesses	February 13, 2013

The public consultation period for the application ended on March 15, 2013.

Financial Impact

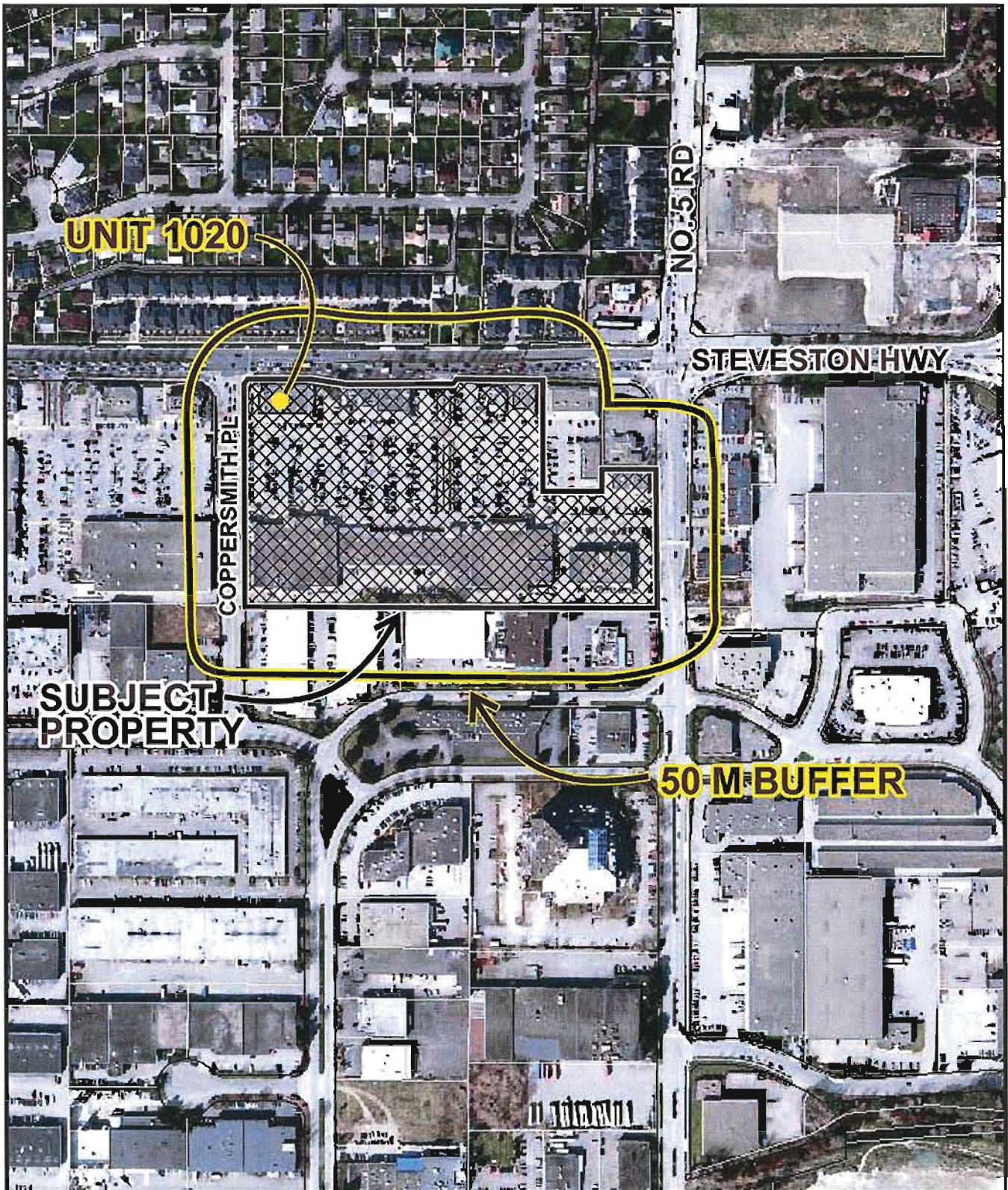
None

Conclusion

Following the public consultation period, staff reviewed the Food Primary Licence Amendment application against the legislated review criteria and recommends Council support the amendment to increase liquor service hours as the amendment is not expected to increase noise or have a negative impact on the community.


Joanne Hikida
Supervisor Business Licence
(604-276-4155)

JMH:jmh



Unit 1020 - 11660 Steveston Hwy

Original Date: 03/20/13

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

TO GP - April 15 2013

To: General Purposes Committee

Date: April 3, 2013

From: Jerry Chong
Director, Finance

File: 03-0925-01/2013-Vol
01

Re: 2013 Annual Property Tax Rates Bylaw No. 9007

Staff Recommendation

That the 2013 Annual Property Tax Rates Bylaw No. 9007 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 DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

Section 197 of the Community Charter requires municipalities to establish property tax rates for the current year after the adoption of the 5 Year Financial Plan and before May 15th. In addition, Council must, under subsection 197(3.1), consider the tax distribution to each assessment class prior to adopting the tax rate bylaw.

Analysis

BC Assessment provides assessment values that reflect the market condition as of July 1st of the previous year. In 2013, average residential assessment values for Richmond declined after two consecutive years of assessment increases. Assessment values for individual single family dwellings changed between -10% to +5% while multi-family strata properties changed between -5% to 0%. These trends are consistent throughout the region.

Table 1 provides a breakdown of the 2013 total assessment into valuation change (market change) and new growth. New growth is the term used for new developments, properties shifting between assessment classes, and any exemptions. New developments add taxable values to the class while new exemptions reduce the value to that class.

Table 1: Comparison of Assessment Values 2012 - 2013

	2012 Total Assessment Value	2013 Market Value	2013 New Growth	2013 Total Assessment Value	2013 Net Market Change	% Net Market Change
Class 01 - Residential	45,026,857,841	43,845,296,515	818,142,602	44,663,439,117	(1,181,561,326)	(2.62%)
Class 02 - Utilities	19,684,767	20,224,256	2,839,450	23,063,706	539,489	2.74%
Class 04 - Major Industry	111,751,800	115,466,000	325,500	115,791,500	3,714,200	3.32%
Class 05 - Light Industry	1,614,401,900	1,833,508,600	69,093,200	1,902,601,800	219,106,700	13.57%
Class 06 - Business	8,046,567,614	8,156,117,413	41,254,700	8,197,372,113	109,549,799	1.36%
Class 08 - Seasonal/Rec	111,935,100	112,473,300	8,241,800	120,715,100	538,200	0.48%
Class 09 - Farm	26,572,011	26,736,263	(118,190)	26,618,073	164,252	0.62%
Total	54,957,771,033	54,109,822,347	939,779,062	55,049,601,409	(847,948,686)	(1.54%)

Before new growth, total assessment value decreased by almost \$848 million from \$54.958 billion in 2012 to \$54.110 billion in 2013. This represents a 1.54% reduction in market value. Breaking down the change by assessment class, residential market values decreased by \$1.182 billion or 2.62% while Major Industry, Light Industry, and Business classes all showed increases in market value.

Total new growth in 2013 is approximately \$940M, and \$818M or 87% is due to residential developments.

2013 Tax Rate Calculation

In deriving the 2013 tax rates, the following were incorporated into the calculation:

City Centre Area Transitional Tax ("CCAT") Exemption

In 2011, Council adopted the City Centre Area Transitional Tax ("CCAT") Exemption Bylaw which provides a 20% exemption to the land values for qualifying properties for 5 years. Since adoption, owners of 3 properties that qualified for the exemption in 2012 have submitted development applications and do not qualify for a 2013 exemption. The total 2013 CCAT exempted value is approximately \$17.6M for Light Industry (class 05) and \$88.9M for Business (class 06) properties.

As reported to Council at the February 6, 2012 Finance Committee, 1/3 of the resulting tax impact of the CCAT exemption is to be allocated to the Business and Light Industry classes, 1/3 allocated to all remaining tax classes and 1/3 funded by the Appeals Provision. Total CCAT tax impact for 2013 is \$792K.

Tax Ratio

Tax ratio is often a highly discussed topic because it provides tax rate comparisons between assessment classes and between various municipalities. Tax ratio is a direct comparison of the tax rates between all classes against residential tax rates.

Appendix 1 shows Richmond's 2012 tax ratio ranking in all assessment classes in relation to the comparator group. Richmond's business to residential tax ratio of 3.77 is 3rd lowest in comparison.

Under the Community Charter, prior to adopting the property tax bylaw, Council must review the City's property tax distribution. In the City's Five year Financial Plan, the City's stated objective in property tax distribution is to maintain the business to residential tax ratio in the middle in comparison to other municipalities in the comparator group to ensure that the City remains competitive in attracting and retaining businesses.

Based on the 2013 Revised Roll and the aforementioned items, the 2013 calculated tax rates, assessment ratios, folio counts, tax distribution, and tax ratio is as follows:

Table 2 – Breakdown of 2013 Assessments and Tax Distribution

2013 Assessments and Tax Distribution					
	Calculated Tax Rates	Assessment Ratio	Folio Count	Tax Distribution	Tax Ratio
Class 01 - Residential	2.12246	81.13%	65,585	53.87%	1.00
Class 02 - Utilities	39.91246	0.04%	111	0.52%	18.80
Class 04 - Major Industry	14.42822	0.21%	26	0.95%	6.80
Class 05 - Light Industry	8.13367	3.46%	623	8.79%	3.83
Class 06 - Business	7.62851	14.89%	6,428	35.54%	3.59
Class 08 - Seasonal/Rec	1.96366	0.22%	449	0.14%	0.93
Class 09 - Farm	12.25825	0.05%	680	0.19%	5.78
Total	N/A	100.00%	73,902	100.00%	N/A

The following table provides the 2012 ratios and distribution for comparison purposes:

Table 3 – Breakdown of 2012 Assessments and Tax Distribution

2012 Assessments and Tax Distribution					
	Tax Rates	Assessment Ratio	Folio Count	Tax Distribution	Tax Ratio
Class 01 - Residential	2.00128	81.93%	64,751	53.10%	1.00
Class 02 - Utilities	39.90000	0.04%	110	0.46%	19.94
Class 04 - Major Industry	14.43540	0.20%	18	0.84%	7.21
Class 05 - Light Industry	8.99880	2.94%	605	8.19%	4.50
Class 06 - Business	7.53569	14.64%	6,435	37.12%	3.77
Class 08 - Seasonal/Rec	1.91058	0.20%	443	0.10%	0.95
Class 09 - Farm	11.94322	0.05%	696	0.19%	5.97
Total	N/A	100.00%	73,058	100.00%	N/A

Comparing to 2012:

- 2013 residential tax rates proposed increase is \$0.12118 for every \$1000 of assessment. The rate increase is required due to the lower average assessment value and the Council approved overall tax increase announced for 2013. When average assessment values decrease from prior year, the City must adjust the prior year's tax rates higher in order to collect the same amount of taxes in the current year. Once that adjustment is made, rates are then adjusted for the announced tax increase.
- The number of residential properties increased by 834 units from 64,751 in 2012 to 65,585 in 2013. With this change, tax distribution for the residential class increased by 0.77% from 53.10% in 2012. In 2013, Richmond's residential class bears 53.87% of the City's tax burden.
- In 2013, tax burden for the Business class is reduced to 35.54% from 37.12%. Part of this reduction is due to the number of businesses switching from Business to Light Industry class to take advantage of the 60% school tax credit offered by the Province. This migration from Business to Light Industry class is expected to reverse direction in the near future because the Province has recently announced that the 60% school tax credit for Light Industries will be phased out over the next 2 years.
- In 2012, Light Industry and Business had tax ratios of 4.50 and 3.77, respectively. Due to the lower residential tax rate in 2012, Council shifted some tax burden from the Business and Light Industry classes to the Residential class. In 2013, both Light Industry and Business classes show healthy tax ratios of 3.83 and 3.59, respectively. Comparing these ratios to the 2012 ratios for the comparator group (Appendix 1), Richmond's 2013 Light Industry and Business ratios should remain competitive to attract and retain businesses in the community. Therefore, tax burden shift is not recommended for 2013.
- Appendix 2 provides the various 2012 tax rates for the comparator group. Richmond's tax rates were consistently in the middle or amongst the lowest in comparison to the group.

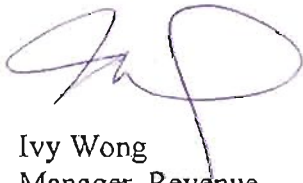
Comparing 2013 rates with Appendix 2, Richmond should be able to maintain the favourable tax position relative to the comparator group.

Financial Impact

Tax rates provided in Bylaw 9007 will generate the taxes necessary to balance the 2013 budget.

Conclusion

Richmond's tax rates have consistently remained in the middle or amongst the lowest in the comparator group. The proposed rates in Bylaw 9007 will generate the necessary taxes to balance the 2013 budget and to help maintain the current position.

A handwritten signature in blue ink, appearing to be 'Ivy Wong', written over a horizontal line.

Ivy Wong
Manager, Revenue
(604-276-4046)

IW:gjn

2012 Tax Ratio Comparison - Sorted by Business Class

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Coquitlam	1.0000	13.2051	9.7509	4.3737	4.6621	4.7986	5.5137
Burnaby	1.0000	16.1453	21.1893	4.5239	4.5239	0.6934	4.5239
Vancouver	1.0000	18.9696	15.8333	4.3470	4.3470	0.8891	0.8891
Richmond	1.0000	19.9372	7.2131	4.4965	3.7654	0.9547	5.9678
Delta	1.0000	12.0109	10.1168	3.2157	3.2157	2.1208	5.2156
Surrey	1.0000	14.0684	4.8521	2.6827	3.0027	0.9721	1.0574

2012 Tax Rate Comparison - Sorted by Class 01 - Residential

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432

2012 Tax Rate Comparison - Sorted by Class 02 - Utility

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898

2012 Tax Rate Comparison - Sorted by Class 04 - Major Industry

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898

2012 Tax Rate Comparison - Sorted by Class 05 - Light Industry

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898

2012 Tax Rate Comparison - Sorted by Class 06 - Business

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898

2012 Tax Rate Comparison - Sorted by Class 08 - Seasonal / Recreational

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000

2012 Tax Rate Comparison - Sorted by Class 09 - Farm

Municipalities	Class 01 - Residential	Class 02 - Utility	Class 04 - Major Industry	Class 05 - Light Industry	Class 06 - Business	Class 08 - Seasonal/ Rec	Class 09 - Farm
Delta	3.3303	39.9999	33.6920	10.7092	10.7092	7.0630	17.3695
Coquitlam	3.1148	41.1311	30.3722	13.6233	14.5215	14.9467	17.1741
Richmond	2.0013	39.9000	14.4354	8.9988	7.5357	1.9106	11.9432
Burnaby	2.2326	36.0459	47.3073	10.1000	10.1000	1.5481	10.1000
Surrey	2.3547	33.1267	11.4253	6.3168	7.0704	2.2891	2.4898
Vancouver	2.0200	38.3190	31.9836	8.7810	8.7810	1.7959	1.7959



Annual Property Tax Rates Bylaw No. 9007

The Council of the City of Richmond enacts as follows:

- (a) Parts 1 through 6 excluding Part 3, pursuant to the *Community Charter*; and
- (b) Part 3 pursuant to section 100 of the *Municipalities Enabling and Validating Act*.

PART ONE: GENERAL MUNICIPAL RATES

1.1 General Purposes

- 1.1.1 The tax rates shown in column A of Schedule A are imposed and levied on the assessed value of all land and improvements taxable for general municipal purposes, to provide the monies required for all general purposes of the City, including due provision for uncollectible taxes, and for taxes that it is estimated will not be collected during the year, but not including the monies required under bylaws of the City to meet payments of interest and principal of debts incurred by the City, or required for payments for which specific provision is otherwise made in the *Community Charter*.

1.2 City Policing, Fire & Rescue and Storm Drainage

- 1.2.1 The tax rates shown in columns B, C & D of Schedule A are imposed and levied on the assessed value of all land and improvements taxable for general municipal purposes, to provide monies required during the current year for the purpose of providing policing services, fire and rescue services and storm drainage respectively in the City, for which other provision has not been made.

2. PART TWO: REGIONAL DISTRICT RATES

- 2.1 The tax rates appearing in Schedule B are imposed and levied on the assessed value of all land and improvements taxable for hospital purposes and for Greater Vancouver Regional District purposes.

PART THREE: TRUNK SEWERAGE RATES

3.1 The tax rates shown in Schedule C are imposed and levied on the assessed values of all land only of all real property, which is taxable for general municipal purposes, within the following benefitting areas, as defined by the Greater Vancouver Sewerage & Drainage District:

- (a) Area A, being that area encompassing those portions of sewerage sub-areas and local pump areas contained in the Lulu Island West Sewerage Area of the Greater Vancouver Sewerage and Drainage District as shown on the current plan of the Lulu Island West Sewerage Area; and
- (b) Area B, being that area encompassing Sea, Mitchell, Twigg and Eburne Islands, which is that part of the **City** contained in the Vancouver Sewerage Area of the Greater Vancouver Sewerage and Drainage District as shown on the current plan of the Vancouver Sewerage Area; and
- (c) Area C, being that part of the **City** contained in the Fraser Sewerage Area of the Greater Vancouver Sewerage and Drainage District as shown on the current plan of the Fraser Sewerage Area,

and the total amount raised annually is to be used to retire the debt (including principal and interest) incurred for a sewage trunk system, which includes the collection, conveyance and disposal of sewage, including, without limiting the generality of the foregoing, forcemain sewers and their pumphouses and such ancillary drainage works for the impounding, conveying and discharging the surface and other waters, as are necessary for the proper laying out and construction of the said system of sewerage works, provided however that land classified as "Agriculture Zone" in Section 14.1 of the **Zoning Bylaw**, is exempt from any tax rate imposed or levied pursuant to this Part.

PART FOUR: GENERAL PROVISIONS

4.1 Imposition of Penalty Dates

4.1.1 All taxes payable under this bylaw must be paid on or before July 2, 2013.

4.2 Designation of Bylaw Schedules

4.2.1 Schedules A, B and C are attached and designated a part of this bylaw.

PART FIVE: INTERPRETATION

5.1 In this bylaw, unless the context otherwise requires:

CITY	means the City of Richmond.
ZONING BYLAW	means the Richmond Zoning Bylaw 8500, as amended from time to time.

PART SIX: PREVIOUS BYLAW REPEAL

6.1 Annual Property Tax Rates Bylaw No. 8885 (2012) is repealed.

PART SEVEN: BYLAW CITATION

7.1 This Bylaw is cited as “**Annual Property Tax Rates Bylaw No. 9007**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

SCHEDULE A to BYLAW NO. 9007

PROPERTY CLASS	COLUMN A GENERAL PURPOSES	COLUMN B POLICING SERVICES	COLUMN C FIRE & RESCUE	COLUMN D STORM DRAINAGE	TOTAL
1. Residential	1.24208	0.46556	0.36686	0.04796	2.12246
2. Utilities	23.35702	8.75483	6.89879	0.90182	39.91246
4. Major Industry	8.44348	3.16484	2.49389	0.32601	14.42822
5. Light Industry	4.75987	1.78413	1.40589	0.18378	8.13367
6. Business / other	4.46425	1.67332	1.31857	0.17237	7.62851
8. Recreation / non profit	1.14914	0.43073	0.33942	0.04437	1.96366
9. Farm	7.17361	2.68886	2.11881	0.27697	12.25825

SCHEDULE B to BYLAW NO. 9007

PROPERTY CLASS	REGIONAL DISTRICT
1. Residential	0.05915
2. Utilities	0.20703
4. Major Industry	0.20112
5. Light Industry	0.20112
6. Business/other	0.14493
8. Rec/non profit	0.05915
9. Farm	0.05915

SCHEDULE C to BYLAW NO. 9007

AREA		RATES
A, B, & C	Sewer Debt Levy (land only)	0.02257



City of Richmond

Report to Committee

To Planning April 16 2013

To: Planning Committee

Date: April 2, 2013

From: Gavin Woo, P. Eng.
Senior Manager, Building Approvals

File:

Re: Appointment of Local Gas Safety Managers and Gas Safety Officers

Staff Recommendation

1. That pursuant to Section 12 of the Safety Standards Act, the following appointment be made:

Phil Wynne – Local Gas Safety Manager

2. That pursuant to Section 11 of the Safety Standards Act, the following appointments be made:

Paul Saggars – Gas Safety Officer

Tony Burns – Gas Safety Officer

John Melnychuk – Gas Safety Officer

Jacek Redlinski – Gas Safety Officer

Peter Phi – Gas Safety Officer

Brendan Ryle – Gas Safety Officer

Paul Friess – Gas Safety Officer

Bengt Andersson – Gas Safety Officer

Craig James – Gas Safety Officer

Rob Gillon – Gas Safety Officer

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

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

Staff Report

Origin

On March 30, 2004, the City entered into an Administrative Agreement with the Province for the continuation of gas inspection services.

The BC Safety Authority has recently advised of the need to appoint Plumbing and Gas Inspectors as Local Gas Safety Manager and Gas Safety Officers by Council resolution. The City Law Department has confirmed this requirement.

Analysis

The responsibilities and qualifications of the Local Gas Safety Manager and Gas Safety Officers under the Safety Standards Act correspond to the Gas Inspection Supervisor and Gas Inspectors' position at the City. The Local Gas Safety Manager is responsible for providing technical assistance and directive to the Gas Safety Officers, while Gas Safety Officers are responsible for providing inspections on gas installations and regulated products.

The following staff persons currently in the positions of Senior Manager, Building Approvals and Supervisor, Plumbing and Gas Inspections should be appointed as Local Gas Safety Manager:

Phil Wynne, Supervisor, Plumbing & Gas Inspections

In addition, the following City plumbing and gas inspectors should be appointed as Gas Safety Officers:

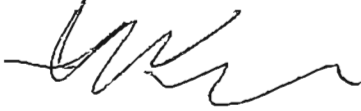
Paul Saggars, Plumbing & Gas Inspector 2
Tony Burns, Plumbing & Gas Inspector 2
John Melnychuk, Plumbing & Gas Inspector 2
Jacek Redlinski, Plumbing & Gas Inspector 2
Peter Phi, Plumbing & Gas Inspector 1
Brendan Ryle, Plumbing & Gas Inspector 1
Paul Friess, Plumbing & Gas Inspector 1
Bengt Andersson, Plumbing & Gas Inspector 1
Craig James, Plumbing & Gas Inspector 1
Rob Gillon, Plumbing & Gas Inspector 1

Financial Impact

None.

Conclusion

It is recommended that Council appoint the designated staff as Gas Safety Officers and Local Gas Safety Manager in order to comply with the provisions of the current Safety Standards Act.

A handwritten signature in black ink, appearing to read 'Gavin Woo', with a stylized, flowing script.

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

GW:jd



City of Richmond

Report to Committee

To Planning: April 16, 2013

To: Planning Committee

Date: April 3, 2013

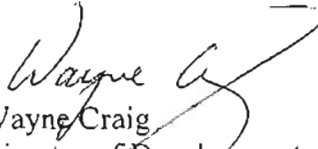
From: Wayne Craig
Director of Development

File: RZ 11-586861

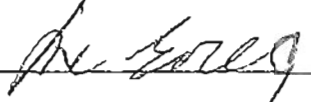
Re: Application by Man-Chui Leung and Nora Leung for Rezoning at 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)"

Staff Recommendation

That Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.


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

Att.

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

Staff Report

Origin

Man-Chui Leung and Nora Leung have applied to rezone 7460 Ash Street (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit a six (6) lot single-family subdivision fronting onto Ash Street, General Currie Road and Armstrong Street (**Attachment 2**).

The allocation of the proposed lots within this subdivision plan will initiate the creation of an undeveloped section of General Currie Road as well as require the dedication of lands for the introduction of Armstrong Street at the eastern edge of the subject site which will connect to the new section of General Currie Road. The creation of these roads is in accordance with the South McLennan Sub-Area Plan, and will provide vehicular and pedestrian access to the proposed new lots. This portion of General Currie Road has always been intended to connect Ash Street and Bridge Street, but has never been constructed.

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: Across the General Currie Road dedication, Single Detached lots zoned "Single Detached (RS1/F)".

To the East: Single Detached lots zoned "Single Detached (RS1/F)".

To the South: Single Detached lots zoned "Single Detached (RS1/F)".

To the West: Across Ash Street, Single Detached lots zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: Neighbourhood Residential: McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, "Historic Single-Family", two and a half storeys maximum, maximum density 0.55 F.A.R.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of rezoning.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development. Staff met with the owner of the property directly to the south at 7480 Bridge

Street who did not have a concern with the subdivision proposal as he was aware that the redevelopment potential of his lot has reached its limit under the current requirements of the Neighbourhood Plan. His concern was over a mature tree at the back of his house but located within the property line of the subject site. He was advised at the time we were still awaiting an arborist report for the property that would determine the health and possible retention of the tree.

Once the arborist report was submitted and reviewed by City staff, it was determined that while the tree is healthy, it is located within the allowable setback of the proposed zone. To keep it would result in a substantial loss of buildable area due to the root system the tree needs in order to survive. Otherwise, the allowable building area would have to remove a substantial amount of the tree's root system and the tree would eventually die. With this in mind, City staff recommended that the tree be removed. Because of the site constraints for new plantings, no tree replacement of significant size was recommended. Given the allowable side yard setback requirements (1.2 metres or approximately 4 feet), any new tree planting would have difficulty in growing to a substantial size. A response to the owner of 7480 Bridge Street was sent to inform them of this.

No other correspondence has been received regarding this application. Should first reading of this application be given, a Public Hearing will be held.

Analysis

Proposed Zoning to Single Detached (ZS14) – South McLennan (City Centre)

The proposal to rezone the subject site to create smaller Single Detached lots is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes for Single Family use (**Attachment 4**). The policy permits lot widths fronting Ash Street to be at least 18.0 meters wide, with the remaining lots fronting General Currie Road and Armstrong Street at 11.3 meters wide, with corner lots being a minimum width of 13.0 meters. The ZS14 zone was chosen as it has been used on other Single Detached lots in the area. The proposal meets the minimum lot area requirements set out in the ZS14 zone.

It is anticipated that the applicant will be making a separate application for a Servicing Agreement and Subdivision upon third reading.

Proposed Site Assembly

According with the South McLennan Area Plan, the subject property is large enough to support a rezoning application on its own without the addition of adjacent properties. The owner of the smaller lot to the south (7480 Ash Street) was approached to see if they wished to be included with the application, but declined on this offer. The City has a letter from the applicant on file stating this.

Even with the inclusion of 7480 Ash Street, there is little opportunity to gain a further increase in the number of lots as 7480 Ash Street has reached its limits on subdividing in accordance with the Neighbourhood Plan. To include 7480 Ash Street would simply result in a seven (7) lot subdivision.

Staff Comments

Transportation and Site Access

Vehicular access to the individual lots is proposed to be from Ash Street (Lot 1), General Currie Road (Lots 2 and 3), and Armstrong Street (Lots 4, 5 and 6).

To accommodate access to these lots, the applicant will need to design and construct the undeveloped section of General Currie Road directly north of the property in accordance with City policy, as well as:

- Dedicate 9.0 meters off of the eastern edge of the subject site to facilitate the development of Armstrong Street;
- Dedicate 4 meter by 4 meter corner cuts at the intersections of General Currie Road and Ash Street as well as General Currie Road and Armstrong Street; and
- Design and construct the road, and road frontages to the extent of the site for Armstrong Street, including the corner cuts adding services such as extending existing water, storm, sanitary sewer, and other service lines to service the individual lots.

All this will be covered as part of the Servicing Agreement the developer will enter in with the City.

Trees

An Arborist report and tree survey (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for their removal or retention. It should be noted that trees located within the future road extension of Armstrong Street were not assessed, as the construction of the road will necessitate their removal. Compensation for trees within this future road right-of-way is not being sought as Armstrong Street is identified in the Area Plan for road use.

City staff reviewed the submitted Arborist report and conducted a site visit and recommend that of the 56 existing trees on site, nine (9) are candidates for retention as they are in good condition and would not interfere with the allowable development footprint on each of the proposed lots. As outlined in the table below, the health of the remaining trees are either in marginal/poor health, or located within the allowable building area of the lot.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	56	-	-	-
Within Right of Ways for Armstrong Street	11	N/A	None, as Road Required by Area Plan	Located within excavation and construction zones for roadworks.
Within Single-Family Building Envelope or grade elevation requirements	36	2:1	72	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees To be Retained	9	-	-	To be protected during construction.

As a condition of rezoning, the applicant will be providing a security for the nine (9) retained trees in the amount of \$9,000.00 (\$1,000.00 per tree) to ensure the survival of these trees for a one year period.

In accordance with City policy, a 2:1 replacement ratio is required. Of the 36 that are to be removed, 72 will need to be replaced. This works to an average of 12 replacement trees per lot, which would take up substantial space and potentially limit the allowable building size and tree survival potential. Because of this, staff is recommending the optimum number of new trees be planted on the following lots to help ensure survival of new trees in their younger years. As displayed in the chart below, the optimum number of trees per lot is shown with the total number of new trees combined with trees that are to be retained. The shortfall can be provided through a voluntary payment to the City's Tree Compensation Fund which the applicant has agreed to provide. As the applicant is providing trees along the frontage of the property they do not own (7480 Ash Street), this number will be deducted from the total requirement.

Number of Trees to be Planted per Lot

Proposed Lot Numbers	Proposed Lot Size	Number of trees			
		Trees per Lot	Already Retained	To be Planted	Total Number of Trees to be planted
1	773.3m ²	6	5	1	14
2	469.3m ²	4	1	3	
3	469.9m ²	4	1	3	
4	324.7m ²	3	1	2	
5	342.3m ²	3	1	2	
6	325.2m ²	3	0	3	
Summery	72 trees required (minus) 2 street trees to be planted for the frontage of 7480 Ash Street. 14 new trees to be planted on the proposed lots = 56 tree shortfall (to be paid cash-in-lieu)				

The resulting shortfall of the 56 trees can be made up through a voluntary contribution toward the City's Tree Compensation Fund in the amount of \$500 per tree that is short. Taking into account the frontage improvements for the adjacent property to the south at 7480 Ash Street will result in two (2) trees being planted within the boulevard, the resulting contribution comes to \$28,000.00. The applicant has agreed to this contribution and will make the payment to the City prior to the adoption of this rezoning application.

To secure the replacement of the on-site trees and survival of the trees to be retained, a landscape security in the amount of \$7,000.00 (\$500 per tree), is to be supplied to the City prior to the adoption of this rezoning application. Securing the street trees will be a part of the separate Servicing Agreement.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$1 per buildable square foot of density for all lots in relation to the proposed zone instead of providing secondary suites to at least 50% of new homes in this subdivision. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$13,233.69 and is payable prior to the adoption of this rezoning application.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that upgrades to existing sanitary will be needed. Water provisions will be determined at the Building Permit stage to ensure adequate flow. A voluntary contribution towards the committed upgrades for the South McLennan drainage area is in the amount of \$36,510.61 to account 2221-10-000-14710-0000 is required prior to the adoption of this rezoning application.

Servicing Agreement and Subdivision

The applicant is required to enter into a separate application for a Servicing Agreement for the purpose of designing for road construction, frontage improvements for sections of Ash Street, General Currie Road and Armstrong Street that front the subject property. Some of the improvements include but are not limited to:

Ash Street (from the north property line of the subject site and to the south property line of 7480 Ash Street)

- 1.75 meter wide concrete side walk;
- 3.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road widening to existing pavement.

General Currie Road (from the north property line of the subject site)

- 1.75 meter wide concrete sidewalk;
- 4.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement covering half the width of the road right-of-way.

Armstrong Street (from the eastern edge of the property – after the 9.0 meter land dedication)

- 1.50 meter wide concrete sidewalk;
- 1.50 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement to the extent of the land dedication.

Other items such as sanitary upgrades, are also to be included as well as extending existing service lines to service the individual lots.

Financial Impact

None expected.

Conclusion

The proposed rezoning for the six (6) lot subdivision meets the requirements of the OCP (McLennan South Neighbourhood Plan) as well as the zoning requirements set out in the Single Detached (ZS14) – South McLennan (City Centre) zone. The proposed road configuration is consistent with the neighbourhood plan and Staff is confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 11-586861 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

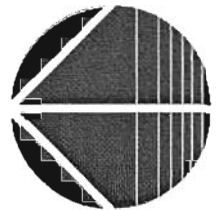
DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



PROPOSED REZONING

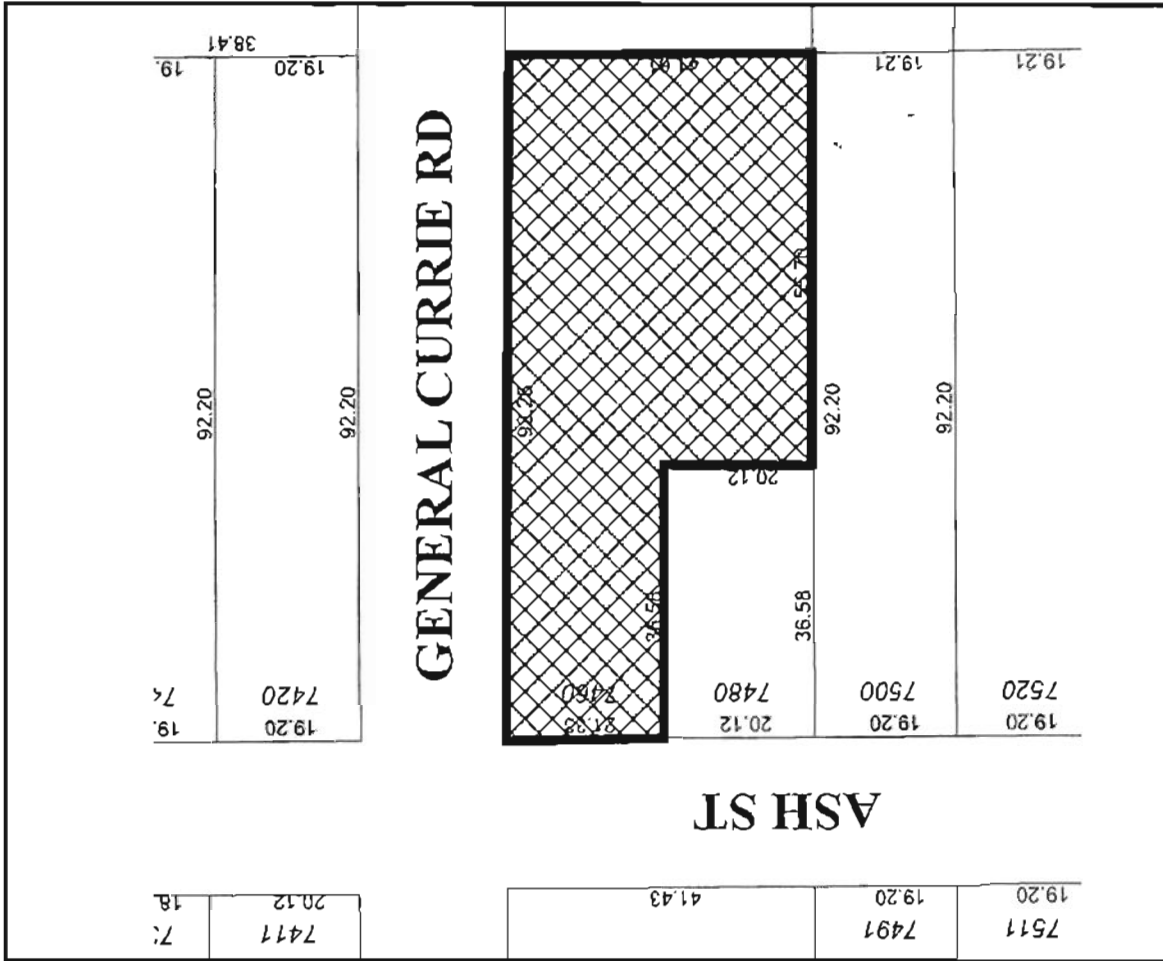
CNCIL - 157

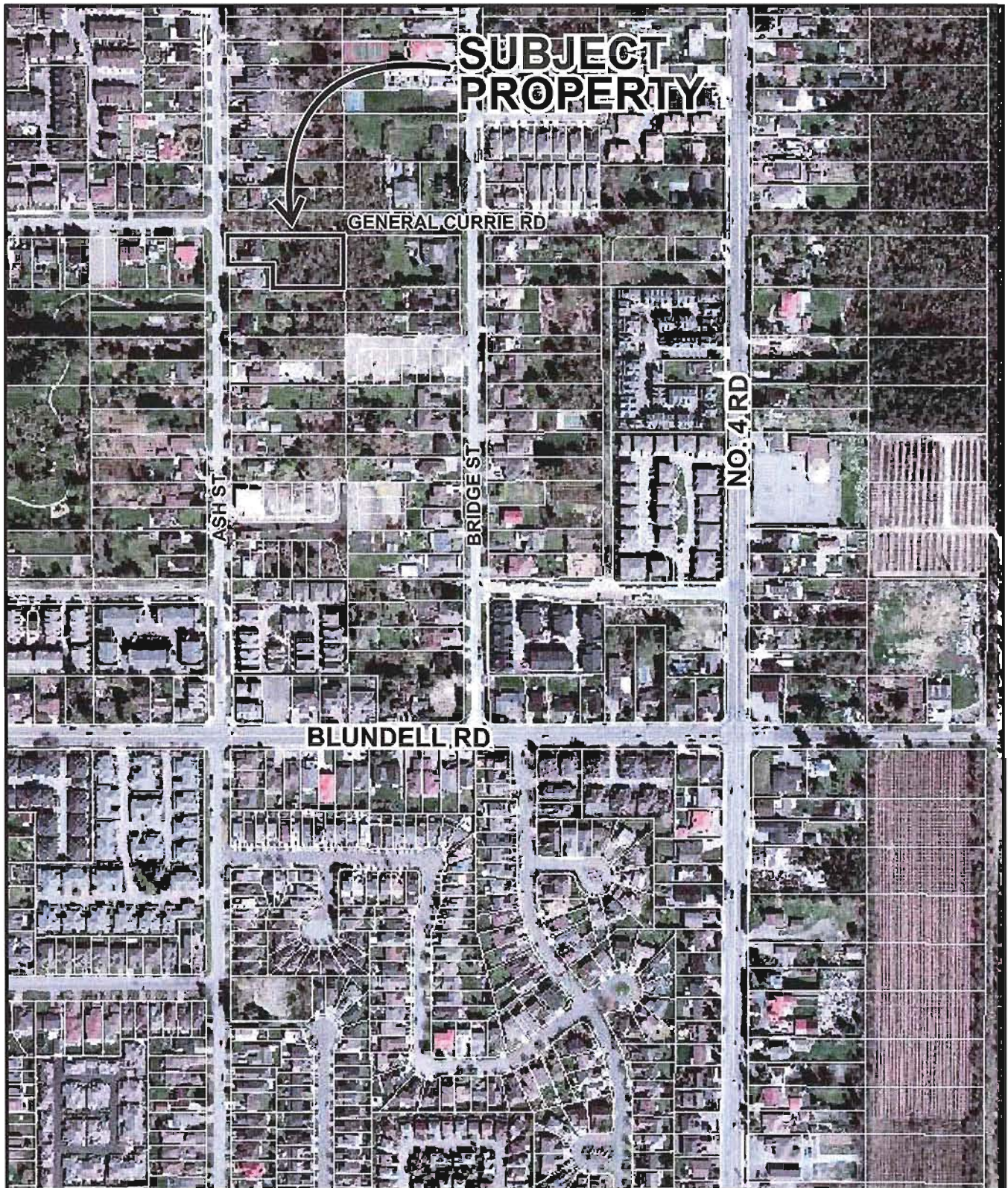


RZ 11-586861

Note: Dimensions are in METRES

ATTACHMENT 1





RZ 11-586861

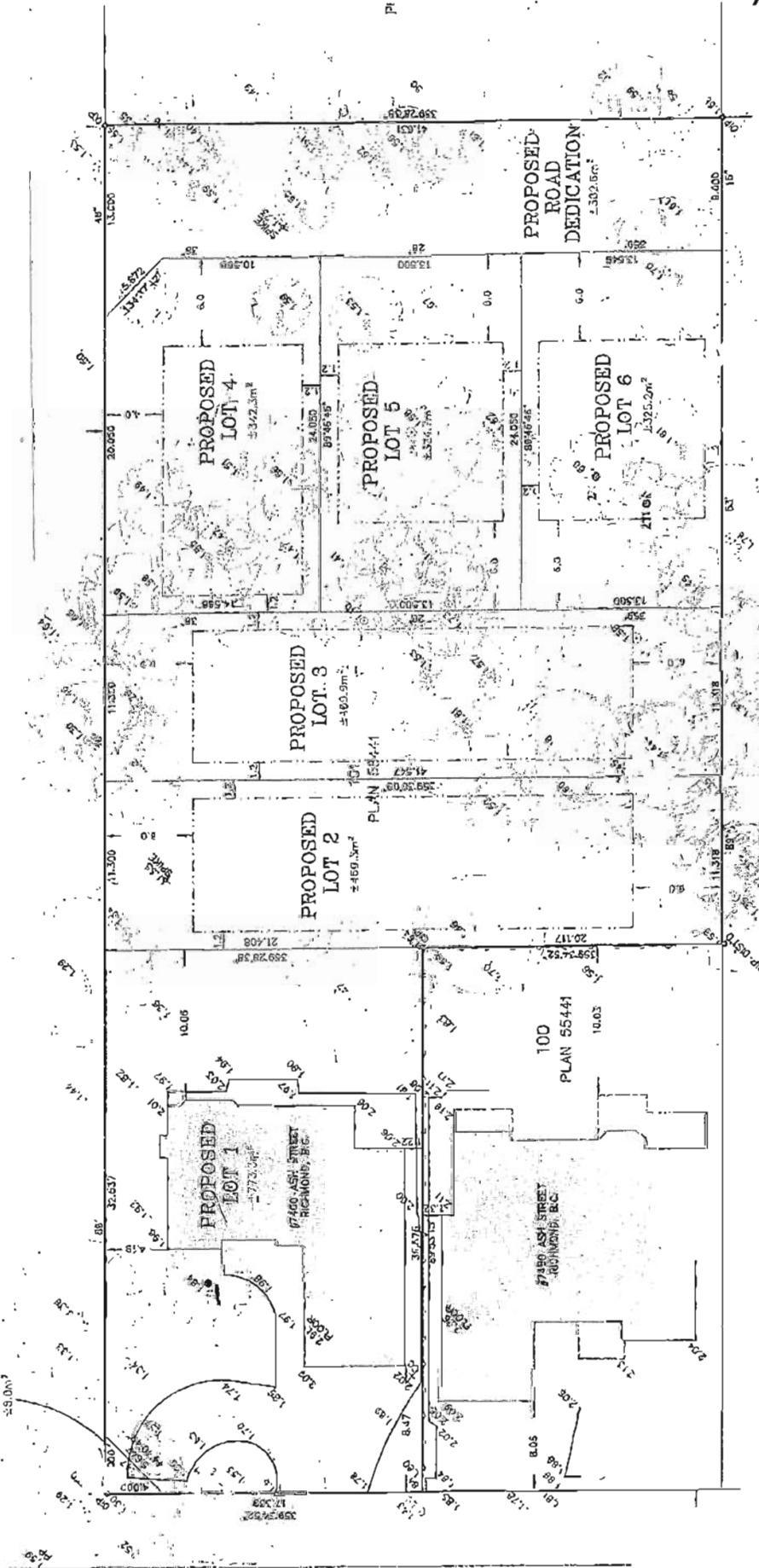
Original Date: 08/18/11

Amended Date:

Note: Dimensions are in METRES

GENERAL CURRIE ROAD
(UNCONSTRUCTED ROAD)

PROPOSED
ROAD
DEDICATION
±59.0m²





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 11-586861

Address: 7460 Ash Street

Applicant: Man-Chiu Leung and Nora Leung

Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)

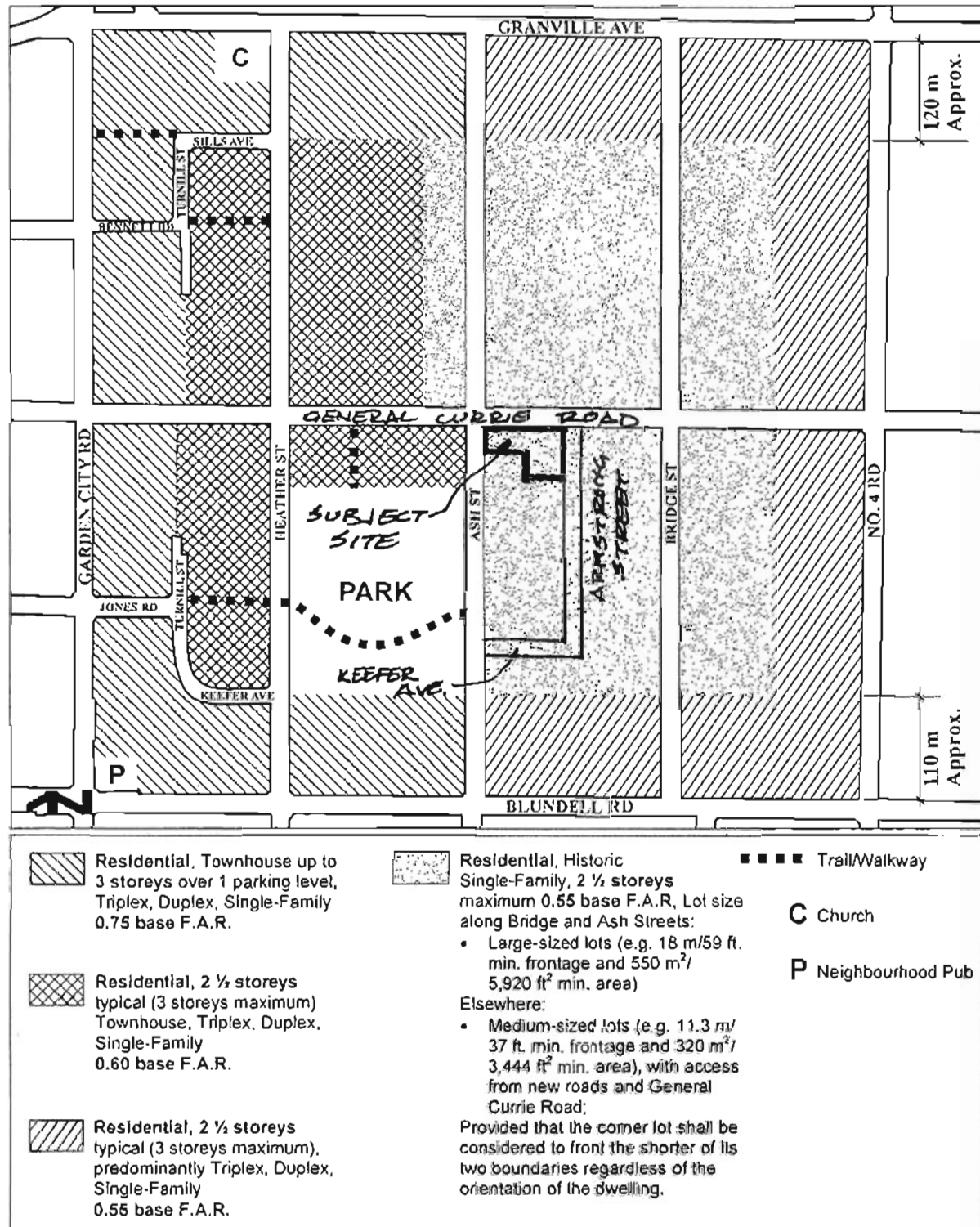
	Existing	Proposed
Owner:	Man-Chiu Leung and Nora Leung	No change
Site Size (m ²): (by applicant)	3,079.0 m ²	2,704.1 m ² The gross site area is reduced by: <ul style="list-style-type: none"> 9.0 m wide dedicated right-of-way (Armstrong Street) along the site's eastern edge for road, complete with 4m x 4m corner cut at General Currie Road; and A 4 m x 4 m corner cut at Ash Street and General Currie Road.
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential, "Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning:	Single-Family Housing District, Subdivision Area F (RS1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	1 single-family dwelling	6 single-family dwellings

On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR for first 464.5m ² of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 FAR for first 464.5m ² of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	none permitted
Ash Street Lot area Lot width	Min. 550.0 m ² (area) Min. 18.0 m (width)	Lot 1 – 773.3 m ² (area) 21.3 m (width)	none

On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Minimum Lot Area General Currie Rd. / Armstrong Street	Min. 320.0 m ²	Lot 2 – 469.3 m ² Lot 3 – 469.9 m ² Lot 4 – 342.3 m ² Lot 5 – 324.7 m ² Lot 6 – 325.2 m ²	none
Min. Lot Dimensions	11.3 m (width) 13.0 m (width) (Lot 4) 24.0 m (depth)	Lot 2 – 11.30 m (width) 41.50 m (depth) Lot 3 – 11.30 m (width) 41.50 m (depth) Lot 4 – 14.57 m (width) 24.05 m (depth) Lot 5 – 13.50 m (width) 24.05 m (depth) Lot 6 – 13.55 m (width) 24.05 m (depth)	none

City of Richmond

Land Use Map

Bylaw 7892
2005/04/18

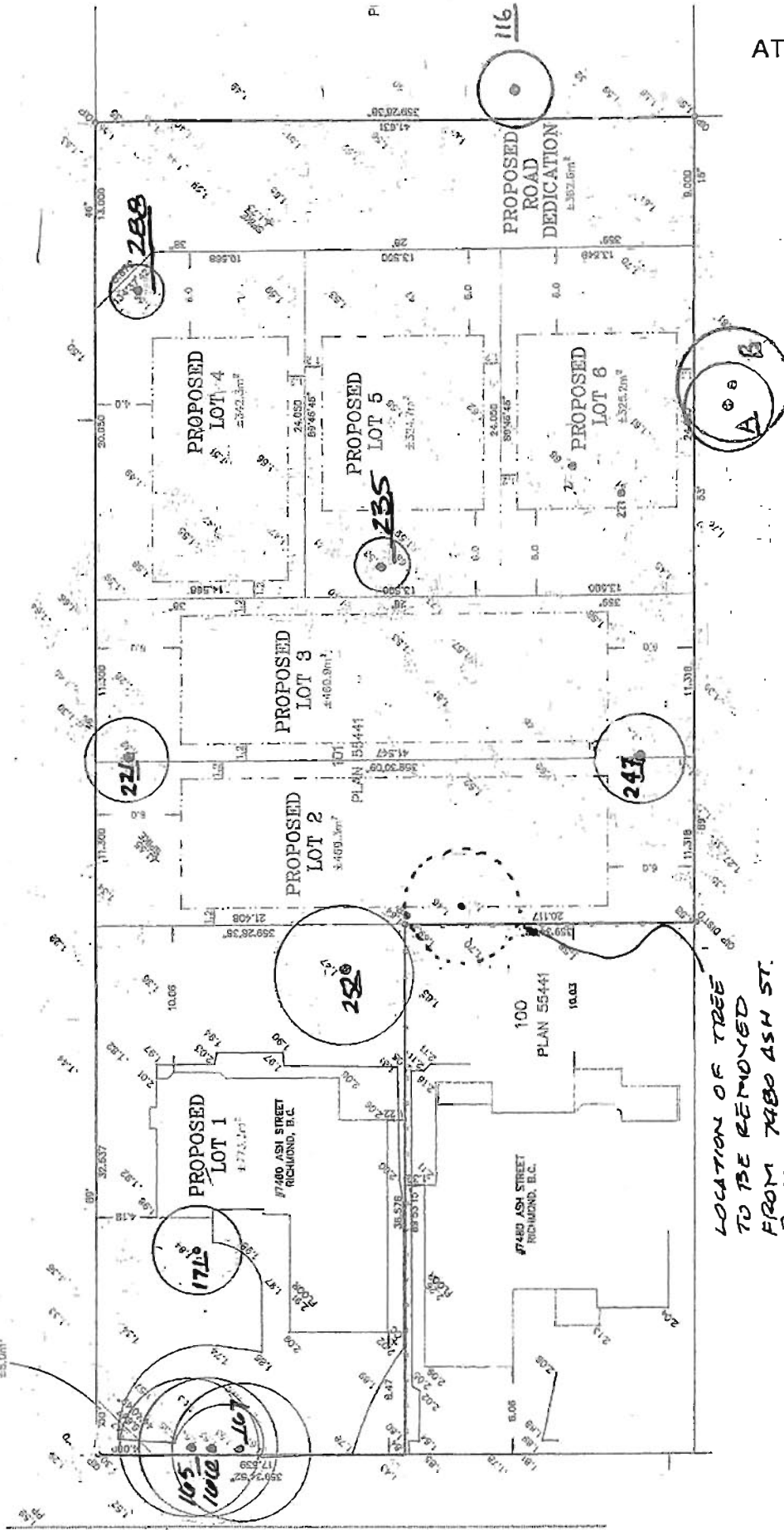
Note: Sills Avenue, Le Chow Street, Keffer Avenue, and Turnill Street are commonly referred to as the "ring road".

Tree Location + Retention Plan

Scale
0 2 4 6 8 10
(m)

GENERAL CURRIE ROAD
(UNCONSTRUCTED ROAD)

PROPOSED
ROAD
DEDICATION
48.0m²



ATTACHMENT 5

N 1/2 E
PLAN 1207

LOCATION OF TREE
TO BE REMOVED
FROM 7480 ASH ST.
QUESTION

All Trees Recommended
For Removal Except where
Indicated As Following:



**Conditional Rezoning Requirements
7460 Ash Street
RZ 11-586861**

Prior to final adoption of Zoning Amendment Bylaw 8907, the developer is required to complete the following:

1. 9.0 metre land dedication along the entire eastern edge of the subject site for the facilitation of constructing Armstrong Street. In addition to 4 metre by 4 metre corner cuts at the corner of Ash Street and General Currie Road and General Currie Road and Armstrong Street.
2. City acceptance of the developer's offer to voluntarily contribute \$27,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Tree Survival Security to the City in the amount of \$9,000.00 (\$1,000.00 per tree) for the nine (9) trees to be retained for at least a one year period to ensure survival.
4. Submission of a Tree Survival Security to the City in the amount of \$7,000.00 (\$500.00 per tree) for the 14 trees to be planted to ensure survival for at least a one-year period.
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. Registration of a flood indemnity covenant on title.
7. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$13,233.69) 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 three (3) of the six (6) 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.

8. Voluntary contribution of \$36,510.61 to go towards the committed upgrades for the South McLennan Drainage Area to account 2221-10-000-14710-0000.
9. Enter into a Servicing Agreement* for the design and construction of frontage improvements to Ash Street and frontage works to both General Currie Road and Armstrong Street. Works include, but may not be limited to:
 - a) East side of Ash Street, from General Currie Road to the south property line of 7480 Ash Street, including road widening, curb & gutter, 3.1m wide grass and treed boulevard, decorative "Zed" street lights, and a 1.75m wide concrete sidewalk near the property line;
 - b) South half of General Currie Road along the entire frontage, including watermain & sanitary sewer extension, sand/gravel base, curb & gutter, asphalt pavement, 1.75m concrete sidewalk at or near the north property line of the subject site, a 4.10m grass and treed boulevard, comes with decorative "Zed" street lighting, and BC Hydro preducting. Any upgrades which may be determined via the capacity analysis process can be included in this SA process; and
 - c) West half of Armstrong Street along the entire east edge of the subject site including, but not limited to: peat removal (if required), sand/gravel base, curb & gutter, asphalt pavement, 1.5m concrete sidewalk and 1.5m grass & treed boulevard, sanitary sewer, watermain, underground hydro, telephone, gas, cablevision, and any other servicing required to complete this portion of Armstrong Street. Note: At design stage it may be determined that the sanitary sewer cannot fit

within the Road R.O.W., and may have to be located within its own Utility R.O.W. Design should also include water, storm & sanitary connections for each lot.

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

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

Note:

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Original signature on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8907 (RZ 11-586861)
7460 Ash Street**

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 (ZS14) – SOUTH McLENNAN – CITY CENTRE"**.

P.I.D. 003-822-605

LOT 101 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 55441

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8907"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor al

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

To: Planning April 16 2013

Date: March 8, 2013

File: RZ 13-627573

Re: Application by Balandra Development Inc. for Rezoning at 5131 Williams Road
from Single Detached (RS1/E) to Single Detached (RS2/C)

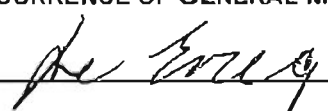
Staff Recommendation

That Bylaw 9008, for the rezoning of 5131 Williams Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.



Wayne Craig
Director of Development

QL:blg
Att.

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

Staff Report

Item	Details	
Applicant	Balandra Development Inc.	
Location	5131 Williams Road (Attachment 1)	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Single Detached (RS1/E) Proposed: Single Detached (RS2/C)	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Area Plan Designation	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Lot Size Policy	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Cash Contribution	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to rezoning.	
Surrounding Development	North: Older dwelling on a large lot fronting Mytko Crescent, zoned Single Detached (RS1/B).	
	East: Two (2) dwellings on lots zoned Single Detached (RS1/C), created through rezoning and subdivision in 1990.	
	South: Directly across Williams Road, are two (2) older dwellings on larger lots zoned Single Detached (RS1/E).	
	West: Older dwelling on a large lot zoned Single Detached (RS1/E).	
Rezoning Considerations	See Attachment 3 .	

Staff CommentsBackground

This proposal is to enable the creation of two (2) smaller lots from an existing large lot. Each new lot proposed would be approximately 14 m wide and 705 m² in area. The north side of this block of Williams Road, between Railway Avenue and Haddon Drive, has seen similar redevelopment through rezoning and subdivision since the late 1980's. The subject application is consistent with the pattern of redevelopment already established in the immediate neighbourhood. Potential exists for other remaining lots on the north side of this block of Williams Road to redevelop in the same manner.

Trees & Landscaping

A Tree Survey and a Certified Arborist's report were submitted by the applicant in support of the application; four (4) bylaw-sized trees, three (3) undersized trees, and one (1) off-site tree were identified and assessed. The City's Tree Preservation Coordinator reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the recommendations to:

- Remove the bylaw-sized and undersized trees from the site due to poor condition (e.g. historical topping, exhibiting Bacterial Blight and Canker etc.); and

- Retain and protect the multi-branched Japanese Maple tree (tag # 486) located in the boulevard on City property southwest of the subject site, due to its good condition.
- Retain and protect a non-bylaw hedge located on the adjacent property to the west at 5111 Williams Road, next to the west property line of the subject site.

To ensure protection of the Japanese Maple tree (tag # 486) and the off-site hedge, the following is required prior to rezoning:

- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones of off-site trees to be retained.
- Submission of a Survival Security in the amount of \$2,000 to ensure protection of the Japanese Maple tree (tag # 486).

Tree Protection Fencing must be installed to City standard around the Japanese Maple tree (tag # 486) on City property and around the off-site hedge along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

The Tree Retention Plan is reflected in **Attachment 4**.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), a total of eight (8) replacement trees are required to be planted and maintained on the future lots (see Rezoning Considerations in **Attachment 3** for minimum tree sizes or heights).

To ensure that the replacement trees are planted, and that the front yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be submitted prior to rezoning adoption.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Prior to rezoning adoption, the applicant is required to register legal agreements on Title to ensure that, upon subdivision of the property:

- Vehicular access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
- The buildings and driveways on the proposed lots be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Williams Road.
- A cross-access easement is required for the area of the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

Subdivision

At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the OCP, and consistent with the direction of redevelopment established in the immediate surrounding area.

The list of rezoning considerations is included in **Attachment 3**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Rezoning Considerations
- Attachment 4: Tree Retention Plan



PROPOSED REZONING

CNCL - 171

WILLIAMS RD

The map shows a section of Williams Road with several lots. The central road is labeled "WILLIAMS RD". On the left side of the road, there are lots with dimensions and area measurements. A specific lot is highlighted with a cross-hatch pattern. The dimensions of this highlighted lot are 30.00 feet by 28.04 feet, with an area of 50.29 acres. Other lots on the left have dimensions of 18.00 feet by 28.04 feet (50.29 acres), 18.00 feet by 30.97 feet (13.6 acres), and 18.00 feet by 30.97 feet (13.6 acres). On the right side of the road, there are lots with dimensions and area measurements. The dimensions of the highlighted lot are 30.00 feet by 28.04 feet, with an area of 50.29 acres. Other lots on the right have dimensions of 18.00 feet by 28.04 feet (50.29 acres), 18.00 feet by 30.97 feet (13.6 acres), and 18.00 feet by 30.97 feet (13.6 acres).

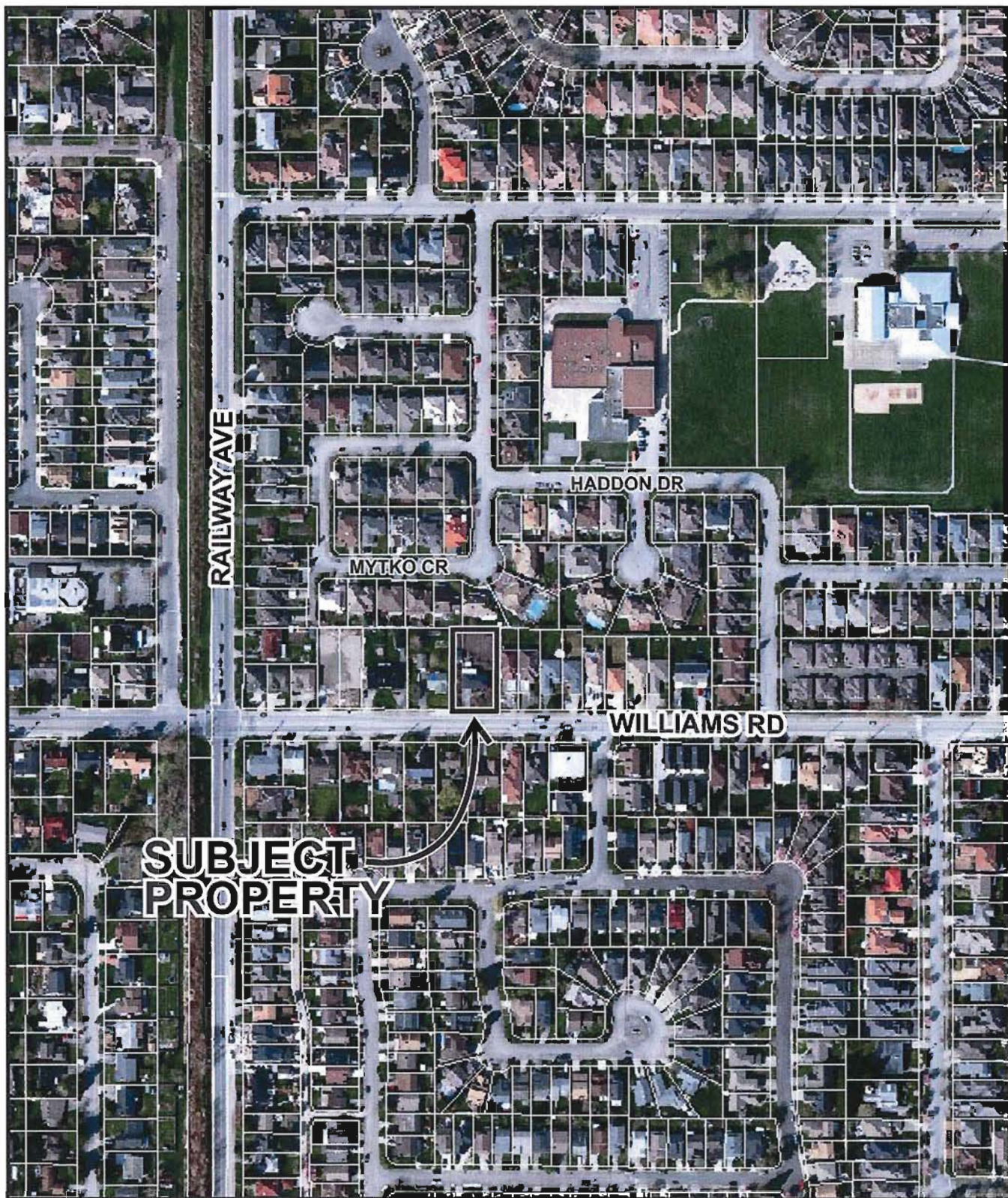
Lot	Dimensions (ft)	Area (acres)
5111	30.00 x 28.04	50.29
5151	30.97 x 13.51	13.6
5155	30.97 x 13.51	13.6
5160	15.24 x 51.60	47.24
5148	13.94 x 51.48	47.24
5140	21.03 x 51.40	47.24
5120	20.12 x 51.20	50.29
5100	20.12 x 51.00	50.29

RZ 13-627573

Original Date: 01/09/13

Revision Date:

Note: Dimensions are in METRES



RZ 13-627573

Original Date: 01/09/13

Amended Date:

Note: Dimensions are in METRES



RZ 13-627573

Attachment 2

Address: 5131 Williams Road

Applicant: Balandra Development Inc

Date Received: January 3, 2013 Fast Track Compliance: February 15, 2013

	Existing	Proposed
Owner	Hiroko Maeda	To be determined
Site Size (m ²)	1,410 m ² (15,180 ft ²)	705 m ² (7,590 ft ²)
Land Uses	One (1) single detached dwelling	Two (2) single detached dwellings
Zoning	Single Detached (RS1/E)	Single Detached (RS2/C)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front Yard (m)	Min. 9 m	Min. 9 m	none
Setback – Rear Yard (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Minimum Lot Size	Min. 360 m ²	705 m ²	none
Minimum Lot Width	Min. 13.5 m	14 m	none

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



City of Richmond

Rezoning Considerations

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

Address: 5131 Williams Road

File No.: RZ 13-627573

Prior to final adoption of Zoning Amendment Bylaw 9008, the applicant is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing, consistent with City standard; and
 - include the eight (8) required replacement trees with the following minimum sizes:

# Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
8	6 cm		3.5 m

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones of the Japanese Maple tree (tag # 486) on City property and the off-site hedge located at 5111 Williams Road. The Contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Tree Survival Security in the amount of \$2,000 to ensure protection of the Japanese Maple tree (tag # 486). The City will release 90% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of this security will be released one (1) year later, subject to inspection, to ensure the tree has survived.
4. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$ 7,054) 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.

5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title to ensure that, upon subdivision of the property, vehicular access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
7. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, the buildings and driveways on the proposed lots be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Williams Road.
8. Registration of a cross-access easement on title for the area of the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

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

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Prior to Demolition Permit* issuance, the applicant must complete the following requirements:

- Install Tree Protection Fencing, to City standard, around the Japanese Maple tree (tag # 486) on City property and around the off-site hedge along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to Building Permit* issuance, the applicant must complete the following requirements:

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

Note:

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

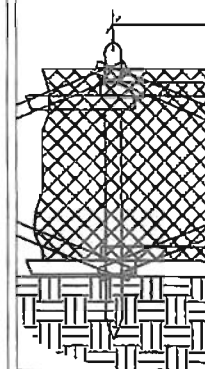
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Signed original on file]

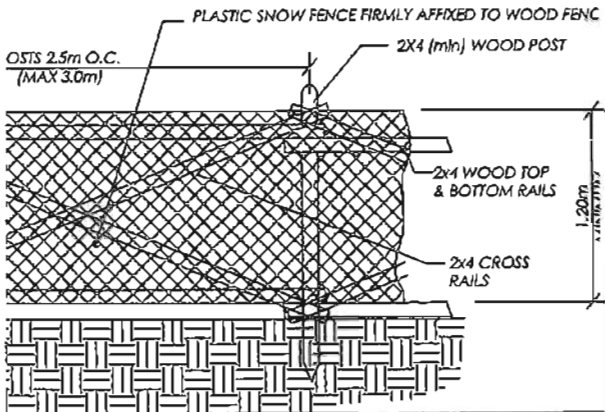
Signed

Date



NOTE:
OFF-SITE CITY TREE 486 WILL REQUIRE PROTECTION MEASURES WITHIN
THE SITE REPARATORY WORKS (I.e. STRIPPING OF OVER-BURDEN, -
PERIMETER DRAINAGE RETAINING WALL AND FENCE CONSTRUCTION) MUST
BE UNDERTAKEN WITH ARBORIST SUPERVISION TO MEET THE
RESTRICTIONS DETAILED IN THE TREE PROTECTION NOTES HEREIN.

DETAIL



- a) **TREE PROTECTION ZONES (TPZ):** THE TPZ ALIGNMENTS ARE SHOWN ON THE TREE MANAGEMENT DRAWING AS PREPARED BY THIS OFFICE. THESE ALIGNMENTS ARE BASED ON SITE AND TREE CONDITIONS AS DETERMINED BY THE PROJECT ARBORIST, AND THEY SUPERSEDE ANY OTHER TREE PROTECTION SETBACKS PROVIDED BY OTHERS (INCLUDING CITY GUIDELINE DERIVED SETBACKS).
- b) **TREE PROTECTION FENCES (BARRIERS):** BARRIERS MUST BE ERRECTED AT ALIGNMENTS AS SHOWN ON THE DRAWING, MAINTAINED IN GOOD CONDITION UNTIL THE PROJECT MEETS SUBSTANTIAL COMPLETION, AND THE RESTRICTIONS IMPLEMENTED AS PER THE GUIDELINES HEREIN. THE FENCE CONSTRUCTION IS TO MEET OR EXCEED THE DETAIL HEREIN AND/OR MUNICIPAL STANDARDS. TREE PROTECTION FENCING MUST BE INSPECTED AND APPROVED BY THE MUNICIPALITY AND/OR THE PROJECT ARBORIST PRIOR TO ANY DEMOLITION, SITE PREPARATION OR CONSTRUCTION WORK COMMENCING. ANY CONTEMPLATED CHANGES TO THE TPZ FENCES MUST BE APPROVED IN ADVANCE BY THE PROJECT ARBORIST.
- c) **SURVEY OF FENCES:** IF ANY TREE PROTECTION FENCES ARE ALIGNED WITH OR WITHIN CLOSE PROXIMITY TO A RESTRICTIVE COVENANT, A PROPERTY LINE, AND/OR AN ENVIRONMENTALLY SENSITIVE OR PROTECTED AREA, THE CONTRACTOR MUST UNDERTAKE A SURVEY OF THE LOCATION OF THOSE LINES SUCH THAT THE TREE PROTECTION FENCE CAN BE INSTALLED AND INSPECTED ACCURATELY.
- d) **OFFENCES AND PENALTIES:** UNAUTHORIZED REMOVAL OF, OR DAMAGE TO, RETAINED TREES, AND/OR ENCROACHMENT INTO THE TPZ MAY CONSTITUTE AN OFFENCE UNDER MUNICIPAL BYLAW PROVISIONS, AND MAY BE SUBJECT TO FINES, PENALTIES AND/OR DELAYS IN THE PROJECT. THE OWNER, THEIR CONTRACTORS OR THEIR SUB-CONTRACTORS COULD BE LIABLE FOR SUCH FINES AND/OR ANY OTHER RELATED COSTS. IN ADDITION, RELATED EXTRA COSTS TO THE OWNER MAY INCLUDE CERTAIN REMEDIAL TREATMENTS TO THE TREES AND/OR THE SOIL IN THE TREE PROTECTION ZONES, TREE REPLACEMENT PLANTING, AND/OR OTHER MEASURES AS REQUIRED BY THE MUNICIPALITY.
- e) **SIGNAGE:** SIGNS STATING "TREE PROTECTION AREA - NO ENTRY" IN MINIMUM 10 CM LETTERING SHOULD BE PLACED ON THE TREE PROTECTION FENCE AT A SUITABLE FREQUENCY. THE OWNER, CONTRACTORS, SUB-CONTRACTORS OR TRADES SHOULD BE MADE AWARE OF THE RESTRICTIONS THEREIN, AND SEEK CONSULTATION WITH THIS OFFICE FOR ANY ACCESS THEREIN. IT IS RECOGNIZED THAT CERTAIN UNPREDICTABLE CONSTRUCTION CONFLICTS WITH TPZ MAY ARISE THAT COULD INTERFERE WITH THE RETENTION OF THE SELECTED TREES. HOWEVER ANY ENCROACHMENT OR CHANGES TO THE TREE RETENTION SCHEME ARE SUBJECT TO APPROVAL IN ADVANCE BY THE PROJECT ARBORIST AND THE MUNICIPALITY. CERTAIN RESTRICTIONS NOTED HEREIN MAY BE WAIVED IF THEY ARE CONSIDERED BY THE PROJECT ARBORIST TO BE ACCEPTABLE, AND/OR IF THE IMPACTS TO THE TREES CAN BE SUCCESSFULLY MITIGATED BY IMPLEMENTING SPECIAL MEASURES, PROTECTION SYSTEMS, COMPENSATORY TREATMENTS, AND/OR FOLLOW-UP WORKS, AS SPECIFIED BY THIS OFFICE.
- f) **TREE PROTECTION GUIDELINES:** ANY WORK ACTIVITIES WITHIN THE TPZ SHOULD INCLUDE THE ADVANCE APPROVAL AND THE ON-SITE SUPERVISION OF THE PROJECT ARBORIST. SUPERVISION AND ON-SITE DIRECTION MAY BE REQUIRED. THE TRUNKS, BRANCHES, FOLIAGE AND ROOTS OF RETAINED TREES, AS WELL AS THE SOIL WITHIN THE TREE PROTECTION ZONES, MUST NOT BE DAMAGED BY CONSTRUCTION ACTIVITIES. THIS INCLUDES DIRECT MECHANICAL DAMAGE FROM MACHINERY OPERATION, AS WELL AS INDIRECT DAMAGE SUCH AS SOIL HYDROLOGY CHANGES, BURNS TO THE FOLIAGE FROM EQUIPMENT EXHAUST, ETC. EXCEPT AS APPROVED AND DIRECTED BY THE PROJECT ARBORIST, ACTIVITIES WITHIN AND ACCESS TO THE TPZ ARE RESTRICTED DURING THE SITE PREPARATION, CONSTRUCTION AND LANDSCAPE INSTALLATION PHASES OF THE PROJECT AS FOLLOWS:
 - REMOVAL OF TREES/STUMPS FROM WITHIN OR DIRECTLY ADJACENT TO TPZ.
 - NO SOIL DISTURBANCE WITHIN TPZ INCLUDING TRENCHING FOR UNDERGROUND SERVICES OR UTILITIES, EXCAVATION, PILL PLACEMENT, IRRIGATION OR CONDUIT INSTALLATION, OVERHEAD SERVICE INSTALLATION, ETC.
 - NO STORAGE OR TRANSPORT OF SOIL SPOIL, CONSTRUCTION MATERIALS, WASTE MATERIALS, ETC., THROUGH TPZ.
 - NO CONCRETE, STUCCO, DRYWALL, PAINT, OR OTHER POTENTIALLY TOXIC MATERIALS MAY BE WASHED WITHIN OR ADJACENT TO TPZ.
 - NO PASSAGE OR OPERATION OF VEHICLES OR EQUIPMENT THROUGH TPZ.
 - NO PLACEMENT OF TEMPORARY STRUCTURES OR SERVICES, ETC., WITHIN TPZ.
 - NO AFFIXING LIGHTS, SIGNS, CABLES OR ANY OTHER DEVICE TO RETAINED TREES.
 - NO UNAUTHORIZED PRUNING OR CUTTING OF RETAINED TREES. ANY PRUNING OR OTHER TREATMENT OF A RETAINED TREE MUST BE COMPLETED BY A QUALIFIED ARBORIST OR TREE SERVICE FIRM EMPLOYING ISA CERTIFIED ARBORISTS, TO COMPLY WITH ANSI A300 STANDARDS, AND/OR UNDER THE DIRECTION OF A PROJECT ARBORIST FROM THIS OFFICE.
 - EXCAVATIONS ADJACENT TO THE TPZ REQUIRES ATTENDANCE/ROOT PRUNING BY THE PROJECT ARBORIST
- g) **LANDSCAPING:** THE LANDSCAPING PHASE IS WHEN RETAINED TREES CAN BE SEVERELY DAMAGED. THE OPERATION OF EQUIPMENT, PLACEMENT OF GROWING MEDIUM, GRADING AND SUB-BASE PREPARATION FOR HARD LANDSCAPE FEATURES (E.G. SIDEWALKS AND PATIOS), SITE PREPARATION FOR RETAINING WALLS AND FOOTINGS, EXCAVATION FOR FENCES, SIGNS AND OTHER LANDSCAPE FEATURES, DIGGING OF PLANTING HOLES FOR NEW PLANTS AND TREES, THE DIGGING OF TRENCHES FOR IRRIGATION, DRAINAGE AND LIGHTING, REPETITIVE ACCESS BY WORKERS, THE PLACEMENT OF TURF AND OTHER FINISHING WORKS ALL HAVE A VERY HIGH POTENTIAL FOR TREE DAMAGE (I.E. ROOT LOSS OR DAMAGE, TRUNK WOUNDS, SUFFOCATING SOIL DAMAGE AFFECTS, ETC.). IT IS VITAL THAT THE LANDSCAPE WORKS RESPECT THE LIMITATIONS ON ACTIVITIES WITHIN THE TPZ. THEREFORE THE LANDSCAPE INSTALLATION STAFF SHOULD BE ADVISED. ON-SITE DIRECTION BY THE PROJECT ARBORIST IS STRONGLY RECOMMENDED.
- h) **PERMITTING AND REGULATORY ITEMS:** ANY TREE PROPOSED FOR REMOVAL MAY BE SUBJECT TO CITY PERMITTING REQUIREMENTS AND CONDITIONS, AND MAY REQUIRE NEIGHBOUR AUTHORIZATION (I.E. IN THE CASE OF OFF-SITE OR SHARED OWNERSHIP TREES). IT IS THE OWNERS' RESPONSIBILITY TO OBTAIN PERMITS AND AUTHORIZATIONS ACCORDINGLY, AND TO MEET THE CONDITIONS THEREOF. THE ACTIVE NESTS OF PROTECTED BIRD SPECIES, AND ANY NESTS OF CERTAIN OTHER SPECIES, MAY BE PROTECTED BY FEDERAL AND PROVINCIAL LAWS OR STATUTES. IF NESTS ARE OBSERVED, THE OWNER IS ENCOURAGED TO RETAIN A QUALIFIED PROFESSIONAL (R.P. BIO.) TO PROVIDE ASSESSMENT AND IMPACT MITIGATION ADVICE AS NECESSARY. THE RECOVERY, TRANSPORT AND SALE OF MARKETABLE TIMBER DERIVED FROM LAND CLEARING WILL LEGALLY REQUIRE THAT THE OWNER OBTAIN A TIMBER MARK. IN THE GREATER VANCOUVER AND FRASER VALLEY REGIONS, CONTACT THE CHILLIWACK FOREST DISTRICT OFFICE AT 604 586 4400.

1. THIS PLAN IS BASED ON A TOPOGRAPHICAL AND TREE LOCATION SURVEY PROVIDED BY THE OWNERS' REGISTERED BRITISH COLUMBIA LAND SURVEYOR (RCLS) AND LAYOUT DRAWINGS PROVIDED BY THE OWNERS' ENGINEER (P. ENG) AND/OR DESIGN CONSULTANTS.
2. THIS PLAN IS PROVIDED FOR CONTEXT ONLY, AND IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF FEATURES OR DIMENSIONS THAT ARE SHOWN ON THIS PLAN. PLEASE REFER TO THE ORIGINAL PLANS FOR THOSE PURPOSES.

- DENOTES SITE LIMITS
- 25 DENOTES TREE NUMBER. REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- DENOTES TREE TO BE RETAINED
- ⊗ DENOTES TREE TO BE REMOVED
- ⊕ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTRA)
- ⊙ DENOTES UNDERSIZE TREE PER MUNICIPAL BYLAW, SPECIES AND SIZE AS NOTED.
- ⊕ DENOTES OFFSITE TREE. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED
- ⊙ DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

TREE MANAGEMENT DRAWING

BALLANDRA DEVELOPMENTS

acigroup.ca

ARBORTECH
CONSULTING

a division of:



CNCL-178

SUITE 200 - 3740 CHATHAM STREET, RICHMOND, BC CANADA V7E 2Z3 p 604 275 3484

5131 WILLIAMS RD RICHMOND BC

ACL FILE	DATE	REV DATE	REV #	SHEET
13123	08 FEB 2013		0	1 OF 1



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9008 (RZ 13-627573)
5131 Williams Road**

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

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

P.I.D. 011-344-661

Lot "F" Section 25 Block 4 North Range 7 West
New Westminster District Plan 8920

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9008"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor al

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Department

To Planning April 16 2013

To: Planning Committee

Date: March 13, 2013

From: Wayne Craig
Director of Development

File: RZ 13-628402

Re: Application by Gurmej Bains for Rezoning at 3311 Garden City Road from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw 9009, for the rezoning of 3311 Garden City Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig
Director of Development

ES:blg
Att.

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

Staff Report

Item	Details	
Applicant	Gurmej Bains	
Location	3311 Garden City Road (Attachment 1)	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Single Detached (RS1/E)	
	Proposed: Single Detached (RS2/B)	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Area Plan Designation	West Cambie Area Plan Land Use Map – "Residential (Single Family Only)".	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Lot Size Policy	Lot Size Policy 5468 (adopted by Council in 1999) – permits subdivision of properties in accordance with the provisions of "Single Detached (RS2/B)" (Attachment 3).	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	Aircraft Noise Sensitive Development Policy – The subject site is located within the Aircraft Noise Sensitive Development (ANSI) Policy Area within a designation (Area 3) that permits all Aircraft Noise Sensitive Land Use Types. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to rezoning adoption.	
Surrounding Development	North:	A single detached dwelling zoned "Single Detached (RS1/E)". This lot has no subdivision potential under the existing Lot Size Policy.
	South:	A single detached dwelling zoned "Single Detached (RS1/E)". This lot has subdivision potential under the existing Lot Size Policy.
	East:	Across Garden City Road are single detached dwellings zoned "Single Detached (RS1/E)"
	West:	Facing Sexsmith Road is a parcel zoned "School & Institutional Use (SI)" and an undeveloped site zoned High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10)
Rezoning Considerations	See Attachment 4	

Staff CommentsTrees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- One (1) bylaw-sized tree located on the front (east) property line (joint ownership with the City of Richmond); and
- One (1) mature cedar hedge located along the back (west) property line.

The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Remove and replace the bylaw-sized tree on the front property line (Tree #1) due to its poor condition (e.g. historical topping and signs of root rot).
- Retain and protect the mature Cedar hedge located along the back property line as it is a significant landscape feature that provides privacy along the Garden City road frontage. Tree Protection Fencing must be installed to City standard 6 ft. from the base of the stems on the east side (adjacent to the edge of the hedge) for the entire length of the hedge prior to demolition of the existing dwellings on the subject site and must remain in place until construction and landscaping on the future lots is completed.

The final Tree Retention Plan is included in **Attachment 5**.

Based on the 2:1 replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees (minimum 9 cm deciduous calliper/5 m coniferous height) are required to be planted and maintained on the future lots.

In addition, Council Policy 5032 (**Attachment 6**) encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) additional trees (minimum 6 cm deciduous calliper/2.5 m coniferous height).

To ensure the new trees are planted and maintained and that the existing Cedar hedge is protected, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the Garden City Road arterial is not permitted in accordance with Bylaw No. 7222. Vehicle access to the site at development stage will be from the internal road only.

As the site is within 800 m of an intersection of a Provincial Limited Access Highway and a City road, Ministry of Transportation and Infrastructure approval is required. Preliminary approval for the rezoning has been granted for one year.

Subdivision

At future Subdivision stage, the applicant will be required to pay DCC's (City & GVS & DD), Engineering Improvement Charges for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies contained within the OCP, and is consistent with Lot Size Policy 5468, which allows rezoning and subdivision to "Single Detached (RS2/B)". While the lot to the north does not have subdivision potential under the existing Lot Size Policy, the lot to the south does have subdivision potential under the existing Lot Size Policy and the majority of other lots along this block are already zoned "Single Detached RS1/B" (with a min 12 m width) or have the potential to be rezoned and subdivided in accordance with the existing Lot Size Policy. As such, this rezoning application is consistent with the established pattern of redevelopment in the neighbourhood.

The applicant has agreed to the list of rezoning conditions included in **Attachment 4** (signed concurrence on file).

On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

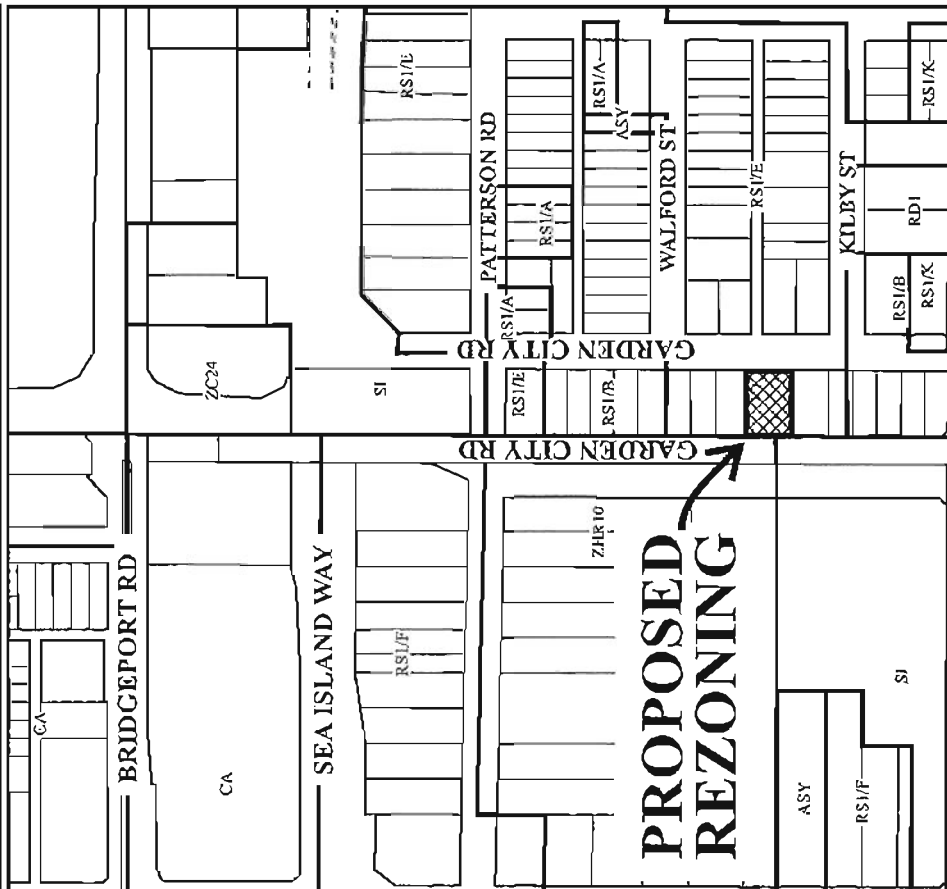
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5468
- Attachment 4: Rezoning Considerations
- Attachment 5: Proposed Subdivision Plan/Tree Retention Plan
- Attachment 6: Council Policy 5032

RZ 13-628402

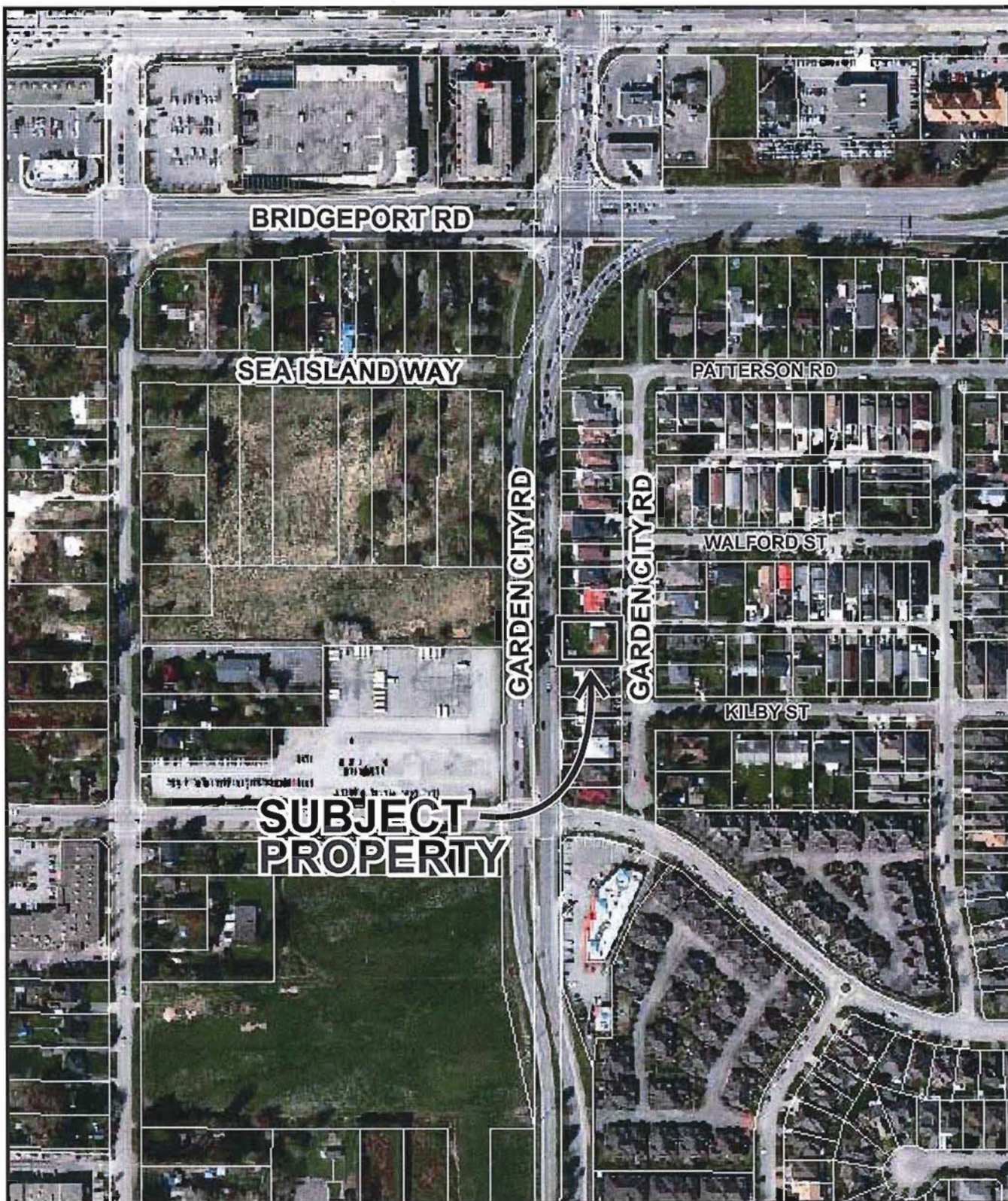


City of Richmond

PROPOSED. REZONING



91.99	48.12
GARDEN CITY RD	
35.64	37.19
3375	3371
13.50	13.50
20.12	20.12
25.41	25.41
37.19	37.19
3291	3271
18.00	13.50
37.19	37.19
3255	3255
13.50	13.50
GARDEN CITY RD	
18.59	18.59
3340	3320
18.61	18.61
3300	18.61



RZ 13-628402

Original Date: 01/25/13

Amended Date: 03/12/13

Note: Dimensions are in METRES



RZ 13-628402

Attachment 2

Address: 3311 Garden City Road

Applicant: Gurmej Bains

Date Received: January 22, 2013 Fast Track Compliance: February 18, 2013

	Existing	Proposed
Owner	Henry and Susie Schroeder	To be determined
Site Size (m ²)	945 m ² (10,169 ft ²)	472 m ² (5,084 ft ²)
Land Uses	One (1) two-unit dwelling	Two (2) single detached dwellings
Zoning	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units	One (1)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Lot Size	360 m ²	Lot A- approx. 472 m ² Lot B- approx. 472 m ²	none
Lot Width	Min. 12.0 m	Min. 12.701 m	none

Other: Tree replacement compensation required for loss of significant trees.



City of Richmond

Policy Manual

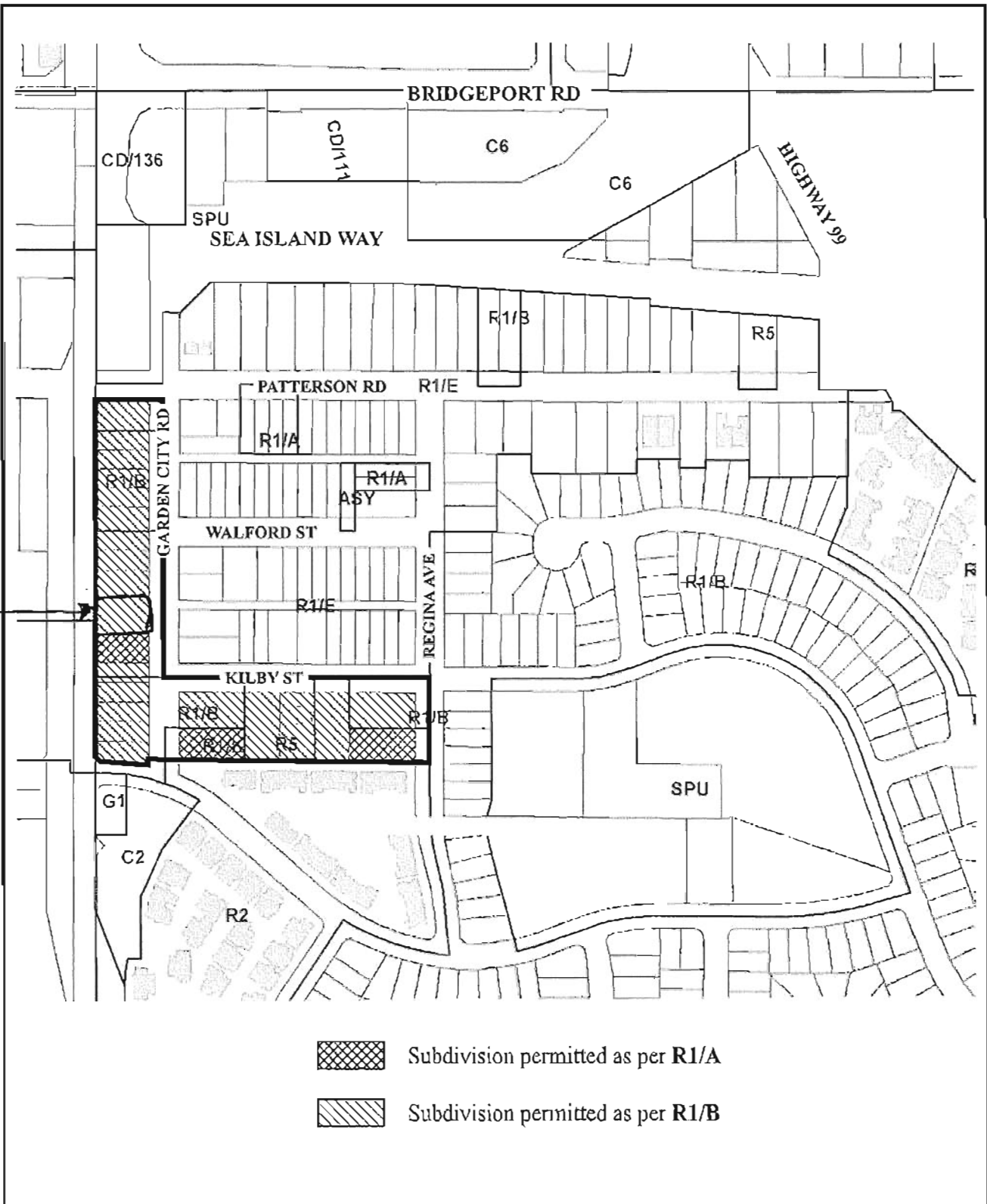
Page 1 of 2	Adopted by Council: June 21, 1999	POLICY 5468
File Ref: 4430-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 27-5-6	

POLICY 5468:

The following policy establishes lot sizes in a portion of Section 27-5-6, generally along the west side of the 3000 block of Garden City Road and the south side of Kilby Street:

That properties generally along the west side of the 3000 block of Garden City Road and the south side of Kilby Street in a portion of Section 27-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) with the exception that the three lots, as shown on the accompanying plan, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area K (R1/K) in Zoning and Development Bylaw 5300.

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.



POLICY 5468 **SECTION 27, 5-6**

Adopted Date: 06/21/99

Amended Date:



City of Richmond

Rezoning Considerations

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

Address: 3311 Garden City Road

File No.: RZ 13-628402

Prior to final adoption of Zoning Amendment Bylaw 9009, the developer is required to complete the following:

1. Provincial Ministry of Transportation and Infrastructure approval.
2. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) for the maintenance of the cedar hedge along the west property line as well as the planting and maintenance of four (4) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		2.5 m
2	9 cm		5 m

3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,548.4) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Registration of a flood indemnity covenant on Title.
5. Registration of an aircraft noise sensitive use covenant on Title.

At subdivision stage*, the applicant must complete the following requirements:

- Pay DCC's (City & GVS & DD), Engineering Improvement Charges for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Prior to Demolition Permit* issuance, the applicant must complete the following requirements:

- Install Tree Protection Fencing, to City standard, 6 ft. from the base of the stems on the east side (adjacent to the edge of the hedge) for the entire length of the on-site Cedar hedge located along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to Building Permit* issuance, the applicant must complete the following requirements:

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

Note:

* This requires a separate application.

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

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

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

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

[Signed original on file]

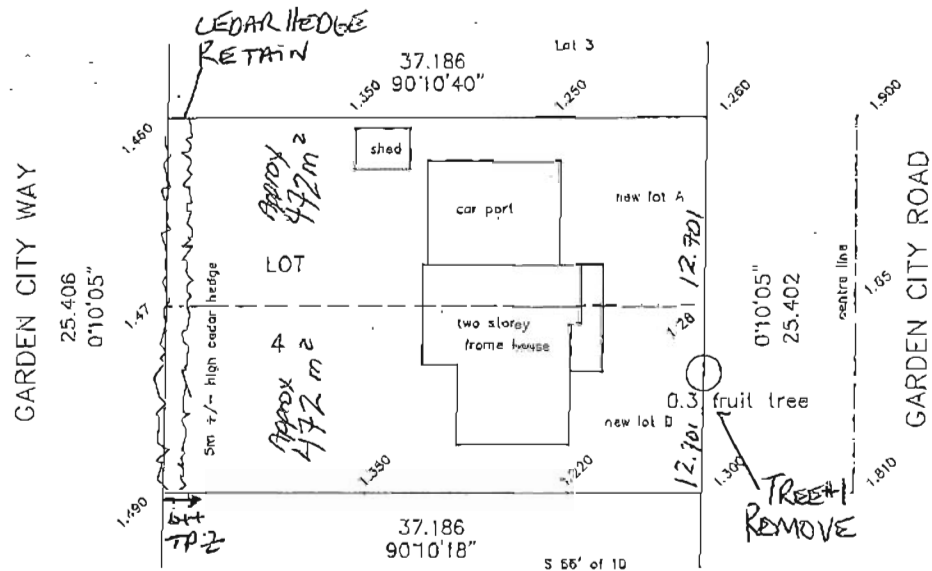
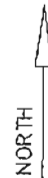
Signed _____

Date _____

not to be used to define boundaries

scale 1:400
METRESSurvey Certificate
forTREE AND ELEVATION PLAN
OF PROPOSED SUBDIVISION
OF LOT 4 SECTION 27 Blk.5N Rge.6W
NWD PLAN 69758

civic address 3311 Garden City Road Richmond



Lot dimensions, from Plan 69758, may vary slightly with final survey

Elevations to HPN datum

© C. James B.C.L.S. 2013

Christopher J. James
British Columbia Land Surveyor
2822 Gordon Avenue
Surrey B.C. V4A 3J4
604-535-3261

CNCL - 191

this document is not valid unless originally signed and sealed

certified correct

this day of JANUARY 2013

file 9049



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: July 10/95

POLICY 5032

File Ref: 6550-00

TREE PLANTING (UNIVERSAL)**POLICY 5032:**

It is Council policy that:

In recognition of the many benefits derived from urban trees, including cleaning the air, enhancing our neighbourhoods and beautifying our community, Council encourages all owners of property in Richmond to plant and maintain at least two trees on every lot.

(Urban Development Division)



Richmond Zoning Bylaw 8500
Amendment Bylaw 9009 (RZ 13-628402)
3311 Garden City 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. 001-847-686

Lot 4 Section 27 Block 5 North Range 6 West
New Westminster District Plan 69758

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9009**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>UB</i>
APPROVED by Director or Solicitor <i>nl</i>

MAYOR

CORPORATE OFFICER



City of Richmond


Report to Committee

To Planning. April 16 2013

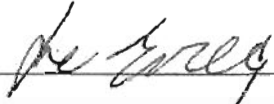
To: Planning Committee
From: Wayne Craig
Director of Development
Date: April 4, 2013
File: RZ 12-615601
Re: Application for Rezoning at 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)"

Staff Recommendation

That Bylaw 9014 for the rezoning of 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.


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

Att.

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

Staff Report

Origin

Ajit Thaliwal and Eric Law Architect Inc. have applied to the City of Richmond for permission to rezone 9720, 9740 and 9760 Alberta Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop a 20 unit, 2 and 3 storey townhouse development (**Attachment 2**).

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: Across Alberta Road:

- A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9671 Alberta Road;
- A 24 unit, three storey townhouse development currently under construction at 9691 Alberta Road, on land zoned "Low Density Townhouses (RTL4)";
- A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9731 Alberta Road; and
- A 98 unit, two storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)" at 6300 Birch Street.

To the East: A vacant property at 9780 Alberta Road, zoned "Single Detached (RS1/F)". The City has processed an application for a six (6) unit, three (3) storey townhouse complex (RZ 11-566870), which has received and is sitting at third reading.

To the South: A parking lot associated with MacNeill Secondary School zoned "School and Institutional Use (SI)".

To the West: A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9700 Alberta Road.

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan North Sub-Area Plan, Schedule 2.10C.

McLennan North Sub-Area Plan

- Residential Area 3. Two Family Dwelling / 2 & 3-storey Townhouses. 0.65 base FAR (**Attachment 4**).

The applicant is proposing a density of 0.70 FAR, which is above the base density of 0.65 FAR as indicated in the OCP. To qualify for the additional density and to satisfy the requirements of

the RTM3 zone, the applicant is providing a voluntary contribution to the Affordable Housing Strategy reserve fund.

Public Art

In accordance with the Public Art program, residential multi-family proposals that require a rezoning or Development Permit, and are proposing ten (10) or more units are to participate in the program. Details for this application are outlined later in this report.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption (**Attachment 6**).

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. In accordance with policy, an Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application (**Attachment 6**). As well, the applicant is to submit an acoustical report from a registered acoustical engineer for indoor noise mitigation measures resulting from the exposure of aircraft noise at the time of applying for a Development Permit.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be scheduled.

Staff Comments

Proposed Site Assembly and Site Design

The applicant has assembled these three properties for this proposal and as a result has met the minimum lot area requirements of 2,000m² as identified in the McLennan North Sub-Area Plan.

With access to Alberta Road, this 20 unit townhouse proposal is arranged in building clusters along the periphery of the site. The internal drive aisle bisects the units, which allows for direct access to the individual garages to each unit, but also allows for screening the east-west portion of the drive aisle from public view. The individual townhouse units fronting Alberta Road provide direct pedestrian access to the street.

The units are designed to lessen the impact to the schoolyard to the south by locating two and three storey units along the southern property line, adjacent to the parking lot of McNeil Secondary School.

No direct access from the site to the schoolyard is proposed or permitted.

Transportation and Site Access

- Vehicular access to and from the site is off Alberta Road.
- Off-street parking for the proposal is provided in each unit by two-car garages at grade with a combination of side-by-side and tandem configurations. The number of off-street parking

stalls meets the requirements of Zoning Bylaw 8500, but a variance will be required at the Development Permit stage to permit a tandem parking configuration for 70% of the townhouse units, where a maximum of 50% of the required parking stalls is allowed for townhouse developments under Zoning Bylaw 8500 (amendment Bylaw 8993). The application predates the zoning change and the proposal to provide tandem parking in 70% of the units is supported by Transportation. A restrictive covenant to prevent conversion of tandem parking garages will be secured as a condition of rezoning.

- Visitor parking is supplied by four (4) visitor stalls scattered throughout the site.
- To help secure development opportunities to the adjacent sites to the west, a cross-access easement or Statutory Right-of-Way (SRW) be registered in favour of 9700, 9660, and 9640 Alberta Road. The easement or SRW will be registered prior to the adoption of the rezoning application which will provide flexibility for future access to these lots from this internal drive aisle without requiring direct access to Alberta Road (**Attachment 6**). 9620 Alberta Road was not included with this cross-access easement as a previous easement was registered in favour of this lot to connect with the townhouse development to the east at 9580 Alberta Road as part of that rezoning application (RZ 09-252267).
- To help upgrade the existing pedestrian crossing at the intersection of No. 4 Road and Alberta Road, the applicant is providing a voluntary contribution of \$15,600.00 towards an audible signalling system to advise those who are visually impaired when it is safe to cross the street. This contribution is payable prior to the adoption of this rezoning application (**Attachment 6**).
- With the exception of the units that have direct pedestrian access to Alberta Road, pedestrian access to the site is shared with the vehicular access point and then follows the internal drive-aisle to the individual units. To add an additional safety feature to pedestrians using the site to access the individual units, staff has requested the applicant consider introducing methods to give a better sense of territory for pedestrians who use the site.

Trees

An Arborist Report and site survey (**Attachment 5**) was submitted with the application to assess the existing location and condition of the existing on-site trees for the purpose of possible retention. The submitted report recommended that the two (2) on-site trees are to be removed as they are not in good enough condition to be incorporated with the proposed development. There are three (3) trees located on City property and eight (8) neighbouring trees that are to be protected during the construction process.

Upon review of the submitted report and a visual site review by City staff, the conclusion is to agree with the submitted report as the two (2) trees on the property are in poor condition and not good candidates for retention. Replacement of these trees is to follow the City's 2:1 replacement policy which will be followed during the review of the landscaping plan that is to be included with the forthcoming Development Permit application. The eight (8) neighbouring trees and three (3) trees located on City property are to be protected per the City's requirements.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	2	-	-	Trees are in poor condition and not good candidates for retention. Recommendation that they be replaced in accordance with City policy.
To be removed	2	2:1	4	-
Trees for relocation within the site	0	-	-	-
Trees located within City property	3	-	-	Trees are to be protected during the construction period in accordance with City policy.
Neighbouring Trees	8	-	-	Trees are to be protected during the construction period in accordance with City policy.

A review of the new tree plantings will be conducted at the Development Permit stage to ensure the number of new plantings will meet the City's 2:1 replacement ratio.

Analysis

Proposed Zoning to "Medium Density Townhouses (RTM3)"

The proposed rezoning from RS1/F to RTM3 reflects the anticipated changes to the community as set out in the McLennan North Sub-Area Plan to transition the once predominantly single family area to apartment buildings and townhouse complexes. The application for this subject site is in conformance with the Sub-Area Plan as well as the designation of the Land Use Map (Residential Area 3, two-family dwellings and 2 and 3 storey townhouses) (**Attachment 4**).

The applicant is proposing a two (2) and three (3) storey townhouse complex with a FAR of 0.70, above the base density of 0.65 FAR in accordance to the land use map.

Amenity Space

An outdoor amenity space is proposed to be located along the eastern edge of the site, at the main intersection of the internal drive aisle. The area is to include open lawn space and a child's play area. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$21,000.00 will be paid prior to final adoption of this application (**Attachment 6**).

Design

The two and three storey proposal meets the intent and requirements of the neighbourhood plan. The proposed design is that of a contemporary row-house that can help provide maturity along the Alberta Road street front. The applicant will be making an application for a Development Permit which will provide more detail regarding the form and character of the proposal.

Affordable Housing

As previously stated, the applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone (\$45,720.00). This is payable prior to the adoption of this rezoning application (**Attachment 6**).

Public Art

The applicant is considering providing a piece of public art and will contact the City's Public Art Coordinator to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot based on the FAR of the zone. The amount of the contribution would be \$17,602.20 and is payable prior to the adoption this rezoning application (**Attachment 6**).

Garbage and Recycling Servicing

The applicant is proposing an enclosure for on-site recycling and garbage storage. Staff have reviewed the proposal and are satisfied with the number of bins and access to and from the enclosure for proper pick-up.

Utilities and Site Servicing

A site servicing review has been conducted by the City's Engineering Department and no upgrades are required to any of the City's sanitary, water or storm systems. The applicant is to contact the City's Engineering Department on direct servicing connections to the townhouse units.

Servicing Agreement

Frontage works were done in the late 1990's through the City's DCC program. No Servicing Agreement for this project is required.

Variances

The application is proposing 14 out of its 20 townhouse units to provide attached garage parking in a tandem configuration. The Zoning Bylaw supports tandem parking for townhouse units to a maximum of 50% of the units. The proposed 70% variance is supported by Transportation and a restrictive covenant to prevent conversion toward parking garages will be secured as a condition of rezoning (**Attachment 6**).

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

- a) Design of the outdoor amenity area, including the design of a children's play area.
- b) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- c) Submit a site plan to show pedestrian access to the interior townhouse units.

- d) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- e) Identify and design for units that can be easily converted to universal access.
- f) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria:

Portions of Dwelling Units	Noise Levels in decibels (dB)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways and utility rooms	45 dB

- g) A thermal report to ensure indoor comfort levels are maintained to ensure the above noise criteria is met using the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and any subsequent updates as they occur.

Financial Impact

None expected.

Conclusion

The proposed 20 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM3)" zone for the McLennan North neighbourhood plan. Staff believe that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 12-615601 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

DJ:cas

Attachment 1: Location Map

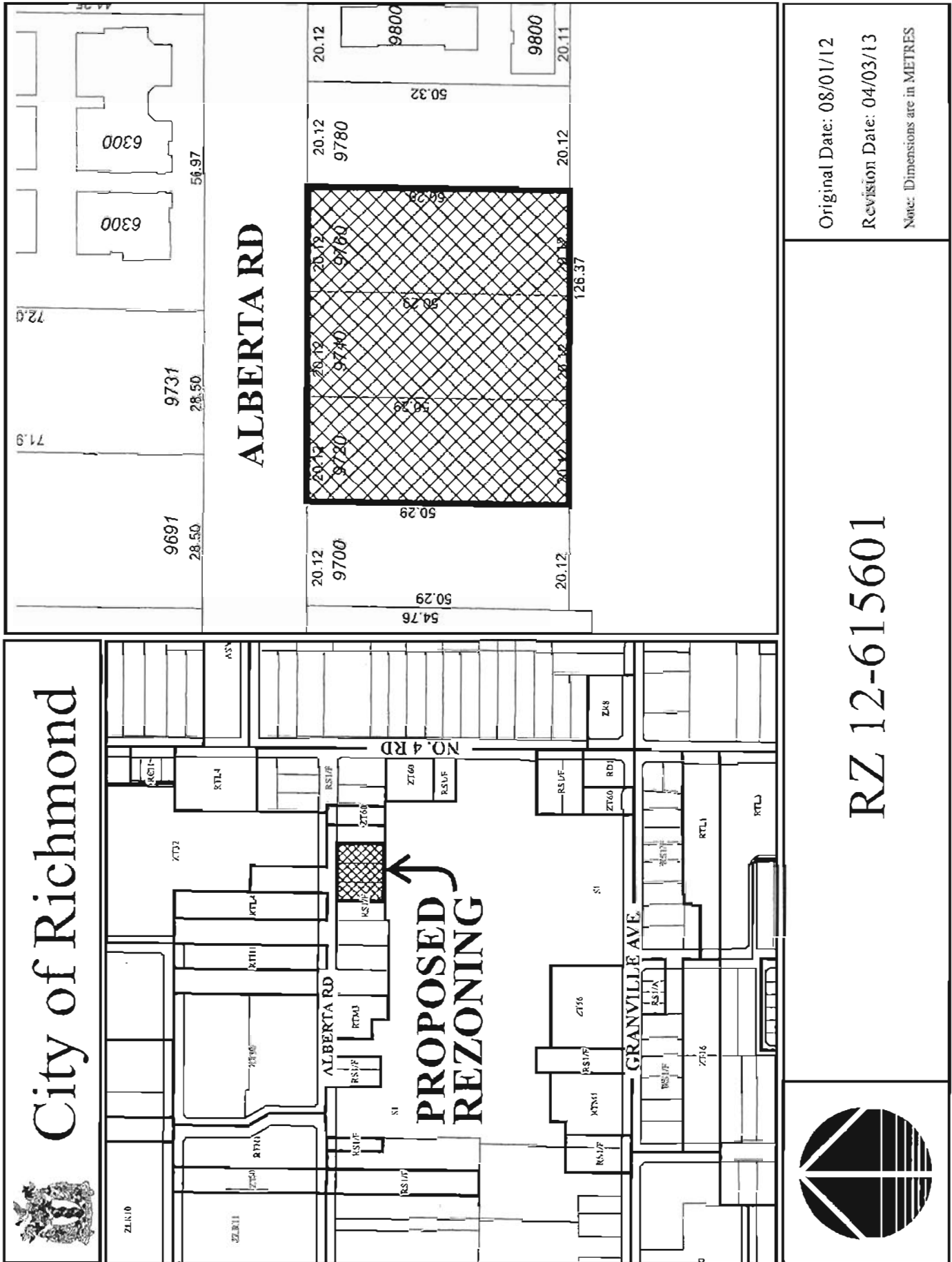
Attachment 2: Submitted drawings of the proposed development

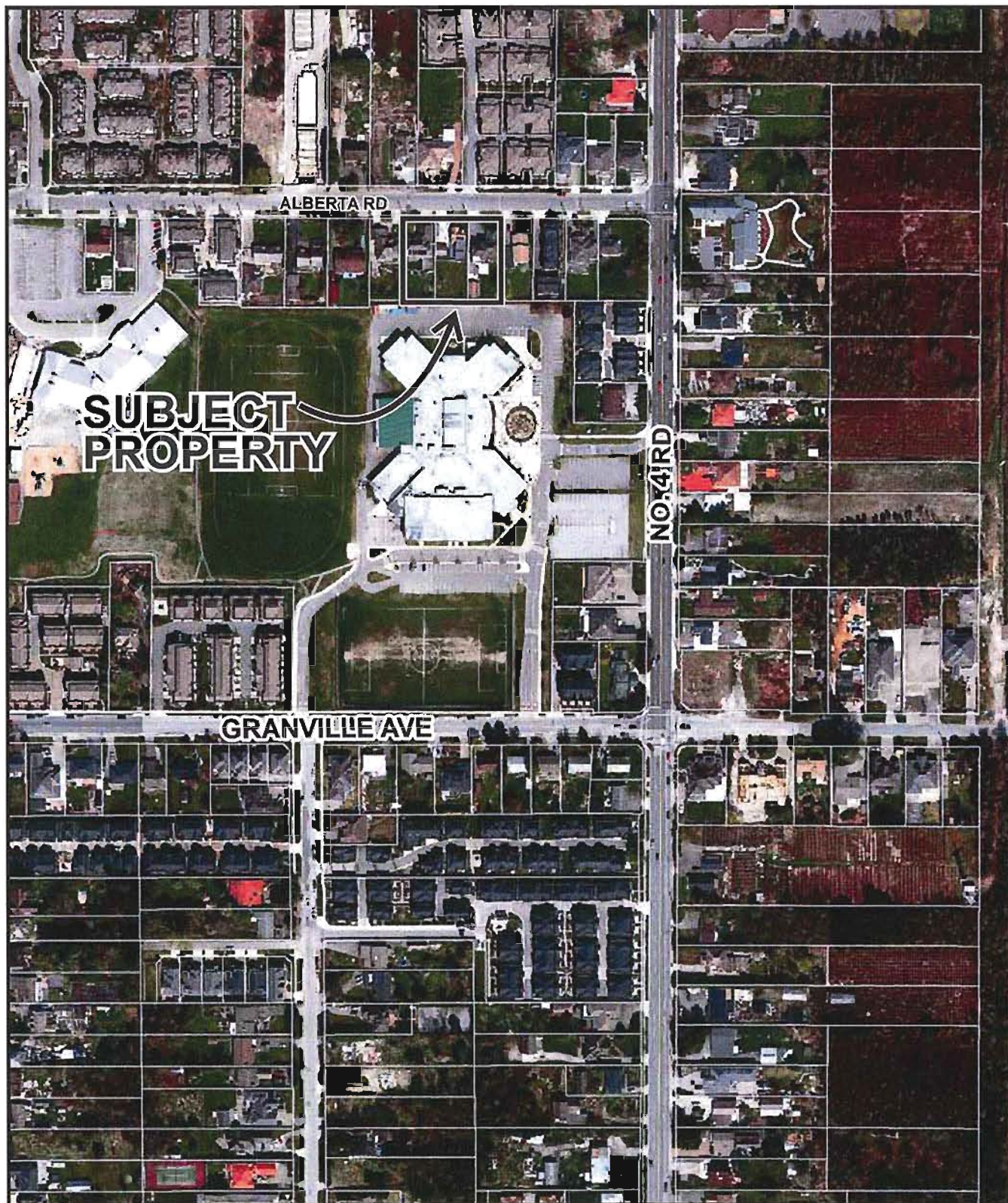
Attachment 3: Development Application Data Sheet

Attachment 4: McLennan North Sub-Area Land Use Map

Attachment 5: Tree Survey Map

Attachment 6: Conditional Rezoning Requirements





RZ 12-615601

Original Date: 08/01/12

Amended Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9720, 9740 & 9760 ALBERTA ROAD, RICHMOND, BC

DEVELOPMENT DATA

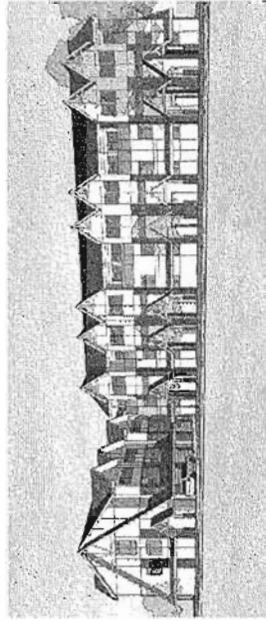
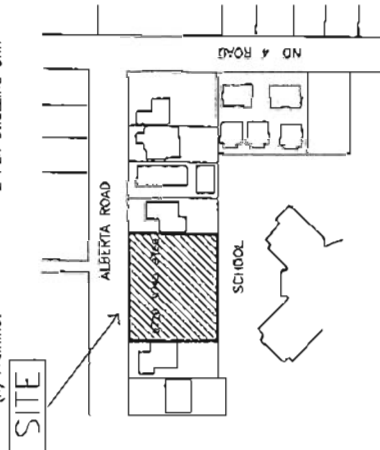
- (A) CMC ADDRESS: 9720, 9740, 9760 ALBERTA ROAD, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOTS 2, 3 AND 4 SECTION 10, BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT PLAN 1712
 (C) LOT AREA: 3,034 SM (32,657 SF)
 (D) ZONING USE: CURRENT: RS1/F.

CURRENT ZONING (UNDER RS1/F ZONING)	PROPOSED REZONING (RTM3)	PROPOSED
--	-----------------------------	----------

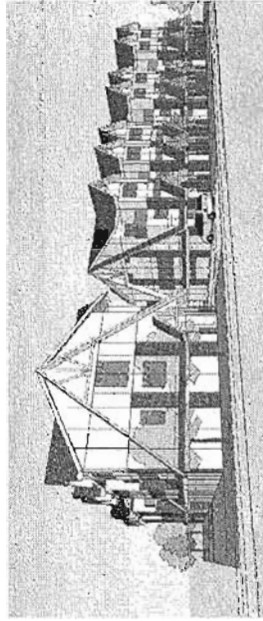
(E) FLOOR AREA RATIO	0.55 TO 0.54-5 SM 0.3 TO REST OF SITE AREA	0.70 TOTAL GROSS FLOOR AREA 0.7 X 3034 SM = 2123.8 SM (22,860 SF)	0.70 22,860 SF NET GROSS FLOOR AREA
(F) NUMBER OF UNIT: (G) BUILDING COVERAGE:	1 PER LOT MAX - 45%	20 UNITS MAX - 40%	20 UNITS 41.0% (VARIANCE REQUIRED)
(H) BUILDING HEIGHT: (I) SETBACK:	MAX HEIGHT - 9M FRONTYARD - 6M SIDEYARD - 2M REARYARD - 6M	MAX MAIN BUILDING HEIGHT - 12M FRONTYARD FACING ALBERTA RD - 8M EAST AND WEST SIDEYARD - 3M REAR YARD - 3M	BUILDING HEIGHT - 12M (39'4") FRONTYARD FACING ALBERTA RD - 6.02M (19'9") EAST SIDEYARD - 4.52M (14'10") WEST SIDEYARD - 3.04M (10'0") REAR YARD - 3.0M (9'10")
(J) OUTDOOR AMENITY		5.0 SM (64.58 SF) PER UNIT 6SM X20 = 120 SM (1292 SF)	120.6 SM (1299 SF)

(K) PARKING: 2 PER DWELLING UNIT

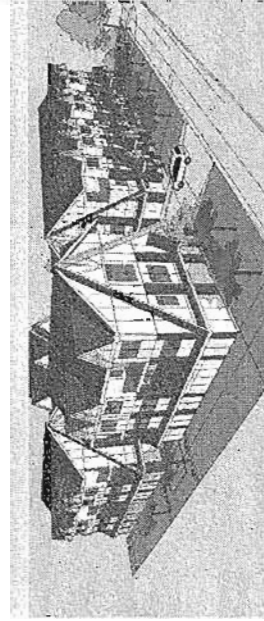
2 PER DWELLING UNIT X20 = 40 0.2 VISITOR PARKING / UNIT X20 = 4 TOTAL = 44 REQUIRED	RESIDENTIAL PARKING: 34 REGULAR 6 SMALL
VISITOR BICYCLE 0.2 PER DWELLING UNIT X20 = 4 RESIDENTIAL BICYCLE STORAGE 1.25 PER DWELLING UNIT X20=25	VISITOR PARKING: 1 DISABLED 3 REGULAR BICYCLE VISITOR BIKE RACK 4 RESIDENTIAL 36 (INSIDE GARAGE)



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD

ERIC LAW ARCHITECT
 1010 10th Avenue, Suite 100, Richmond, BC V6X 1A1
 Tel: (604) 271-1111
 Fax: (604) 271-1112
 Email: eric@ericlawarchitect.com
 Website: www.ericlawarchitect.com

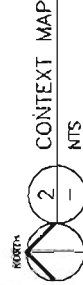
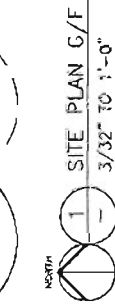
PROPOSED TOWNHOUSE
 9720-9760 ALBERTA RD
 RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER: 13-13	DATE: 11/15/2013
DRAWN BY: EL	CHECKED BY: EL
FILE NAME: 13-13_MLA_130113-REZONING	

A1

REZONING



Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100

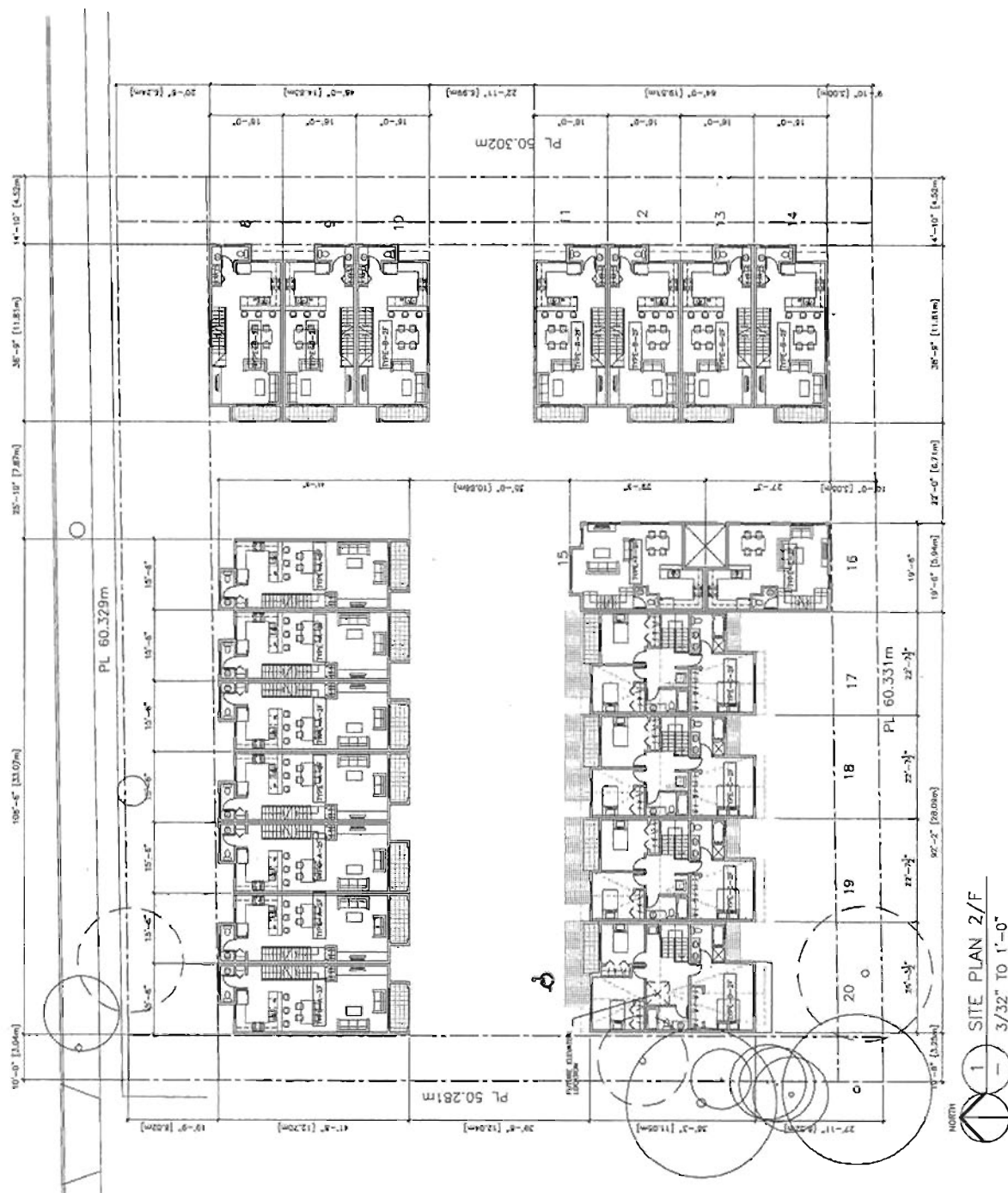
PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC

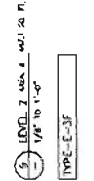
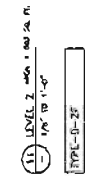
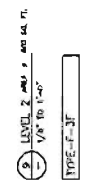
SITE PLAN (2/F)

PROJECT NUMBER: 12-12
ISSUED: 5/25/2013
DRAWN BY: EL
CHECKED BY: EL
PENNAME: 12-12.MA.130515-BZ.PWG

A3

REZONING





[illegible]

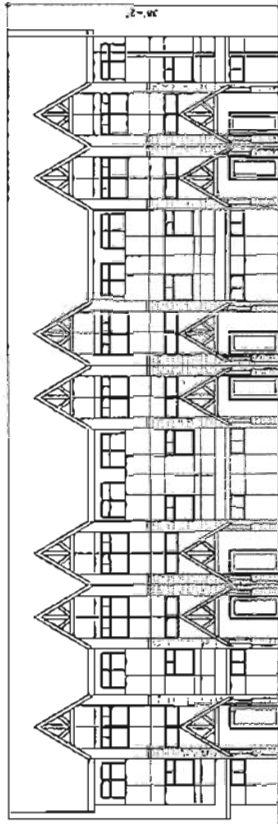
PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC
BUILDING ELEVATIONS

PROJECT NUMBER: 12-12
ISSUED: 3/15/2013
DRAWN BY: PL
CHECKED BY: EL
FILENAME: 12-12_AA_130315-12.DWG

A6

REZONANC

PROPERTY UNIT



1 BUILDING ELEVATION (NORTH ELEVATION ALONG ALBERTA ROAD)
- 1/8" TO 1'-0"

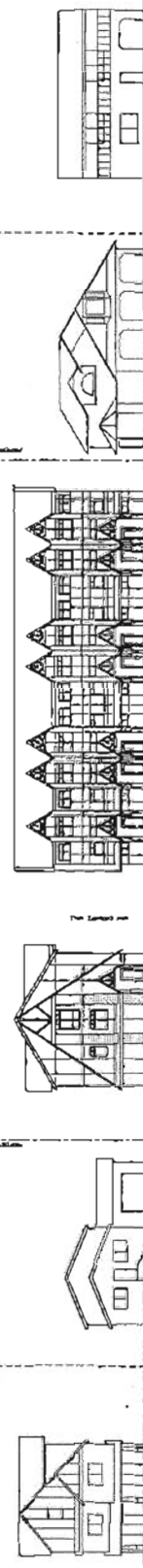


2 BUILDING ELEVATION (EAST ELEVATION)
1/8" TO 1'-0"

ADJACENT 2 SINGLE SINGLE FAMILY HOUSES

PROPOSED TOWNHOUSE DEVELOPMENT

APPROX 1 STORY
SINGLE FAMILY HOUSE
(UNCL 1 STORY TOWNHOUSE)



3. CONTEXT ELEVATION (NORTH ELEVATION ALONG ALBERTA ROAD)
1/16" TO 1'-0"



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 12-615601

Address: 9720, 9740 and 9760 Alberta Road

Applicant: Ajit Thaliwal and Eric Law Architect Inc.

Planning

Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

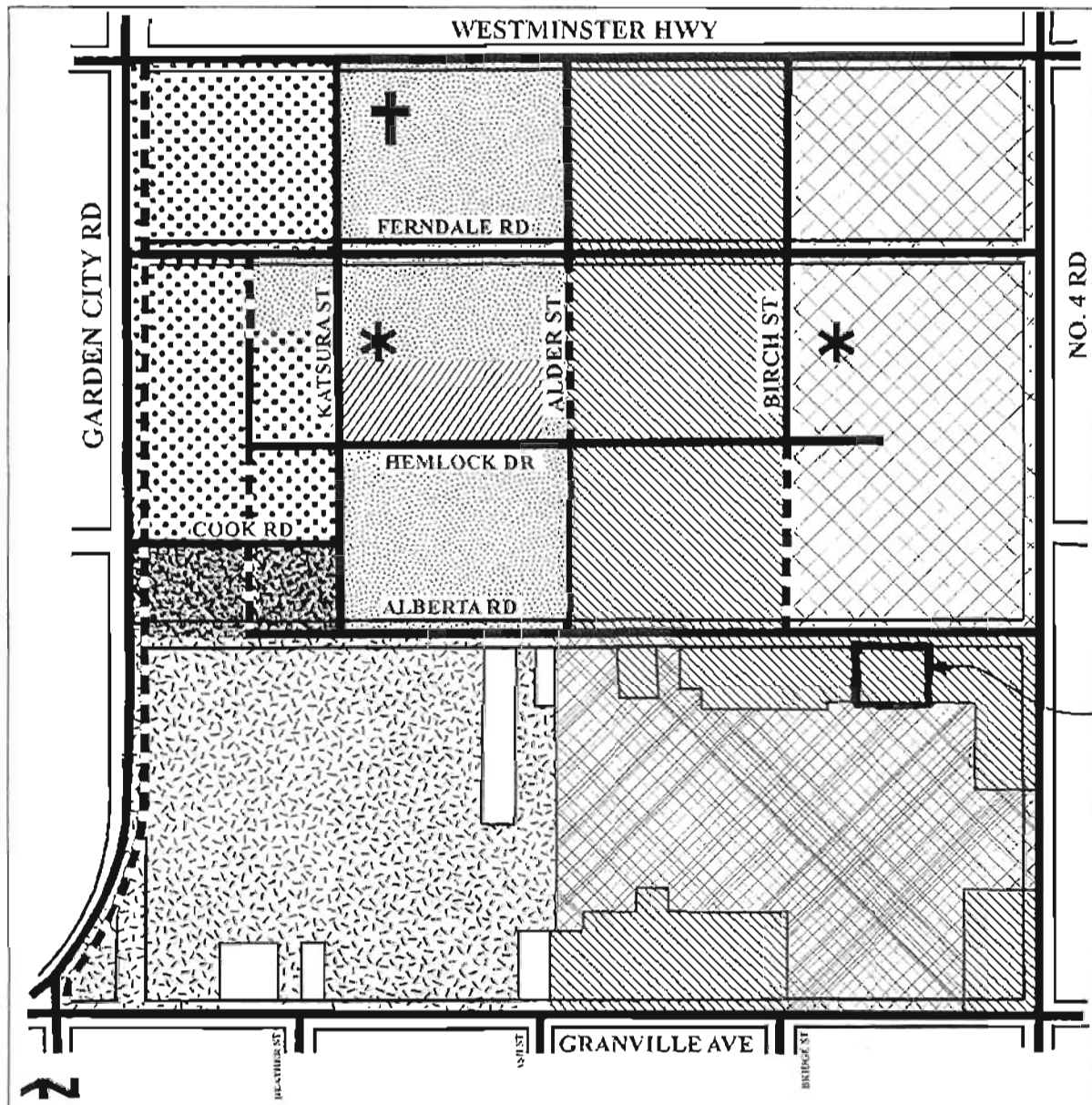
	Existing	Proposed
Civic Address:	9720 Alberta Road 9740 Alberta Road 9760 Alberta Road	To Be Determined
Owner or Applicant:	Ajit Thaliwal and Eric Law Architect Inc.	No Change
Site Size (m²):	3,034.00m ²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	Medium Density Townhouses (RTM3) Permits Townhouses at 0.70 F.A.R. with a contribution to the Affordable Housing Reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	20 Townhouse Units on a consolidated lot.

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area = 3,034.00m ² (0.70) = 2,123.80m ² Max.	2,123.80m ² (0.70 FAR)	none permitted
Lot Coverage – Building:	40% Max.	41%	1% (30.34m ²)
Lot Width:	40.0m	60.33m	none
Lot Depth:	35.0m	50.30m	none
Lot Size:	No requirements	3,034.00m ²	none
Setback: Alberta Road:	6.0m Min.	6.02m	none
Setback: Side and Rear Yard:	3.0m Min.	3.04m	none

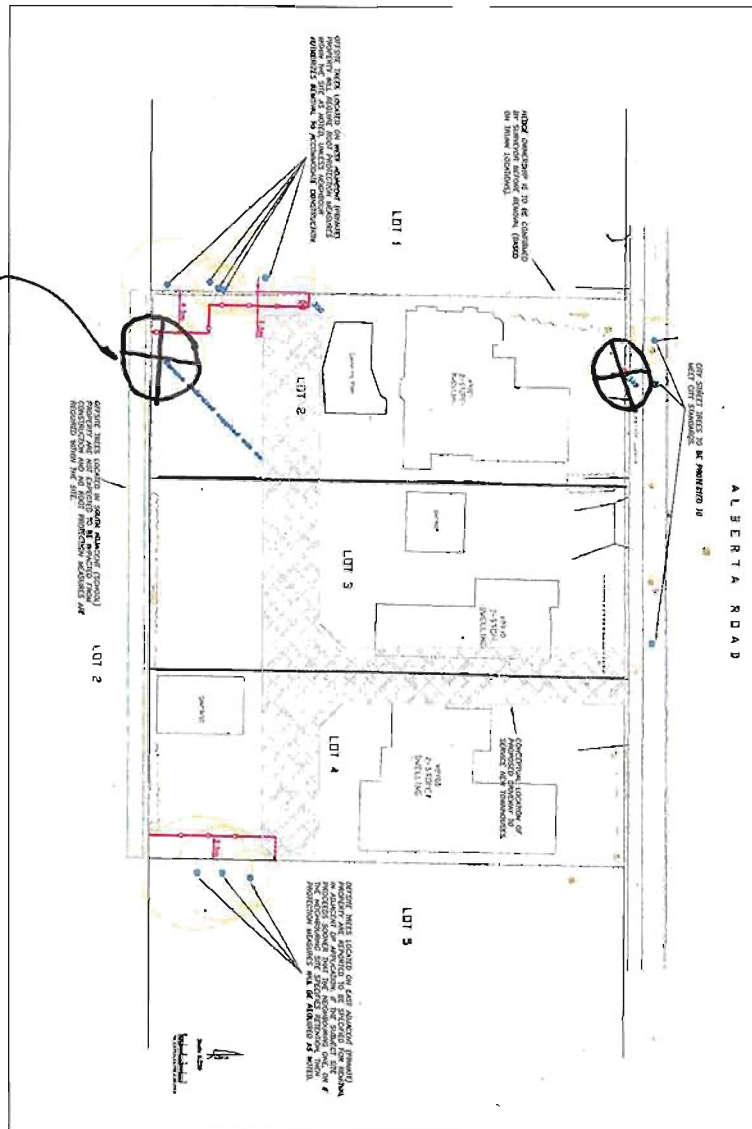
	Bylaw 8500 Requirements	Proposed	Variance
Height:	12.0m and no more than 3 stories maximum	11.63m and 3 stories	none
Minimum off-street Parking Requirements:	28 Resident <i>plus</i> 4 Visitor 32 spaces minimum	40 Resident <i>plus</i> 4 Visitor 44 spaces	none
Tandem Parking Spaces:	Max. 50% of units for townhouses	70% of units to provide tandem parking	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$21,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120m ²	120.6m ²	none

City of Richmond

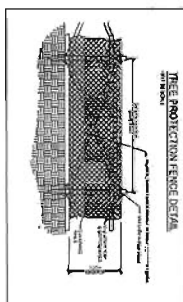
Land Use Map

Bylaw 8630
2010/07/19

- | | | |
|--|--|---------------------|
| Residential Area 1
1.6 base F.A.R. 4-storey Th.,
Low-rise Apts. (4-storeys max.)
/ Mid-rise Apts. (Up to 8-storeys)
/ High-rise Apts. (Up to 45 m) | Residential Area 3
0.65 base F.A.R. Two-Family
Dwelling / 2 & 3-storey Townhouses | Community Park |
| Residential Area 2
0.95 base F.A.R. 2, 3 & 4-storey
Townhouses, Low-rise Apts.
(4-storeys max.) | Residential Area 4
0.55 base F.A.R. One & Two-Family Dwelling
& Townhouses (2 1/2-storeys typical, 3-storeys
maximum where a maximum 30% lot
coverage is achieved) | School |
| Residential Area 2A
0.95 base F.A.R. 2, 3 & 4 & 5-storey
Townhouses, Low-rise Apts.
(5-storeys max. Up to 19 m) | Residential Area 5
0.55 base F.A.R. One-Family Dwelling | Neighbourhood Parks |
| Mixed Residential/
Retail/Community Uses | | Trail |
| | | Principal Roads |
| | | Church |



NON-SITE TREES
TO BE REMOVED
(TYP.)



CNCL-212

Page	Date	Page	Date

TREE RETENTION DRAWING	
Client	441 Macmillan
Location	PROSPECT COMMONS DEVELOPMENT
Address	3725 57th and 58th Avenues NE, MINNAPOLIS
Date	18 April 2007
Scale	1/16" = 1'-0"
 ACL ARCHITECTURAL CONSULTANTS, LLC 1000 1st Avenue NE, Suite 1000 Minneapolis, MN 55413 Phone: 612.338.3333 Fax: 612.338.3334 Email: info@aclllc.com	

- **LEADS**
 - **SEARCH** **FILE** **STATUS** **ADVIS** **IN** **LAST** **SEARCH** **IN** **FILE**
 - **ALL** **AND** **STATUS** **FILE**
 - **SEARCH** **FILE** **STATUS** **ADVIS** **IN** **LAST** **SEARCH** **IN** **FILE**
 - **SEARCH** **FILE** **STATUS** **ADVIS** **IN** **LAST** **SEARCH** **IN** **FILE**

**Conditional Zoning Requirements
9720, 9740 and 9760 Alberta Road
RZ 12-615601**

Prior to final adoption of Zoning Amendment Bylaw 9014, 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. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a flood indemnity covenant on title.
5. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9700, 9660 and 9640 Alberta Road.
6. City acceptance of the developer's offer to voluntarily contribute \$15,600.00 to the upgrade of the pedestrian crossing at Alberta Road and No. 4 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$17,602.20) to the City's Public Art Fund.
8. Contribution of \$21,000.00 in-lieu of on-site indoor amenity space to go towards development of indoor public amenity space as identified by the Parks, Recreation and Cultural Services Department.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$45,720.00) to the City's affordable housing fund.
10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Utility connections to the townhouse units, driveway ramps to be removed and new one installed and other related items to be done at the developer's sole cost via City Work Order.
4. 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.

[Original signed on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9014 (RZ 12-615601)
9720, 9740 and 9760 Alberta Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**MEDIUM DENSITY TOWNHOUSES (RTM3)**".

P.I.D. 001-512-234

LOT 2 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 1712

P.I.D. 012-298-115

LOT 3 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 1712

P.I.D. 000-521-671

LOT 4 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 1712

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9014**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning April 16, 2013

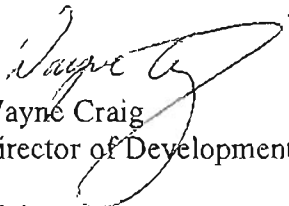
To: Planning Committee
From: Wayne Craig
Director of Development

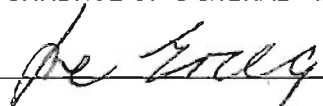
Date: March 21, 2013
File: RZ 12-619835

Re: Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses
(RTL4)

Staff Recommendation

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


Wayne Craig
Director of Development
EL:kt

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

Staff Report

Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: Three (3) Single Detached (RS1/E) lots with a mix of newer and older homes fronting Railway Avenue; and then single-family lots fronting Linfield Gate.

To the South: Two (2) deeper Single Detached (RS1/E) lots with older homes; and then two (2) Single Detached (RS1/B) lots with newer homes and a temporary shared access from Railway Avenue to the unopened back lane; further down south are six (6) more Single Detached (RS1/E) lots fronting Railway Avenue and then Lancing Road.

To the East: Three (3) Single Detached (RS1/B) lots with newer homes and one (1) Single Detached (RS1/H) lot, all fronting Lindsey Road.

To the West: Across Railway Avenue, a linear railway right-of way, then McCallan Road with a mix of newer and older, larger single family dwellings on Single Detached (RS1/E) lots.

Related Policies & Studies

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified in the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a City Community Centre (Thompson Community Centre).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive

Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$39,082.44.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- 13 opposition letters from residents of the immediate neighbourhood (**Attachment 4**); and
- A petition with 35 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (**Attachment 5**).

Concerns from the neighbourhood are summarized below with responses to each of the concerns identified in *italics*.

1. Changes in neighbourhood character.

(Two storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single family houses. High quality details and materials will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit process.)

2. Increased traffic generated by the townhouse development.

(The proposed fifteen (15) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single family houses. It is anticipated this increase will result in just six (6) additional vehicles per hour during the morning and afternoon peak period. This marginal increase is expected to have minimal impact to the surrounding road system as it translates to just one (1) additional vehicle every ten (10) minutes and can be accommodated within the capacity and geometry of Railway Avenue.

Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement for the foreseeable future. However, in the long-term, the City may need to restrict movements to right-in/out only as volumes on Railway Avenue increase. A restrictive covenant regarding this matter will be required prior to rezoning bylaw adoption.)

3. The proposed development would create a parking problem for the neighbourhood.
(The original proposal includes two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to provide an extra small car visiting parking stall so that four (4) onsite visitor parking stalls will be provided.)
4. The proposed townhouse development would create privacy and overlook concerns.
(The developer has increased the setbacks where possible. Buildings are setback minimum 5.0 m from the rear property line and the second floor further set back to 5.8 m. Side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single family dwellings. A solid 6' high wood fence is proposed along the property lines. Buildings are limited to 2-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit process.)
5. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.
(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)
6. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.
(The applicant advised that project will be constructed of a high quality in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit process. In addition, as part of the development, the frontage of the development site will be improved with a new sidewalk and a grassed and treed boulevard. Most of the trees in the front yard of the site are also to be retained and protected. The proposed development will improve the appearance of the streetscape.)

Open House

The applicant has conducted public consultation regarding the rezoning application, as per the Arterial Road Policy, through a public Open House. The Open House was held on March 12, 2013 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 47 households (see **Attachment 6** for the Notification Area). Only three (3) residents from two (2) households attended the event. Comments sheets were provided to all the attendees and only one (1) written response was received. Staff attended the Open House as observers. A copy of the Open House Summary prepared by the applicant is included in **Attachment 7**.

Staff Comments

Trees Retention and Replacement

Tree Removal

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 37 on-site trees were identified and assessed (see Tree Preservation Plan in **Attachment 8**). The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 24 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems. The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its location on the proposed driveway. To compensate for the loss of two (2) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that two (2) new larger calliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

Tree Protection

The developer is proposing to retain and protect 10 trees on site. Nine (9) of these trees are located along the Railway Avenue frontage. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the 10 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$37,000 in total) to ensure the replacement planting will be provided.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 54 replacement trees are required for the removal of 27 trees. Considering the effort made by the applicant to retain the ten (10) trees on site, staff recommend ten (10) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is

proposing to plant 13 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$15,500 to the City's Tree Compensation Fund in-lieu of planting the remaining 31 replacement trees should they not be accommodated on the site.

Site Servicing and Frontage Improvements

Storm analysis is not required; however, the existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected trees at the Servicing Agreement stage, and will conduct root pruning, if required. A summary report including future recommendations will be provided to the City as part of the Development Permit process.

Sanitary analysis is not required. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.

The water service connection to the proposed site is to be from the existing 300 mm diameter water main at the west side of Railway Avenue. The existing 100 mm diameter AC water main along the proposed site's Railway Ave frontage (i.e., east side of Railway Ave) is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section (over time with future developments, this section of 100 mm water main on the east side of Railway from Linfield to Lancing can be abandoned).

A new 1.5 m sidewalk along the property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required. Street trees will not be required due to obstruction of the view corridor.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel and enter into the City's standard Servicing Agreement to design and construct the required infrastructure upgrades and frontage beautification.

Vehicle Access

One (1) driveway off Railway Avenue is proposed. The long-term objective is for the driveway access established on Railway Avenue to be utilized by adjacent properties to the north and south if they ultimately apply to redevelop. A Public Right of Passage (PROP) 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 \$15,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

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

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north, south and east:

- The small scale duplex units fit well to existing single-family neighbourhood. The 2-storey interface with single-family homes around the subject site complies with the requirements under the Arterial Road Guidelines for Townhouses in the OCP.
- The increased rear yard setback (minimum 5.0 m on the ground floor and 5.8 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development to existing single-family houses to the east.
- The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water remains within the property and will not spill over to neighbouring properties.

Development Potential of Adjacent Properties

In determining the appropriate form of redevelopment for the subject site, other than ensuring the proposal follows the location criteria in the Arterial Road Policy, it is also important to understand how the surrounding lots are likely to change in the future.

Single-Family Developments

Single Family Lot Size Policy 5463 (**Attachment 9**) permits properties fronting on Railway Avenue to be rezoned and subdivided as per Single Detached (RS1/E) zone, which is the current zoning of all the properties on the east side of Railway Avenue between Linfield Gate and Lacing Road.

Policy 5463 also permits these properties to be rezoned and subdivided into Single Detached (RS2/B) lots (minimum 12 m wide) where a lane or internal road access is available. A potential development pattern is shown in **Attachment 10**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road precludes the ability to establish a lane along the rear of these properties.
- A new subdivision was created and new houses were built on Linfield Gate; therefore, it is impossible to create a new lane connecting to the side street (i.e., Linfield Gate); to allow developments of RS2/B lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, every 2-lot-consolidation could facilitate a 3-lot-subdivision; however, a lane connecting Railway Avenue and the back lane will be required on one of the wider lots in this cluster.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; back lane will not be able to extend to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into RS1/B lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) RS2/B lots with a back lane connecting to Lancing Road.

Based on the above, a development pattern with subdivisions as per RS2/B on this block of Railway Avenue is not preferred; only half of the block could be redeveloped and the proposed lanes along the back of the properties will not be aligned and connected. The resulting dead-end lanes and lane that connects to an arterial road are not preferred.

Multiple-Family Developments

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m walking distance of Thompson Community Centre. Under the current Arterial Road Policy, townhouse developments may be considered; Single Family Lot Size Policy is not applicable for multiple-family developments. A potential development pattern is shown in **Attachment 11**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject

townhouse proposal; a conceptual development plan has been prepared by the applicant (see **Attachment 2**).

- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment pursued. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff do not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road since the City would have more control over the development pattern including the location and number of vehicle access points as well as the character and massing of the future dwellings. Staff believe that the proposed duplex buildings are at a similar scale as the neighbouring single-family dwelling; with the extended rear yard setback that is similar to those required in single-family zones, the potential of overlooking should be nominal.

Since the adoption of the OCP in November 2012 staff have initiated a study to provide greater clarification to the Arterial Road Policy where lane establishments is already undertaken. This study will provide increased certainty around the locations and configurations of new back lanes to facilitate single-family developments along arterial roads. Staff anticipate recommendations will be brought forward to Planning Committee later this year. If the subject rezoning application proceeds, staff will recommend redesignating this block of Railway Avenue between Linfield Gate and Lancing Road to “Arterial Road Townhouse Development” in the OCP Arterial Road Policy as part of this study.

Development Variance

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, no variance is being requested.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.

- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grade to ensure the survival of protected trees.
- Enhancement of landscaping design and provision of two (2) new larger calliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of two (2) large conifers along the street frontage.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

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

Financial Impact or Economic Impact

None.

Conclusion

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 12**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee
Planning Technician - Design

EL:kt

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Petition Received
- Attachment 6: Public Information Meeting Notification Area

- Attachment 7: Summary of the Public Information Meeting
- Attachment 8: Tree Preservation Plan
- Attachment 9: Lot Size Policy 5463
- Attachment 10: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 11: Potential Development Pattern – Low Density Townhouses
- Attachment 12: Rezoning Considerations Concurrence

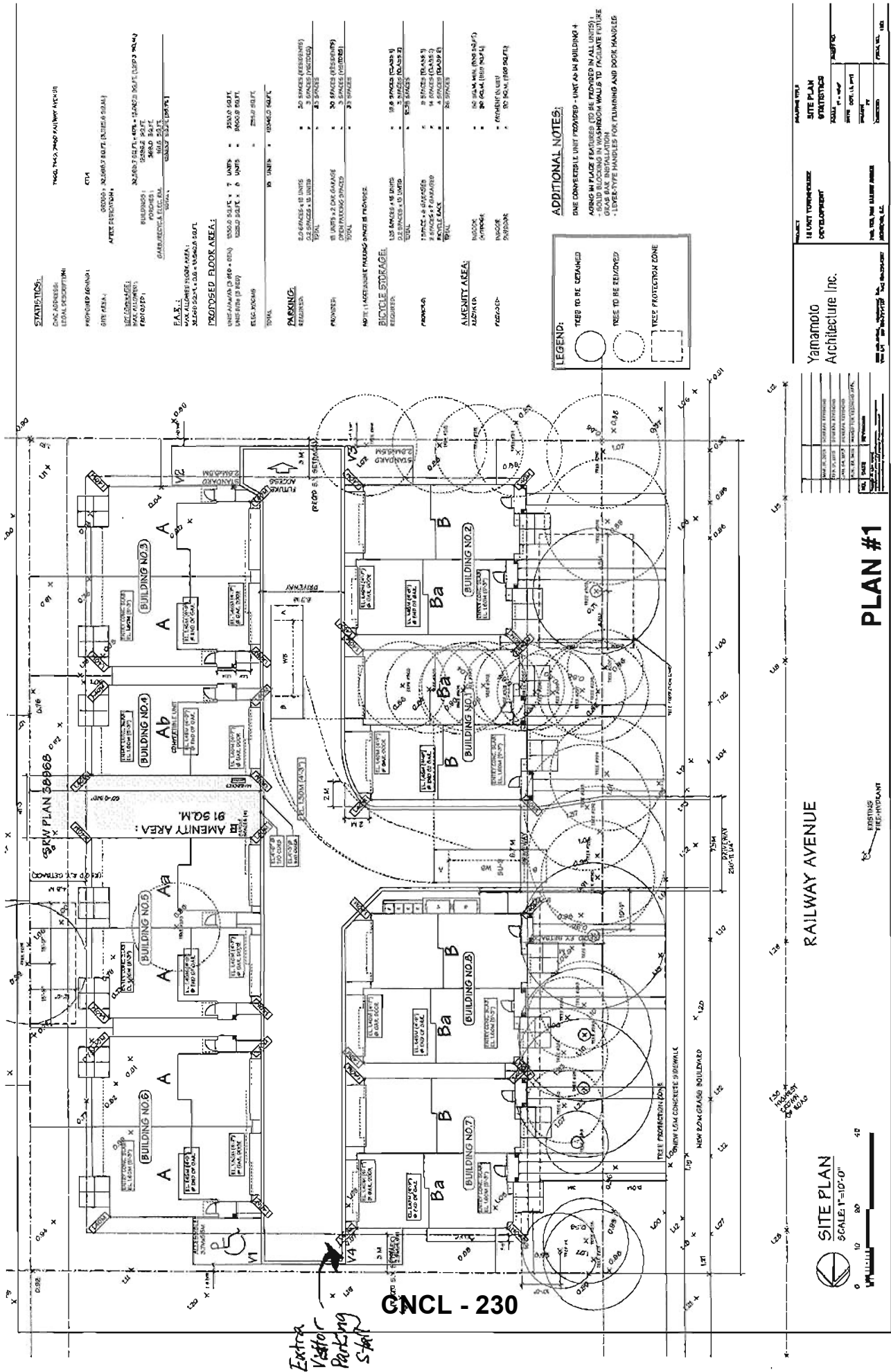


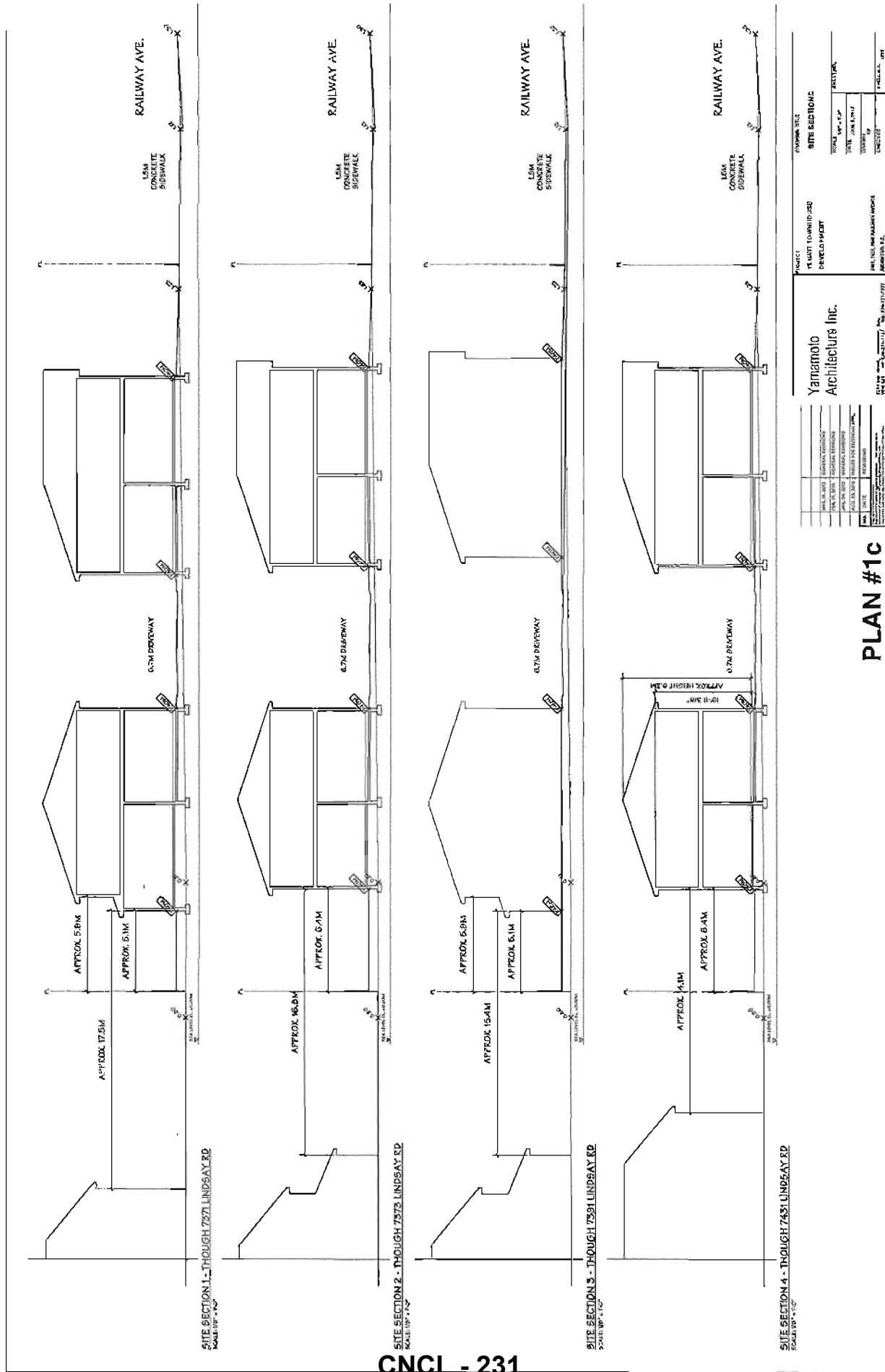
RZ 12-619835

Original Date: 09/20/12

Amended Date:

Note: Dimensions are in METRES

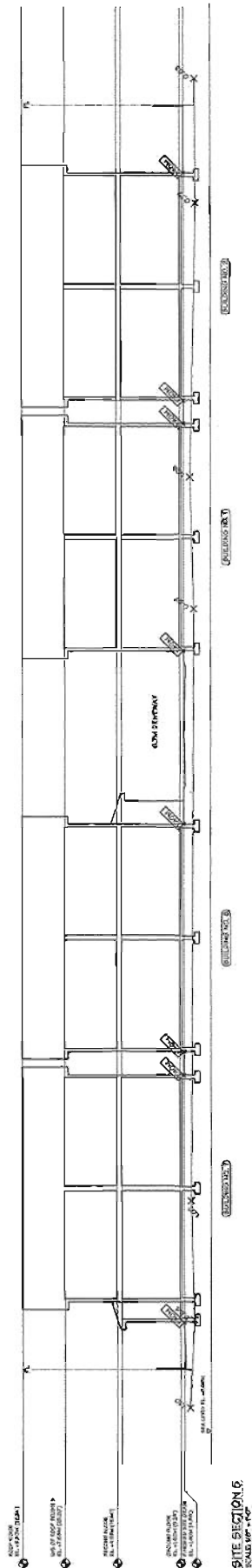




CNCL - 231

PROJECT		SITE SECTIONS	
15 EAST 100TH AVE DENVER, CO 80231		TOTAL 1/8" = 1'-0"	
Yanamolo Architects Inc.		DATE 10/11/17	
PROJECT NO. 15EAST100TH		DRAWN BY J. LINDSAY	
PROJECT NO. 15EAST100TH		CHECKED BY J. LINDSAY	
PROJECT NO. 15EAST100TH		DATE 10/11/17	
PROJECT NO. 15EAST100TH		PROJECT NO. 15EAST100TH	

PLAN #1c



DATE: 10/10/2014

CNCL - 232

[illegible]

PLAN #1d



RZ 12-619835

Attachment 3

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

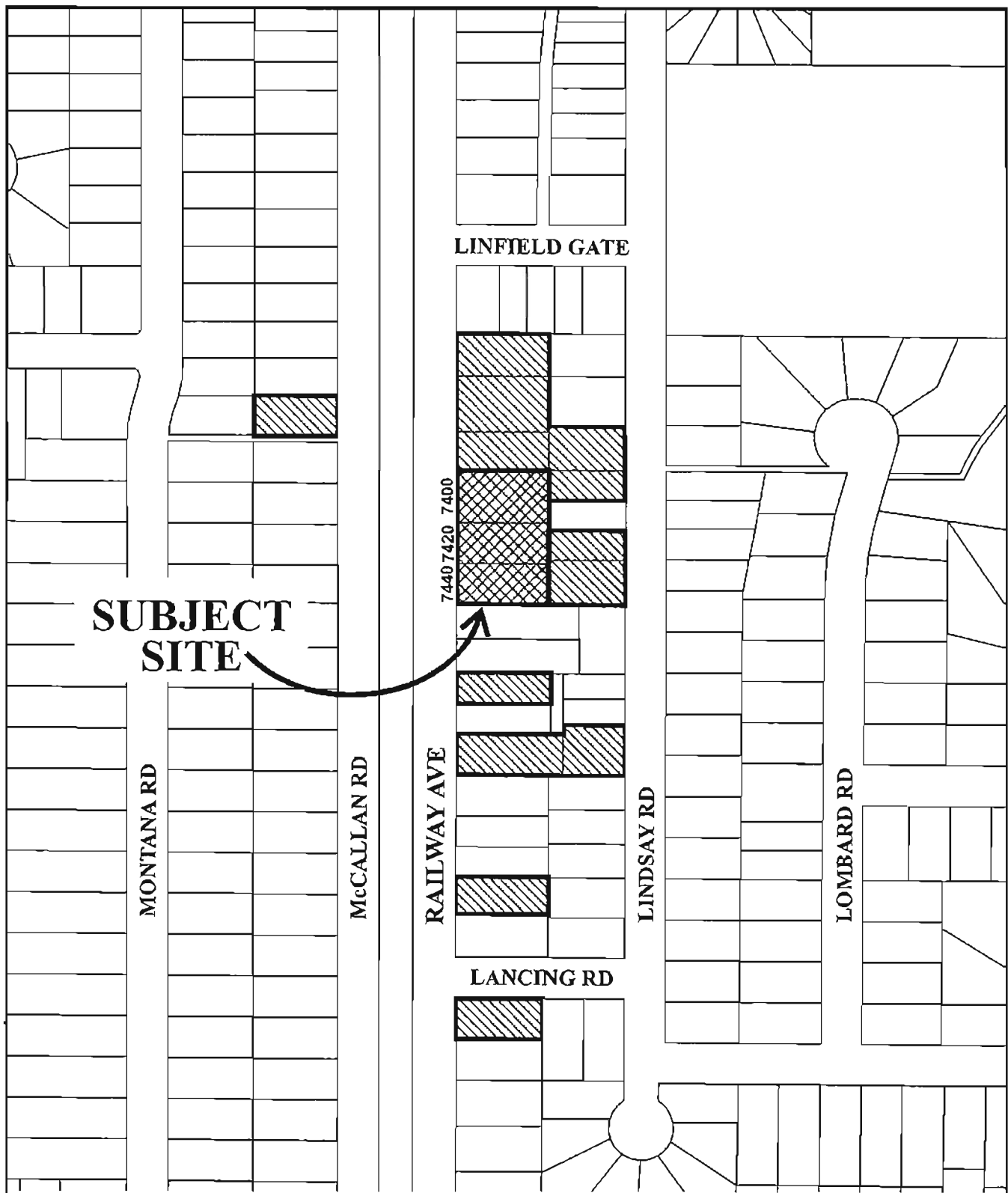
Planning Area(s): Blundell

	Existing	Proposed
Owner:	SSB Homes Ltd., Peter & Marylyn Kulba, Shelley Mintz & Stephen Huzyk	To be determined.
Site Size (m ²):	3,025.6 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	15
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	34	none
Tandem Parking Spaces:	Not permitted	0	none
Small Car Parking Spaces	Max. 50% x 34 stalls = 17 stalls	15	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	91 m ²	none

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



RZ 12-619835
Letters Received

Original Date: 02/12/13

Revision Date: 03/19/13

Note: Dimensions are in METRES

January 21, 2013

Mr. Edwin Lee
Urban Development
6911 #3 Road
Richmond, BC
V6Y 2C1

Re: Rezoning application 7400, 7420, 7440 Railway Avenue,
Richmond, B.C. File# RZ12-619835

Dear Mr. Lee,

My name is Tom Knowles and I am a joint owner of the property at 7320 Railway Avenue. I am writing you in regards to the rezoning application to rezone the parcel of land containing the lots at 7400, 7420, and 7440 Railway from RS1/E to RTL4.

I am in opposition to this rezoning because of how it changes the make up of house size in the 7000 block Railway. Where there is currently three homes there would be a cluster of fifteen units giving no continuity to the area. All recent construction in this area has been built within the current zoning. These three lots can be configured to accommodate more single detached units with in the RS1/E zoning, as the new zoning is not part of the official community plan. With the rezoning there would be increased congestion to the area concerning roads and schools. My final concern would be the added burden that would be put on the infrastructure in this area if this rezoning should take place.

Thank you for your attention to this matter,



Thomas E. Knowles

January 25, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7340 Railway Avenue (one house away from the rezoning proposal site) and have been living in the neighbourhood for about 12 years. We oppose the rezoning application RZ 12-619835 and want the City of Richmond to deny this rezoning application.

This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighbourhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Our home as well is only 12 years old and it will depreciate in value substantially if this rezoning proposal goes through. Our city assessment is close to \$2,000,000 and we will suffer a lot financially if we become the neighbours of town homes. Before building our home we asked the City of Richmond if any rezoning was going to be done on the street to allow anything other than single detached homes and we were told no.

For several years the City of Surrey has mixed commercial, townhouse and single family zoning on the same block. That is why people do not want to move to Surrey. People pay much more money to live in Richmond because the character of the neighbourhoods are maintained by the City. However if these types of zoning applications are approved our city will be in the same problem that faces Surrey today.

Sincerely,



Baljit Tamana



Sam Tamana

January 31st, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Edwin Lee or whom it may concern:

We are the homeowners of 7360 Railway Avenue (adjacent to the proposed site). We oppose the rezoning application RZ-12-619835 and want the city of Richmond to deny this rezoning application.

When we had this house built in 1971 and choose this location we were told by the Richmond planning department that this area was planned for single family housing. When the properties of 7400, 7420 and 7440 were put up for sale we were again told the area was only planned for single family housing.

Our property is located adjacent to the proposal site and the planned driveway. The exhaust will be unacceptable. Cars waiting to enter the flow of traffic onto Railway Avenue often take several minutes. Traffic will also be held up as cars try to enter the townhouse complex. We also have the busy #410 bus route coming along Railway Avenue at frequent intervals during rush hours.

Our kitchen, family room, and sundeck are located on the south side of our house. The townhouses that are proposed will encroach on our privacy as the back of the development will be directly adjacent to our back yard, garden and sundeck.

The proposed townhouse development shows 15 double garages and only three visitor parking spaces. Do you expect their visitors to park on other surrounding streets? There is no parking on this block along Railway Avenue due to the bicycle lane.

This proposed townhouse development site would depreciate the value of our own property. It will also change the character of the street and neighbourhood if this rezoning proposal would go through.

Sincerely,

Glen Sheardown
Helen Sheardown
Dean Sheardown

Glen Sheardown
Helen Sheardown
Dean Sheardown

February 15th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct fifteen townhouse units.

To: Edwin Lee or whom it may concern:

My address is 7488 Railway Avenue and we chose this peaceful neighbourhood with single family houses and want to keep it that way.

We don't want these high townhouses built in this block on Railway Avenue up against detached homes.

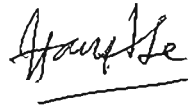
Traffic is a concern. This townhouse proposal is just not suitable for our street. We strongly oppose this rezoning application and we want it denied.

Trying to enter the flow of traffic out of our driveway on Railway Avenue is already hard enough, especially during the busiest rush hours. Left turn is the worst. We are also concerned about safety and security.

Railway is a single lane street both ways. Townhouses are more suitable on double lane streets. Because of the bicycle lane there is no street parking. Where will all the visitors park?

When we bought our new home, it was because it was a detached house. Townhouses just do not fit in and will depreciate the value of our property.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yanjie He', with a horizontal line underneath.

Yanjie He

To Mr. Edwin Lee,
Planning Dept.
City of Richmond
B.C.

Jan 31/2013.

Dear Sir,

With reference to the proposed rezoning of properties 7400, 7420 7440 to townhouse development (plan SRW38968 Yamamoto Architecture Inc.), we wish to comment as follows.

We have lived at 7520 Railway Avenue for 24 years and have enjoyed the single family environment which applies to all of Railway Avenue.

We object strongly to this application to rezone to stick a crowded complex of 15 townhouses in this environment and believe most residents adjacent to said property agree with this view. In particular, plan no. 1 of the above shows a two lane driveway exiting onto Railway Ave. beside the south property line of the single family dwelling at 7360. Cars on this driveway would have a disastrous effect not only on the health and well-being of the residents but also on the value of their property.

Traffic on this North end of Railway Ave. is also a major consideration as the proposed development would be close to an already busy corner where traffic is frequently delayed by a combination of a crosswalk, bus -stop and southbound traffic into Linfield Gate.

In view of the above and the congestion which the proposed development would cause, we urge Planning Department and Council to reject this project.

R & E Tate.

Reg. Tate
Gileen R Tate

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To Whom it may concern,

We are the homeowners of 7580 Railway Avenue. We re-built on this property with the assurance of this staying a single family zone. We spent a large amount of money for this privilege.

Traffic is a major concern since Railway Avenue is a single lane street both ways and a busy bus route along with the bike lane. As a result, this does not allow for any public parking on Railway Avenue.

We cannot accept the building of fifteen townhouses with single houses surrounding the entire block from Linfield Gate to Lancing Road.

This will depreciate our property value if we are on the same street as these townhouses.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jaswant Mann', written over a rectangular stamp or box.

Jaswant Mann

January 29th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct fifteen townhouse units.

To who it may concern,

Our house address is 7351 Lindsay Road. We are adjacent to the proposed townhouse site on Railway Avenue.

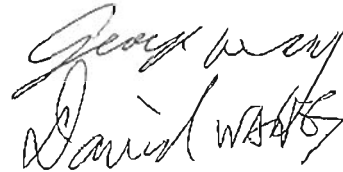
We oppose the rezoning application RZ 12-619835.

This proposal will depreciate the value of our house and infringe on our backyard privacy.

When the lots of 7400, 7420, and 7440 Railway Avenue were put on the market as a package it was with the understanding that it would be for single houses only.

With such limited parking cars will be parking on Linfield Gate, Lindsay Road and Lancing Road. We just do not want vehicles coming and going day and night.

Sincerely,

Handwritten signatures of George Wray and Daniel Wray. The signature of George Wray is written above the signature of Daniel Wray.

February 17th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it may concern:

We are the new homeowners of 7371 Lindsay Road. Our property is right behind the proposed townhouse site. This home is only 8 years old and we just purchased this property. However, we were not informed about the townhouse proposal. We definitely would not have bought into this property had we been told.

This has put us under so much stress as we are in the process of moving into this residence. We thought we were purchasing a home on a single detached residential block. We have just spent a lot of money painting and preparing for this move.

These proposed three story high townhouses would be built so close to our property line shutting out sunlight onto our backyard. Every single family house deserves sunshine. We will have no privacy and this is very upsetting and unfair.

The residents of 7373, 7391, and 7431 Lindsay Road will all have the same problems, no privacy and reduced sunshine.

We are strongly against this rezoning. Townhouses will just not be suitable and will depreciate the value of our property.

Sincerely,


Jin Huan Yang

Date: Jan 30, 2013

RE: File No. RZ12-619835 to rezone 7400,7420,7440 Railway Avenue from single detached (RS/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7391 Lindsay Road (the house behind the rezoning proposal site). We strongly oppose the rezoning application RZ-12619823 and want the City of Richmond to deny this rezoning application.

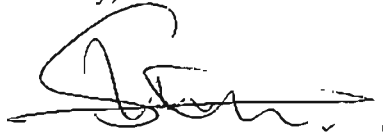
We have been living in the neighborhood for around 10 years. This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighborhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Again, we ask the City of Richmond can consider all above our concern and refute this rezoning proposal to construct 15 townhouse units instead of single homes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shermee Mai', with a long horizontal stroke extending to the right.

Shermee Mai

February 4, 2013

City of Richmond
Planning Department
6911 No. 3 Road
Richmond, BC

Re: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouse (RTL4) in order to construct 15 townhouse units.

Dear Sir/Madam,

We are the owner of 7431 Lindsay Road (direct behind the rezoning proposal site). We have been living here for more than 3 years. We strongly oppose the rezoning application: RZ 12-619835 and want the City of Richmond to deny the rezoning application.

The proposed townhouse site is located right in the middle of the railway avenue community where all of its residential buildings are single houses. If the proposed townhouse units were built, the population would increase dramatically which would affect the traffic on the railway avenue. The single lane railway avenue southbound will be packed with cars trying to turn left into the townhouse which would block the traffic on the railway avenue. For the community itself, more townhouses mean less grass lawn and trees for the community residents to enjoy.

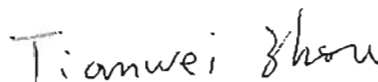
If the proposed townhouses were built, it would devalue our house greatly as well as others in the neighborhood. It would ultimately decrease the relative taxes that the City of Richmond would collect.

We would like the City of Richmond to consider the comments from the community residents and reject the rezoning proposal.

Your sincerely,



Mingying Huang
House Owner
7431 Lindsay Road
Richmond



Tianwei Zhou
House Owner
7431 Lindsay Road
Richmond
CNCL 247

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS)/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To Whom it may concern,

I have lived at the address of 7491 Lindsay Road for the past 48 years. This rezoning proposal near the back of my property is unacceptable.

There are lovely new single family houses built and being built on Lindsay Road. This townhouse proposal will ruin the character of this neighbourhood.

It is already hard to enter the flow of traffic onto Railway Avenue from both Linfield Gate as well as Lancing Road.

This proposed townhouse development would depreciate the value of my property, our neighbourhood has always been single family housing in this block and should stay this way.

Sincerely,

A handwritten signature in cursive script that reads "Rita Rasmussen".

Rita Rasmussen

January 28, 2013

To whom it may concern:

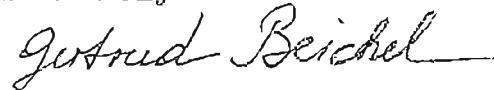
I am the resident of 5040 Lancing Road and I strongly oppose the rezoning application RZ 12-619835.

These townhouse units will depreciate the value of our property.

Traffic is already an issue. Railway is a single lane street both ways with no parking permitted because of the bicycle lane. It is also the busy #410 bus route.

Neighbours agree it should be kept as single residential housing. We have been at this address for over 20 years and have always been with the understanding it would stay single family housing.

Sincerely



G. Beichel

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

February 14th, 2013

Mr. Farzand Ali

7371 McCallan Road

Richmond, BC, V7C-2H6

Phone – 604– 272–5984

RE: File No. RZ 12–619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

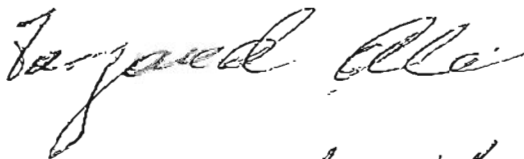
To: Edwin Lee or whom it may concern:

Our home address is directly across from the proposed townhouse site. I feel strongly against the idea of townhouses being built along Railway Avenue. This is a family neighbourhood and one of the reasons why my family and I chose to live in this neighbourhood is because it is quiet, safe with no extra traffic. This area should be kept as single family housing only.

I'm aware that the new townhouses will only have three parking spaces, which means that visitors will be looking elsewhere to park their cars. I am not looking forward to my quiet neighbourhood street being used as an extra parking lot, with all the extra traffic coming through at all hours of the day and night.

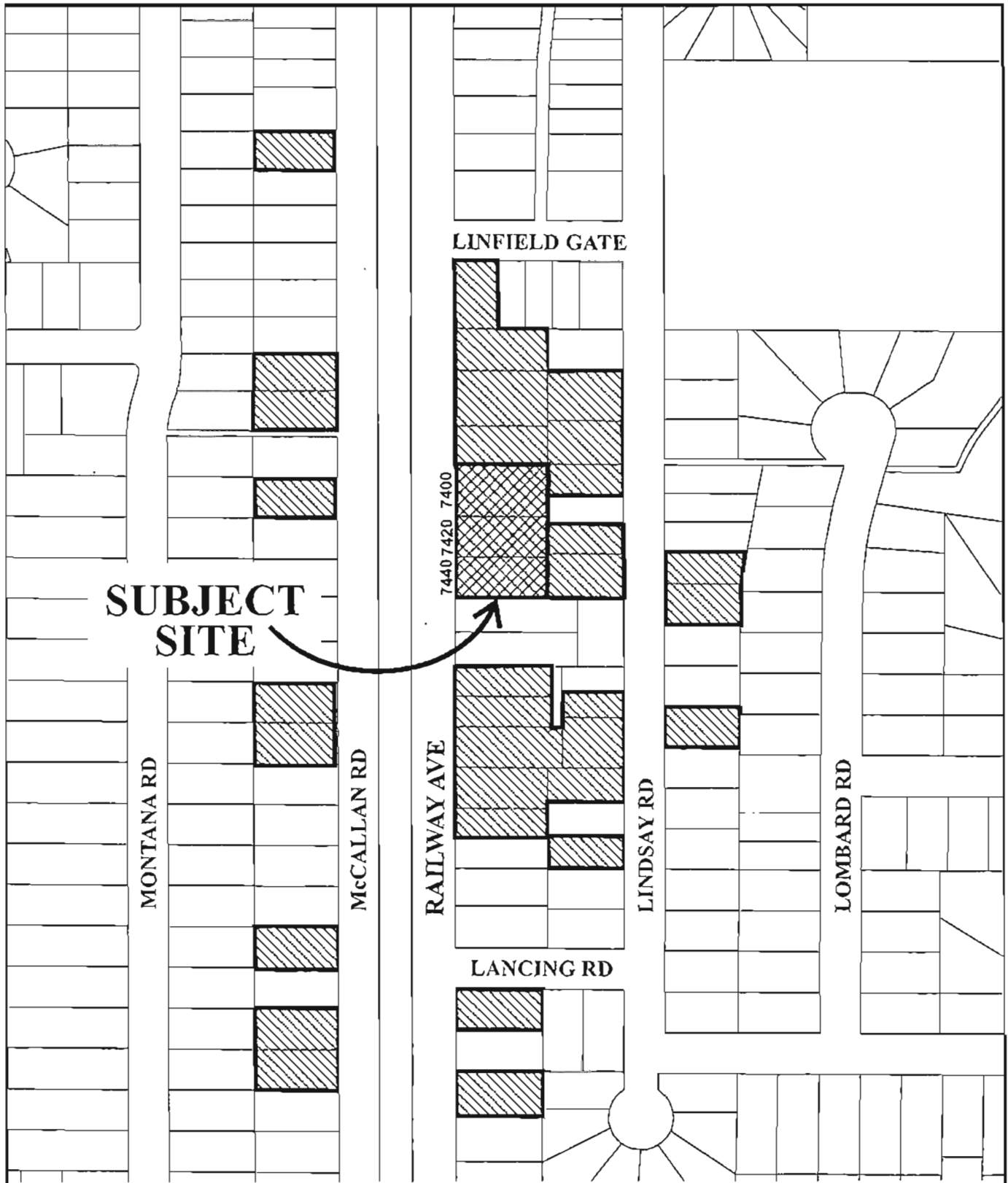
This proposed townhouse development site will bring down the value of our own property, to which I feel is very upsetting and extremely unfair.

Yours truly,



Farzand Ali





RZ 12-619835 Petition

Original Date: 02/12/13

Revision Date: 03/19/13

Note: Dimensions are in METRES

PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature	
T. Knowles	7320 RAILWAY AVE	604-274-6956	T. Knowles	
G. SHEARDOWN	7360 RAILWAY AVE	604-274-3181	G. Sheardown	
D. Ithopolito	7560 RAILWAY AVE	604-241-5925	D. Ithopolito	
A. Rasmussen	7491 Lindsay Rd.	604-277-2094	A. Rasmussen	
GEORGE WANG	7351 LINDSAY RD	604-272-4284	George Wang	
JASWANT MANN	7580 RAILWAY AVE.	604-447-1522	J. Mann	
G. BEICHEL	5040 LANCING RD.	604-277-9878	Gertrud Beichel	
REG. TATE	7520 RAILWAY AVE	604-277-1480	Reg. Tate	
D. W. GILFILLAN	5010 LINDFIELD	604-272-7221	D. W. Gilfillan	
Wei Yon	7508 Railway Ave	604-505-8788	Wei Yon	
KA HAN LAM	7391 Lindsay Rd	604-767-7729	K. Lam	
ing and Shelly Zhou	7431 Lindsay Rd	778-588-1125	Shelly Zhou	ing 4-8
ELEEN CHIU	7473 Lindsay Rd	604-375-1678	E. Chiu	
MIFTAR SHAH	7560 RAILWAY AVE	604-241-1454	M. Shah	
Ray Seibert	7351 McCollan Rd.	604-272-5566	Ray Seibert	
BALJIT TAYANA	73401 RAILWAY AVE.	604-241-7710	B. Tayana	
Jane Zhang	7500 Lindsay Rd.	604-241-9227	J. Zhang	
Jason Mok	7531 Lindsay Rd	604-278-3782	J. Mok	

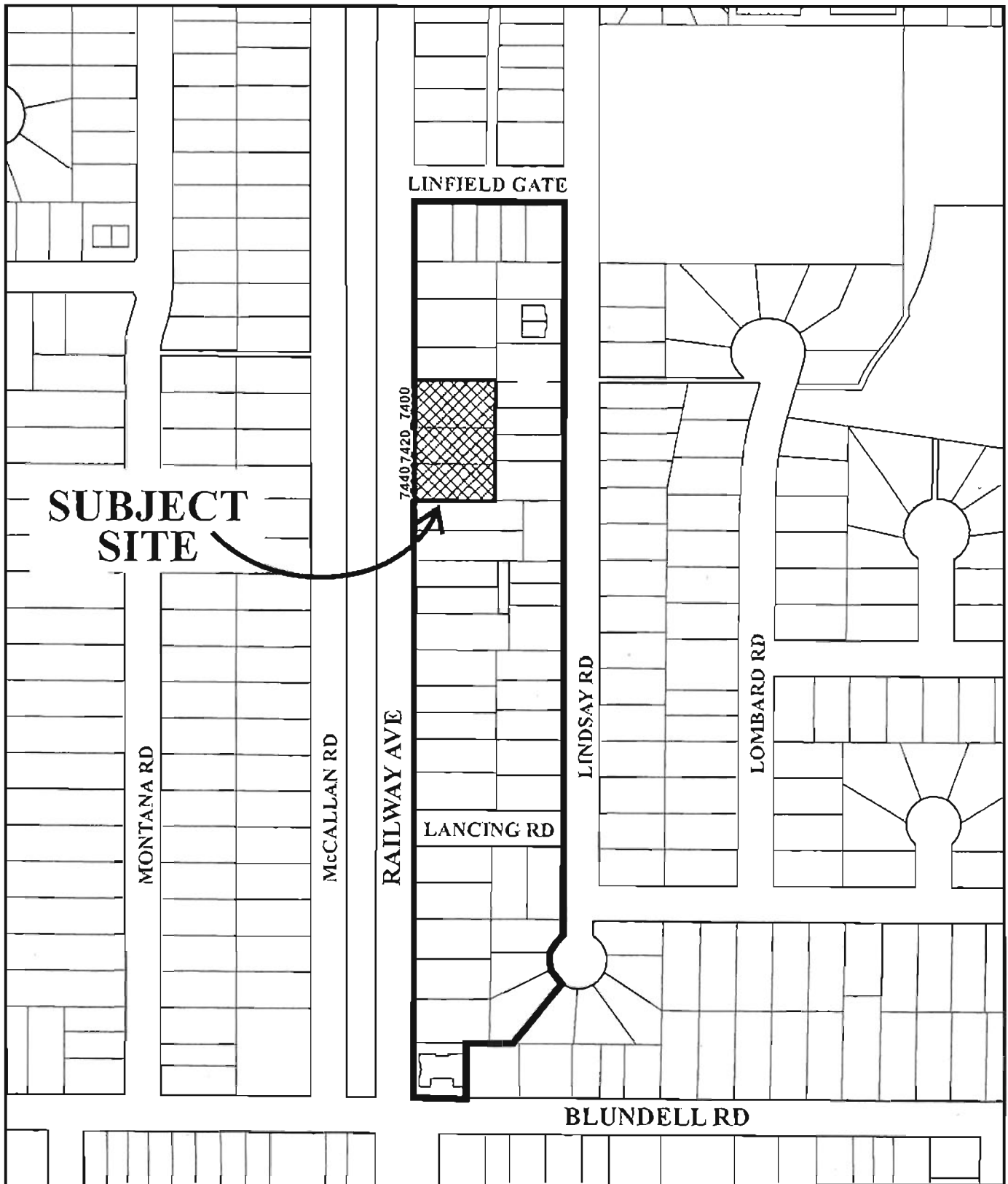
PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature	
Molly Lopez	7680 Railway Ave	604 241 8027	M Lopez	
Stacey Yang	7388 Lindsay Rd.	604 233-1089	Stacey Yang	
LaureAnn Stewart	7440 Lindsay Rd	604 277 6920	LaureAnn Stewart	
DIEGO CHUANG	7451 LINDSAY ROAD	604 275 7272	Diego Chuang	
Eric Hendryuwono	7551 Lindsay Rd	604 272 0551	Eric Hendryuwono	
Sally Rose	7311 Lindsay Rd	778-888-7267	Sally Rose	
JINHUAN YANG	7371 Lindsay Rd	778-712-9928	Jinhuan Yang	
SHAMS HADALI	7371 McCallan Rd	604 272 4984	Shams Hadali	
DOUGES HERRI	7391 McCallan Rd	604 837 4709	Douges Herri	
David Yuen	7491 McCallan Rd	604-274-1138	David Yuen	
Ravi Grewal	7521 McCallan Rd.	604.241-0734	Ravi Grewal	
Angie Singh	7671 McCallan Rd	604-448-9222	Angie Singh	
Rishi Prasad	7671 McCallan Rd	604-448-9212	Rishi Prasad	
B. NARAYAN	7691 McCallan Rd	604-218-7157	B. Narayan	
Alt Lawrence	7631 McCallan Rd.	604 277 7875	Alt Lawrence	
Karla Rand	7231 McCallan Rd	604-351-2655	Karla Rand	
Yanjie He	7488 Railway Ave	778-383-6215	Yanjie He	



RZ 12-619835
Notification Area

Original Date: 03/19/13

Revision Date:

Note: Dimensions are in METRES

SANDHILL HOMES LTD.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

Phone: (604) 271 6296 Fax: (604) 276 8937 Email: info@sandhilldevelopment.ca

March 20, 2013

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

Dear Edwin Lee:

We write to confirm that Sandhill Development Ltd has sent a formal invitation letter to the public consultation meeting to Forty Five Railway residents two weeks prior to the meeting on the Wednesday 27th of February 2013.

The public information meeting took place at the Thompson Community Centre on the Thursday the 12th of March 2013 from 4 pm to 7pm.

Sandhill Development had prepared preliminary plans to present to the residence for address 7400, 7420, 7440 Railway Avenue to allow fifteen 2 –story townhouse to be developed on the property, and architect Taizo Yamamoto was presenting the drawings for this meeting.

During the meeting two residents came out to give their input regarding the Railway project, and one of the particular neighbor had a concern regarding the fence and privacy which we will address and Sandhill will make sure to have 6 feet high private fence.

Overall resident supported the Railway project, and Sandhill will make sure to respond to any concerns regarding the project in future.

Regards,

Amar Sandhu
Principal

Sandhill Development Ltd.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

P: (604) 271 6296 F: (604) 276 8937 Email: info@sandhilldevelopment.ca

www.sandhilldevelopment.ca

March 12, 2013

Public Information Meeting Sign In Sheet

Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouse units to be developed on the property.

No.	Name	Phone#	Address
1	W Kong	778 385 8893	7460 Railway Ave. # Wendy Kong @ gmail.com
2	H Macken		
3			
4			
5			
6			
7			
8			
9			
10			

Sandhill Development Ltd.

228 – 11020 No. 5 Road, Richmond BC, Canada V7A 4E7

P: (604) 271 6296 F: (604) 276 8937 Email: info@sandhilldevelopment.ca

www.sandhilldevelopment.ca

March 12, 2013

Public Information Meeting

Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouses units to be developed on the property. We would appreciate your comments on the proposal.

Comments:

I think this project will enhance the existing area & offer another form of housing which will diversify the community.

I think this is a good idea & hope it gets city approval.

Your comments will be collected by the City and will become public record.

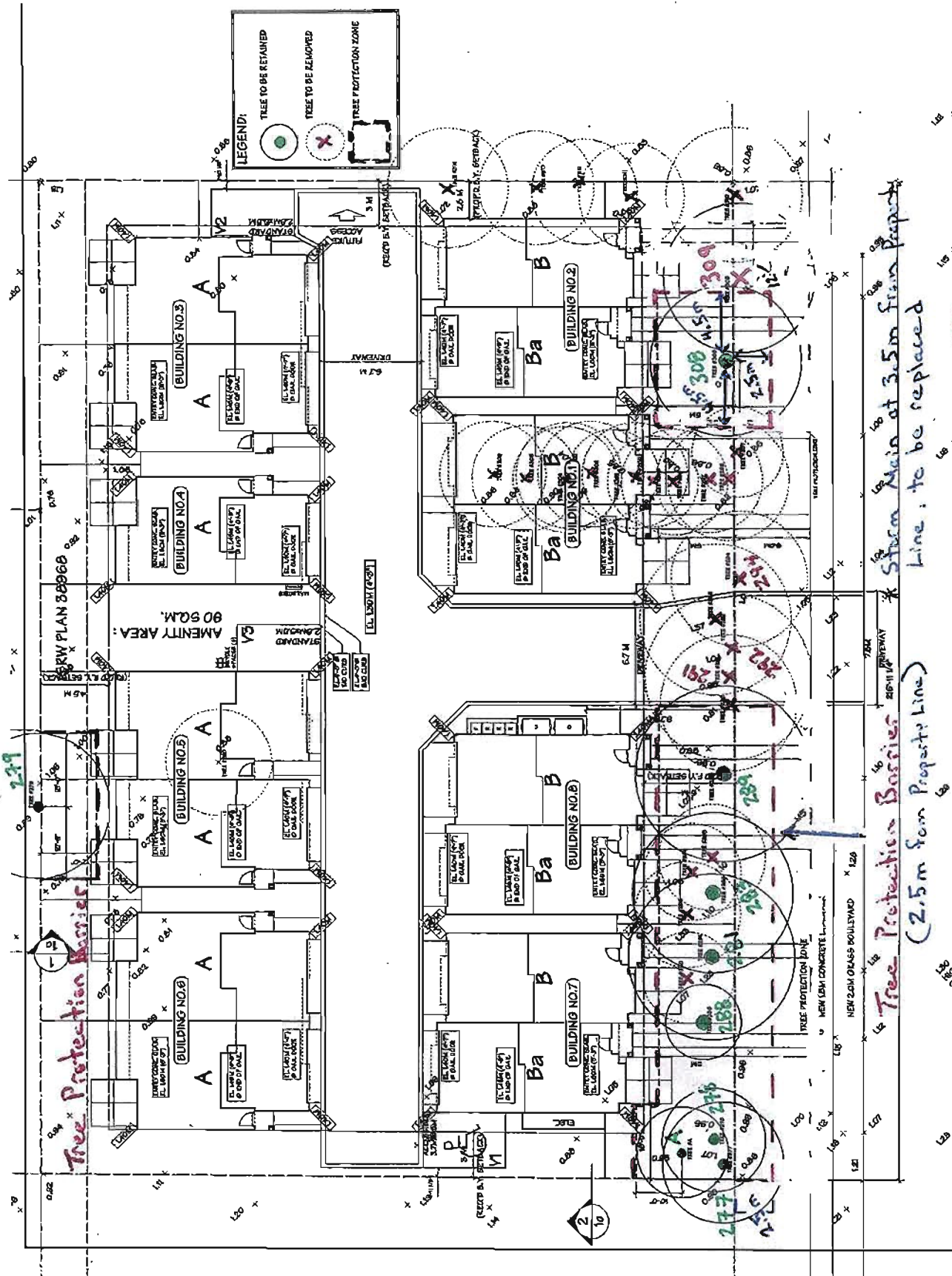
Contact Information:

Name:

Heather MacLean

Address:

7680 Railway



RAILWAY AVENUE

(Feb 4, 2013)

Tree Location & Protection Plan - Amend. #1



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

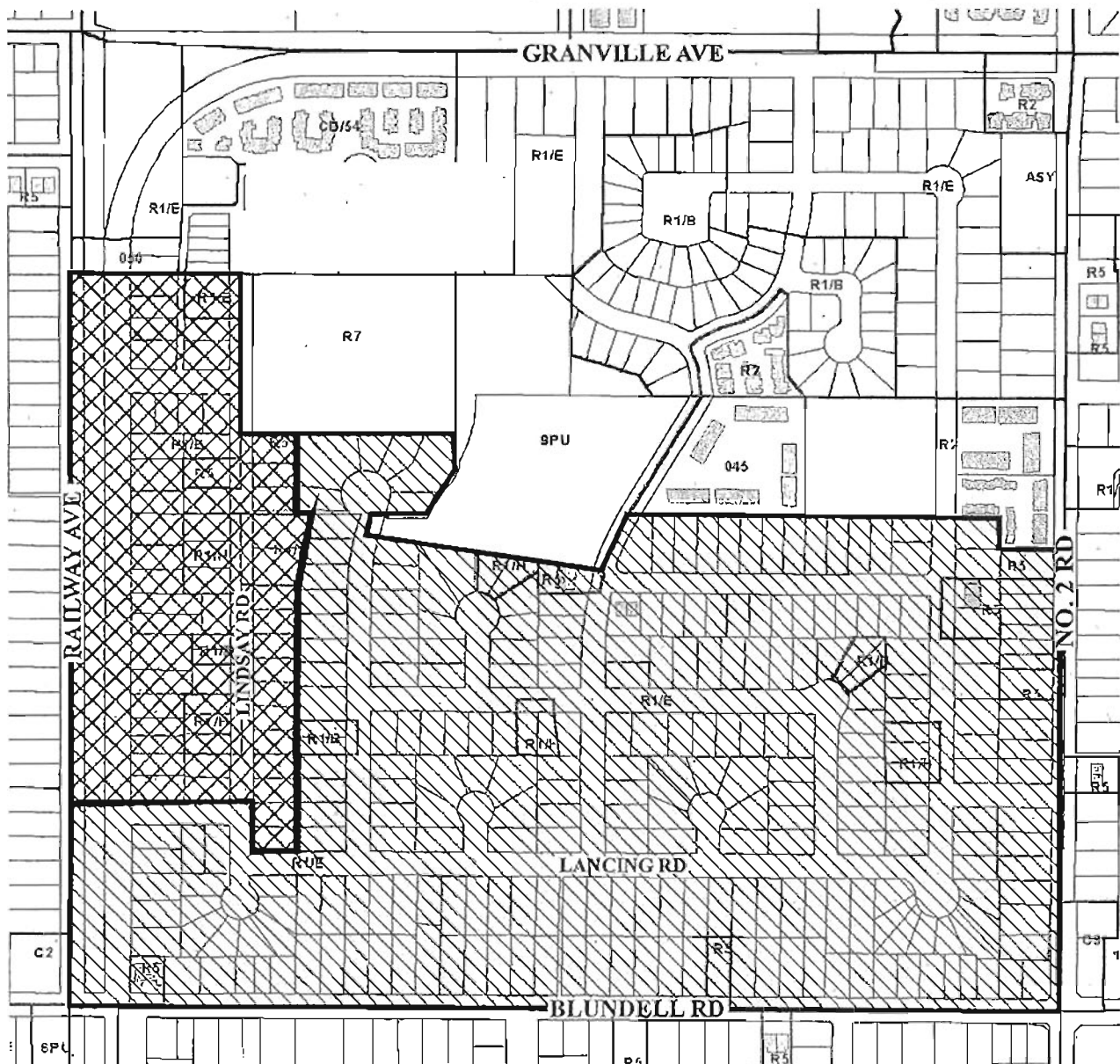
POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



Subdivision permitted as per R1/H with the exception that R1/B applies to existing duplexes and R1/E applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.



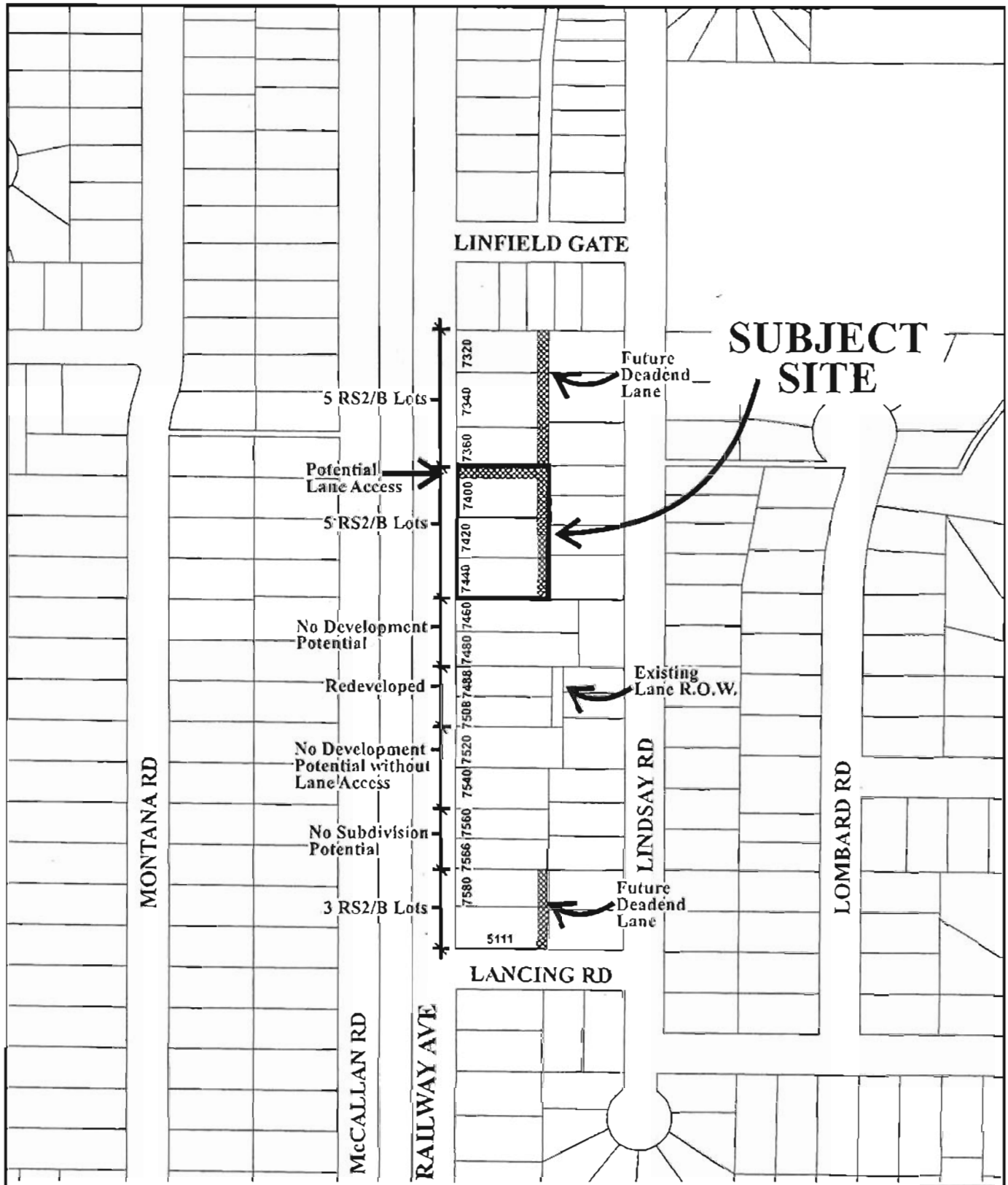
Subdivision permitted as per R1/B with the exception that R1/E applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463 SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date:



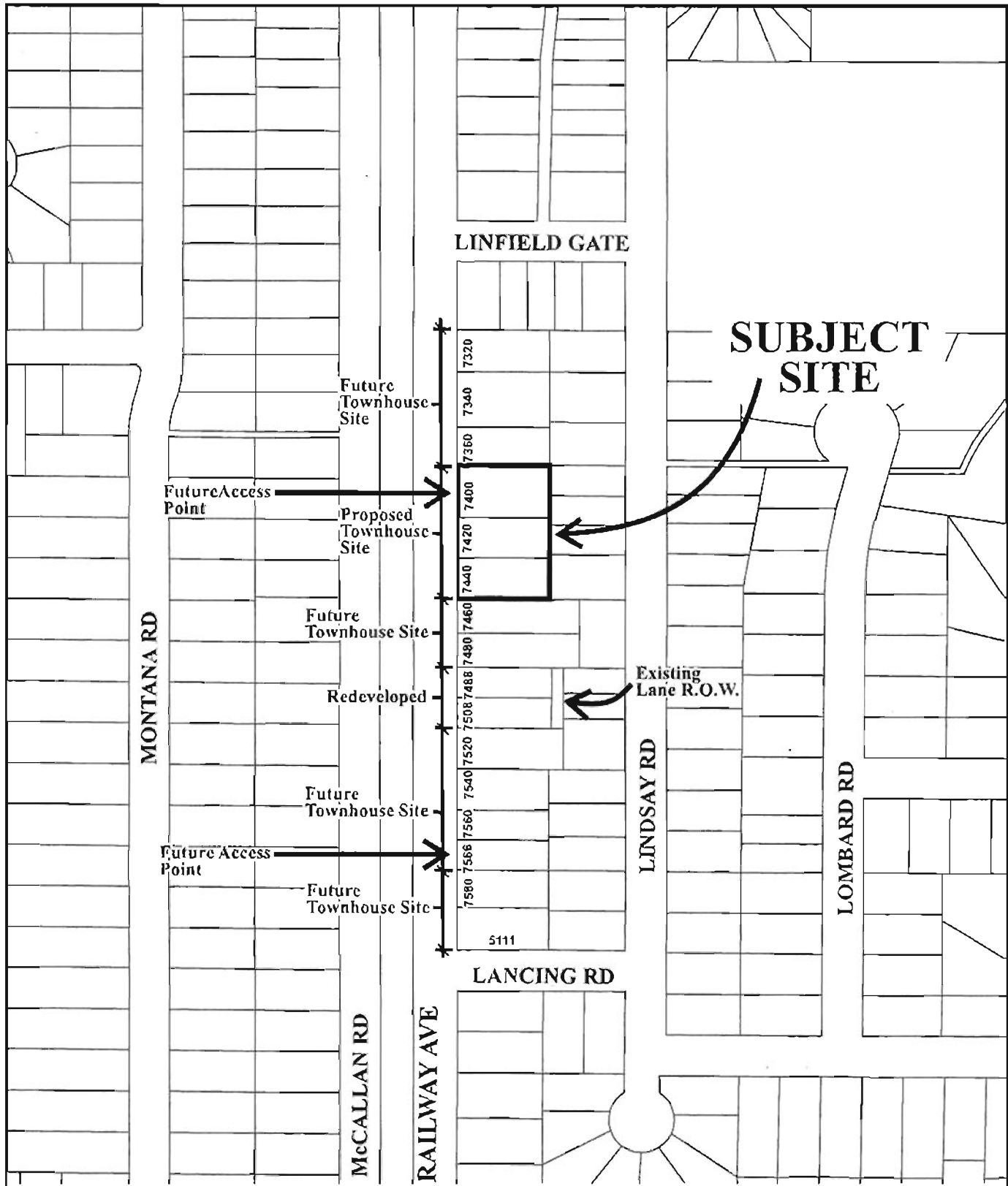
Potential Single-Family
Redevelopment Pattern
(Single Detached (RS2/B) with
Lane Access)

CNCL - 261

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Potential Low Density Townhouse Development Pattern

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Rezoning Considerations

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

Address: 7400, 7420 and 7440 Railway Avenue

File No.: RZ 12-619835

Prior to final adoption of Zoning Amendment Bylaw 9015 , the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a covenant to allow the City to restrict vehicular movements (both access and egress) at the driveway on Railway Avenue to right-in/out only as traffic volumes on Railway Avenue increase, at the discretion of the Director of Transportation.
5. City acceptance of the developer's offer to voluntarily contribute \$15,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 13 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.
6. Contribution of \$1000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
9. Enter into a Servicing Agreement* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
 - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights). Street trees will not be required due to obstruction of the view corridor.
 - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
 - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
 - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
 - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's

Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

Note: DCC's (City & GVS&DD), School site acquisition charges and Utility Charges etc., will be paid at Building Permit stage.

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

1. 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.
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.

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

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

Note:

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

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

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

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

[signed copy on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9015 (RZ 12-619835)
7400, 7420 and 7440 Railway Avenue**

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

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

P.I.D. 002-372-088

Lot 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 008-823-511

Lot 7 Section 13 Block 4 North Range 7 West New Westminster District Plan 20458

P.I.D. 001-923-927

Parcel Two (Reference Plan 16460) of Parcel One (Explanatory Plan 11037) of Lots "A" and "B" Section 13 Block 4 North Range 7 West New Westminster District Plan 8007

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9015**".

FIRST READING



A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** April 8, 2013
From: Wayne Craig **File:** RZ 12-598503
Director of Development
Re: Application by Polygon Development 269 Ltd for Rezoning at 9311, 9331, 9431, 9451 and 9471 Alexandra Road from "Single Detached (RS1/F)" and 9393 Alexandra Road from "Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" to "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)"

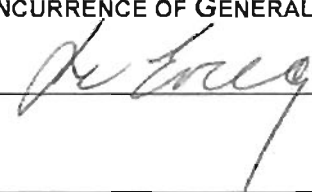
Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential" be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9021, to repeal the existing Alexandra Neighbourhood Land Use Map of Schedule 2.11A (West Cambie Area Plan) with "Schedule A attached to and forming part of Bylaw 9021" and amending certain maps and text within the Area Plan, be introduced and given first reading.
3. That Bylaws 9016 and 9021, having been considered in conjunction with:
 - the City's Financial and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby deemed to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;
4. That Bylaws 9016 and 9021 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9017, to create "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", and the rezoning of 9311, 9331, 9431, 9451 and 9471 Alexandra Road from "Single Detached, (RS1/F)" and 9393 Alexandra Road from "Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" to "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", be introduced and given first reading;
6. That the affordable housing contribution for the rezoning of 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road (RZ 12-598503) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812; and

7. That Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022, to permit the City to terminate a Housing Agreement entered into pursuant to Bylaw 8539, be introduced and given first reading.


Wayne Craig
Director of Development

Att:

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

Staff Report

Origin

Polygon Development 269 Ltd. has applied to rezone 9311, 9331, 9431, 9451 and 9471 Alexandra Road from “Single Detached (RS1/F)” and 9393 Alexandra Road from “Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)” to “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)” to permit the development of four (4) residential buildings containing approximately 546 residential apartment units and one indoor amenity building on the subject site (**Attachment 1**). The indoor amenity building includes one concierge suite and one guest suite as well as common areas for all residents. All of this is to be constructed in five and six storey buildings over one level of underground parking (**Attachment 2**).

Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North (Across Tomicki Avenue):

- At 9288 Odlin Road, 9199 and 9299 Tomicki Avenue, a 259 unit, 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)”;
- At 9388 Odlin Road (under construction), a 245 unit 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”;
- At 9500 Odlin Road and 9399 Tomicki Avenue, a 228 unit, 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”.

To the South: Across Alexandra Road the proposed Smart Centre retail complex. Currently under rezoning review (RZ 10-528877).

To the East: Across the future May Drive, existing Single Family lots, but the City has received a rezoning application (RZ 12-598506) for a low rise apartment complex consisting of approximately 280 units, in a 4-storey apartment complex over one level of parking, which is currently under rezoning review.

To the West: A proposed 132 unit, 4-storey apartment complex over one level of parking, fronted by a small footprint commercial retail unit that has gone through Development Permit Panel and is currently completing their Rezoning and Development Permit considerations.

Related Policies and Studies

Richmond Official Community Plan (OCP) – Schedule 1

The Richmond Official Community Plan (OCP) designates this subject site as both Mixed Use and Apartment Residential in its 2041 Land Use Map. Both permit multiple family housing with the Mixed Use component allowing additional uses such as commercial, industrial, office and

institutional. As the proposal is entirely for residential use, an amendment to the OCP map is needed to remove the “Mixed Use” designation from the affected properties of the subject site and changing it to “Apartment Residential”.

West Cambie Area Plan – Schedule 2.11A

West Cambie Area Plan – Alexandra Neighbourhood

To support this proposal, the Area Plan will require amendments to the following:

Removal of the High Street – This Mixed Use designation affects the western half of the subject site and is a component of the neighbourhood High Street, which provides a complementary commercial component to the Smart Centre site, as well as the Mixed Commercial hub of the neighbourhood running up Garden City Road (**Attachment 4**). The High Street is intended to promote people gathering through the use of public open spaces and commercial activity, helping meet the daily needs of local residents. The removal of the Mixed Use designation from the subject site is not anticipated to have a great impact on the High Street. Its location at the eastern end of the High Street combined with the introduction of Alexandra Way, a key pedestrian greenway in the neighbourhood at the western edge of the subject site acts as a logical separation between the residential use of Alexandra Road to the east and the commercial use of the High Street to the west.

Height – As the proposed development proposes five (5) and six (6) storey residential buildings, the Area Plan will need amending to increase the height provision that does consider five (5) storey non-combustible and concrete buildings to add six (6) storey combustible and non-combustible buildings as well.

Density – The base density in the apartment area of the Alexandra Area is 1.50 FAR with a 0.2 FAR density bonus provision to support affordable housing. The proposed base density of 1.68 FAR is supported to accommodate the commercial adjacency to the Mixed Use Commercial designation to the property to the south of Alexandra Road known as the Smart Centre proposal under (RZ 10-528877). The 0.2 FAR density bonus for a financial contribution to affordable housing will remain.

Floodplain Management Implementation Strategy

In accordance with the West Cambie Area Plan, the minimum allowable elevation for habitable space is 2.6 m GSC. A Flood Plain Covenant is to be registered on title prior to final adoption.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located in Area 2 of the policy area of the ANSD map and the development is subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant prior to final adoption of the rezoning application.

The applicant is required to retain a registered professional qualified in acoustics to prepare a report that recommends site specific methods of mitigating interior noise levels from external sources such as overhead aircraft and other such noise sources that are generated at Vancouver International Airport. Design measures are to keep rooms from exceeding the following noise levels:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways and utility rooms	45 decibels

A separate report from a heating and cooling specialist is to accompany the acoustic report. The report should include methods of air cooling using the criteria set out in ASHRAE 55-2004 to avoid having residents to open doors and windows which would negate these sound measures.

Both these reports are to be submitted to the City for review during the Development Permit stage.

Consultation

Official Community Plan (OCP): The subject rezoning and OCP amendment is consistent with City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport. No consultation with these agencies is necessary. The City will provide a copy of this report to the School board for information purposes only.

General Public: The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development. Staff have received no communication from the public in relation to this application. Should this application receive first reading, a public hearing will be scheduled.

Analysis

The analysis is set out in two parts to clarify the proposed OCP and Rezoning Bylaws.

PART 1 – OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE WEST CAMBIE AREA PLAN (SCHEDULE 2.1D) AMENDMENT (BYLAW 9016 AND 9021)

The West Cambie Area Plan is designed to establish a complete community where people have the opportunity to live, work and play within the same neighbourhood. One of the unique components of the neighbourhood is the establishment of the High Street, a symbolic centre of the neighbourhood providing commercial space to complement the commercial designated lands to the south of Alexandra Road. The High Street offers a mixed use of predominately residential with a small plate commercial on the ground level fronting the street. The amendment is intended to remove a portion of the High Street from the north side of Alexandra Road from the eastern most part of the High Street and replace it with a Residential designation, without the commercial component.

The change in use is anticipated to have a minor impact as the extent of the High Street along the subject property is a small amount of the overall length of the High Street in the Alexandra Neighbourhood. Its location at the north end of Alexandra Road, east of the Alexandra Way Greenway entrance separates it from any other commercial linkage to the west. There will still be commercial activity south of Alexandra Road and west of the Alexandra Way Greenway.

The High Street concept has been protected to the west at 9251 and 9291 Alexandra Road through the proposed 132 unit apartment complex which has a small plate commercial space.

Items Requiring Amendment

The following bylaws will require amendment:

1. OCP (Schedule 1) 2041 Land Use Map to amend the Mixed Use designation of a portion of the subject site and replace it with Apartment Residential;
2. OCP (Schedule 2.11A), West Cambie Area Plan – Alexandra Neighbourhood Land Use Map to amend the subject site from its current land use designation to a new designation and symbol:

Residential Area 1B

1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing contributions). (6 storey maximum).

3. OCP (Schedule 2.11A), West Cambie Area Plan :

- a.) Text amendment to Section 8.1.5 (second bullet), to amend the wording “(five storeys may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)” to “(five **and six** storeys may be considered for **combustible**, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)”;
- b.) Text amendment to Section 8.2.4 (under the Height Section), to amend the wording “(five storeys may be considered for, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)” to “(five **and six** storeys may be considered for **combustible**, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)”;
- c.) Replace the following Area Plan maps to reflect the above changes:

West Cambie Area Plan (page #)	Section/Map to be amended
22	Section 8.2 - Alexandra Neighbourhood Character Areas Map
31	Section 8.2.3 - Character Area 3 – The High Street Map
33	Section 8.2.4 -Character Area 4 ~ Medium Density Housing Map

PART 2 – REZONING BYLAW 9017 FOR A 546 UNIT RESIDENTIAL COMPLEX AT 9311, 9331, 9393, 9431, 9451 AND 9471 ALEXANDRA ROAD (BYLAW 9017)

Proposed Zoning to Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)

The proposed rezoning from RS1/F and ZMU16 to ZLR25 represents an increase in density by allowing more residential units on the site. The proposed amendments to the OCP and the Area Plan outlined above provide the policy basis for the proposed ZLR25 zone, which is anticipated to be a new and specialized zone for this project. Otherwise, the submitted proposal is in general conformance with the OCP and the West Cambie Area Plan - Alexandra Neighbourhood in its transformation toward a medium density neighbourhood through the development of low-rise apartment buildings.

Proposed Site Assembly

The applicant has assembled six (6) lots for this application consisting of approximately 2.8 hectares (7 acres), exceeding the minimum lot size requirements of one hectare (1 ha) in accordance with policy. As the site is either bordered by roads set out in the Area Plan or by an upcoming apartment complex to the west, there were no opportunities to assemble any additional land.

Phasing

The applicant is proposing this application to be done in four (4) phases. The first phase will incorporate the south-east building and its 137 residential units and an indoor amenity building (including a guest suite and a concierge suite). The second and third phases along the west half of the site will contain 136 residential units each, with the fourth and final phase at the north-east quadrant to provide the remaining 137 residential units.

The parkade will be done in two (2) phases with the south half of the structure being constructed during the first phase, with the north half being constructed during the third phase of development.

Transportation and Site Access

In accordance with the planned road network through this neighbourhood, the applicant will be dedicating ten (10) metres of land along the northern edge of the site for the purpose of designing and constructing the future Tomicki Avenue. The exception of this dedication is the property at 9393 Alexandra Road which already dedicated ten (10) metres at the northern end when it was granted rezoning to ZMU16 in accordance with its conditions outlined in RZ 08-410760. This dedication and road construction will present a near completion of Tomicki Avenue to its visualized completion as a full width road between May Drive to the east and Dubbert Street to the west. Another land dedication for the purpose of road construction is ten (10) metres off of the entire eastern edge of the subject site to support the development of the western half of May Drive. Triangular corner cuts of four (4) metres by four (4) metres in size will also need to be dedicated at the corners of Alexandra Road and May Drive as well as Tomicki Avenue and May Drive. No dedication requirements are required off of Alexandra Road.

Frontage improvements along all three (3) road frontages (Alexandra Road, May Drive and Tomicki Avenue) will be designed and constructed by the developer and will consist of a curb and gutter, boulevard and sidewalk. These frontage improvements and road construction will be detailed as part of the Servicing Agreement which will be completed prior to the adoption of this rezoning application.

Vehicular access to and from the site to the underground parkade is off both the future May Drive to the east and Tomicki Avenue to the north. Access to these points is provided by the May Drive connection to the existing Alexandra Road to the south and the existing May Drive section that extends from Odlin Road to the north and connecting to the existing portion of Tomicki Avenue that was constructed as part of the Cambridge Park development (RZ 08-408104).

The number of proposed parking stalls falls short of the Zoning Bylaw requirements of 1.5 resident stalls per unit and 0.2 stalls for visitors by around 142 parking spaces. To make up for this shortfall, the City's Transportation staff and the applicant have worked together and agreed on a Transportation Demand Management (TDM) plan that includes:

- Provide 120V electric plug-ins for 20% of all parking stalls;
- Provide 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound);
- Provide minimum three benches along each of the three street frontages (or equivalent cash contribution of \$15,000 total);
- A voluntary cash contribution of \$30,000 towards a bus shelter with an accessible concrete pad in the area;
- A voluntary cash contribution of \$5,000 towards the provision of new benches in the area;
- As per OCP, an additional 25% of the parking stalls be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring); and

- A voluntary cash contribution of \$10,000 towards cycling-related infrastructures in the area (e.g., detector loops on Odlin Road at Garden City Road and No. 4 Road, and signage and pavement marking along Odlin Road)

These provisions are supported by the Director of Transportation for a revised parking count of 1.26 parking stalls per unit for residents and 0.18 stalls per unit for visitors (1.44 total stalls per unit). This parking count is consistent with the phasing plan outlined by the developer so that the number of provided stalls will meet the 1.44 total stalls per unit, per phase. The above noted measures will be secured through a legal agreement prior to the adoption of the rezoning application.

The applicant is providing sufficient loading bays to the complex. Confirmation to the manoeuvrability of the larger vehicles to and from this bay will be provided at the Development Permit stage.

The applicant has provided ample long and short term storage for bicycles that meet bylaw requirements.

Base Density Considerations

The typical density in the apartment area of the Alexandra Area is 1.50 FAR with a 0.2 FAR density bonus for the provision of affordable housing. The greater base density of 1.68 FAR proposed for the subject site takes into account considerations relating to the adjacency of the site to the proposed Smart Centre development (RZ 10-528877) south of Alexandra Road and affordable housing density reconciliations associated with earlier developments by the same developer.

As the subject site is located directly across from the mixed use retail commercial block to the south of Alexandra Road, additional density provision of 0.18 FAR (above the typical 1.5 FAR for apartment housing in the Alexandra Area) is proposed to be granted for the subject site to help make the retail centre lively and active through additional residents living in close proximity. This would provide for a maximum of an additional 48,557 square feet of residential space on the subject site.

When the Housing Agreements were terminated for developer's Mayfair Place (9399 Odlin Road and 9388 McKim Way) and Cambridge Park (9500 Odlin Road and 9399 Tomicki Avenue) development, the Affordable Housing Value Transfer (AHVT rate) used to calculate the contributions to the City was \$160 per ft² (see staff report dated May 30, 2012 from the General Manager, Community Services titled "Project Specific Financial and Policy Considerations for the Proposed Kiwanis Towers Affordable Housing Development at 6251 Minoru Boulevard"). This rate was based on the applicable affordable housing density is not being retained on the development site. Since the affordable housing units were already constructed on the Mayfair Place and Cambridge Park sites (and the density used on those sites), the developer had proposed that the density be reduced at the subject site to account for the excess density at the Mayfair Place and Cambridge Park sites. Also, on two of the developer's other earlier Alexandra area developments, Meridian Gate (9288 Odlin Road and 9199, 9299 Tomicki Avenue) and Hennessey Green (9800 Odlin Road), no affordable housing units were constructed and no density bonuses were provided. As a result, the full density potential of those sites were not achieved at the time of those developments and it is proposed that the density potential for those developments be taken into consideration in determining the base density of the subject site. The chart below identifies the balancing of the excess density at the Mayfair Place and Cambridge Park developments with the potential additional densities for the Meridian

Gate and Hennessey Green sites. It is proposed that the deficit of 4,066 ft² be deducted in determining the final base density for the subject site.

Name of Project	Description	Square footage
Meridian Gate	Potential affordable housing bonus density	17,998
Hennessey Green	Potential affordable housing bonus density	8,842
Cambridge Park	Affordable housing density converted to market housing	17,010 (deduct)
Mayfair Place	Affordable housing density converted to market housing	13,896 (deduct)
Total		4,066 (deficit)

The above considerations support a base density increase to 1.68 FAR for the subject site. Further, the increased base density is supported by the Mayfair Place development connecting to the Alexandra DEU, as this development would have been entitled to a base density increase for connecting to the ADEU as identified in the Area Plan. The Mayfair Place development has connected to the ADEU but did not take advantage of the additional density. This density is being applied to the subject site.

Affordable Housing

Polygon has identified the subject development as a possible affordable housing “donor site” for which the developer proposes to make a contribution to the City’s capital Affordable Housing Reserve Fund in lieu of building affordable housing units on site. This contribution is based on a recently proposed “Affordable Housing Value Transfer” approach, as per the report from the General Manager, Community Services dated May 30, 2012, which allows for a developer to make a cash contribution towards affordable housing in lieu of constructing affordable housing units in Council approved affordable housing special development circumstances.

The subject application proposes a site specific zone, “Low Rise Apartment (ZLR25) Alexandra Neighbourhood (West Cambie)”, that provides for a voluntary cash-in-lieu developer contribution of \$2,877,448.32 to the City’s Affordable Housing (capital fund) Reserve. The value of this affordable housing contribution is derived from:

- A floor area of 17,984.0 ft² (i.e. 1/3 of the 0.20 FAR allocated to affordable housing under the West Cambie Area Plan affordable housing density bonus policy); and
- An AHVT rate of \$160/ft² (i.e. as per the report from the General Manager, Community Services dated May 30, 2012, this rate assumes (i) wood construction and (ii) the developer building only 0.13333 FAR (2/3 of the 0.20 FAR) density bonus as a result of providing a cash contribution in lieu of constructing affordable housing units on the subject site).

Staff is supportive of the developer’s proposed voluntary AHVT cash-in-lieu contribution of \$2,877,448.32 to the City’s Capital Affordable Housing Reserve, which contribution shall be secured prior to adoption of the subject rezoning and in the form of:

- A cash sum of \$719,362.08; and
- Letters of Credit totalling \$2,158,068.24 plus CPI.

If Council approves the recommendations contained within this staff report, the proposed cash-in-lieu contribution will be allocated 100% to the City’s Capital Affordable Housing Reserve Fund and may, at the sole discretion of Council, be used to help facilitate the Kiwanis project.

NOTE: Subsequent to Council's consideration of the report from the General Manager, Community Services, dated May 30, 2012, and the Kiwanis rezoning (RZ 11-591685), it was determined that the size of the subject site for density calculation purposes was larger than originally estimated and, therefore, the project's above proposed buildable floor area and related affordable housing cash-in-lieu contribution are greater than previously estimated.

Affordable Housing Agreement Termination

The Housing Agreement registered as part of RZ 08-410760 (Bylaw 8539) for 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) needs to be discharged.

The agreement was part of a previous rezoning and Development Permit (RZ 08-410760 and DP 09-472862) to secure eight (8) affordable apartment units within a 139 unit mixed-use apartment complex that included a small floor plate commercial unit fronting Alexandra Road. Polygon acquired the property after the rezoning and Development Permit were approved and the Housing Agreement Bylaw adopted. As the site is not considering on-site affordable housing, the Housing Agreement Bylaw and associated covenants (BB1695850 and BB1695851) must be discharged from title. Bylaw 9022 will authorize the City to terminate this Housing Agreement and discharge the associated Land Title charges.

Trees

An Arborist Report and survey plan (**Attachment 5**) was submitted to assess the condition and location of the trees both on the subject site and in the immediate area. The number of on-site trees, their condition and recommendations are summarised in the following table:

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	49	2:1	98	Trees are in poor condition and not good candidates for retention. It is recommended that they all be removed and replaced in accordance with City policy.
Total Off Site Trees	10	See comment	See comment	All 10 trees were assessed during the review of rezoning application for what is now 9393 Alexandra Road as part of RZ 08-410760. All 10 trees are selected for removal. Compensation was provided during the previous rezoning process. Therefore, no further compensation is required.
Neighbouring Trees	1	See comment	See comment	In poor condition and identified for removal. Tree F is located on the adjacent property to the east which is owned by this applicant. The property currently has an application for rezoning (RZ 12-598506) currently under review.

City staff have reviewed the Arborist Report and conducted a site visit. It is recommended that the applicant be allowed to remove all on-site trees and to provide replacements at a 2:1 ratio. A

specific count of how many trees that will need to be planted will be a part of the Development Permit review process.

Amenity Space

The proposal provides for both indoor and outdoor amenity space for its residents.

Outdoor amenity space is provided in a central courtyard within the four buildings so it is separated away from the surrounding streets. Some of the main amenities for this space include:

- An entry plaza and court leading to and from Alexandra Road;
- An outdoor swimming pool and hot tub;
- A children's playground, consisting of play structures and lawn space;
- An orchard area, consisting of treed walkways, seating and picnic areas;
- Open lawn space; and
- A rock garden and outdoor recreation space for various uses (e.g. Tai Chi).

Indoor amenities are provided in a separate building within the central courtyard towards the south residential buildings, with direct access through the entry plaza leading to Alexandra Road. The building allows for flexible uses for gathering as well as a guest suite and a concierge suite, all on one level. The guest suite and concierge suite will require a covenant on title to specify that these are to be identified as common area within the strata, and to prevent the conversion and future sale of these units.

Also included in the indoor amenity building is space to support the connection to the City's ADEU.

Both outdoor and indoor amenity spaces meet the minimum requirements in accordance with policy.

Local Area Development Cost Charges (DCC)

The implementation of the Area Plan has some unique challenges given the original state of the neighbourhood, mainly in regards to the lack of services in the immediate area. As part of the implementation of the Area Plan, Local Area DCC fees were established to help offset the costs of providing appropriate infrastructure to the increased density the approved Area Plan has in store. These fees are a supplement to the city-wide DCC program.

Alexandra Neighbourhood Development Agreement

In accordance with the West Cambie Alexandra Neighbourhood Development Agreement, the applicant will be making a contribution of \$1,836.72 per unit (plus applicable interest) towards the total cost of infrastructure upgrades to the neighbourhood. Payment is due prior to the issuance of the Building Permit.

Advisory Design Panel and Proposed Development Permit (DP 13-631492)

The proposal was presented to the Advisory Design Panel (ADP) at the December 5, 2012 meeting for a preliminary review. **Attachment 6** outlines the Panel's comments as well as the Architect's reply in addressing the comments. Overall, the panel supports the direction the project is taking.

The proposal will be going back to ADP as part of the Development Permit process.

Alexandra's Liveability Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan – Alexandra Neighbourhood, the provision of an integrated social infrastructure is also a

requirement. The Plan requires development proposals to respond to elements of well-being and liveability as articulated in the guidelines.

Childcare

The City of Richmond's Child Care Policy is included in the Official Community Plan (OCP); access to affordable, flexible, quality childcare is a priority. In response, the developer has agreed to a voluntary contribution toward the provision of childcare facilities at a rate of \$0.60/ft² based on the maximum floor area ratio (FAR) (\$304,290.16) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application.

Community and Engineering Planning Costs

To assist in paying for community planning and engineering costs to plan community land use, services and infrastructure, the developer proposes to provide a voluntary contribution based on a rate of \$0.07/ft² based on maximum FAR (\$35,500.52) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application.

City Public Realm Beautification

To assist in paying for City beautification works, such as High Street landscaping, public realm, walkways, plazas, and feature landscaping, the developer proposes to provide a voluntary contribution based on a rate of \$0.60/ft² based on maximum FAR (\$304,290.16) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application. This contribution will be reduced for design costs associated with Alexandra Way as determined by the Director of Development.

Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. An option is to provide a voluntary contribution at a rate of approximately \$0.77/ft² based on maximum FAR (\$390,505.70) to secure participation in the program. The voluntary contribution is payable prior to the adoption of the rezoning application. Provision of Public Art will be done through the coordination between the developer and the City's Public Art coordinator.

Universal Access

To assist in ensuring accessibility is an option for residents of the Alexandra area, the applicant has notified the City that is supplying 32 out of the 546 units for conversion to Universal access for wheelchair accessibility in accordance with Section 4.16 of Zoning Bylaw 8500. Some of the items that are included during the construction of these units are:

- Providing wider doors to facilitate wheelchair movement through the unit.
- Set heights for accessing electrical outlets.
- Ensure greater clearances for easier access to items such as bathroom fixtures.
- Pull-out door and cabinets in kitchens.

To help compensate, the Zoning Bylaw allows for an additional 20ft² per unit to be excluded from the FAR calculations. To qualify for these, the applicant is to submit detailed floor plans outlining the provisions of Section 4.16 on the unit types they select.

All units are to provide aging in place features such as additional blocking for the future installation of grab bars, door handles, and wide door access to facilitate access for walkers and wheelchairs. Notation of these features is to appear on the Development Permit drawings.

Alexandra's Building Sustainability Guidelines

Similar to the Liveability Guidelines articulated above, the applicant has incorporated a response to the neighbourhood plans commitment to long-term environmental sustainability.

Alexandra District Energy Utility (ADEU)

The City encourages efforts to implement environmentally responsible services to new developments. One such service is the City's new District Energy Utility in the Alexandra Neighbourhood of West Cambie, which is now available for connection to new development projects. The developer has agreed to connect this development to the ADEU.

Sustainability Features

- Inclusion of water saving faucets and Energy Star appliances.
- Building efficiency measures (increased insulation ratings, weather stripping, and incorporation of LED light fixtures).
- Conscientious on-site storm water management (landscaping plant selection).
- Controllable systems (individual room temperature control).
- Low-emitting materials (selective use of water based paints and low VOC interior paints).
- Construction waste management (management of supplier and trades waste) will be provided at the time of making Building Permit application.
- Provisions to support alternative transportation are provided by the construction of Alexandra Way along the western edge of the property.

Alexandra Way Greenway

The development of Alexandra Way is a significant feature of the West Cambie Area Plan – Alexandra Neighbourhood and is intended to promote and facilitate accessibility and the movement of pedestrians, cyclists, wheelchairs and other alternative forms of transportation through the neighbourhood by a landscaped walkway running in-between apartment developments. While the Land Use Map (**Attachment 4**) identifies the conceptual location of Alexandra Way bisecting through the neighbourhood, it has been understood that the actual location of the walkway can and has been adjusted based on the land assemblies for each development project. In this case, the apartment proposal for the site directly to the west at 9251 and 9291 Alexandra Road established the location of the walkway along its eastern edge, with the intent they build half of the walkway on their development site, and provide a design for the future development that would include 9311 Alexandra Way (part of the subject site) so that the developer can complete the walkway to its full and final design.

As described in the Area Plan, Alexandra Way is a privately owned publicly accessible statutory right-of-way (PROP). As a condition of rezoning, the applicant is required to register a 5.0 metre PROP along the western edge of the subject property. In addition, the PROP is to widen at both ends of Alexandra Way by fanning out an additional 3 metres at the intersection of Alexandra Road and Tomicki Avenue, resulting in a wider PROP at both ends of the block to allow for greater visibility and access to the corridor. This extra width is reflected in the Land Use Map in **Attachment 4** where circles represent the widening of the walkway when it intersects the road, and is intended to provide design enhancements at the end of each block to act as a welcoming gateway. In addition, appropriate signage to indicate the permanent nature of

this PROP at each end of the block will be a condition of rezoning. The applicant will also be required to register a midpoint PROP in addition to the 5 meter wide PROP to establish the walkway. The purpose of the 12 metre long and 5 metre deep PROP is to establish a resting point along the walkway, as well as a point of entry into the development site.

The implementation and development of the walkway will be for the developer to contribute the second half of the required width of the walkway along the western edge of the subject site through the registration of the PROP. Combining this with the PROP on the development to the west will establish a full width and final appearance of the walkway along this block of the neighbourhood. A review of the final design of the greenway is currently underway with the review of the submitted Development Permit (DP 13-631492).

Discharge of Covenants

This report has outlined some covenants that will need to be registered on the subject site prior to the adoption of this rezoning application. Two of the individual properties that make up the subject site have existing covenants that have charges from the City of Richmond that should be removed as they are made either redundant with this proposal or run the risk of duplication when the new covenants are registered. The following chart outlines the current covenants that are currently registered on 9311 and 9393 Alexandra Road that should be discharged. The covenants to be discharged on 9393 Alexandra Road are similar to the covenants that are to be registered on the subject site, and should be discharged to avoid redundancy or duplication. The recent rezoning adoption and Development Permit issuance was for a project that was never constructed and the project was abandoned when Polygon purchased this property for the inclusion in their land assembly for this proposal.

9311 Alexandra Road	
Document Registration	Description
BN192756	Utility bill for a residential duplex building. Covenant is to recognise only one unit as the other is used for storage. This is considered redundant as the duplex is to be removed in favour of this project.
9393 Alexandra Road	
Document Registration	Description
BB1695855 and BB1695856	Aircraft Noise covenant that recognises the location of the property is in vicinity of Vancouver International Airport. The discharge of this covenant will avoid confusion of a new covenant that is to be registered.
BB1695859	Flood Plan Covenant. The discharge of this covenant will avoid confusion of a new covenant that is to be registered for the subject site.
BB1700224 and 1700225	Canopy encroachment. The previous application proposed a canopy over the commercial frontage of their proposal that extended beyond the property line and onto City property. Redundant as this project has been considered abandoned.
BB1700228	Tandem Parking Covenant. The parking stall configuration in the previous application had tandem parking stalls. The covenant was to ensure these stalls would be registered to the same residential unit. Redundant as this project has been considered abandoned.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant is to provide upgrades to existing services and install new services and extensions in accordance with the following:

- Sanitary
 - Construct a new sanitary sewer from western property line of 9311 Alexandra Road to May Drive and connect to new system on May Drive.
 - Construct a new sanitary sewer extension along May Drive from Alexandra Road to Tomicki Avenue and connect to existing system on Tomicki Avenue. Existing manhole SMH52070 will need to be shifted approx. 4m to the south to accommodate ultimate alignment of system on Tomicki Avenue.
- Water
 - Replacement of existing AC watermain is required. Additional fire hydrants are required to achieve minimum spacing requirement for the multi-family areas.
 - Construct a new watermain along May Drive extension from Alexandra Road to Tomicki Avenue & connect to new system on Alexandra Road and Tomicki Avenue.
 - Along Tomicki Avenue, construct a new line from the western property line of 9311 Alexandra Road to May Drive and connect to new system on May Drive.
- Storm
 - Along Alexandra Road, the frontage must be upgraded to the greater of:
 - a) 600 mm; and
 - b) OCP size by the developer, as per City requirements.
 - A single storm sewer system is required near the centreline of the road dedication.
 - Construct a new storm sewer extension along May Drive from Alexandra Road to Tomicki Avenue and connect to new system on Alexandra Road and existing system on Tomicki Avenue. If the site drains to this frontage, then a storm analysis is required to the major conveyance.
 - Along Tomicki Avenue, construct a new storm sewer from the western property line of 9311 Alexandra Road to western property line of 9431 Alexandra Road and connect to existing systems on Tomicki Avenue. If the site drains to this frontage, then a storm analysis is required to the major conveyance.

These works will be reviewed as part of the Servicing Agreement, to be finalized prior to the adoption of rezoning.

Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to rezoning adoption. Works include the above servicing improvements and other works, but not limited to the following:

- Frontage improvements along Alexandra Road to accommodate the following (from north to south):
 - 2.0 metre wide sidewalk at the new property line;
 - Minimum 1.5 metre wide treed/grassed boulevard. Exact measurements to be confirmed at the servicing agreement stage;
 - Curb and gutter;
 - Minimum 6.5 metre wide road pavement;
 - Minimum 1.0 metre wide shoulder; and
 - Appropriate side slope and tie-in to the properties to the south.

- May Drive: coordinate with the offsite works via RZ 12-598506 (under review) the road to the ultimate standards, which include:
 - 2.0 metre wide concrete sidewalks at the new property line;
 - Minimum 2.0 metre wide treed/grassed boulevard; and
 - Curb/gutter on both sides of May Drive and minimum 11.2 metre wide pavement width.
- Tomicki Avenue: construct the road to the following ultimate cross-section (from south to north):
 - 2.0 metre wide concrete sidewalk at the new property line;
 - Minimum 1.5m wide treed/grassed boulevard, exact width to be determined as part of the servicing agreement stage;
 - Curb and gutter;
 - Minimum 8.5 metre pavement width (11.2m desired to accommodate on-street parking); and
 - Reconstruction of the existing curb and widen the existing boulevard along the north side
- Construct the final portion of Alexandra Way, including intersection improvements at the both Alexandra Road and Tomicki Avenue.

Development Permit

A separate Development Permit application has been applied for (DP 13-631492). Staff are working with the applicant on the following items:

1. Design of the final design of the Alexandra Way Greenway. These designs are to include:
 - a) Connection with the units fronting the greenway;
 - b) Connection with the access to the central courtyard;
 - c) Intersection design at both Alexandra Road and Tomicki Avenue; and
 - d) Frontage improvements to and from the intersection to the crosswalk;
2. Overall appropriateness of the landscaping plan – in particular the central amenity area and courtyard.
3. Provide an illustration to show the manoeuvrability of SU9 vehicles to and from the loading bays.
4. Overall appropriateness to the form and character of the buildings and the interaction to the street.

Financial Impact

None expected.

Conclusion

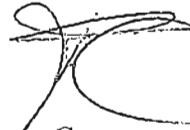
The applicant proposes to rezone the subject site to construct a 546 unit apartment complex over one level of underground parking.

The proposal meets the requirements of the Area Plan, but will require an amendment to redesignate the subject property to support the density and height requirements of this proposal.

The design requirements meet the Area Plan neighbourhood character guidelines and staff is confident the outstanding conditions will be met prior to final adoption. (Attachment 7). Staff therefore recommend that rezoning application RZ 12-598503 proceed to first reading.



David Johnson
Planner
(604-276-4193)

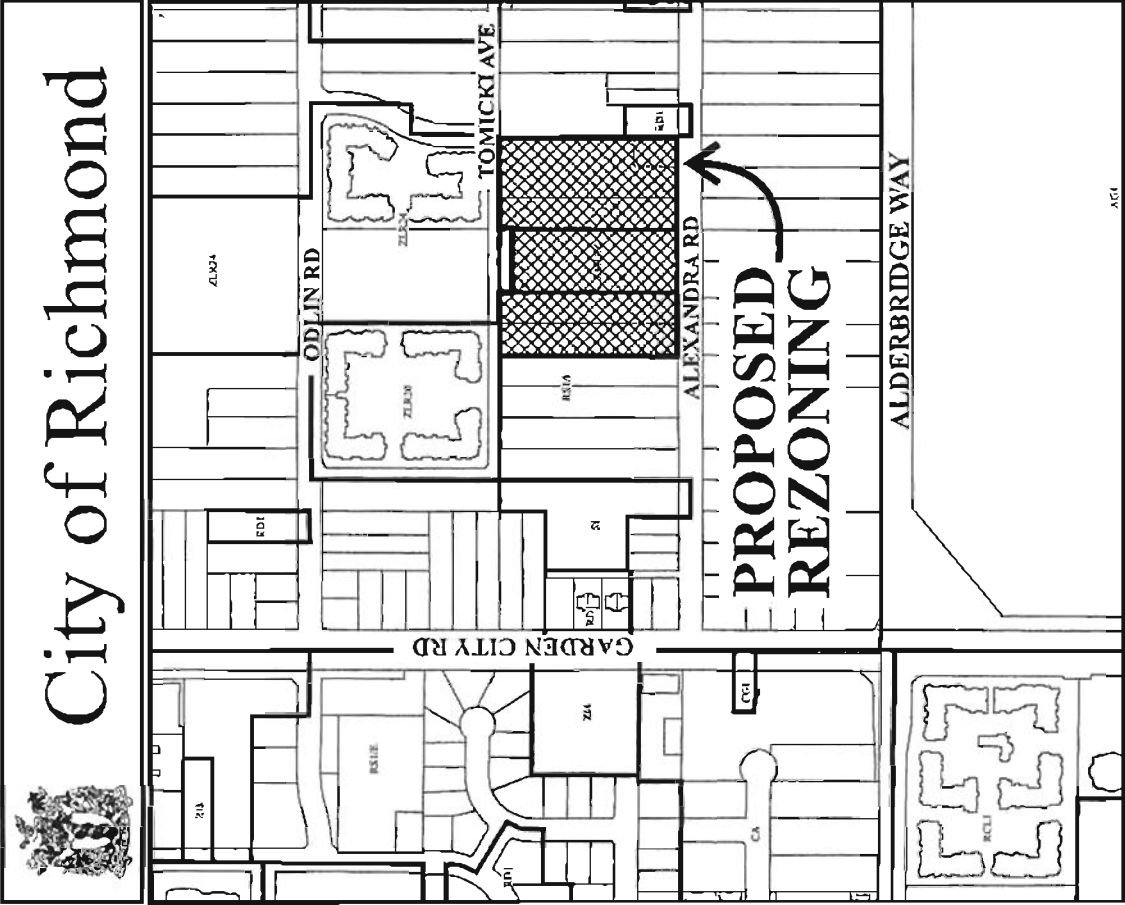
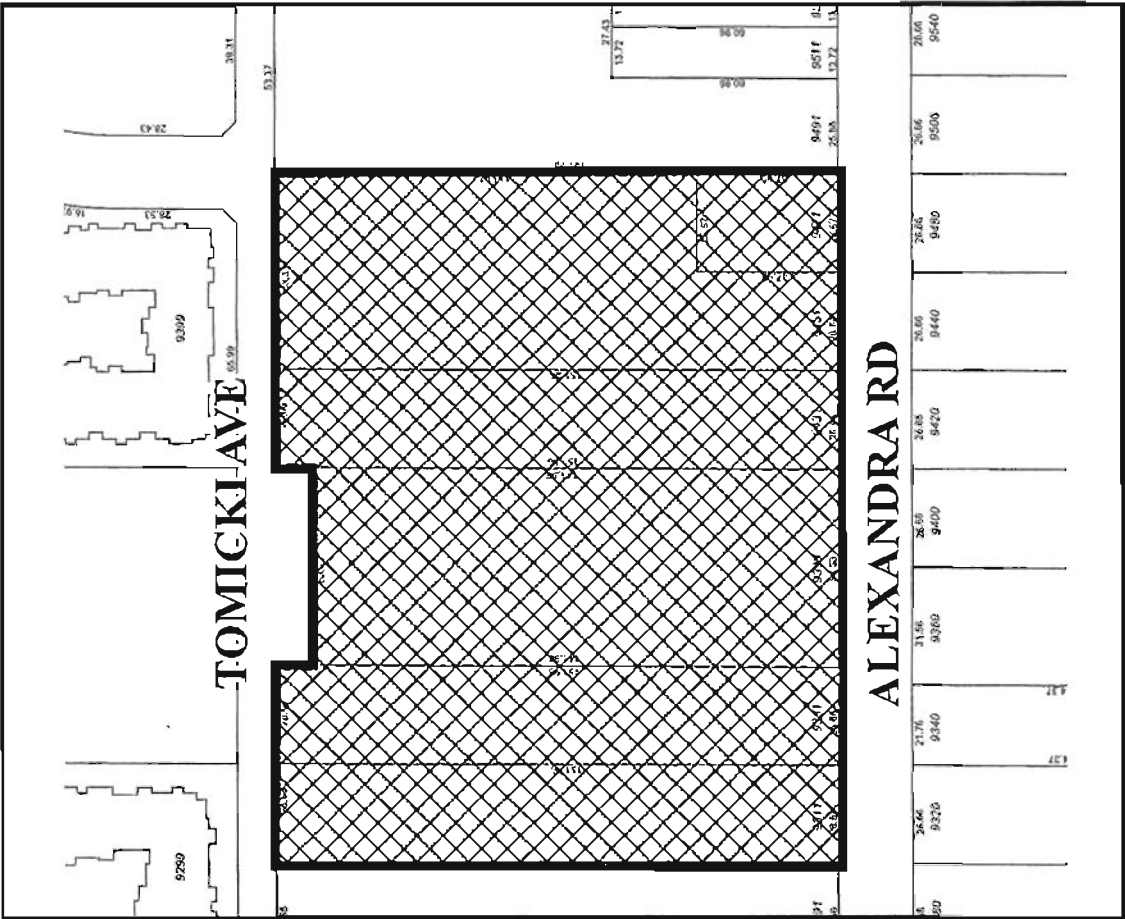



Terry Crowe
Manager, Policy Planning
(604-276-4139)

DJ:cas

List of Attachments

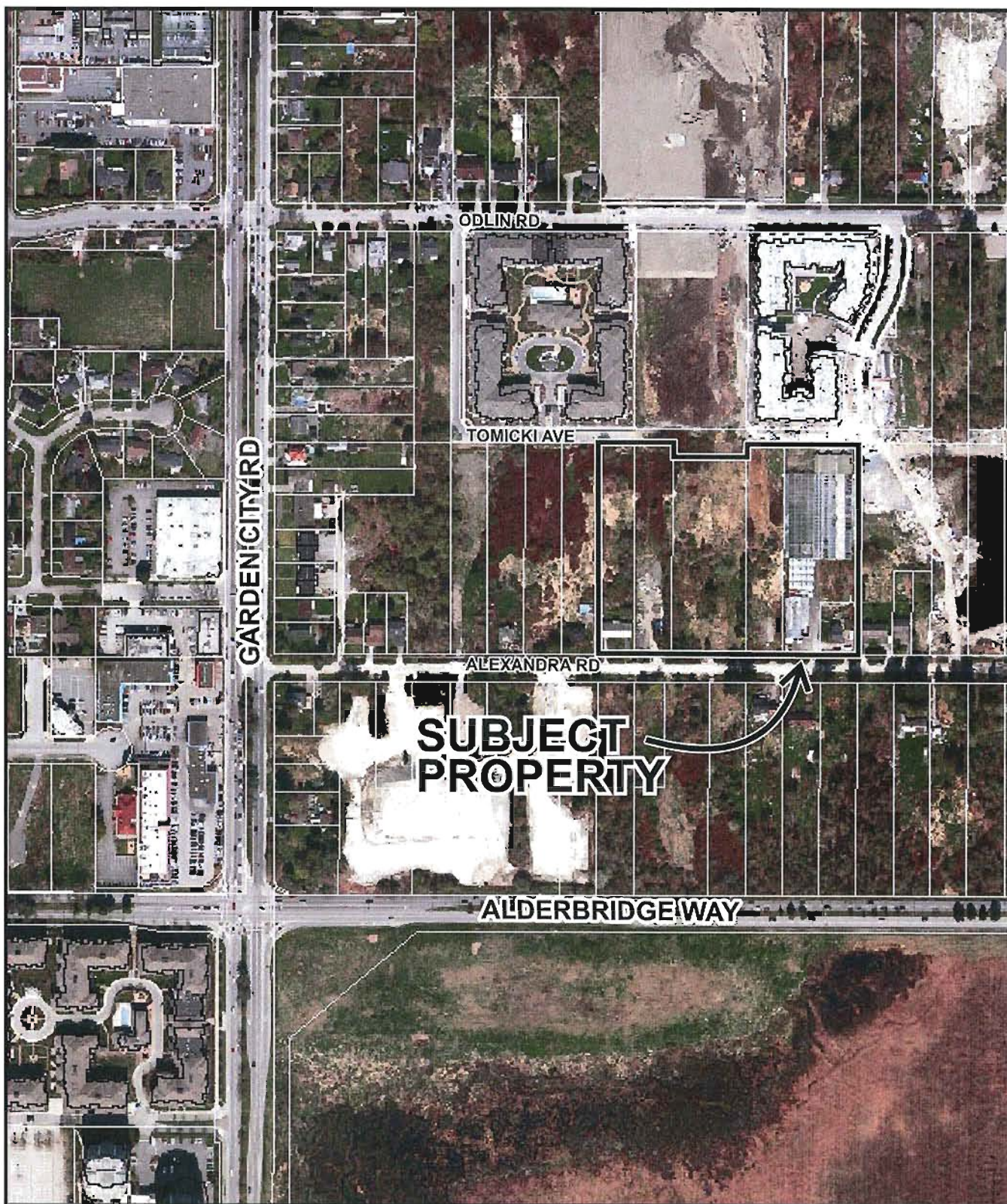
Attachment 1	Location Map, Zoning Site Map and Site Context
Attachment 2	Architectural and Landscaping Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	West Cambie - Alexandra Area Land Use Map
Attachment 5	Arborist Report - Tree Survey Plan
Attachment 6	Advisory Design Panel Comments and the applicant's response from the December 5, 2012 meeting of the Advisory Design Panel
Attachment 7	Conditional Rezoning Requirements





RZ 12-598503

Original Date: 01/24/12
Revision Date: 03/25/13
Note: Dimensions are in METRES



RZ 12-598503

Original Date: 01/24/12

Amended Date: 03/25/13

Note: Dimensions are in METRES

LEGAL ADDRESS:

Tel: (804) 288-0809 KDC
 e-mail: cnw@cnwconsulting.com
 TRAFFIC CONSULTANT
 BLUNT ENGINEERING
 CONTACT: CHRISTOPHER DENG
 3812 - 3777 W. Highway 39
 Vancouver, BC V6B 2C3
 Tel: (604) 685-6277 KDC2
 e-mail: cnw@cnwconsulting.com

[illegible]

Robert Edward Anderson Inc.
200 • 2228 Columbia Street
Vancouver, B.C.
Canada V6V 1T2
Tel: (604) 687-4741
Fax: (604) 687-4641



40.0



1	AlO
2	-

CNCL-287

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT. THEY ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT IS PROHIBITED. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS.

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/20/2018
2	REVISED FOR CONSTRUCTION	09/10/2018

PROJECT: 2018-001
 2018-001
 2018-001



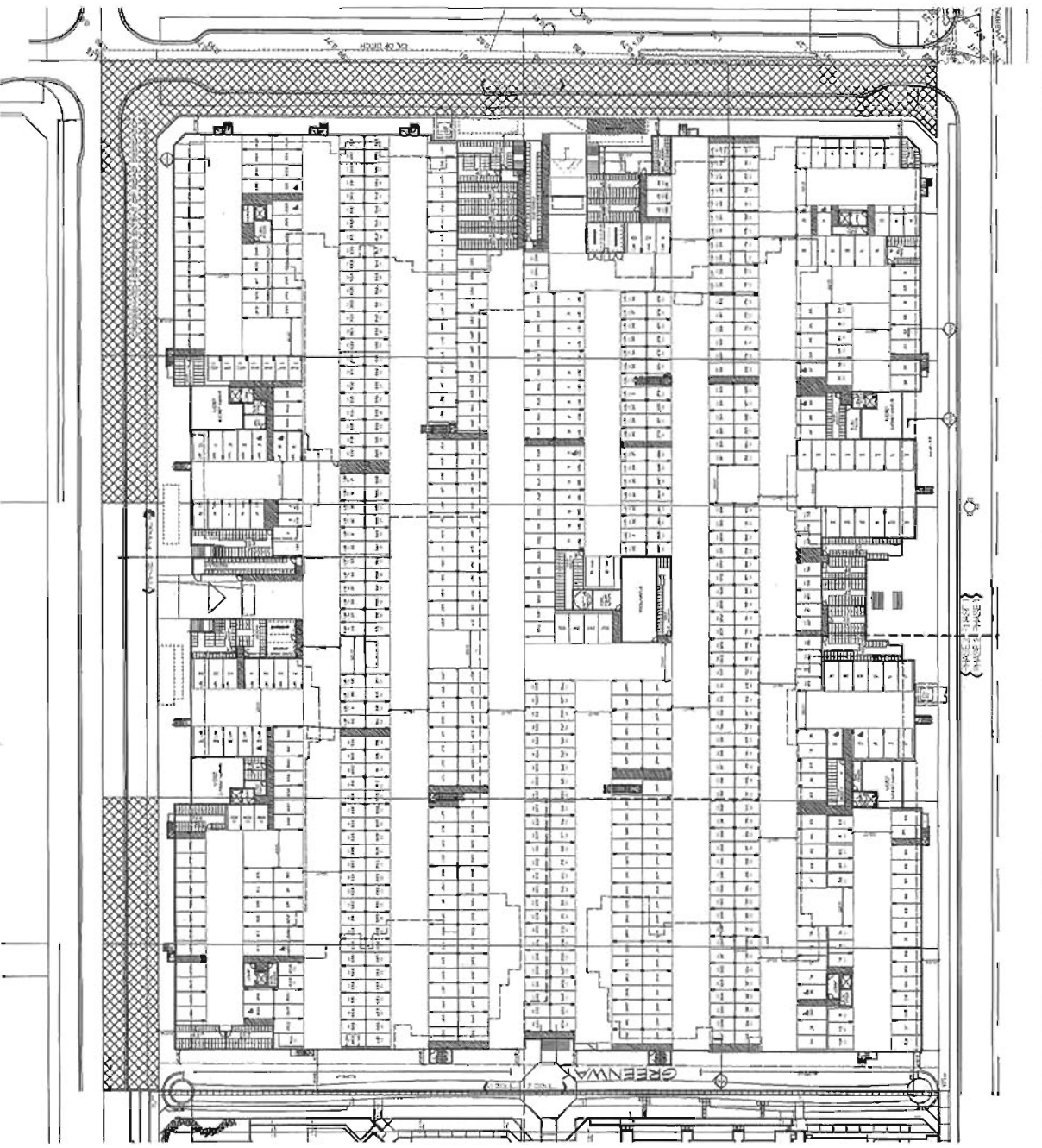
RCA
 Robert C. Anderson Architects Inc.
 300 - 1000 Columbia Street
 Victoria, BC V8W 2Y7
 Tel: (250) 387-4441
 Fax: (250) 387-4442



ALEXANDRA COURT
 2371 W. 56TH Avenue S.E.
 Burnaby, B.C.

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/20/2018
2	REVISED FOR CONSTRUCTION	09/10/2018

OVERALL PARKING



FOR PRELIMINARY PURPOSES ONLY. THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION HEREIN IS FOR INFORMATIONAL PURPOSES ONLY. THE INFORMATION HEREIN IS NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION HEREIN IS NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION HEREIN IS NOT TO BE USED FOR CONSTRUCTION.

REVISIONS

DATE: 12/28/2011
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]



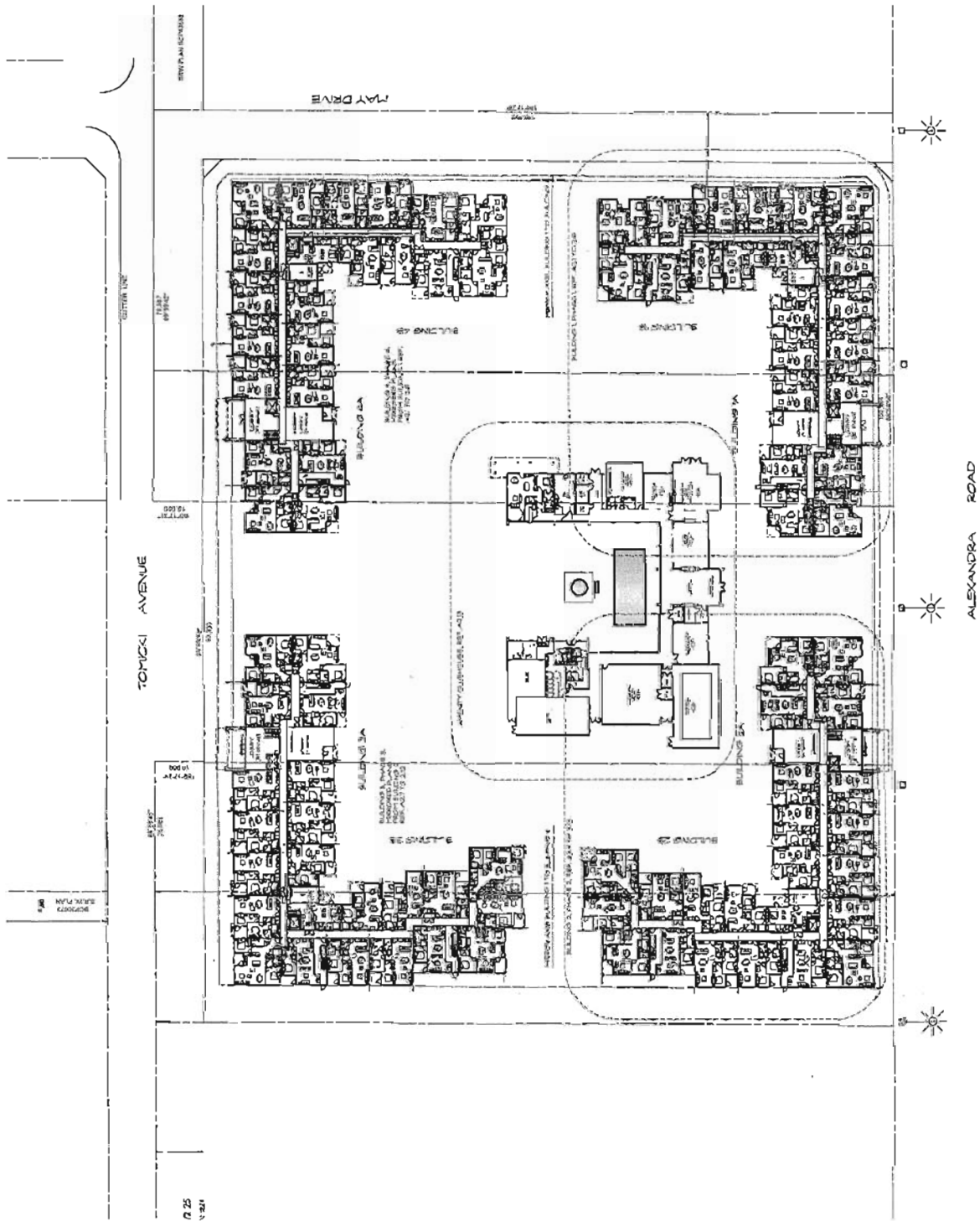
RCA

Robert Cloutier Architects Inc.
200-2008 Columbia Street
Vancouver, BC V6L 3K3
Canada
Tel: (604) 681-4411
Fax: (604) 681-4411
rca@rcaarchitects.com

ALEXANDRA WEST
1277-1279 Alexandra Road
Richmond BC

Overall Plan

A2.0



BUILDING 1A

CONSTRUCTION OF THIS PLAN SHALL BE THE RESPONSIBILITY OF THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

REVISION	DATE	DESCRIPTION
1	10/10/10	ISSUED FOR PERMIT

DATE: 10/10/10
 DRAWN BY: J. J. J.
 CHECKED BY: J. J. J.
 APPROVED BY: J. J. J.

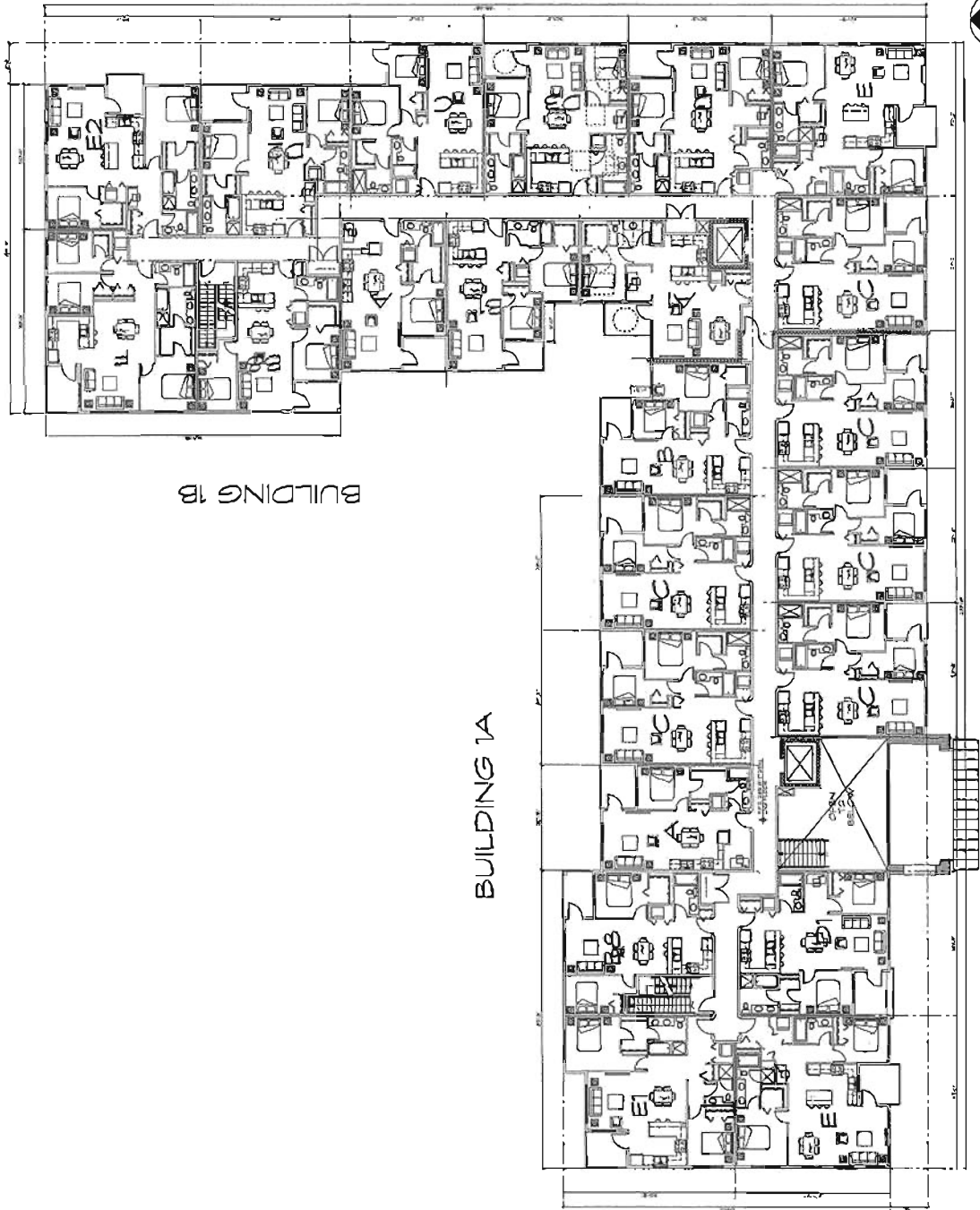


RCA
 Robert C. Anderson Inc.
 250 - 10000 Highway 101
 Suite 100
 Richmond, BC V6V 2G9
 Canada V6V 2G9
 Tel: (604) 271-1111
 Fax: (604) 271-1112
 www.rcaarchitects.com

ALEXANDRA WEST
 1001 - 1001 - 1001
 Richmond BC

DATE: 10/10/10
 DRAWN BY: J. J. J.
 CHECKED BY: J. J. J.
 APPROVED BY: J. J. J.

2nd Floor Plan
 BLDG #1 & 2



BUILDING 1B

BUILDING 1A

NOTE: BUILDING 1 PLAN AS SHOWN, BUILDING 1 IS MIRROR IMAGE OF BUILDING 2 (ABOUT EAST/WEST AXIS)

THIS SET OF PLANS IS THE PROPERTY OF RICHMOND COUNTY, GEORGIA. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF RICHMOND COUNTY, GEORGIA.



NO.	DATE	DESCRIPTION
1	08/11/2011	ISSUED FOR PERMIT

PROJECT: RICHMOND COUNTY, GEORGIA
 200 - 2000 Columbia Street
 CHANDLER, VIRGINIA
 22010-1000
 703-441-4441
 admin@alexandrawest.com

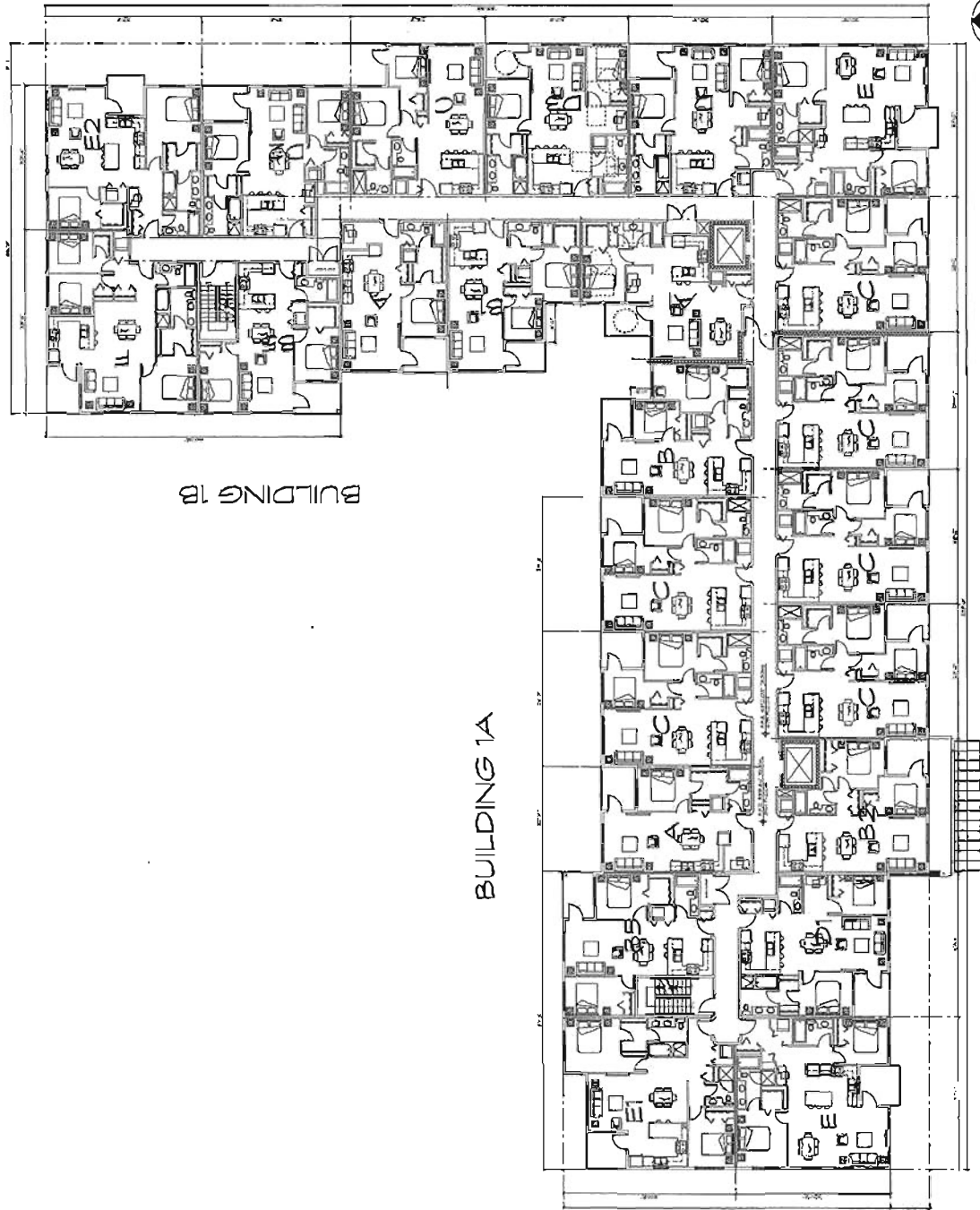


REA
 Robert Reed Architects Inc.
 200 - 2000 Columbia Street
 CHANDLER, VIRGINIA
 22010-1000
 703-441-4441
 admin@alexandrawest.com

ALEXANDRA WEST
 9371 W. 54TH Avenue S.E.
 Richmond, BC

NO.	DATE	DESCRIPTION
1	08/11/2011	ISSUED FOR PERMIT

A2.3



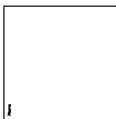
BUILDING 1B

BUILDING 1A



NOTE: BUILDING 1 PLAN AS SHOWN, BUILDING 4 IS MIRRORED (ABOUT AND EAST/WEST AXIS)

	DATE	REMARKS
ROUTE:	10-12-72	RECEIVED FOR A.S.
	1972	RECEIVED FROM NDA
	1973	RECEIVED FROM RECEIVING

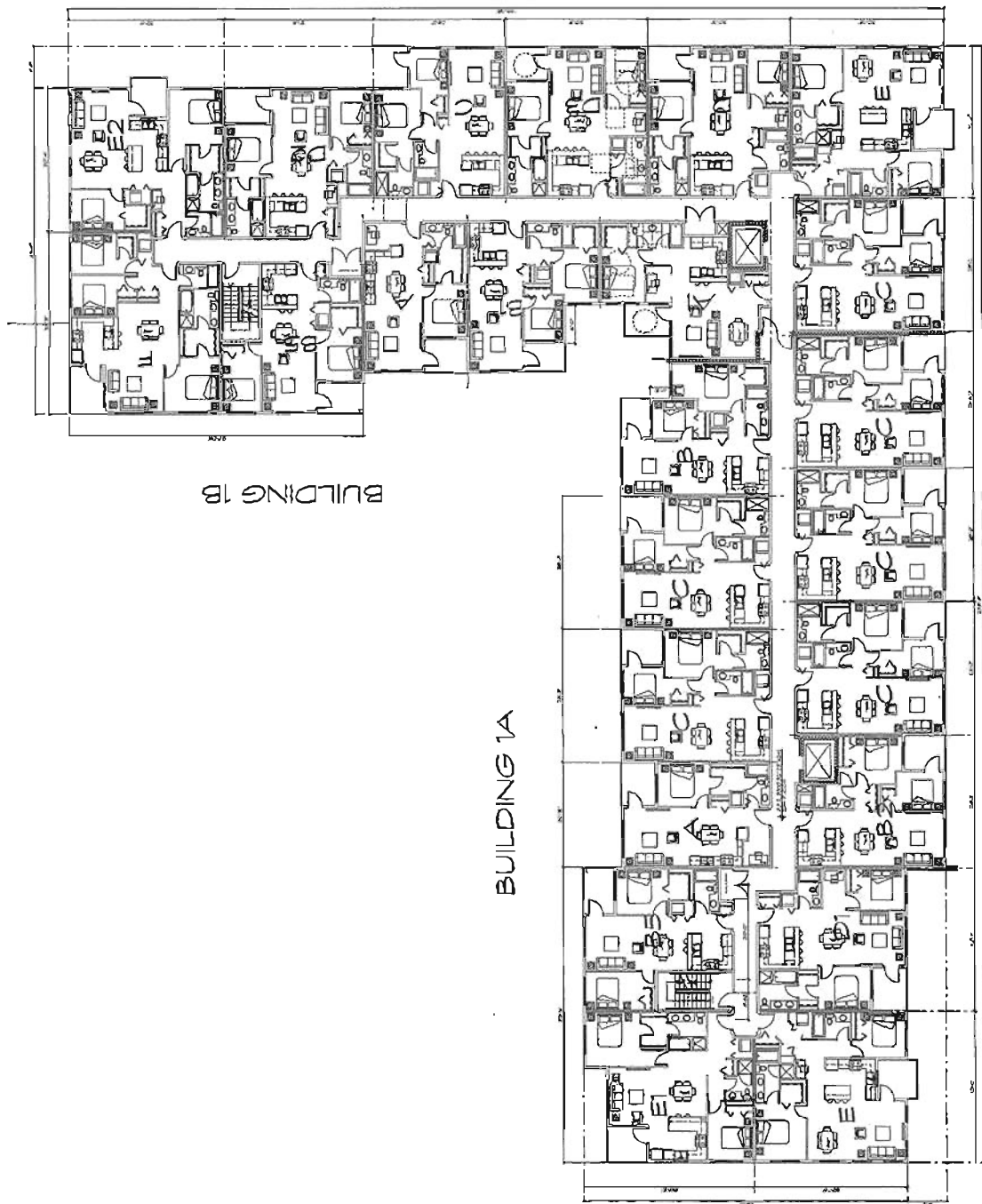


PCA
Robert D'Amico Architects Inc.
 200 - 21st Columbia Street
 Vancouver, B.C.
 Canada V5T 3Y3
 Tel: (604) 687-4741
 Fax: (604) 687-4681
info@robertdamico.ca

ALEXANDRA WEST

Room No.	5th Floor Plan
Room Name	BUDG # 1 E 4
Room Size	20'0" x 12'0"
Room Type	Office
Room Status	Occupied

A24



NOTE: BUILDING 1 PLAN AS SHOWN, BUILDING 4 IS MIRRORED (ABOUT AND EAST-WEST AXIS)



	
---	---

[illegible]

Robert Stewart Architecture Inc.
250-2535 Columbia Street
Vancouver, B.C.
Canada V6Y 3Y3
Tel: (604) 697-4741
Fax: (604) 697-4641
info@robertstewartarchitecture.com

DATE: 08/17/2010

TIME: 17:05

[illegible]

THIS DOCUMENT IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



REVISION	
NO.	DESCRIPTION
1	ISSUED FOR PERMIT

PROJECT	
NO.	DESCRIPTION
1	ISSUED FOR PERMIT



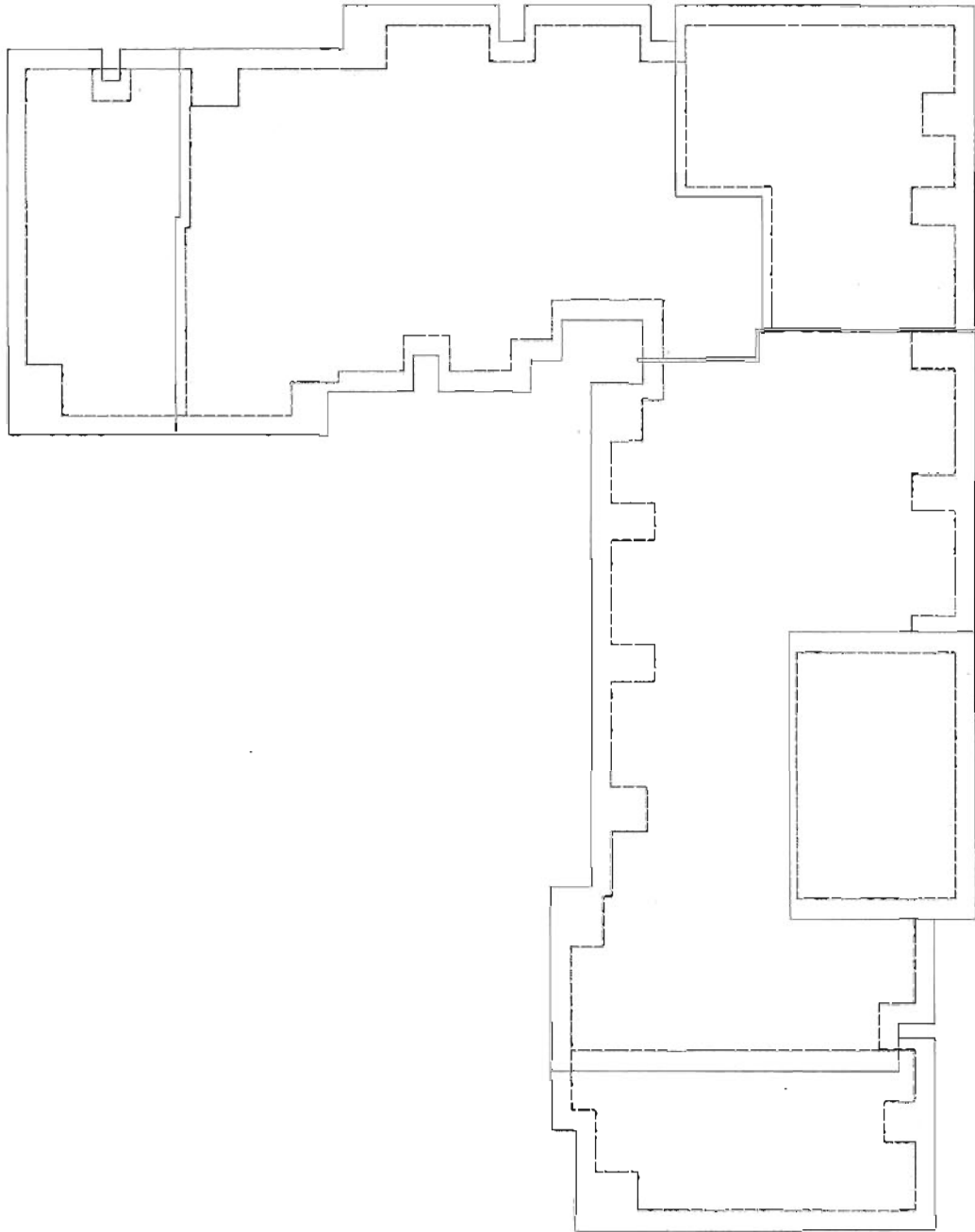
RCA

Robert Marshall Architects Inc.
200 - 2000 Columbia Street
Vancouver, BC V6H 3Y1
Canada V6H 3Y1
Tel: (604) 681-4441
Fax: (604) 681-4441
adm@rca.ca website: rca.ca

ALEXANDRA
WEST
8210 15th Avenue Rd.
Richmond BC

PROJECT	
NO.	DESCRIPTION
1	ISSUED FOR PERMIT

A2.6



NOTE: BUILDING PLAN AS SHOWN, BUILDING 4 IS MIRRORED (ABOUT AND EAST/WEST AXIS)



THIS DOCUMENT IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

REVISION	DATE	DESCRIPTION
1	10/10/19	ISSUED FOR PERMIT

DATE	DESCRIPTION
10/10/19	ISSUED FOR PERMIT
10/10/19	ISSUED FOR PERMIT



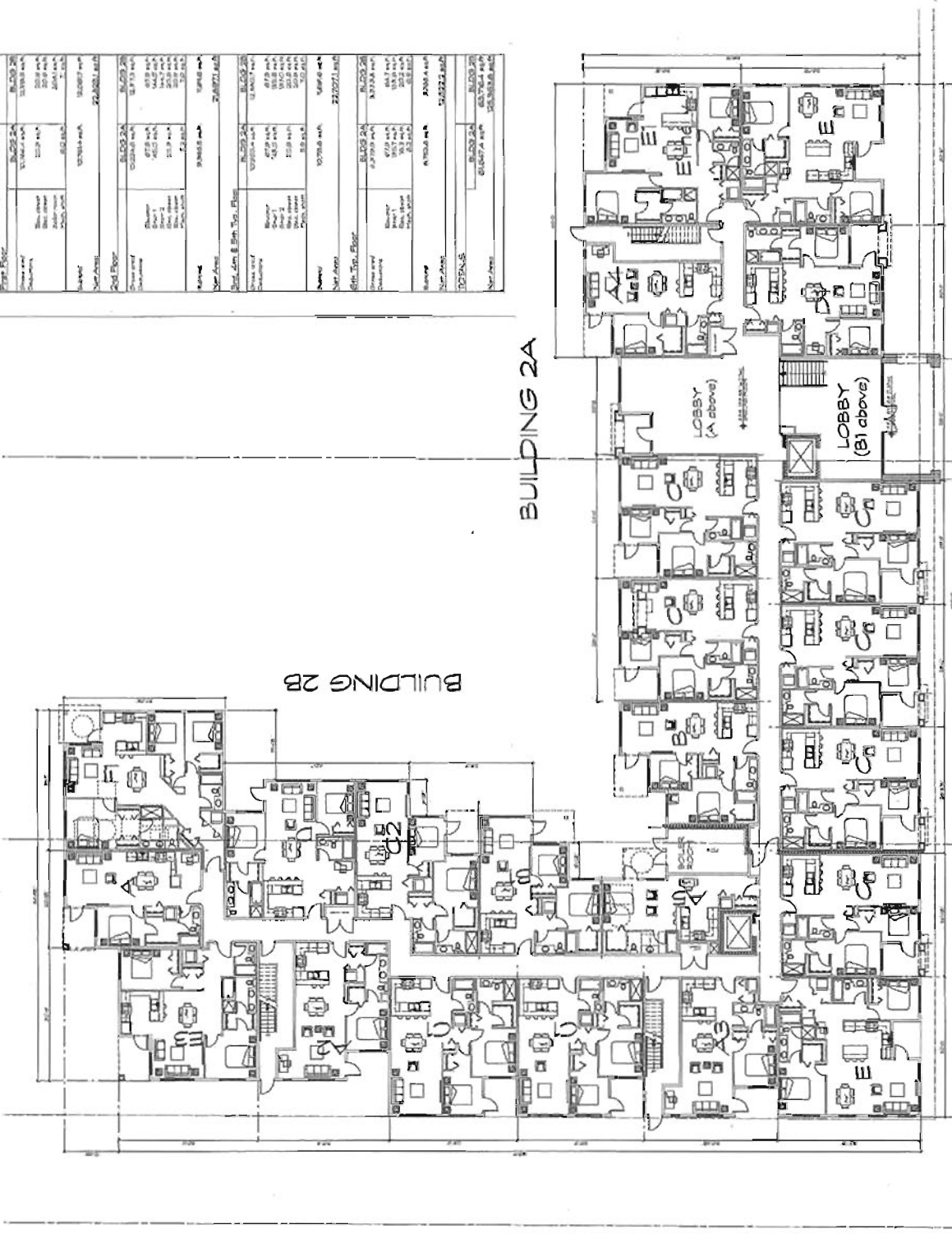
RCA
Robert Reed Architects Inc.
205 - 2008 Columbia Street
Vancouver, BC V6J 1A6
Canada TEL: 604.681.1111
Fax: 604.681.1111
www.rcaarchitects.com

ALEXANDRA WEST
205 - 2008 Columbia Street
Vancouver, BC V6J 1A6

DATE	DESCRIPTION
10/10/19	ISSUED FOR PERMIT

A2.7

BUILDING 2 BUILDING 3 IDENTICAL	
Floor	Area
1st Floor	10,000 sq. ft.
2nd Floor	10,000 sq. ft.
3rd Floor	10,000 sq. ft.
4th Floor	10,000 sq. ft.
5th Floor	10,000 sq. ft.
6th Floor	10,000 sq. ft.
7th Floor	10,000 sq. ft.
8th Floor	10,000 sq. ft.
9th Floor	10,000 sq. ft.
10th Floor	10,000 sq. ft.
11th Floor	10,000 sq. ft.
12th Floor	10,000 sq. ft.
13th Floor	10,000 sq. ft.
14th Floor	10,000 sq. ft.
15th Floor	10,000 sq. ft.
16th Floor	10,000 sq. ft.
17th Floor	10,000 sq. ft.
18th Floor	10,000 sq. ft.
19th Floor	10,000 sq. ft.
20th Floor	10,000 sq. ft.
21st Floor	10,000 sq. ft.
22nd Floor	10,000 sq. ft.
23rd Floor	10,000 sq. ft.
24th Floor	10,000 sq. ft.
25th Floor	10,000 sq. ft.
26th Floor	10,000 sq. ft.
27th Floor	10,000 sq. ft.
28th Floor	10,000 sq. ft.
29th Floor	10,000 sq. ft.
30th Floor	10,000 sq. ft.
31st Floor	10,000 sq. ft.
32nd Floor	10,000 sq. ft.
33rd Floor	10,000 sq. ft.
34th Floor	10,000 sq. ft.
35th Floor	10,000 sq. ft.
36th Floor	10,000 sq. ft.
37th Floor	10,000 sq. ft.
38th Floor	10,000 sq. ft.
39th Floor	10,000 sq. ft.
40th Floor	10,000 sq. ft.
41st Floor	10,000 sq. ft.
42nd Floor	10,000 sq. ft.
43rd Floor	10,000 sq. ft.
44th Floor	10,000 sq. ft.
45th Floor	10,000 sq. ft.
46th Floor	10,000 sq. ft.
47th Floor	10,000 sq. ft.
48th Floor	10,000 sq. ft.
49th Floor	10,000 sq. ft.
50th Floor	10,000 sq. ft.
51st Floor	10,000 sq. ft.
52nd Floor	10,000 sq. ft.
53rd Floor	10,000 sq. ft.
54th Floor	10,000 sq. ft.
55th Floor	10,000 sq. ft.
56th Floor	10,000 sq. ft.
57th Floor	10,000 sq. ft.
58th Floor	10,000 sq. ft.
59th Floor	10,000 sq. ft.
60th Floor	10,000 sq. ft.
61st Floor	10,000 sq. ft.
62nd Floor	10,000 sq. ft.
63rd Floor	10,000 sq. ft.
64th Floor	10,000 sq. ft.
65th Floor	10,000 sq. ft.
66th Floor	10,000 sq. ft.
67th Floor	10,000 sq. ft.
68th Floor	10,000 sq. ft.
69th Floor	10,000 sq. ft.
70th Floor	10,000 sq. ft.
71st Floor	10,000 sq. ft.
72nd Floor	10,000 sq. ft.
73rd Floor	10,000 sq. ft.
74th Floor	10,000 sq. ft.
75th Floor	10,000 sq. ft.
76th Floor	10,000 sq. ft.
77th Floor	10,000 sq. ft.
78th Floor	10,000 sq. ft.
79th Floor	10,000 sq. ft.
80th Floor	10,000 sq. ft.
81st Floor	10,000 sq. ft.
82nd Floor	10,000 sq. ft.
83rd Floor	10,000 sq. ft.
84th Floor	10,000 sq. ft.
85th Floor	10,000 sq. ft.
86th Floor	10,000 sq. ft.
87th Floor	10,000 sq. ft.
88th Floor	10,000 sq. ft.
89th Floor	10,000 sq. ft.
90th Floor	10,000 sq. ft.
91st Floor	10,000 sq. ft.
92nd Floor	10,000 sq. ft.
93rd Floor	10,000 sq. ft.
94th Floor	10,000 sq. ft.
95th Floor	10,000 sq. ft.
96th Floor	10,000 sq. ft.
97th Floor	10,000 sq. ft.
98th Floor	10,000 sq. ft.
99th Floor	10,000 sq. ft.
100th Floor	10,000 sq. ft.



NOTE: BUILDING 2 PLAN AS SHOWN. BUILDING 3 IS RECORDED (ABOUT AND EAST/WEST AXIS)



THESE PLANS, SPECIFICATIONS, AND CONDITIONS SHALL BE USED IN CONJUNCTION WITH THE CONTRACT DOCUMENTS AND SHALL BE SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT. ANY CHANGES TO THESE PLANS SHALL BE MADE BY THE ARCHITECT IN WRITING. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THESE PLANS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.

REVISION	DATE	DESCRIPTION
1	10/10/2018	ISSUED FOR PERMIT

DATE	DESCRIPTION
10/10/2018	ISSUED FOR PERMIT



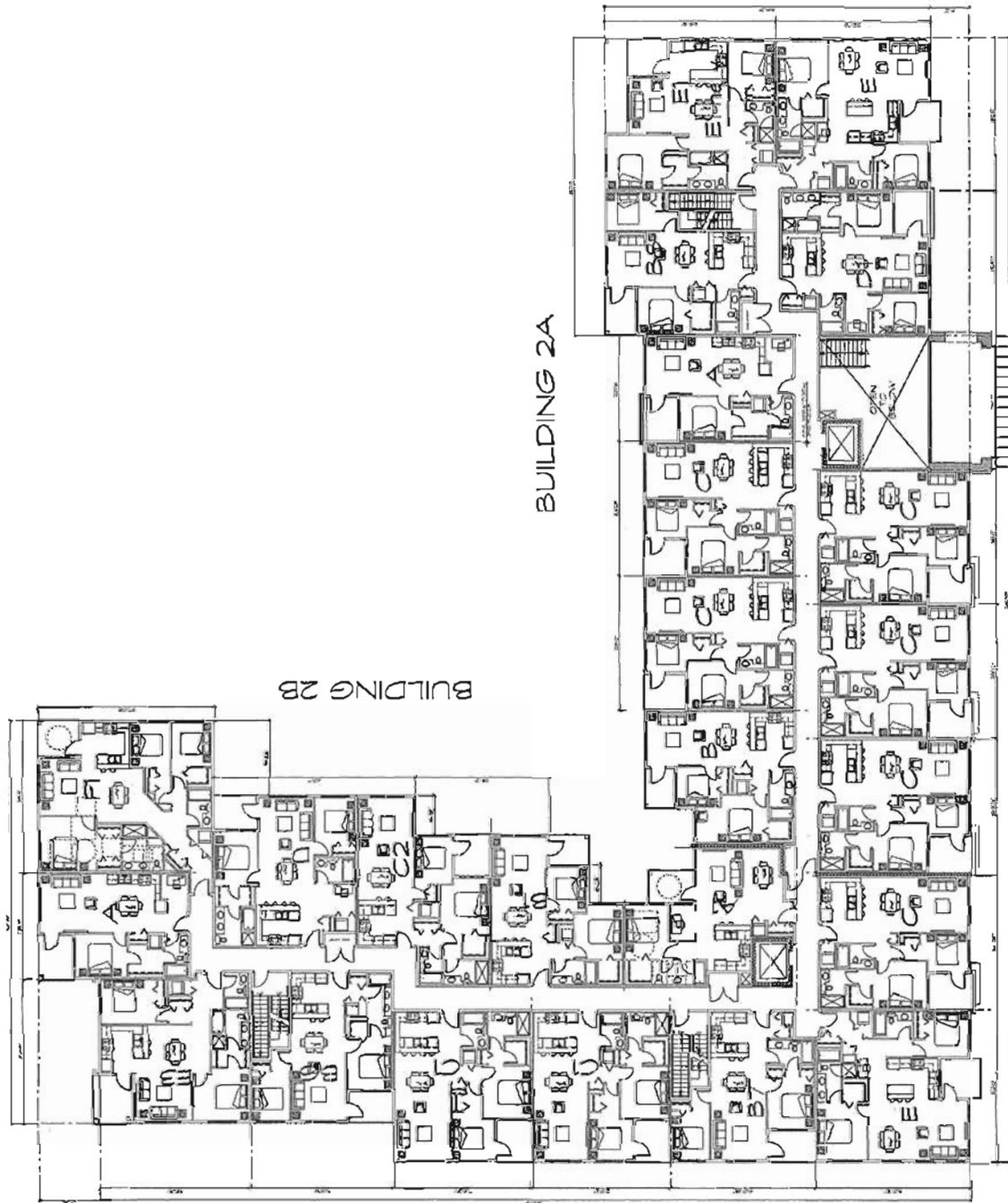
RCA

Robert C. Anderson Inc.
250 - 3333 Columbia Street
Vancouver, BC V6L 3A1
Phone: (604) 681-4641
Fax: (604) 681-4641
www.rcaarchitects.com

ALEXANDRA WEST
250 - 3333 Columbia Street
Vancouver, BC V6L 3A1
Phone: (604) 681-4641
Fax: (604) 681-4641
www.rcaarchitects.com

DATE	DESCRIPTION
10/10/2018	ISSUED FOR PERMIT

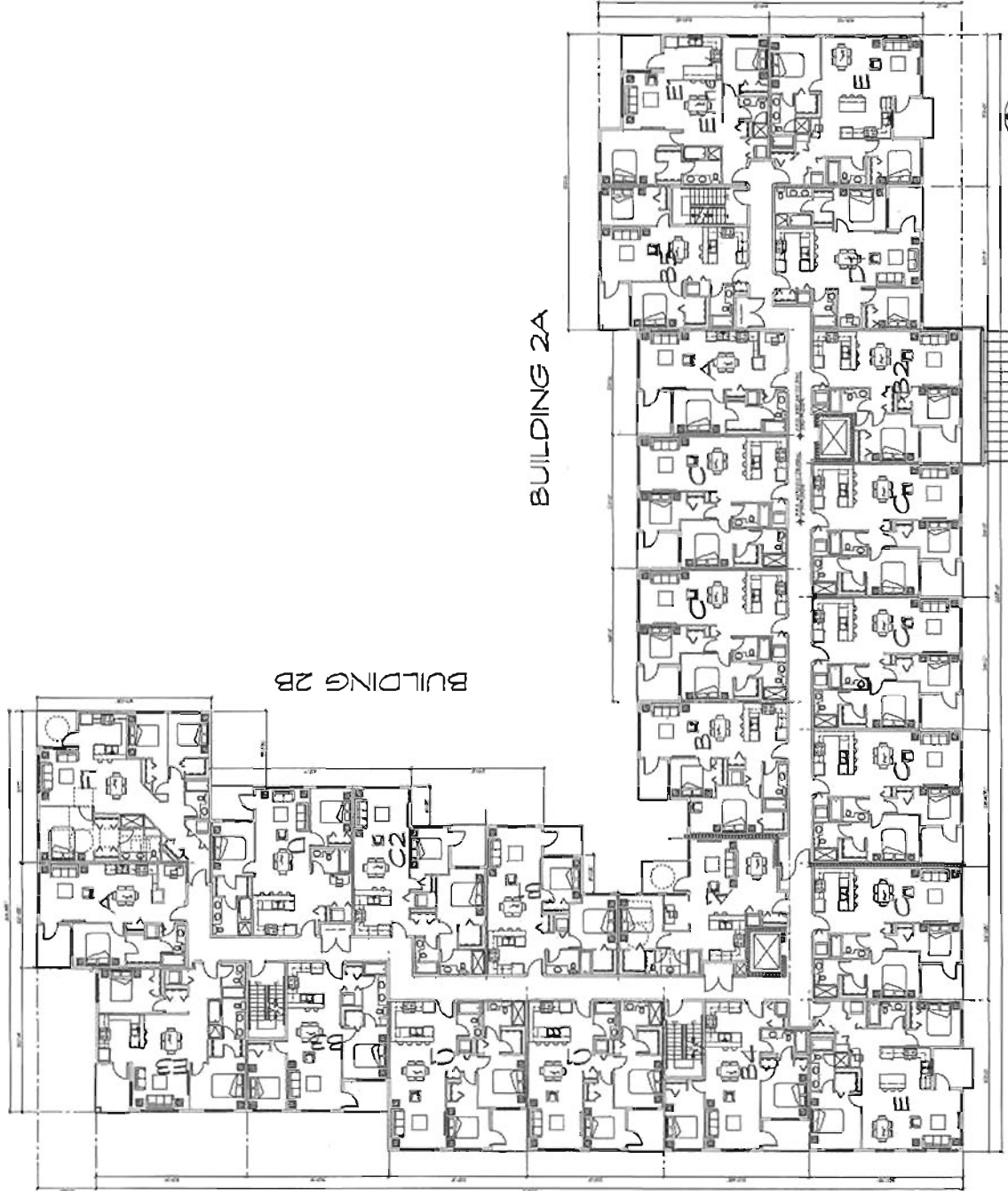
A2.B



NOTE: BUILDING 2 PLAN AS SHOWN, BUILDING 3 IS MIRROR IMAGE (ABOUT EAST/WEST AXIS)



THIS PLAN IS A PRELIMINARY DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



NOTE: BUILDING 2 PLAN AS SHOWN, BUILDING 3 IS MIRRORED (ABOUT AND EAST/WEST AXIS)

NO.	DATE	DESCRIPTION
1	10/1/10	ISSUED FOR PERMIT
2	10/1/10	ISSUED FOR PERMIT
3	10/1/10	ISSUED FOR PERMIT
4	10/1/10	ISSUED FOR PERMIT
5	10/1/10	ISSUED FOR PERMIT
6	10/1/10	ISSUED FOR PERMIT
7	10/1/10	ISSUED FOR PERMIT
8	10/1/10	ISSUED FOR PERMIT
9	10/1/10	ISSUED FOR PERMIT
10	10/1/10	ISSUED FOR PERMIT



RCA

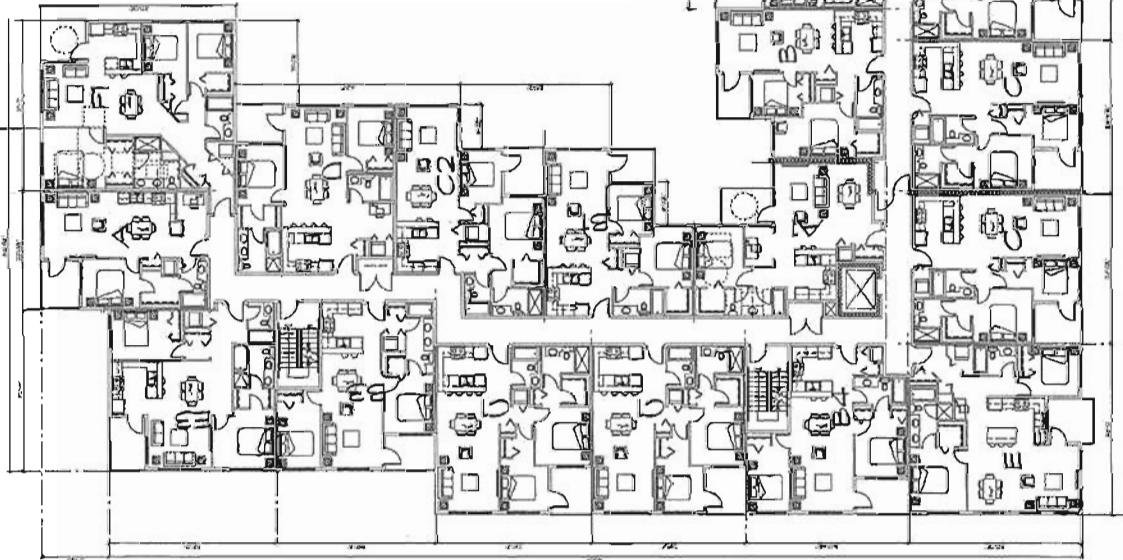
Robert C. Anderson Architects Inc.
200 - 2220 Columbia Street
Chatham, VT 05703
Tel: (802) 887-4441
www.rcaarchitects.com

ALEXANDRA WEST
937 W. 84TH ALEXANDRA BL.
RICHMOND BC

DATE: 10/1/10
PROJECT NO.: 100-100
SHEET NO.: 100-100
SHEET TITLE: 100-100

PROJECT NO.: 100-100
SHEET NO.: 100-100
SHEET TITLE: 100-100

STANDARD FEATURES: THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION OF THE BUILDING OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR ANY OTHER SOURCE. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR ANY OTHER SOURCE. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR ANY OTHER SOURCE.



BUILDING 2A

BUILDING 2B

REVISION:

NO.	DATE	DESCRIPTION
1	10/10/10	ISSUED FOR PERMIT

NO.	DATE	DESCRIPTION
2	10/10/10	ISSUED FOR PERMIT



RCA

Robert Chisholm Architects Inc.
200 - 2008 Columbia Street
Vancouver, BC V6J 1A1
Canada V6J 1A1
Tel: (604) 681-4241
Fax: (604) 681-4241
ed@rcaarchitects.com

ALEXANDRA
WEST

2271 to 2417 Alexandra Rd.
Richmond BC

NO.	DATE	DESCRIPTION
1	10/10/10	ISSUED FOR PERMIT

5th Floor Plan
BLDG # 2 & 3

NO.	DATE	DESCRIPTION
1	10/10/10	ISSUED FOR PERMIT

A2.10

NOTE: BUILDING 2 PLAN AS SHOWN, BUILDING 3 IS MIRRORED (ABOUT AND EAST/WEST AXIS)



ALL RIGHTS RESERVED. THIS DRAWING IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

DATE: 01/11/11
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT: [Signature]

PROJECT: [Signature]
 DATE: 01/11/11
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT: [Signature]

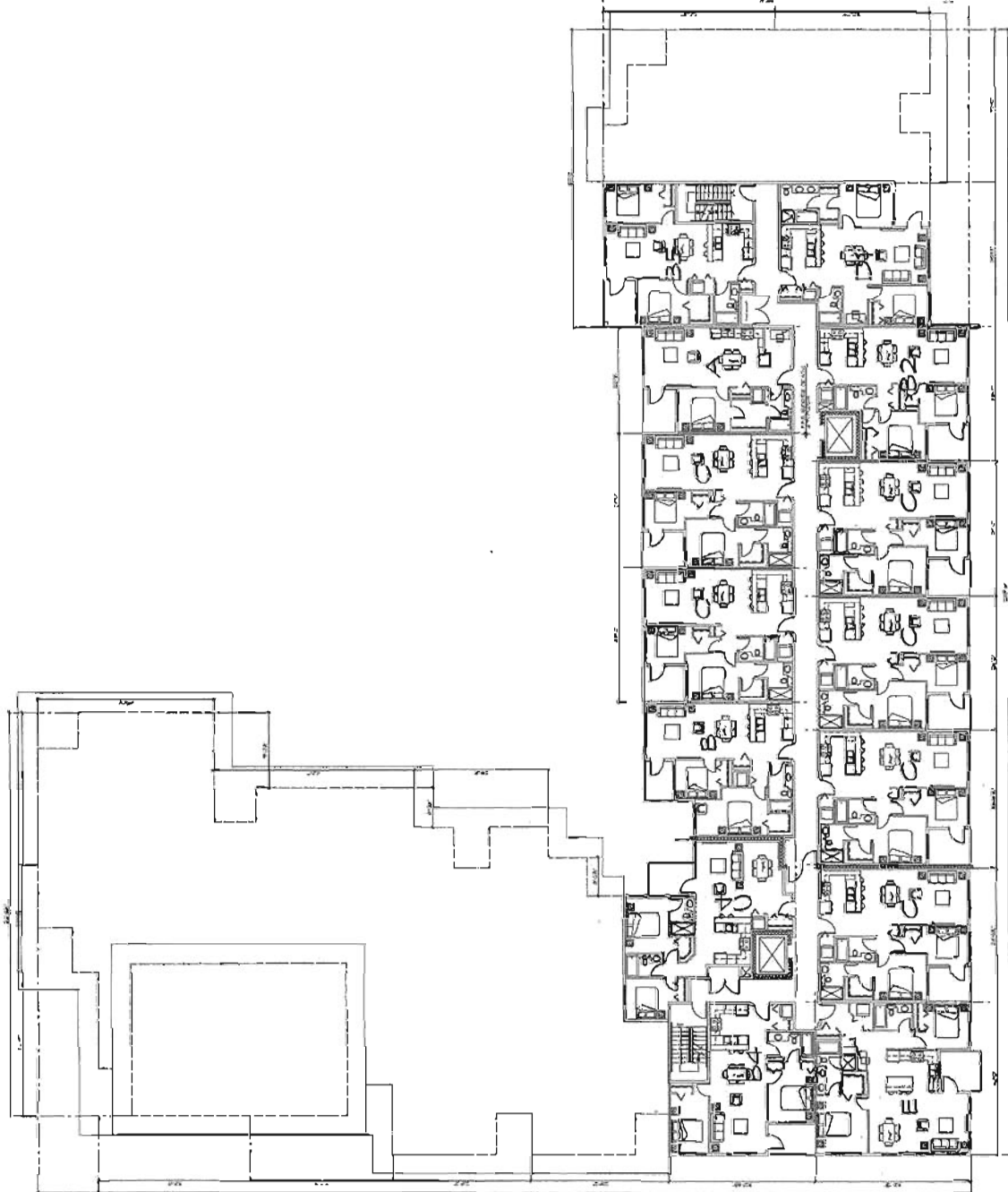


RCA
 Robert Clissold Architecture Inc.
 250 - 1000 Columbia Street
 Vancouver, B.C.
 Canada V6T 2T3
 Tel: (604) 681-4444
 Fax: (604) 687-4444
 email: info@clissoldarchitecture.com

ALEXANDRA WEST
 1001 - 1001 Alexandra St.
 Vancouver, B.C.

DATE: 01/11/11
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT: [Signature]

A2.11



NOTE: BUILDING 2 PLAN AS SHOWN. BUILDING 3 IS MIRRORED (ABOUT AND EAST/WEST AXIS)



THIS PLAN PREPARED FOR THE ARCHITECT'S USE ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE THE INFORMATION AND INSTRUCTIONS TO THE ARCHITECT. THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE THE INFORMATION AND INSTRUCTIONS TO THE ARCHITECT. THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE THE INFORMATION AND INSTRUCTIONS TO THE ARCHITECT.



NO.	DATE	REVISION
1	10/10/10	10/10/10

NO.	DATE	REVISION
1	10/10/10	10/10/10

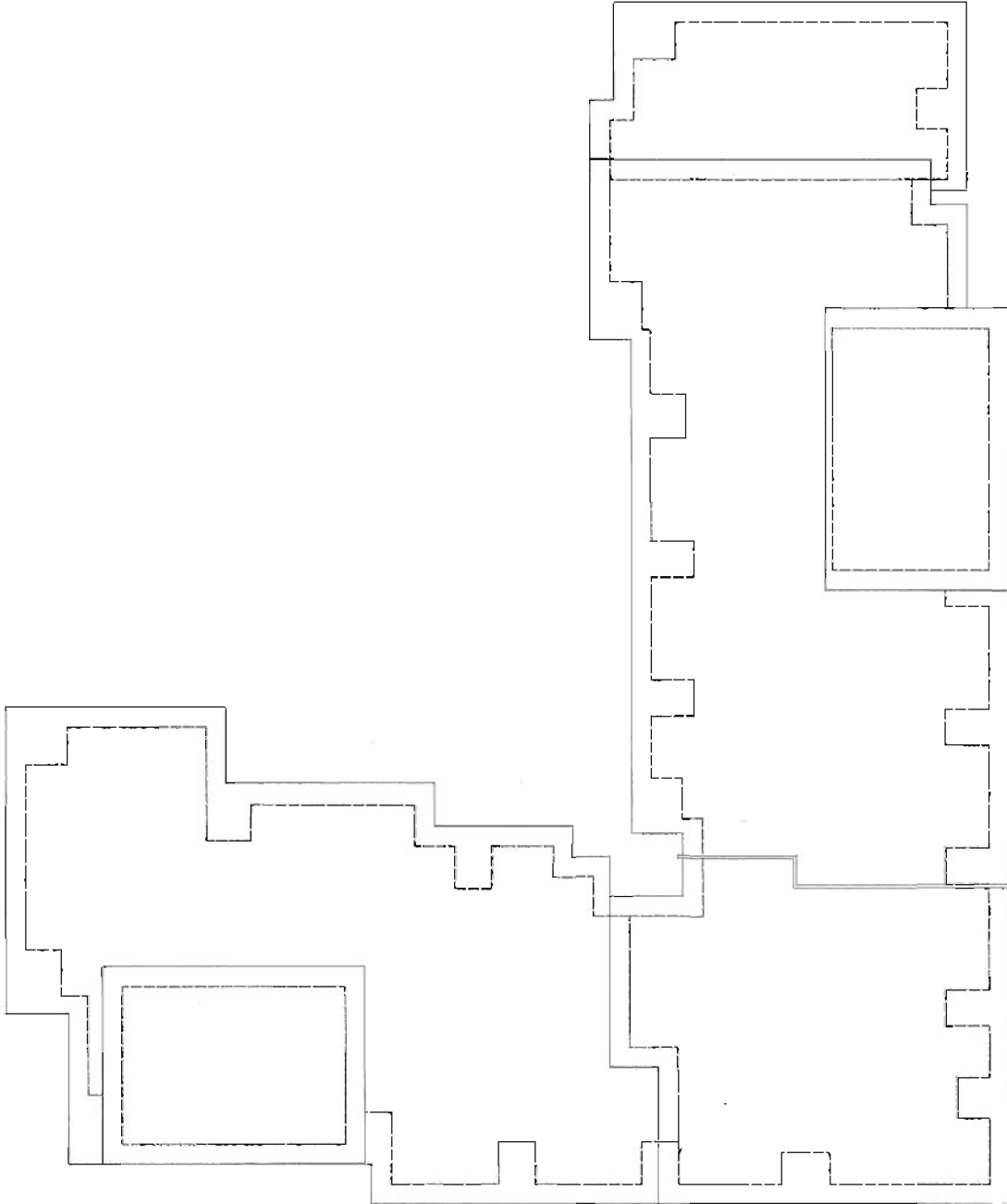


RCA
Robert Clark Architects Inc.
220 - 3300 Columbia Street
Vancouver, B.C.
Canada V6J 2T3
Tel: (604) 687-4441
Fax: (604) 687-4441
info@rcaarchitects.com

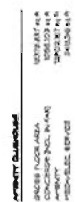
ALEXANDRA WEST
6311 1st St. S. West
Richmond, B.C.

NO.	DATE	REVISION
1	10/10/10	10/10/10

NO.	DATE	REVISION
1	10/10/10	10/10/10



NOTE: BUILDING 2 PLAN AS SHOWN. BUILDING 3 IS MIRRORED (ABOUT AND EAST/WEST AXIS)



FOR THE RECORD: THIS DOCUMENT IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND DOES NOT EXTEND TO ANY OTHER MATTER.

NO.	DATE	DESCRIPTION
1	2023.01.10	ISSUED FOR PERMIT
2	2023.01.10	ISSUED FOR PERMIT
3	2023.01.10	ISSUED FOR PERMIT

NO.	DATE	DESCRIPTION
1	2023.01.10	ISSUED FOR PERMIT
2	2023.01.10	ISSUED FOR PERMIT
3	2023.01.10	ISSUED FOR PERMIT



RCA
Robert Cloutier Architecture Inc.

200 - 2220 Columbia Street
Vancouver, BC V6L 3K3
Canada V6L 3K3
Tel: (604) 681-2220
Fax: (604) 681-2221
Email: info@robertcloutier.com



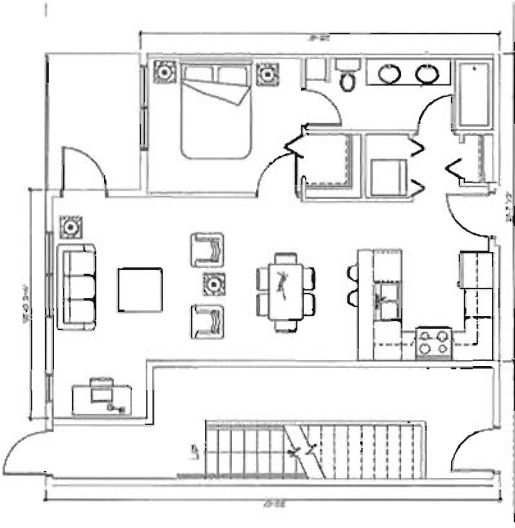
POLYGON

ALEXANDRA COURT
PMT to PMT Alignment Re-
Examination BC

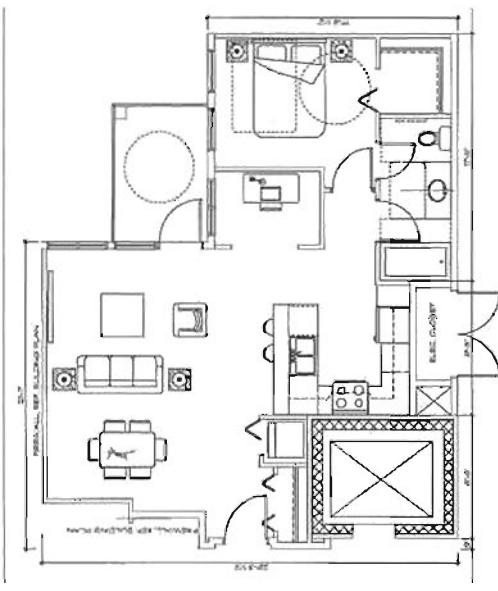
NO.	DATE	DESCRIPTION
1	2023.01.10	ISSUED FOR PERMIT
2	2023.01.10	ISSUED FOR PERMIT
3	2023.01.10	ISSUED FOR PERMIT

UNIT PLANS

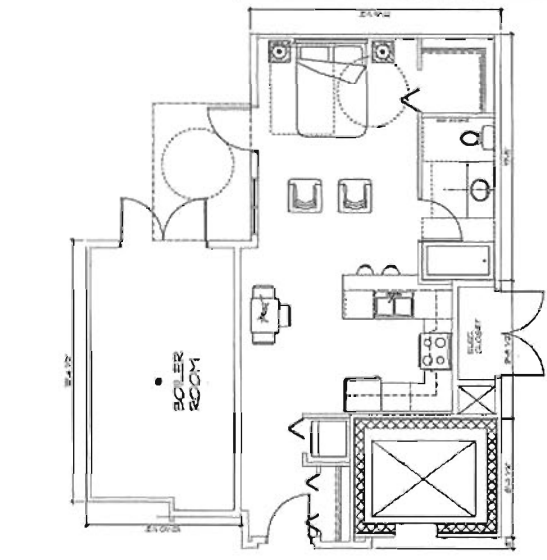
A3.0



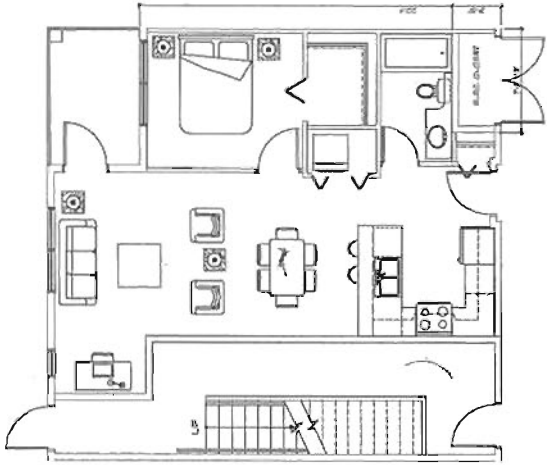
2 UNIT TYPE 'A2'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 400 8"x11")



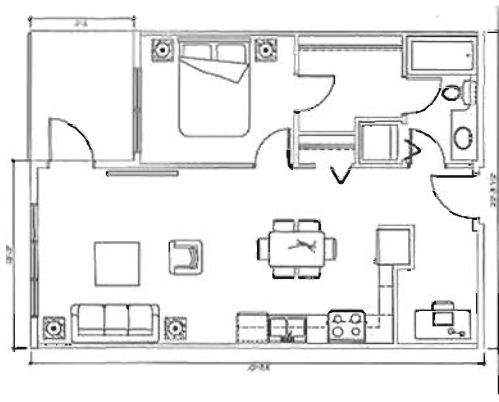
2 UNIT TYPE 'A1'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 700 8"x11")



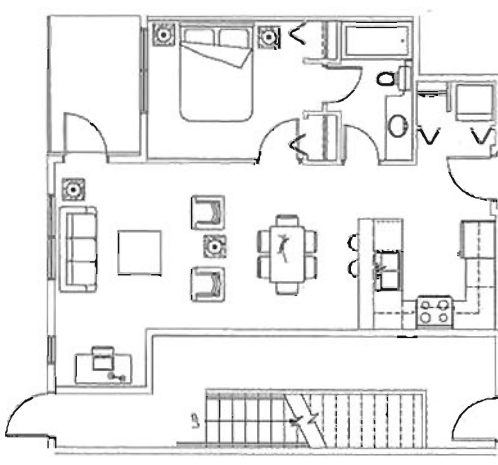
3 UNIT TYPE 'A5'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 800 8"x11")



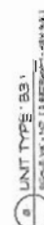
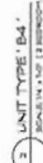
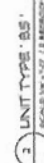
3 UNIT TYPE 'A6'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 800 8"x11")



1 UNIT TYPE 'A3'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 600 8"x11")



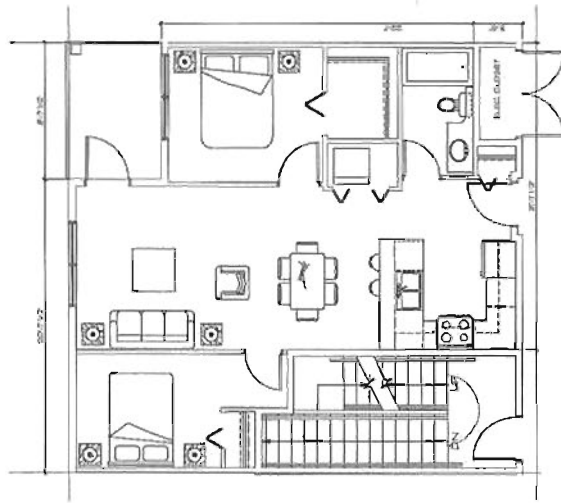
3 UNIT TYPE 'A3'
SCALE: 1/4" = 1'-0" (TYPICAL - DIM. 600 8"x11")



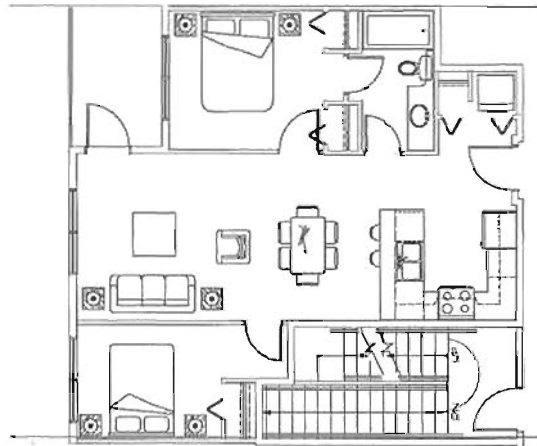
THESE PLANS ARE PRELIMINARY. THEY ARE NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THE PLANS MUST BE APPROVED BY THE ARCHITECT. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE ARCHITECT'S OFFICE IS NOT A DESIGNER OF RECORD FOR THIS PROJECT. THE ARCHITECT'S OFFICE IS NOT A DESIGNER OF RECORD FOR THIS PROJECT.

REVISIONS

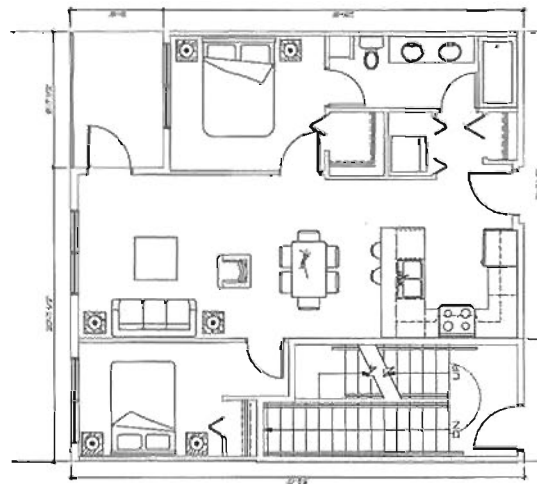
NO.	DATE	DESCRIPTION
1	10/10/2020	ISSUED FOR A/E
2	10/10/2020	ISSUED FOR A/E
3	10/10/2020	ISSUED FOR A/E



1 UNIT TYPE 'B6'
SCALE: 1/4" = 1'-0" (3 SHEETS - 100 S.F.)



2 UNIT TYPE 'B7'
SCALE: 1/4" = 1'-0" (3 SHEETS - 100 S.F.)



3 UNIT TYPE 'B8'
SCALE: 1/4" = 1'-0" (3 SHEETS - 100 S.F.)

RCA

ROBERT CHENARD ARCHITECTURE INC.
200 - 2320 Columbia Street
Vancouver, BC
Canada V6J 1Y3
Tel: (604) 687-6541
Fax: (604) 687-6542
www.rcaarchitects.com



POLYGON

ALEXANDRA COURT
2311 - 2470 Alouette Rd.
Richmond BC

DATE	BY	REVISION
10/10/2020	SC/ALC	UNIT PLANS

SCALE: 1/4" = 1'-0" (3 SHEETS - 100 S.F.)

THESE PLANS WERE PREPARED FOR THE PROJECT BY THE ARCHITECT. THE ARCHITECT'S RESPONSIBILITY IS TO THE CLIENT AND NOT TO THE USER OF THESE PLANS. THE USER OF THESE PLANS IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE ARCHITECT'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

REVISION:
No. 1
DATE: 08/11/2011

NOTES:
1. SEE EXISTING FOR THE
2. SEE EXISTING FOR THE
3. SEE EXISTING FOR THE



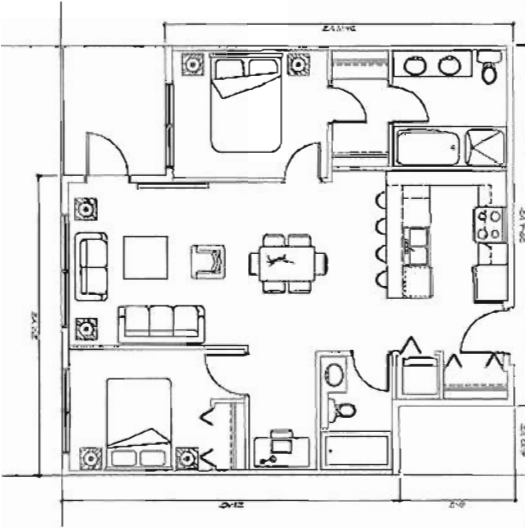
RCA
Robert Cluzard Architectural Inc.
301 - 2330 Columbia Street
Ottawa, K1G 3G3
Tel: (613) 827-1111
Fax: (613) 827-1111
www.rca-architect.com



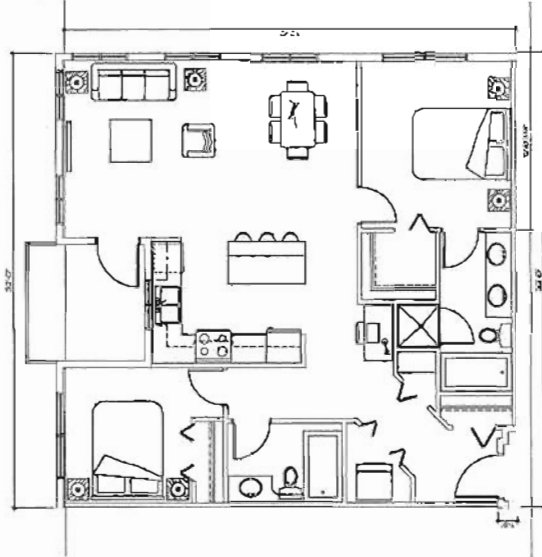
ALEXANDRA COURT
301 - 2330 Columbia Street
Ottawa, K1G 3G3

DATE	BY	FOR	REVISION
08/11/2011	08/11/2011	08/11/2011	08/11/2011

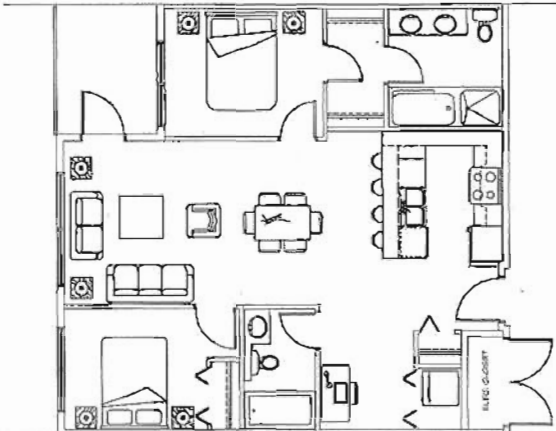
UNIT PLANS
A3.3



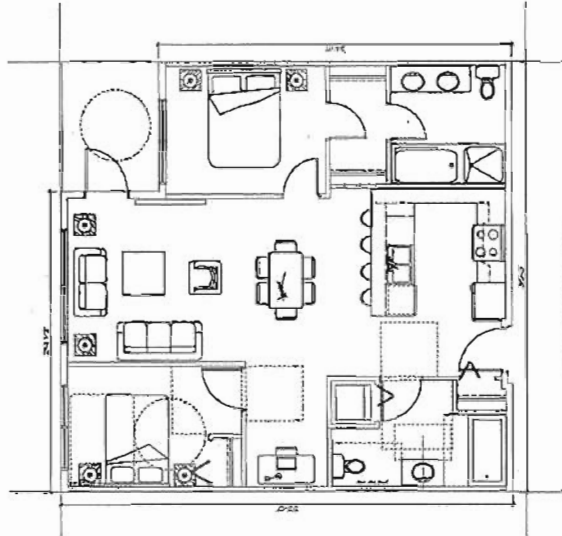
UNIT TYPE 'D1'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)



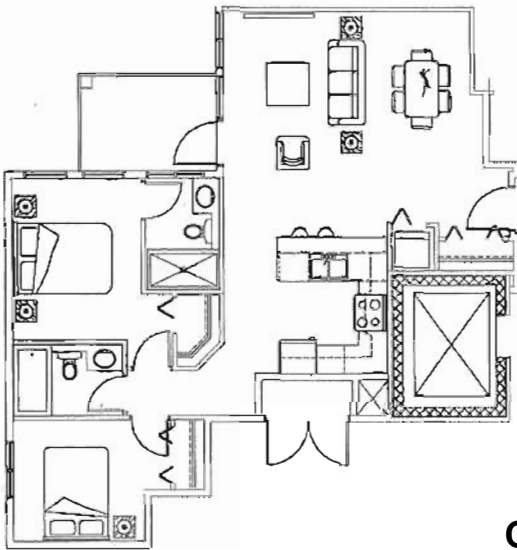
UNIT TYPE 'E'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)



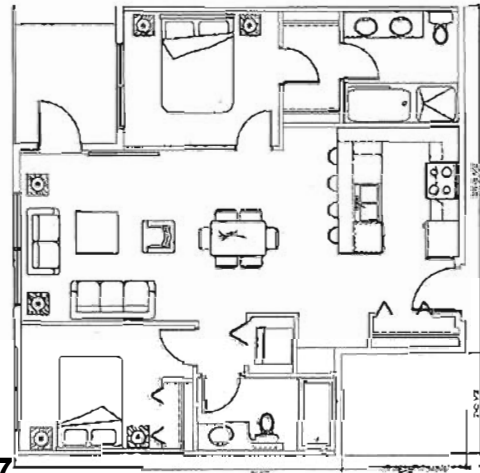
UNIT TYPE 'D'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)



UNIT TYPE 'D3'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)



UNIT TYPE 'C3'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)



UNIT TYPE 'D2'
SCALE: 1/8" = 1'-0" (13 BEDROOM - 1300 S.F.)

APPROVED FOR THE CITY OF VANCOUVER, BC. THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECTS. THE CITY OF VANCOUVER, BC, IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CITY OF VANCOUVER, BC, IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING BUT NOT LIMITED TO, DIRECT, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, ARISING FROM OR OUT OF THE USE OF THIS DOCUMENT. THE CITY OF VANCOUVER, BC, IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING BUT NOT LIMITED TO, DIRECT, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, ARISING FROM OR OUT OF THE USE OF THIS DOCUMENT.

DATE	REVISION
2018.03.01	1.00
2018.03.01	1.01
2018.03.01	1.02
2018.03.01	1.03
2018.03.01	1.04
2018.03.01	1.05
2018.03.01	1.06
2018.03.01	1.07
2018.03.01	1.08
2018.03.01	1.09
2018.03.01	1.10
2018.03.01	1.11
2018.03.01	1.12
2018.03.01	1.13
2018.03.01	1.14
2018.03.01	1.15
2018.03.01	1.16
2018.03.01	1.17
2018.03.01	1.18
2018.03.01	1.19
2018.03.01	1.20
2018.03.01	1.21
2018.03.01	1.22
2018.03.01	1.23
2018.03.01	1.24
2018.03.01	1.25
2018.03.01	1.26
2018.03.01	1.27
2018.03.01	1.28
2018.03.01	1.29
2018.03.01	1.30
2018.03.01	1.31
2018.03.01	1.32
2018.03.01	1.33
2018.03.01	1.34
2018.03.01	1.35
2018.03.01	1.36
2018.03.01	1.37
2018.03.01	1.38
2018.03.01	1.39
2018.03.01	1.40
2018.03.01	1.41
2018.03.01	1.42
2018.03.01	1.43
2018.03.01	1.44
2018.03.01	1.45
2018.03.01	1.46
2018.03.01	1.47
2018.03.01	1.48
2018.03.01	1.49
2018.03.01	1.50
2018.03.01	1.51
2018.03.01	1.52
2018.03.01	1.53
2018.03.01	1.54
2018.03.01	1.55
2018.03.01	1.56
2018.03.01	1.57
2018.03.01	1.58
2018.03.01	1.59
2018.03.01	1.60
2018.03.01	1.61
2018.03.01	1.62
2018.03.01	1.63
2018.03.01	1.64
2018.03.01	1.65
2018.03.01	1.66
2018.03.01	1.67
2018.03.01	1.68
2018.03.01	1.69
2018.03.01	1.70
2018.03.01	1.71
2018.03.01	1.72
2018.03.01	1.73
2018.03.01	1.74
2018.03.01	1.75
2018.03.01	1.76
2018.03.01	1.77
2018.03.01	1.78
2018.03.01	1.79
2018.03.01	1.80
2018.03.01	1.81
2018.03.01	1.82
2018.03.01	1.83
2018.03.01	1.84
2018.03.01	1.85
2018.03.01	1.86
2018.03.01	1.87
2018.03.01	1.88
2018.03.01	1.89
2018.03.01	1.90
2018.03.01	1.91
2018.03.01	1.92
2018.03.01	1.93
2018.03.01	1.94
2018.03.01	1.95
2018.03.01	1.96
2018.03.01	1.97
2018.03.01	1.98
2018.03.01	1.99
2018.03.01	2.00

DATE	REVISION
2018.03.01	1.00
2018.03.01	1.01
2018.03.01	1.02
2018.03.01	1.03
2018.03.01	1.04
2018.03.01	1.05
2018.03.01	1.06
2018.03.01	1.07
2018.03.01	1.08
2018.03.01	1.09
2018.03.01	1.10
2018.03.01	1.11
2018.03.01	1.12
2018.03.01	1.13
2018.03.01	1.14
2018.03.01	1.15
2018.03.01	1.16
2018.03.01	1.17
2018.03.01	1.18
2018.03.01	1.19
2018.03.01	1.20
2018.03.01	1.21
2018.03.01	1.22
2018.03.01	1.23
2018.03.01	1.24
2018.03.01	1.25
2018.03.01	1.26
2018.03.01	1.27
2018.03.01	1.28
2018.03.01	1.29
2018.03.01	1.30
2018.03.01	1.31
2018.03.01	1.32
2018.03.01	1.33
2018.03.01	1.34
2018.03.01	1.35
2018.03.01	1.36
2018.03.01	1.37
2018.03.01	1.38
2018.03.01	1.39
2018.03.01	1.40
2018.03.01	1.41
2018.03.01	1.42
2018.03.01	1.43
2018.03.01	1.44
2018.03.01	1.45
2018.03.01	1.46
2018.03.01	1.47
2018.03.01	1.48
2018.03.01	1.49
2018.03.01	1.50
2018.03.01	1.51
2018.03.01	1.52
2018.03.01	1.53
2018.03.01	1.54
2018.03.01	1.55
2018.03.01	1.56
2018.03.01	1.57
2018.03.01	1.58
2018.03.01	1.59
2018.03.01	1.60
2018.03.01	1.61
2018.03.01	1.62
2018.03.01	1.63
2018.03.01	1.64
2018.03.01	1.65
2018.03.01	1.66
2018.03.01	1.67
2018.03.01	1.68
2018.03.01	1.69
2018.03.01	1.70
2018.03.01	1.71
2018.03.01	1.72
2018.03.01	1.73
2018.03.01	1.74
2018.03.01	1.75
2018.03.01	1.76
2018.03.01	1.77
2018.03.01	1.78
2018.03.01	1.79
2018.03.01	1.80
2018.03.01	1.81
2018.03.01	1.82
2018.03.01	1.83
2018.03.01	1.84
2018.03.01	1.85
2018.03.01	1.86
2018.03.01	1.87
2018.03.01	1.88
2018.03.01	1.89
2018.03.01	1.90
2018.03.01	1.91
2018.03.01	1.92
2018.03.01	1.93
2018.03.01	1.94
2018.03.01	1.95
2018.03.01	1.96
2018.03.01	1.97
2018.03.01	1.98
2018.03.01	1.99
2018.03.01	2.00



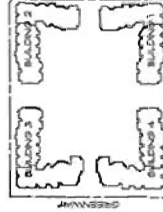
BCA

200 - 1000 Columbia Street
 Vancouver, BC V6C 1A1
 Tel: (604) 681-0011
 Fax: (604) 681-0012
 Email: info@bcacorp.com



POLYGON

ALEXANDRA WEST
 1331 TO 1471 Glen Rd
 Richmond BC



A4.1



BUILDING ONE FROM ALEXANDRA ROAD
 SCALE: 1/8" = 1'-0"

	\$	-	
Total	\$	679,875	

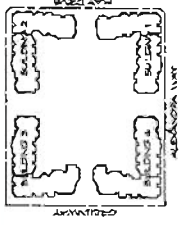
RCA
Robert Mazzoni Architects Inc.
300 - 2808 Columbia Street
Vancouver, B.C.
Canada
Tel: (604) 277-3710
Fax: (604) 277-4541
www.rca-architects.com



ALEXANDRA
WEST
2231 TD 2471 24th St
Keynes DC

NAME	DATE	PERSPECTIVE
AGE	GRADE	

A4.2	-
------	---



1 BUILDING FOUR & AMENITY BUILDING FROM ALEXANDRA ROAD
FOURTH NORTH

CONTRACTOR AND ARCHITECT HAVE OBTAINED NECESSARY PERMITS FOR THIS PROJECT. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT. ANY REUSE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT IS PROHIBITED. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DRAWING. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY DATA OR INFORMATION PROVIDED BY OTHERS. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY DATA OR INFORMATION PROVIDED BY OTHERS.

NO.	DATE	REVISION
1	2024.05.15	ISSUED FOR PERMITS

DATE	2024.05.15
BY	ARCHITECT



RCA

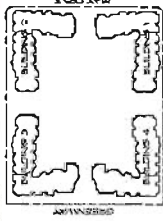
Robert Chouinard Architecture Inc.
200 - 1008 Columbia Street
Vancouver, BC V6C 3E7
Tel: (604) 687-4441
Fax: (604) 687-4441
www.rca-architects.com



POLYGON

ALEXANDRA WEST

17901 TO 18000 24th Ave
Burnaby, BC



PERSPECTIVE

A4.3



1. BUILDING ONE LOBBY ENTRANCE

BY THE ARCHITECT, THE OWNER ACCEPTS THAT THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE A DESIGN THAT MEETS THE OWNER'S REQUIREMENTS AND THAT THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S DESIGN SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT AND SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT.

DATE: 10/10/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

DATE: 10/10/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



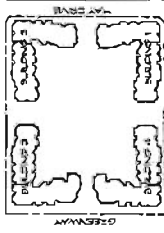
REA
 Robert (Bob) Architecture Inc.
 100 - 1000 Denison Street
 Toronto, ON M6H 1A5
 Phone: (416) 597-4471
 Fax: (416) 597-4471
 info@rea.ca



ALEXANDRA WEST
 1001 TO 1011 Denison St
 Richmond BC

DATE: 10/10/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

DATE: 10/10/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

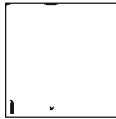


1. BUILDING ONE FROM ALEXANDRA ROAD
 SCALE: 1/8" = 1'-0"

DESIGNER'S REPRESENTATIVE: THE ARCHITECTURE FIRM
 1. THE ARCHITECTURE FIRM HAS BEEN SELECTED BY THE
 CLIENT TO PROVIDE ARCHITECTURAL SERVICES FOR THE
 PROJECT. THE ARCHITECTURE FIRM HAS AGREED TO
 PROVIDE THE SERVICES SET FORTH IN THE ATTACHED
 ARCHITECTURAL AGREEMENT AND TO OBTAIN THE
 NECESSARY PERMITS FROM THE CITY OF ALEXANDRIA.

NO.	DATE	DESCRIPTION
1	10/1/14	ISSUED FOR PERMIT

NO.	DATE	DESCRIPTION
2	10/1/14	ISSUED FOR PERMIT



RCA
 Robert Cloward Architecture Inc.
 1000 Columbia Road
 Washington, D.C. 20001
 Tel: (202) 462-1111
 Fax: (202) 462-1112
 www.rcaarchitects.com

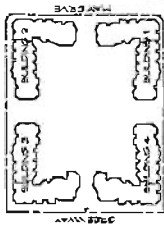


POLYGON

**ALEXANDRA
 WEST**
 1101 TO 1201 OAK RD
 ALEXANDRIA, VA 22304

NO.	DATE	DESCRIPTION
1	10/1/14	ISSUED FOR PERMIT

A4.5



1. BUILDING FOUR FROM GREENWAY
 SCALE: 1/8" = 1'-0"

CONCEPT RENDERING AND EXTERIOR VIEWS ARE FOR INFORMATIONAL PURPOSES ONLY. THE ARCHITECT ASSURES THAT THE RENDERING IS A REPRESENTATION OF THE ARCHITECT'S INTENT AND NOT A GUARANTEE OF THE FINAL DESIGN. THE ARCHITECT ASSURES THAT THE RENDERING IS A REPRESENTATION OF THE ARCHITECT'S INTENT AND NOT A GUARANTEE OF THE FINAL DESIGN. THE ARCHITECT ASSURES THAT THE RENDERING IS A REPRESENTATION OF THE ARCHITECT'S INTENT AND NOT A GUARANTEE OF THE FINAL DESIGN.

REVISION	DATE	DESCRIPTION
1	01/15/2020	ISSUED FOR RFP
2	01/15/2020	FOR REVIEW ONLY

REVISION	DATE	DESCRIPTION
1	01/15/2020	ISSUED FOR RFP
2	01/15/2020	FOR REVIEW ONLY



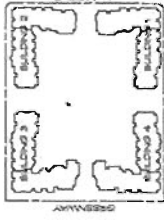
RCA
Robert Chouinard Architects Inc.
100 - 1000 Oakridge Avenue
Calgary, Alberta T2C 1P7
Tel: (403) 243-4441
Fax: (403) 243-4442
www.rca.ca



ALEXANDRA WEST
#331 TO 3000 6th St
Calgary, BC

PERSPECTIVE

A4.6



1 BUILDING FOUR FROM COURTYARD
1/2" SCALE

© 2018 POLYGON ARCHITECTURE INC. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF POLYGON ARCHITECTURE INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF POLYGON ARCHITECTURE INC. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS STRICTLY PROHIBITED. THE INFORMATION CONTAINED HEREIN IS FOR THE EXCLUSIVE USE OF THE CLIENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. POLYGON ARCHITECTURE INC. IS NOT RESPONSIBLE FOR ANY CONSEQUENCES ARISING FROM THE USE OF THIS DOCUMENT.

DATE	DESCRIPTION
2018-01-15	REVISED PER PLAN
2018-01-15	REVISED PER PLAN

DATE	DESCRIPTION
2018-01-15	REVISED PER PLAN
2018-01-15	REVISED PER PLAN



RCA

SPORT DESIGN INTERNATIONAL INC.
 550 - 1000 Columbia Street
 Vancouver, BC V6C 3H8
 Tel: (604) 687-2411
 Fax: (604) 687-2411
 www.sportdesign.com



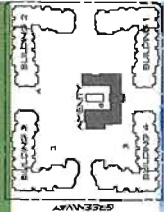
ALEXANDRA WEST
 5531 120 Street, Suite 104
 Richmond BC

DATE	DESCRIPTION
2018-01-15	REVISED PER PLAN
2018-01-15	REVISED PER PLAN

DATE	DESCRIPTION
2018-01-15	REVISED PER PLAN
2018-01-15	REVISED PER PLAN



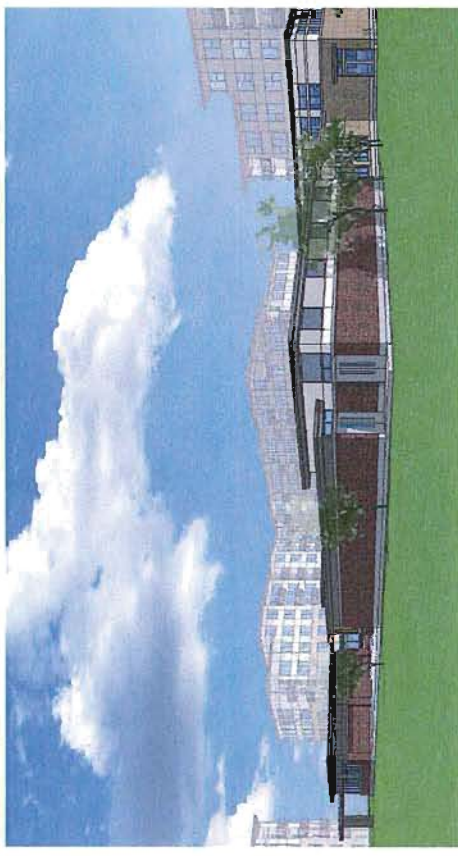
2. VIEW OF GYM LOOKING NORTHEAST
 SCALE: 1/8" = 1'-0"



3. VIEW OF POOL / HOT TUB LOOKING SOUTH
 SCALE: 1/8" = 1'-0"



1. VIEW OF AMENITY ENTRY LOOKING NORTH
 SCALE: 1/8" = 1'-0"



4. VIEW OF ELEC. ROOMS LOOKING SOUTHEAST
 SCALE: 1/8" = 1'-0"

CONTRACT PRELIMINARY. THIS DRAWING AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF ROBERT CROCKETT ARCHITECTURE INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ROBERT CROCKETT ARCHITECTURE INC.

DATE	DESCRIPTION
11/15/20	REVISED FOR AEC
11/15/20	REVISED FOR AEC

DATE	DESCRIPTION
11/15/20	REVISED FOR AEC
11/15/20	REVISED FOR AEC



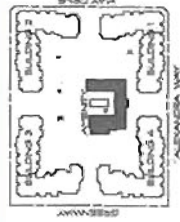
RCA
 ROBERT CROCKETT ARCHITECTURE INC.
 300 - 2008 Columbia Street
 Vancouver, BC V6J 1Y7
 Tel: 604-683-2074
 Fax: 604-683-2075
 www.rca-architect.com



ALEXANDRA WEST
 8834 150 Street, Suite 400
 Richmond, BC

DATE	11/15/20
BY	NTS
CHECKED BY	EC-200
PROJECT	PERSPECTIVE

DATE	11/15/20
BY	NTS
CHECKED BY	EC-200
PROJECT	PERSPECTIVE



3. VIEW OF LOUNGE / MULTI-PURPOSE ROOMS LOOKING NORTHWEST
 1/3" = 1'-0"



4. VIEW OF POOL & CHANGE / POOL EQUIP. ROOMS LOOKING SOUTHWEST
 1/3" = 1'-0"



1. VIEW OF CONCIERGE / GUEST SUITES LOOKING SOUTHWEST
 1/3" = 1'-0"



2. VIEW OF CONCIERGE / GUEST SUITES / POOL LOOKING SOUTHEAST
 1/3" = 1'-0"

THESE SHADOW STUDIES WERE PREPARED FOR THE CITY OF LOS ANGELES, CALIFORNIA, BY THE ARCHITECTURAL FIRM OF POLYGRAPH, INC. THE STUDIES WERE PREPARED FOR THE CITY OF LOS ANGELES, CALIFORNIA, BY THE ARCHITECTURAL FIRM OF POLYGRAPH, INC. THE STUDIES WERE PREPARED FOR THE CITY OF LOS ANGELES, CALIFORNIA, BY THE ARCHITECTURAL FIRM OF POLYGRAPH, INC.

DATE	DESCRIPTION
10/10/11	10:00 AM
10/10/11	12:00 PM
10/10/11	2:00 PM

DATE	DESCRIPTION
10/10/11	10:00 AM
10/10/11	12:00 PM
10/10/11	2:00 PM



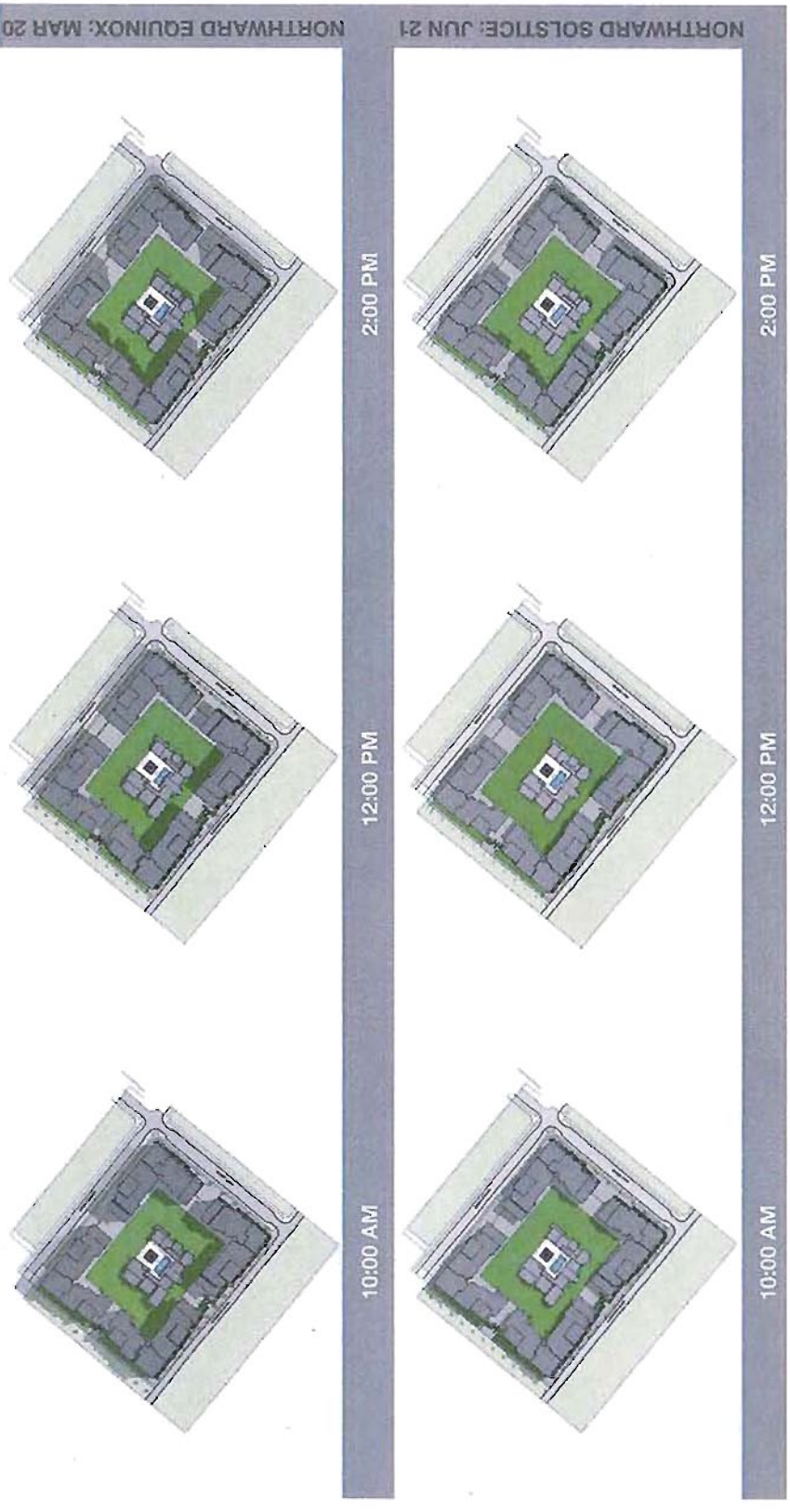
RCA
Robert C. Anderson Architects Inc.
1000 - 10th Avenue, Suite 1000
Denver, CO 80202
Tel: 303.733.1000
Fax: 303.733.1001
www.rca-architects.com



ALEXANDRA WEST
5331 TD 24TH CIRCLE RD
EAST AURORA, CO 80018

DATE	DESCRIPTION
10/10/11	10:00 AM
10/10/11	12:00 PM
10/10/11	2:00 PM

-	A4.11
---	-------



1. SHADOW STUDY: NORTHWARD EQUINOX AND NORTHWARD SOLSTICE
POLYGRAPH, INC.

STANDARD PRELIMINARY. THIS DOCUMENT IS NOT FOR CONSTRUCTION. IT IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. ANY CHANGES TO THE DESIGN SHALL BE MADE BY THE ARCHITECT. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS NOT EXTENDED TO ANY OTHER SERVICES PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS NOT EXTENDED TO ANY OTHER SERVICES PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS NOT EXTENDED TO ANY OTHER SERVICES PROVIDED HEREIN.

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT



RCA

Robert Alexander Architects Inc.
200 - 2000 University Avenue
Vancouver, BC V6T 1Y6
Phone: (604) 687-4441
Fax: (604) 687-4441
www.rca-architects.com



POLYGON

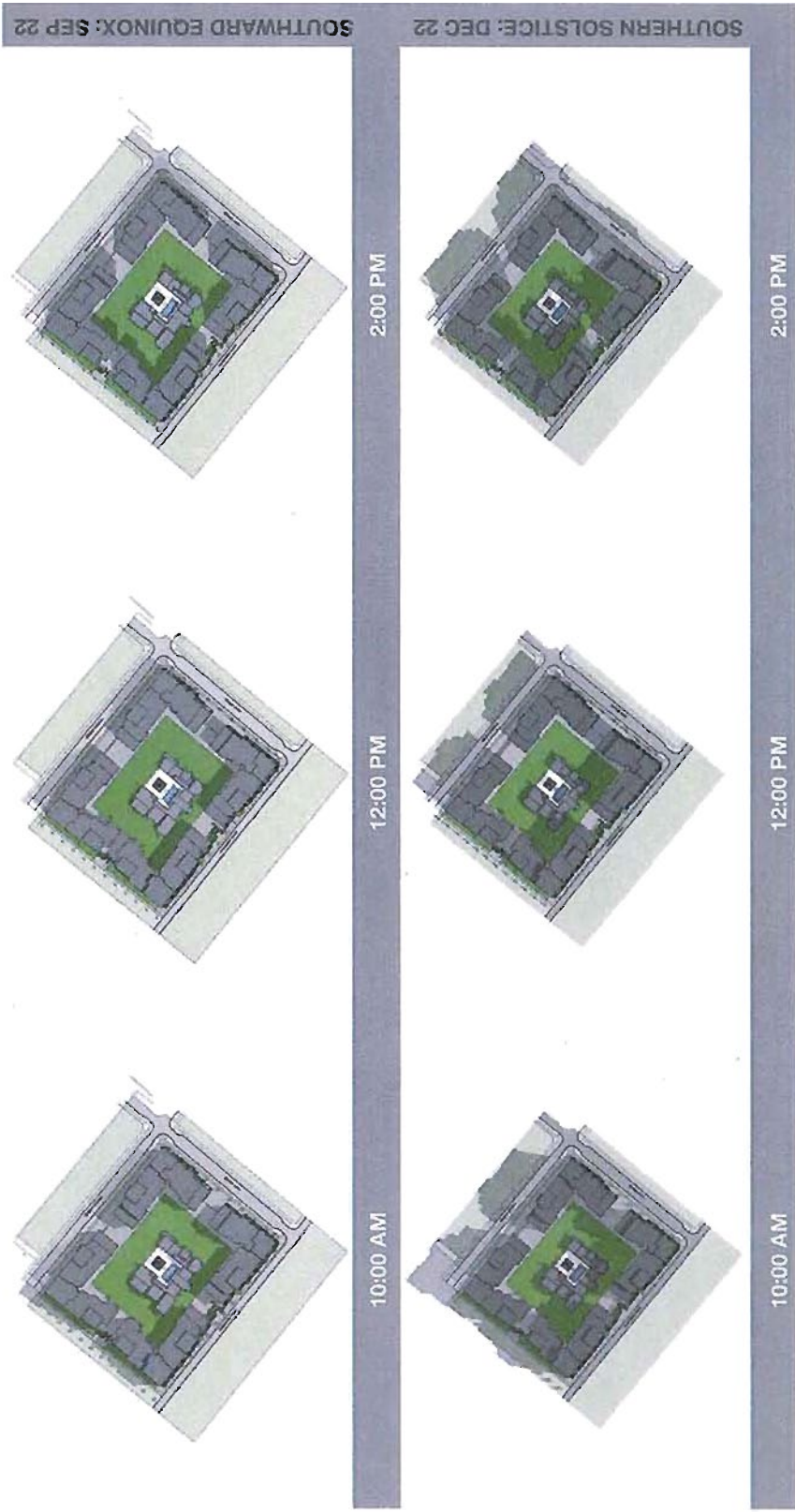
ALEXANDRA WEST
#1311 100 South Oak Rd
Richmond BC

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT

DATE	2017.12.22
BY	ARCHITECT
FOR	CLIENT

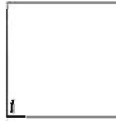


1. SHADOW STUDY SOUTHWARD EQUINOX AND SOUTHWARD SOLSTICE
SCALE: 1/8" = 1'-0"

THESE PLANS, SPECIFICATIONS, AND CONDITIONS SHALL BE THE BASIS FOR THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

REVISION	DATE	DESCRIPTION
1	10/1/2020	ISSUED FOR PERMIT

SECTION	DATE	DESCRIPTION
1	10/1/2020	ISSUED FOR PERMIT



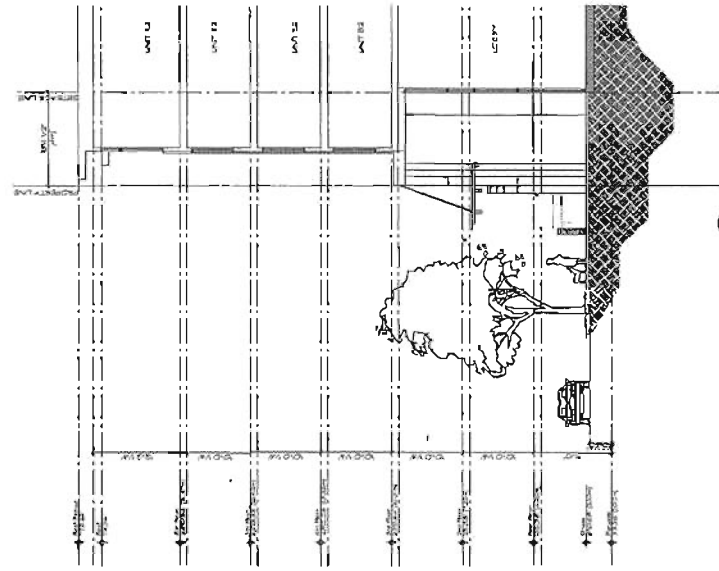
RCA
Robert Howard Architecture Inc.
500 - 22nd Columbia Street
Vancouver, BC V5Y 1Y9
Tel: (604) 681-1111
Fax: (604) 681-1111
info@rcaarchitect.com



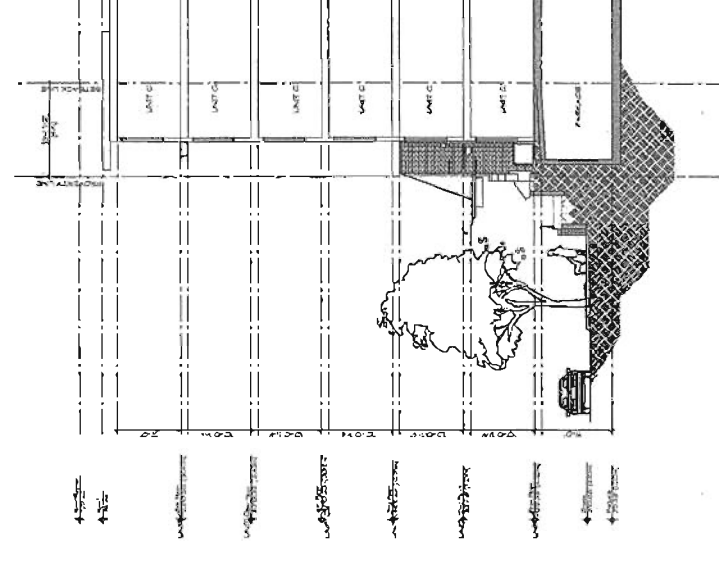
ALEXANDRA WEST
9300 16th Avenue SW
Edmonton, AB T6W 1P9

SECTION	DATE	DESCRIPTION
1	10/1/2020	ISSUED FOR PERMIT

A5.0



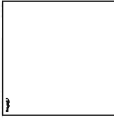
3 LOBBY AT ALEXANDRA
A5.0 SCALE 1/8" = 1'-0"



1 SECTION (C) UNIT AT ALEXANDRA (MCKIM SUTLAR)
A5.0 SCALE 1/8" = 1'-0"

[illegible]

DATE	DESCRIPTION
2007.12	2007.12.12 2007.12.12
2007.12	2007.12.12 2007.12.12



CAF

**200 • 2330 Columbia Street
Vancouver, B.C.
Canada V6J 3T3
Tel: (604) 697-4741
Fax: (604) 697-2641
admin@elcisco.ca/elcisco.com**



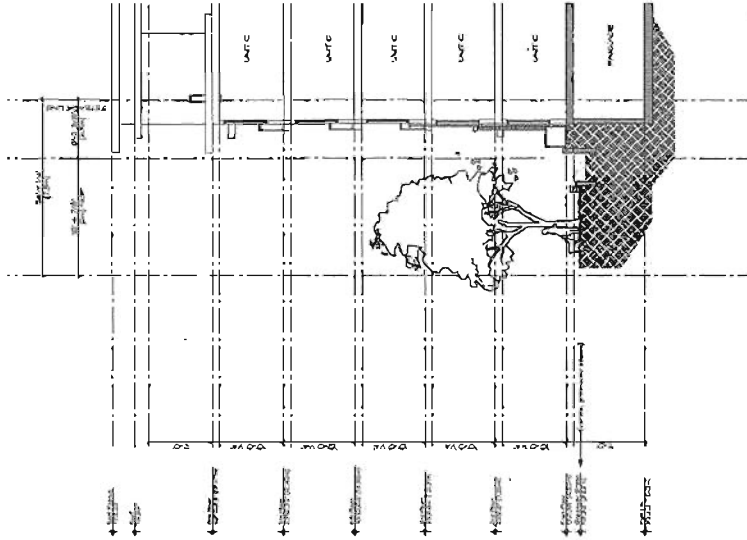
POLYGON

ALEXANDRA
WEST

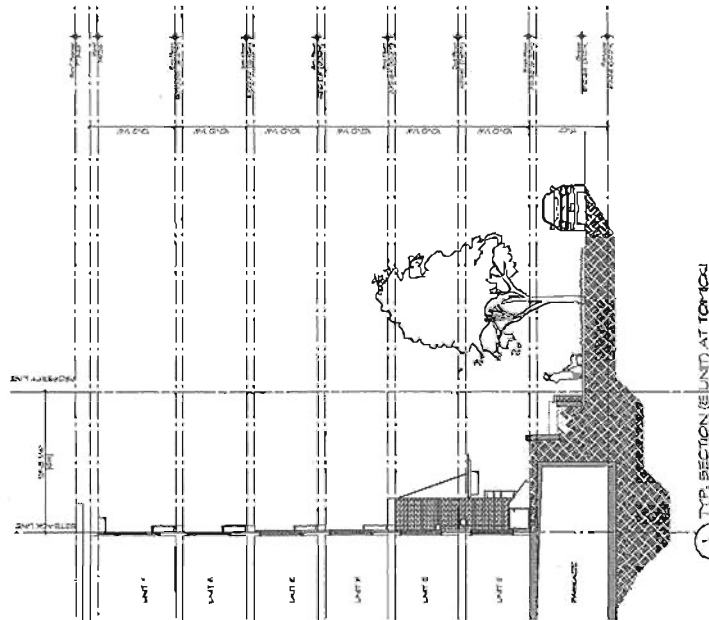
521 Prospect
Highway 405
99114-1150

DATE	TIME	WALL SECTIONS
NO.	NAME	

Figure 2



3 TYP. SECTION AT GREENWAY



1 TYP. SECTION (E UNIT) AT TOPICED
AS1 80'-0" 140' 15" 50'

[illegible]

SHARP & DIAMOND
CORPORATION
10000 W. 10th Avenue
Denver, CO 80231
Tel: 303.751.1000
Fax: 303.751.1001
www.sharpdiamond.com

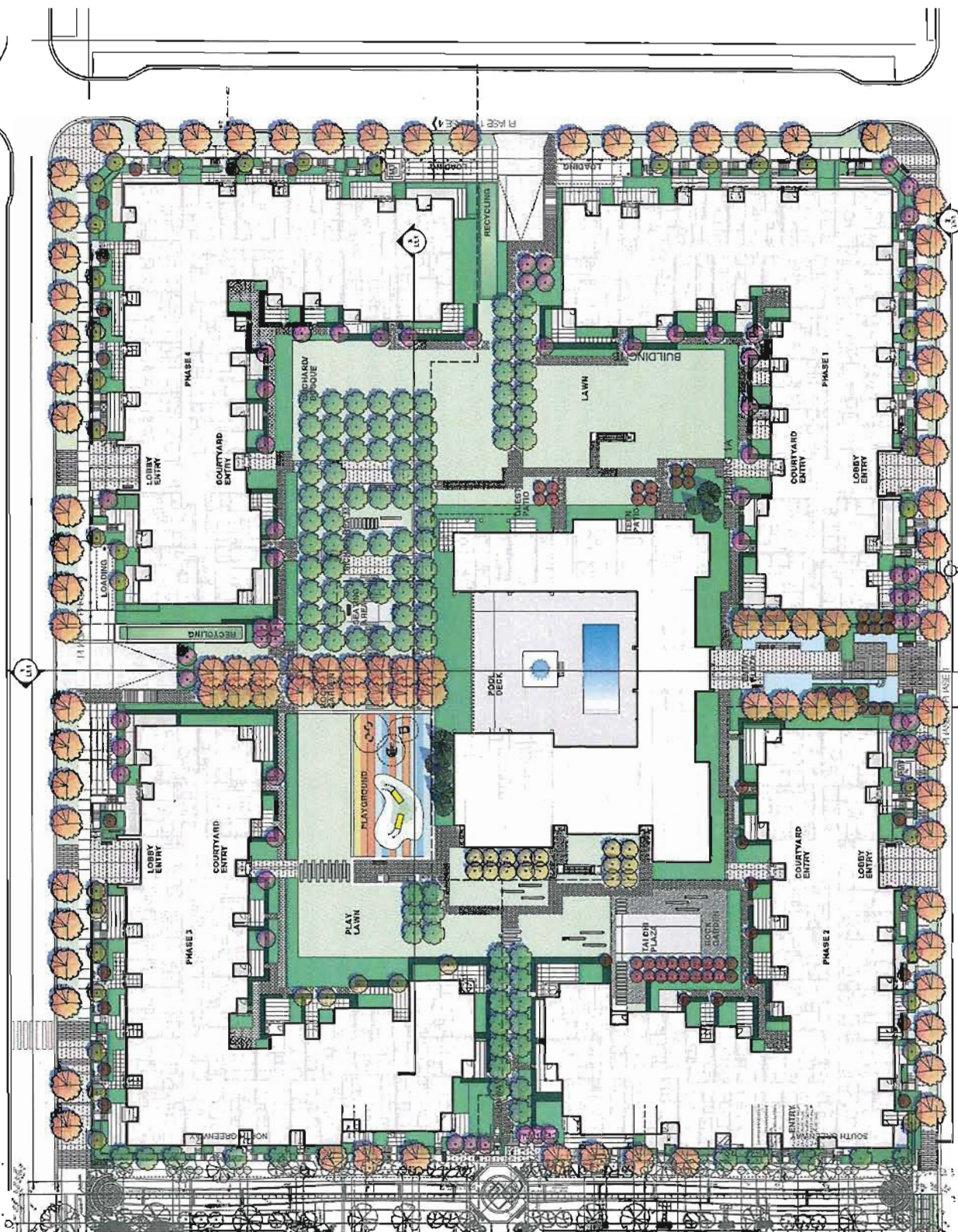
200 West 125th Street
New York, NY 10032
Tel: (212) 224-2400
Fax: (212) 224-2401
www.212.org

ALEXANDRA WEST
RICHMOND, BC

Year	Value
1990	100
1991	100
1992	100
1993	100
1994	100
1995	100
1996	100
1997	100
1998	100
1999	100
2000	100
2001	100
2002	100
2003	100
2004	100
2005	100
2006	100
2007	100
2008	100
2009	100
2010	100
2011	100
2012	100
2013	100
2014	100
2015	100
2016	100
2017	100
2018	100
2019	100
2020	100
2021	100
2022	100
2023	100
2024	100
2025	100
2026	100
2027	100
2028	100
2029	100
2030	100
2031	100
2032	100
2033	100
2034	100
2035	100
2036	100
2037	100
2038	100
2039	100
2040	100
2041	100
2042	100
2043	100
2044	100
2045	100
2046	100
2047	100
2048	100
2049	100
2050	100
2051	100
2052	100
2053	100
2054	100
2055	100
2056	100
2057	100
2058	100
2059	100
2060	100
2061	100
2062	100
2063	100
2064	100
2065	100
2066	100
2067	100
2068	100
2069	100
2070	100
2071	100
2072	100
2073	100
2074	100
2075	100
2076	100
2077	100
2078	100
2079	100
2080	100
2081	100
2082	100
2083	100
2084	100
2085	100
2086	100
2087	100
2088	100
2089	100
2090	100
2091	100
2092	100
2093	100
2094	100
2095	100
2096	100
2097	100
2098	100
2099	100
2100	100

LANDSCAPE SITE PLAN
SCHEMATIC DESIGN

L1.0

1 SITE PLAN
1-380

CNCL - 325



NOTES:

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
2	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
3	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
4	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
5	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
6	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
7	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
8	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
9	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
10	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
11	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
12	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
13	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
14	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
15	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
16	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
17	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
18	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
19	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
20	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]

SHARP & DIAMOND
ARCHITECTS
300-1000 CHAMBERLAIN ST.
VANCOUVER, BC V6L 2G6
TEL: (604) 681-1111
WWW.SHARPDANDIAMOND.COM

RCA
ROBERT CROUCH ALEXANDER INC.
300-1000 CHAMBERLAIN ST.
VANCOUVER, BC V6L 2G6
TEL: (604) 681-1111
WWW.RCA-ARCHITECTS.COM

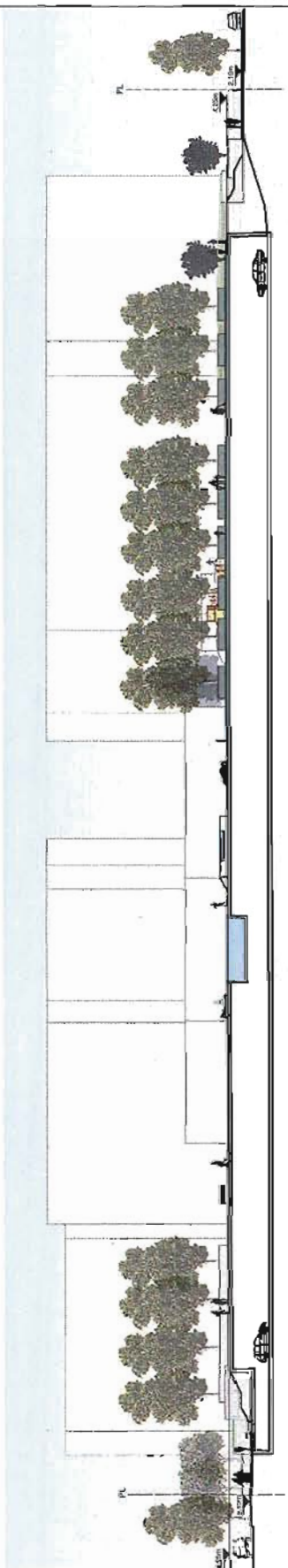
ALEXANDRA WEST
RICHMOND, BC

POLYGON
POLYMER CONCRETE
100-1000 CHAMBERLAIN ST.
VANCOUVER, BC V6L 2G6
TEL: (604) 681-1111
WWW.POLYGON-CONCRETE.COM

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
2	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
3	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
4	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
5	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
6	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
7	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
8	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
9	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
10	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
11	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
12	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
13	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
14	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
15	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
16	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
17	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
18	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
19	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]
20	ISSUED FOR PERMIT	2023-08-15	J. [Name]	[Signature]

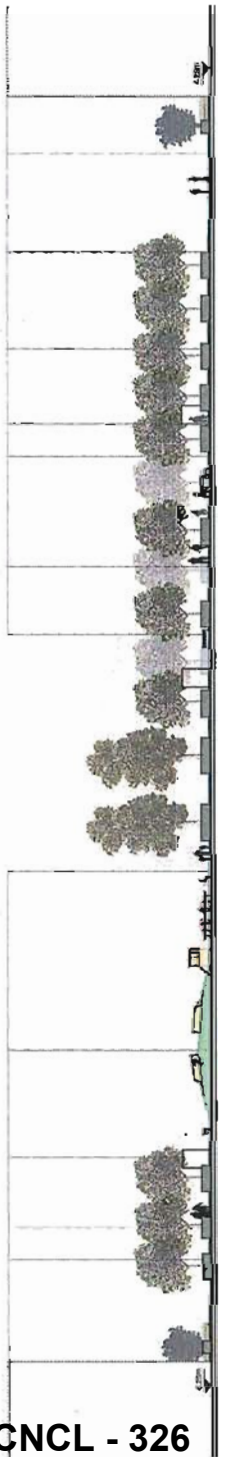
TYPICAL SECTIONS

L1.1

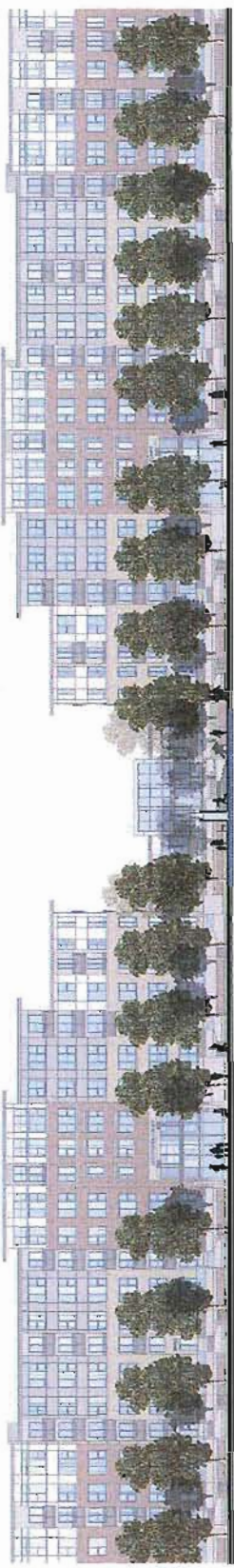


1 - ELEVATION ONE
12.0'

CNCL - 326



2 - ELEVATION TWO
12.0'



3 - ELEVATION THREE
13.0'

[illegible]

SHARP & DIMOND

Robert McCuzzi Architecture Inc.
260 - 2330 Columbia Street
Vancouver, B.C.
Canada V5V 3Y3
Tel: (604) 687-4741
Fax: (604) 687-4641
info@rccornerarchitecture.com

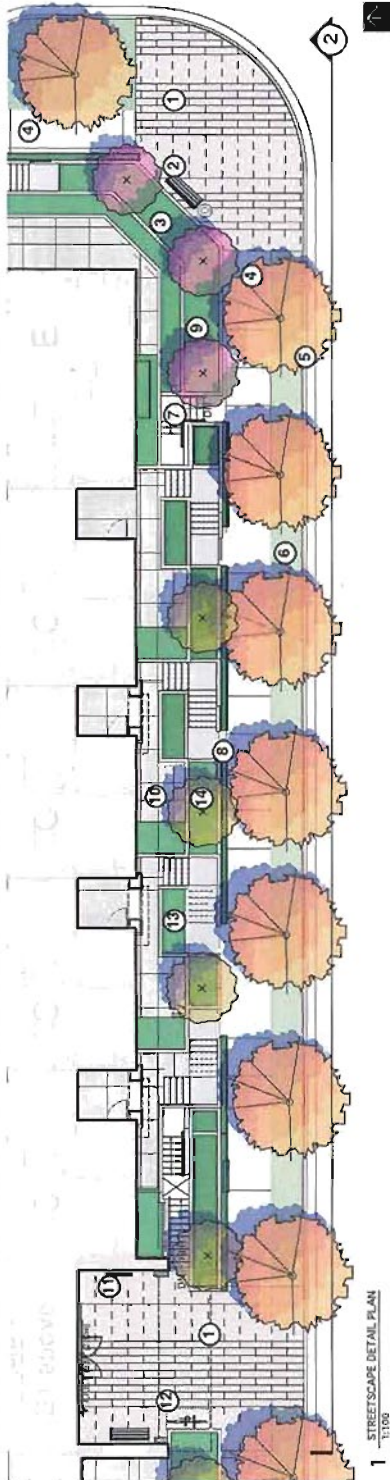
ALEXANDRA WEST
RICHMOND, DE



LOBBY + STREETSCAPE
TYPICAL

L1.2

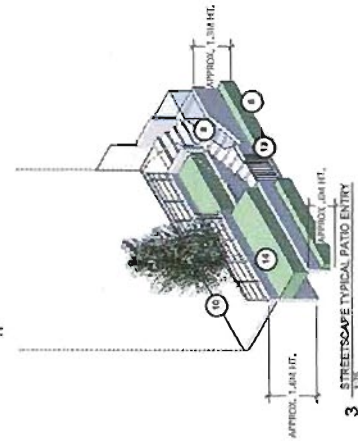
- LEGEND**
1. SPECIAL PAVING
 2. STREET FURNITURE
 3. PLANTER
 4. 5' WIDE CIP SIDEWALK
 5. STREET TREE
 6. SOO BOULEVARD
 7. PARKADE ENTRY
 8. UNIT ENTRY STAIR W/ LANDING
 9. STEPPED PLANTER
 10. UNIT PATIO
 11. INTERCRA
 12. BIKE RACK
 13. ADDRESS MARKER + ENTRY GATE
 14. STEPPED PLANTER WITH SMALL TREE



STREETSCAPE DETAIL PLAN
1:100



2 BLOWUP ELEVATION THREE
11100



3 STREETSCAPE TYPICAL PATIO ENTRY
1.35

[illegible]

IMARP & DIAMOND
 International Marketing & Public Relations, Inc.
 1001 - 1001 Park Avenue
 New York, NY 10028-1001
 Tel: (212) 681-1001
 Fax: (212) 681-1002

RCA
Robert Girouard Architecture Inc.
300 - 2338 Columbia Street
Vancouver, B.C.
Canada V5T 3T3
Tel: (604) 837-4741
Fax: (604) 687-4641
info@robertgirouardarchitecture.com

ALEXANDRA WEST
RICHMOND, BC[illegible]

PLAY AREA PLAN

L1.4

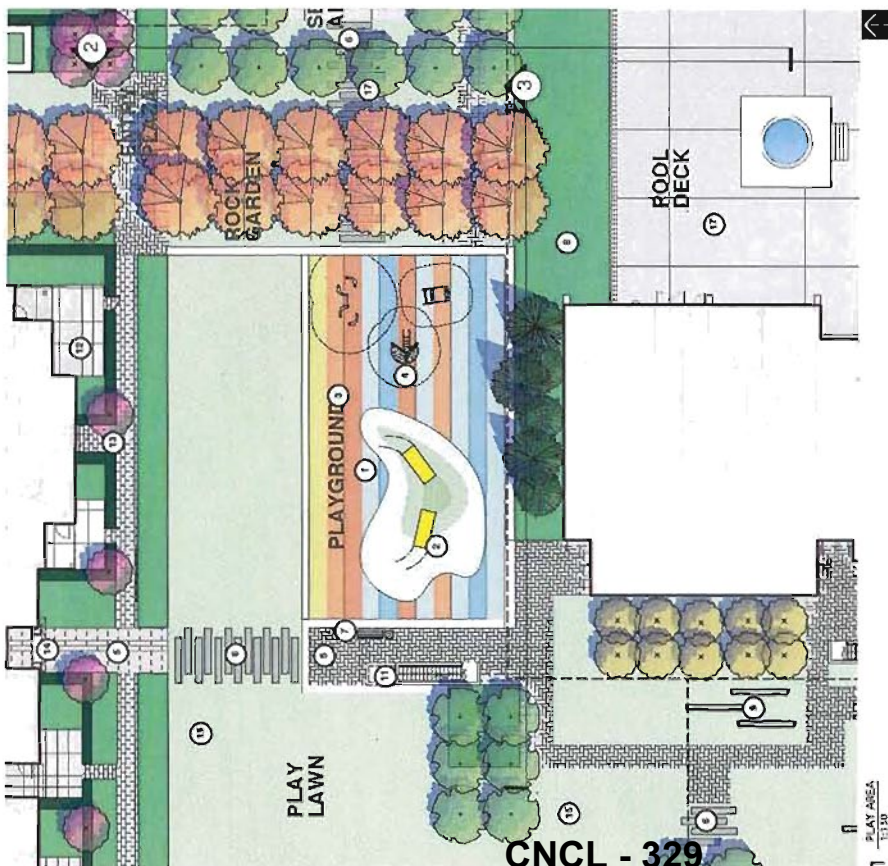


2 BLOWUP ELEVATION ONE
1150

3. BLOWUP ELEVATION TWO
11150

LEGEND

1. PLAY BERM
2. PLAY SLIDE
3. MULTICOLOUR FALL PROTECTION SURFACING
4. WATERGALL/PLAY TOYS
5. SPECIAL PAVING PLAZA
6. CIP CONCRETE STEP SLABS
7. SITE FURNISHINGS
8. 4" FENCE
9. BASALT SLABS IN ROCK GARDEN
10. FEATURE PLANTING
11. PARADE ENTITY
12. UNIT ENTRY & PATH
13. AUXILIARY ENTRY
14. LOBBY
15. LAWN
16. BUFFER PLANTING
17. CIP CONCRETE POOL DECK WITH PERIM. FENCE
18. BASED PLANTER



CNCL - 329

PLAY AREA	1:120
-----------	-------



NOTES

NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	
11	REVISION	
12	REVISION	
13	REVISION	
14	REVISION	
15	REVISION	
16	REVISION	
17	REVISION	
18	REVISION	
19	REVISION	
20	REVISION	
21	REVISION	
22	REVISION	
23	REVISION	
24	REVISION	
25	REVISION	
26	REVISION	
27	REVISION	
28	REVISION	
29	REVISION	
30	REVISION	
31	REVISION	
32	REVISION	
33	REVISION	
34	REVISION	
35	REVISION	
36	REVISION	
37	REVISION	
38	REVISION	
39	REVISION	
40	REVISION	
41	REVISION	
42	REVISION	
43	REVISION	
44	REVISION	
45	REVISION	
46	REVISION	
47	REVISION	
48	REVISION	
49	REVISION	
50	REVISION	
51	REVISION	
52	REVISION	
53	REVISION	
54	REVISION	
55	REVISION	
56	REVISION	
57	REVISION	
58	REVISION	
59	REVISION	
60	REVISION	
61	REVISION	
62	REVISION	
63	REVISION	
64	REVISION	
65	REVISION	
66	REVISION	
67	REVISION	
68	REVISION	
69	REVISION	
70	REVISION	
71	REVISION	
72	REVISION	
73	REVISION	
74	REVISION	
75	REVISION	
76	REVISION	
77	REVISION	
78	REVISION	
79	REVISION	
80	REVISION	
81	REVISION	
82	REVISION	
83	REVISION	
84	REVISION	
85	REVISION	
86	REVISION	
87	REVISION	
88	REVISION	
89	REVISION	
90	REVISION	
91	REVISION	
92	REVISION	
93	REVISION	
94	REVISION	
95	REVISION	
96	REVISION	
97	REVISION	
98	REVISION	
99	REVISION	
100	REVISION	

SHARP & DIAMOND
ARCHITECTS
1000 WEST 10TH AVE
SUITE 100
DENVER, CO 80202
(303) 733-1100
www.sharpanddiamond.com

RCA
RCA GROUP INC.
1000 WEST 10TH AVE
SUITE 100
DENVER, CO 80202
(303) 733-1100
www.rca.com

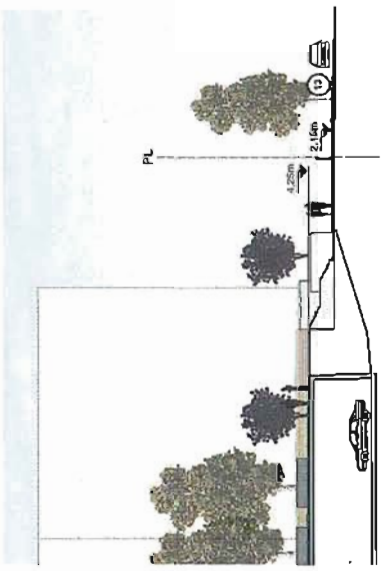
ALEXANDRA WEST
ARCHITECTS
1000 WEST 10TH AVE
SUITE 100
DENVER, CO 80202
(303) 733-1100
www.alexandrawest.com



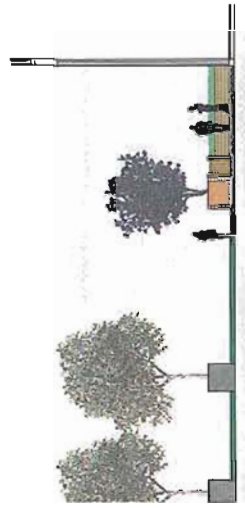
NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	
11	REVISION	
12	REVISION	
13	REVISION	
14	REVISION	
15	REVISION	
16	REVISION	
17	REVISION	
18	REVISION	
19	REVISION	
20	REVISION	
21	REVISION	
22	REVISION	
23	REVISION	
24	REVISION	
25	REVISION	
26	REVISION	
27	REVISION	
28	REVISION	
29	REVISION	
30	REVISION	
31	REVISION	
32	REVISION	
33	REVISION	
34	REVISION	
35	REVISION	
36	REVISION	
37	REVISION	
38	REVISION	
39	REVISION	
40	REVISION	
41	REVISION	
42	REVISION	
43	REVISION	
44	REVISION	
45	REVISION	
46	REVISION	
47	REVISION	
48	REVISION	
49	REVISION	
50	REVISION	
51	REVISION	
52	REVISION	
53	REVISION	
54	REVISION	
55	REVISION	
56	REVISION	
57	REVISION	
58	REVISION	
59	REVISION	
60	REVISION	
61	REVISION	
62	REVISION	
63	REVISION	
64	REVISION	
65	REVISION	
66	REVISION	
67	REVISION	
68	REVISION	
69	REVISION	
70	REVISION	
71	REVISION	
72	REVISION	
73	REVISION	
74	REVISION	
75	REVISION	
76	REVISION	
77	REVISION	
78	REVISION	
79	REVISION	
80	REVISION	
81	REVISION	
82	REVISION	
83	REVISION	
84	REVISION	
85	REVISION	
86	REVISION	
87	REVISION	
88	REVISION	
89	REVISION	
90	REVISION	
91	REVISION	
92	REVISION	
93	REVISION	
94	REVISION	
95	REVISION	
96	REVISION	
97	REVISION	
98	REVISION	
99	REVISION	
100	REVISION	

TYPICAL PATIO LOADING

L1.6



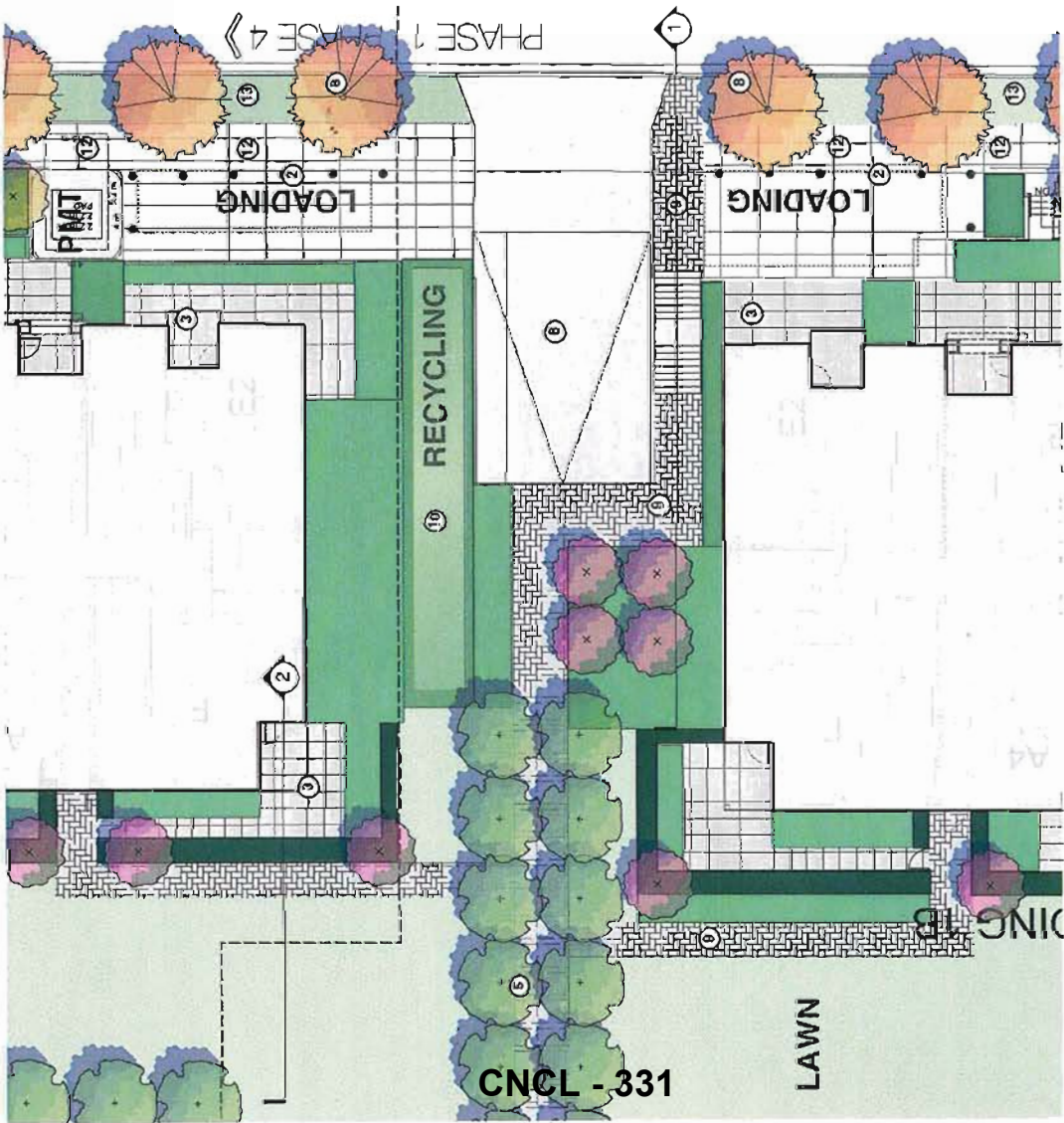
2 BLOWUP ELEVATION ONE
1:150



2 TYPICAL PATIO ENTRIES
1:100

LEGEND

- 1. LOADING DOCK
- 2. BOLLARD
- 3. UNIT PAVING
- 4. SITE FURNISHING
- 5. ALLEE
- 6. STREET TREE
- 7. PARKWAY ENTRY
- 8. LAWN
- 9. UNIT PAVING PATH
- 10. RECYCLING
- 11. BOLLARD
- 12. 5' SIDEWALK
- 13. BOULEVARD STRIP



1 TYPICAL LOADING BAY
1:100



NOTES:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----



SHARP & DIAMOND
Landscape Architecture Inc.
1000 10th Avenue
Richmond, BC V6X 1A1
Tel: (604) 271-1111
Fax: (604) 271-1112
www.sharpanddiamond.com

RCA
RICHMOND CONCRETE ASSOCIATION
1000 10th Avenue
Richmond, BC V6X 1A1
Tel: (604) 271-1111
Fax: (604) 271-1112
www.rca-ric.ca

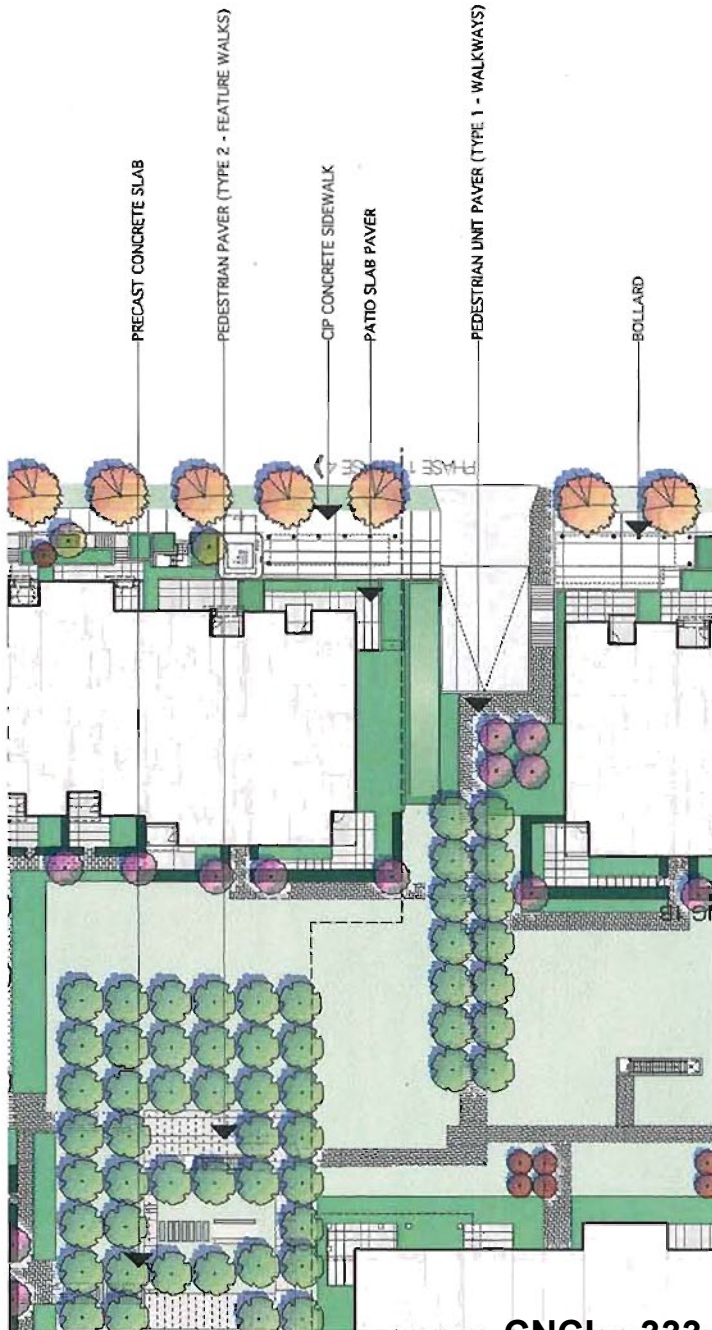
ALEXANDRA WEST
ARCHITECTS
1000 10th Avenue
Richmond, BC V6X 1A1
Tel: (604) 271-1111
Fax: (604) 271-1112
www.alexandrawestarchitects.com



POLYGON
1000 10th Avenue
Richmond, BC V6X 1A1
Tel: (604) 271-1111
Fax: (604) 271-1112
www.polygon.ca

HARDSCAPE IMAGES

L1.9



CNCL - 333

1 1:200



BENCH - MAGLIN



BIKE RACK - MAGLIN



BOLLARD - MAGLIN



TREE GRATE



PRECAST CONCRETE SLAB



PATIO SLAB PAVERS
12" X 12" GRID PATTERN



PEDESTRIAN PAVER TYPE 2
BARKMAN "BOARDWALK" PAVER
RUNNING BOND PATTERN



PEDESTRIAN PAVER TYPE 1
BARKMAN "HOLLAND" PAVER
HERRINGBONE PATTERN





NOTES:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----



SHARP & DIAMOND
ARCHITECTS
100-1000 Columbia Street
Vancouver, BC V6C 3E8
Tel: (604) 681-4641
Fax: (604) 681-4642
www.sharpanddiamond.com

RCA
RICHMOND COMMUNITY ASSOCIATION
200 - 2330 Columbia Street
Vancouver, BC V6C 3E8
Tel: (604) 681-4641
Fax: (604) 681-4642
www.rca-rcam.com

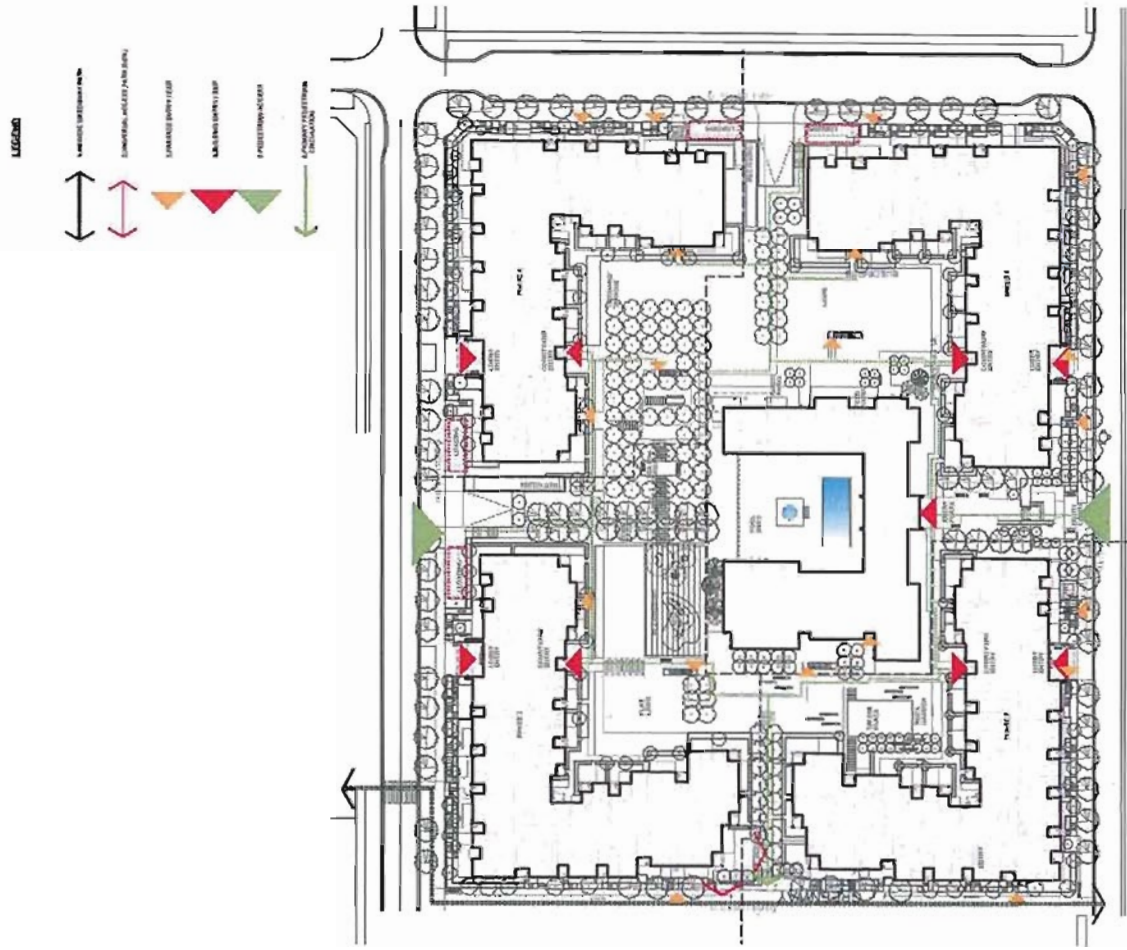
ALEXANDRA WEST
RICHMOND, BC



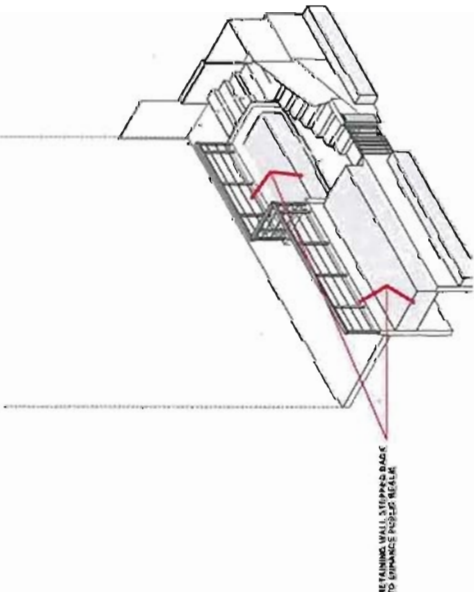
POLYGON
POLYMER CONCRETE
200 - 2330 Columbia Street
Vancouver, BC V6C 3E8
Tel: (604) 681-4641
Fax: (604) 681-4642
www.polygon-polymer.com

CPED - OPEN SPACE
DIAGRAMS

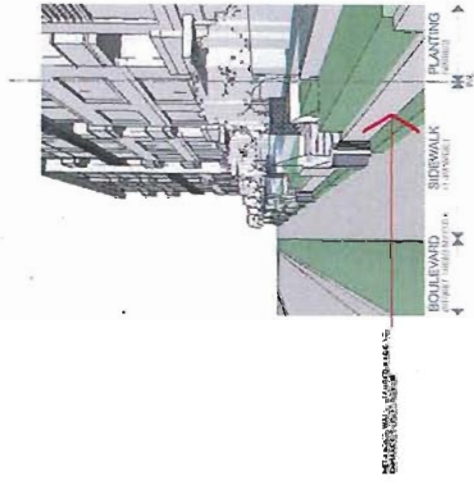
L1.8



3 - CIRCULATION DIAGRAM



1 - STREETSCAPE TYPICAL PATIO ENTRY



2 - STREETSCAPE TYPICAL PATIO ENTRY



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 12-598503

Address: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road

Applicant: Polygon Development 269 Ltd.

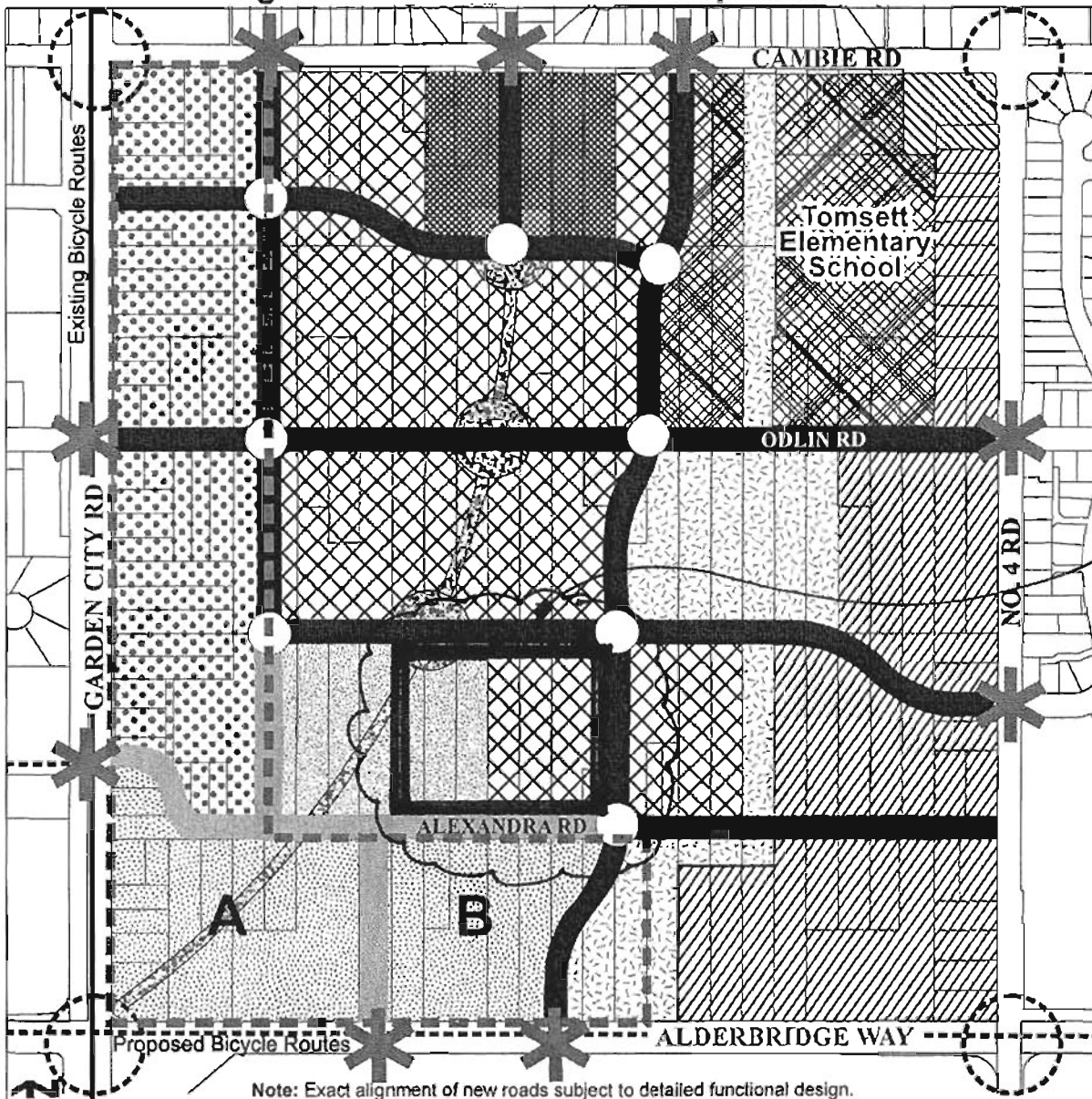
Planning Area(s): West Cambie Area Plan ~ Alexandra Neighbourhood (Schedule 2.11A)

	Existing	Proposed
Civic Address:	9311 Alexandra Road 9331 Alexandra Road 9393 Alexandra Road 9431 Alexandra Road 9451 Alexandra Road 9471 Alexandra Road	To Be Determined
Owner or Applicant:	Polygon Development 269 Ltd.	No Change
Site Size (m²):	2.838 ha (28,376.46m ²)	2.51 ha (25,060.78m ² after land dedication)
Land Uses:	Single Detached	Apartment Residential
OCP Designation	Apartment Residential Mixed Use	Apartment Residential
Area Plan Designation:	<p>Mixed Use:</p> <ul style="list-style-type: none"> Abutting the High Street, medium density residential over retail; Not abutting the High Street, medium density residential. <p>1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)</p> <p>Residential Area 1 ~ 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing) Townhouse, low-rise Apartments (4 storey typical).</p>	<p>Residential Area 1B ~ 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing contributions) (6 storeys maximum)</p>
Zoning:	<p>Single Detached (RS1/F)</p> <p>Residential / Limited Commercial (ZMU16) ~ Alexandra Neighbourhood (West Cambie)</p>	<p>Low-Rise Apartment (ZLR25) ~ Alexandra Neighbourhood (West Cambie)</p> <p>Permits Apartments at 1.88 F.A.R. with Density Bonusing if contributions toward affordable housing units provided.</p>
Number of Units:	1 Single-Detached Dwelling per existing lot.	546 Apartment Units on a consolidated lot.

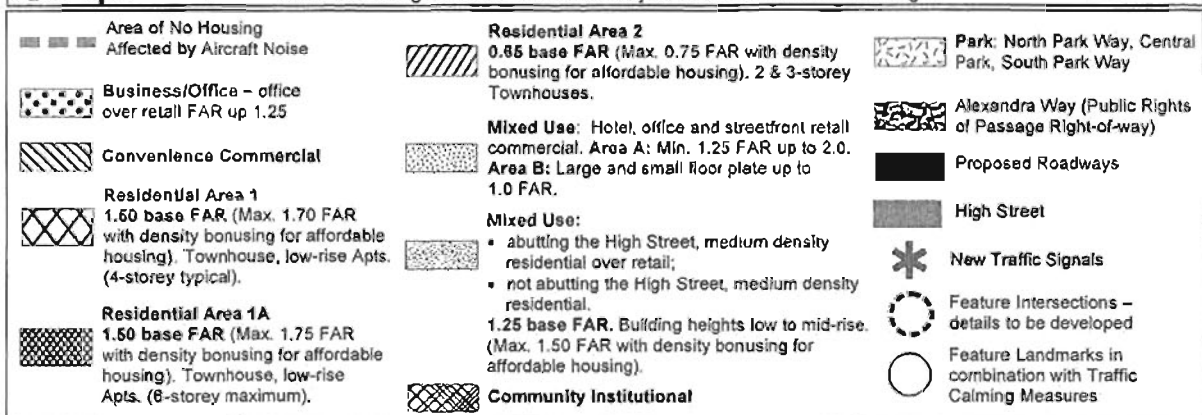
	Bylaw Requirement	Proposed	Variance
Density (FAR):	Site Area =25,060.78m ² (1.88) = 47,114.26m²	46,916.70m ² (1.87 FAR)	none permitted
Density (Indoor Amenity)	Site Area =25,060.78m ² (0.10) = 2,506.07m² Maximum	1,198.61m ² (0.048 FAR)	none permitted
Lot Coverage – Building:	45% Max.	38.3%	none
Lot Size:	No lot size requirements	N/A	N/A
<u>Road Front Setback</u> Alexandra Road Parkade	4.0m Min. 3.0m Min.	4.0m 3.0m	none
<u>Road Front Setback</u> May Drive Parkade	4.0m Min. 3.0m Min.	4.0m 3.0m	none
<u>Road Front Setback</u> Tomicki Avenue Parkade	6.0m Min. 3.0m Min.	6.0m 3.0m	none
<u>Setback</u> West side yard Parkade	7.5m Min. 5.0m Min.	7.5m 5.0m	none
Height:	21.5m (max.)	21.45m	none
Off-street Parking Requirements:	Resident – 819 Visitor ~ 110 929 spaces required (min.)	786 spaces (142 shortfall)	None TDM measures accepted by Transportation
Assessable Parking Spaces	16	16	none
Small Car Ratio:	50% (min.) to be standard size spaces	50.3% standard size spaces	none
Amenity Space – Indoor:	100.0m ²	1,198.61m ²	none
Amenity Space – Outdoor:	6m ² minimum per unit x 546 units = 3,276.0m ²	Approximately 12,000.0m ²	none

City of Richmond

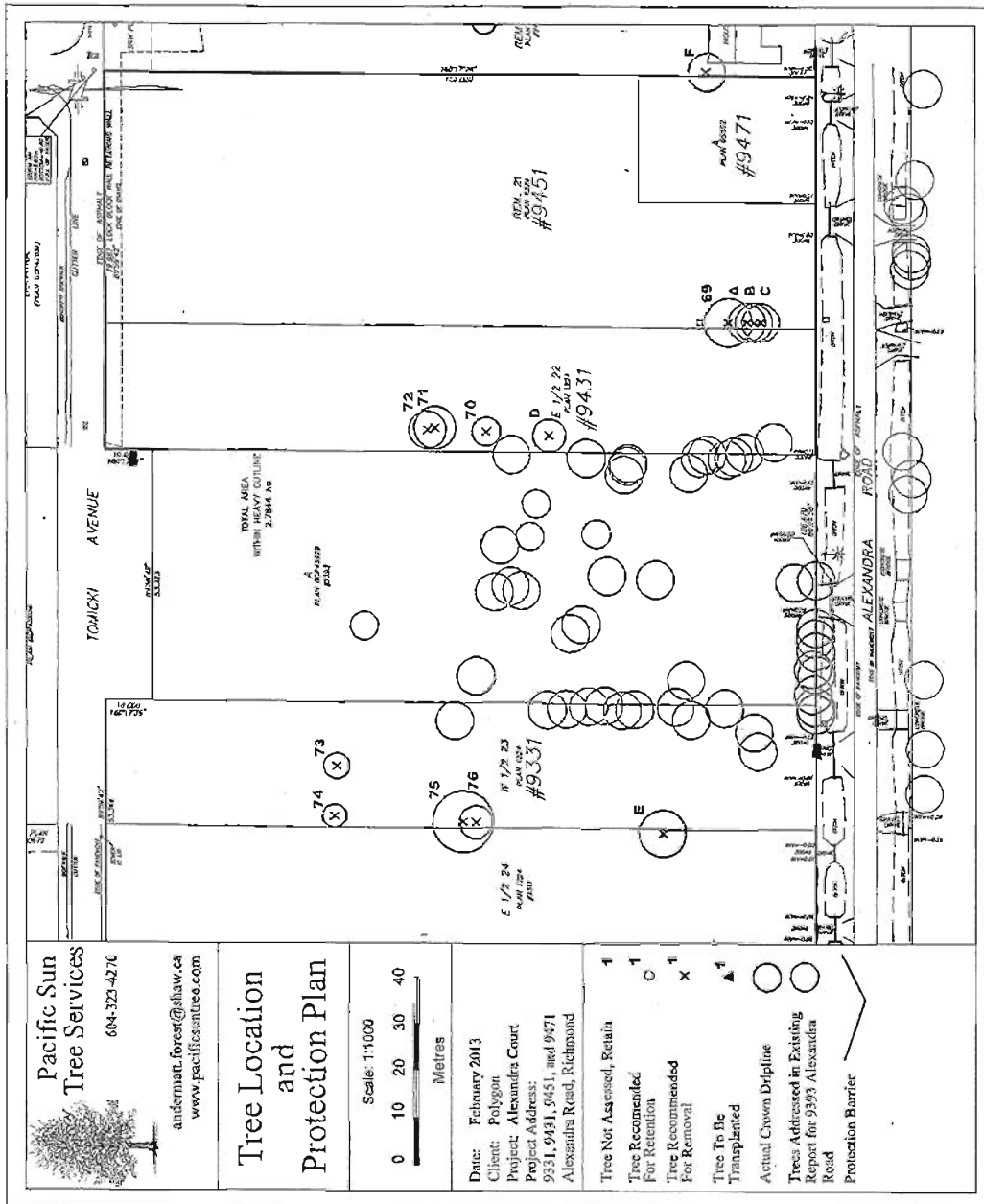
Alexandra Neighbourhood Land Use Map

Bylaw 8945
2012/10/15

SUBJECT SITE



Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.



ALL ON-SITE TREES
TO BE REMOVED

RZ 12-598503 – 5-6 STOREY APARTMENT COMPLEX WITH 546 UNITS IN 4 BUILDINGS AND ONE INDOOR AMENITY BUILDING

APPLICANT: Polygon Development 269 Ltd.

PROPERTY LOCATION: 9311, 9331, 9393, 9431, 9451 & 9471 Alexandra Road

Applicant's Presentation

Robert Ciccozzi and Karen Smith, Robert Ciccozzi Architecture, Inc., Robin Glover, Polygon, and Bruce Gauthier, Sharp and Diamond Landscape Architecture, Inc., provided a preliminary presentation of the project and replied to queries from the members of the Panel.

Panel Discussion

Comments from the Panel were as follows:

- building massing provides an urban streetscape;
- good rationale for the street wall; provides moments of pause;
- articulation and materials of the buildings are a little bit fuzzy; they respond more to the end of the buildings and the front door;
- inner courtyard looks formal; curious about the present orientation of the pool deck ; should be oriented to the west to allow for maximum sun exposure;
- entry to the amenity building/central courtyard off Alexandra Road may not be utilized by a lot of people; consider integrating the amenity building in one of the four buildings and ensure that the surrounding residual landscaped areas will not have the same proportions;
- landscaped areas in the central courtyard appear to be the same; would like to see the asymmetrical scenarios mentioned by the applicant;
- water feature on the north side of Buildings 1 and 4 helps reflectivity and lighten up their north edges; curious about the pool which is facing north;
- like the layout of the buildings which provides maximum “eyes on the street” and no deadspots; appreciate the natural set-up and surveillance;
- provide ramping at the four main entry/exit points for the central courtyard and amenity area to facilitate movement of families with strollers and people with disabilities;
- suggest that the applicant work with City staff to provide taxi/visitor onloading/offloading laybys near each building lobby;

- look forward to seeing more details in the formal presentation of the project to the Panel;
- consider use of sliding doors for ensuite washrooms to facilitate movement of seniors and people with disabilities and maximize the use of unit space;
- showers and washrooms in the amenity building should be designed to be accessible;
- proposed project is difficult to review as dimensions are not provided; request Planning to advise applicants to provide dimensions in plans for future submissions;
- congratulate the applicant for coming up with a six-storey wood framed building that is not trying to look like concrete;
- formality of the project and strong facades provide opportunity to create something fun and playful in the internal courtyard; a successful internal courtyard design will make the buildings work; internal courtyard space needs programming; like the idea of introducing water in the internal courtyard but consider redistributing it;
- the amenity building should be completely different from the rest of the project, i.e. almost a folly, in order to stand out; consider also rotating the amenity building a little bit to provide visual relief;
- consider raising the corners of the buildings and making the posts of balconies bigger to make the building corners become more prominent at the street intersections;
- consider stepping back building ends and immediate areas near the breaks between buildings to provide visual relief going into the internal courtyard;
- layout of the buildings is challenging; appears introverted and looks like a fort;
- understand the concept and advantages of providing one big amenity space but pose challenges to building treatment and landscaping; applicant is trying to visually break up the massing of four big identical buildings and creating four different zones in the internal courtyard space; concern that landscaping of the internal courtyard may not work;
- landscaping is not consistent with the style of the buildings; buildings are very symmetrical while the landscaping is curvy; landscaping and building design are going in different directions;

- overall concept in visually breaking down the massing of the building is not clear; would like to see a stronger concept; consider a different treatment for areas adjacent to the entry points to the internal courtyard to make them stand out and more visible in the elevation;
- consider enlarging and further landscaping at the four entries to the internal courtyard to provide better connection between the entry points and the internal courtyard;
- corner treatments are weak; could use a better design language; corner treatments should be differentiated from the rest of the buildings to make them stand out more;
- the greenway is the most important thing to consider in terms of the urban context of the project; the applicant should explain and describe the character of the greenway adjacent to the subject development and the responsibility of the adjacent development to the west; would like to see a more detailed section of the greenway from property line to property line in the formal presentation of the project;
- the Alexandra Way greenway should not take on the character of the development adjacent to it; the character of the greenway should be consistent throughout the neighbourhood; i.e., should be civic and public and not residential;
- the greenway adjacent to the subject development should be more public in character in view of the proposed development to the south (i.e. Walmart); furnishings and lighting along the whole length of the Alexandra Way greenway should also be consistent; Planning could provide advice to the applicant;
- consider further treatment at the ends of the greenway at the subject development to the north and the south to make them stand out better and more welcoming to pedestrians entering the greenway;
- would like to see a bigger section with dimensions to show the relationship of the public and private realms, e.g. wall heights relative to the sidewalk and the grade difference between the sidewalk and the floor level;
- the applicant needs to show the universal access points and a hierarchy of entrances to the internal courtyard;
- further design development is needed for the internal courtyard to create a relationship between the programmatic elements, e.g. the pool and the playground, so that parents lounging at the pool would have kids in view; the orchard appears isolated; could be integrated with other elements;

- the ponds at the north edges of Buildings 1 and 4 are a dramatic move; however, might create a claustrophobic effect to the north-facing units; consider reconfiguring the water feature and relate it to the pool or the main entrance;
- materials and massing seem to work well in the amenity building than in the main buildings; the applicant is advised to get some cues from the amenity buildings in terms of design, massing and articulation for the main buildings;
- corner conditions at street intersections need further investigation; don't appear to anchor the corners well and don't make the corners special or iconic; applicant is encouraged to do something completely different at the corners;
- applicant should consider the context of the proposed development, i.e. the future location of Walmart to the south of the subject development, and the developing May Drive entry gateway to the neighbourhood;
- the greenway is an important element of the project; staff is requested to make a presentation regarding the status and updates of the overall plan for the Alexandra Way greenway;
- applicant may just have to accept the fact that the buildings are long and repetitious; need not visually break them up too much but just keep the design clean and simple; consider emphasizing just one area, e.g. a stronger main entry off Alexandra Road, and make it a high point of the project with steps or changes to the buildings;
- the amenity area is close to Buildings 1 and 4; look at conditions of the amenity area during cloudy and sunny days; consider effects of shadows and tight spaces; consider opening up the area to provide more sun exposure to the southern part of the amenity building;
- the amenity building is an interesting design element looking from Alexandra Road; consider emphasizing it, e.g. using lighting to produce a lantern effect at night; the amenity building will help provide a gateway feature to the Alexandra Road entrance and visually break down the design of the large complex; and
- agree with comments on further design development to emphasize the north and south entry points to the greenway, e.g. through landscaping, lighting or signage.

David Johnson
Policy Planning Division
City of Richmond
6911 No.3 Road
Richmond BC

February 25; 2013

David,

RE: Alexandra Court: Updates since ADP

We have undertaken a number of substantial changes to the design since the preliminary ADP in response to the main comments from the Panel.

- General refinement and simplification of elevations. A number of design elements have been stripped out entirely to give better sense of clarity and allow the main mass of the building to recede while bringing the elevations to the forefront.
- Material changes and massing details continue to break down blocks into a series of smaller elements. Greater hierarchy of details and scale have added prominence to the lobby
- Lobbies redesigned to better highlight the set back in the building at that location (addresses the corner condition). More character and detail have been developed to bring visual prominence to the lobbies.
- New unit type has been designed for the outside corner conditions: corner now presents a strong, squared off brick mass by moving the balcony inboard. Material changes further reinforce the corners as a prominent element, secondary only to the lobbies.
- Buildings now step down to 5 stories at all mid-block breaks. Reduction in height reinforces the gaps between blocks. The west elevation of buildings along May Drive are now more consistently 6 stories, with only the end conditions stepping down. The stronger edge addresses the gateway aspect of May Drive. By contrast the east side of the buildings along the greenway remain mostly 5 storey massing to better address the scale of the greenway.
- Universal housing units have been identified (44 units total). They represent a range of studio, 1, 2 and 3 bedroom unit types and dispersed throughout all 4 buildings. Further notation and details of these units will be identified prior to Development Permit submission. Amenity facilities have been

Suite 200 - 2339 Columbia Street
Vancouver, British Columbia
Canada V5Y 3Y3

Tel: (604) 687-4741
Fax: (604) 687-4641

ROBERT CIGCOZZI ARCHITECTURE INC.

designed to provide accessibility throughout. Ramp access will be provided to the courtyard from the greenway; grade separation makes ramped access at other points unfeasible. Elevator access is provided at all building lobbies.

- The amenity clubhouse has undergone some redesign; as it was generally more well-received by the panel than the adjacent buildings and so most of its essential character has been maintained. The glazed entrance has been enlarged to provide a lantern like aspect from the street. Shadow studies have been provided to address concerns about access to light at the pool deck. As shown by these studies, during the summer months when the pool will be in use, the single-storey clubhouse overshadows the pool and deck very little.
- Sustainability features (ie. 20% plug-in stalls, low-flow fixtures, energy star appliances, recycling bins in all units) have been better clarified with client.
- All loading on Alexandra Road has been relocated to create an improved entry experience to the central courtyard, the greenway, and the building lobbies.
- Overall dimensions have been added to the building plans and site plan for clarity.
- Greenway design has been clarified by Planning as the responsibility of the applicant to the west. Therefore ADP comments pertaining to the greenway can be addressed only insofar as design elements at the edge of the greenway itself. We will work with the applicant to the west to coordinate elements on our property with their design.

Landscape has also been substantially redesigned throughout the courtyard to respond to ADP comments. The following is a summary from Sharp and Diamond of their updates:

- Overall concept is more orthogonal and less free form. More direct pathways and connections created.
- Ponds fronting units have been eliminated; water feature is concentrated around south courtyard entry.
- Trees and planting have been arranged to create a series of smaller, more pedestrian-friendly spaces.
- Area for outdoor amenity is 5000m²
- Sustainability features in the landscape include:
 - urban agriculture in the form of an Edible Bosque of trees;
 - a planted roof deck and deep planters for storm water detention and treatment
 - a low maintenance plant pallet that requires minimal water or fertilizing
 - an emphasis on native and adaptive plant species that create habitat opportunities for native species, while also providing strong aesthetics.

ROBERT CICCOTZI ARCHITECTURE INC.

- An emphasis on tree planting both on the roof deck and on grade that when mature will form a healthy tree canopy
- Overall dimensions have been added to landscape drawings for clarity.
- Paving materials have been added, to clearly define open spaces, entries, etc.
- Detail sections and elevations studies at a range of scales to more clearly illustrate grade changes, streetscape, unit patios, slab conditions and general relationship to the proposed architecture.
- Entries have been more clearly defined by introducing special paving, site furnishings, special plant spaces.
- More specific programming has been added; spaces are better defined and more diverse in use. Program elements include:
 - An Edible Bosque of Fruit Trees
 - An Outdoor Eating Area under the Fruit Tree Bosque.
 - A Tai Chi area separate from other activities.
 - An expanded children's play area that incorporates slides, a berm, a lawn area and several small play toys.
 - Several small seating areas meant to take advantage of internal views
 - A Water Feature at the main entry, designed to give the entry more prominence.
 - A passive lawn area that gets sun throughout most of the day.
 - An extension of the water feature above the Entry Plaza to create a more dramatic entry to the amenity building. Also an opportunity for a more pedestrian scale of seating, planting and paving.

We trust the above will assist in your review of the drawing resubmission and serve as a response to the design comments from the preliminary ADP. Please do not hesitate to contact us if you need further clarification of any of these revisions.

Regards,



Karen Smith Architect AIBC MRAIC

Project Architect

Robert Ciccozzi Architecture Inc.

**Conditional Zoning Requirements
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road
RZ 12-598503**

Prior to final adoption of Zoning Amendment Bylaw 9017, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 9016 and 9021.
2. Final Adoption of Bylaw 9022 to terminate the housing agreement registered on 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road), including the owner executing a consent to the adoption of Bylaw 9022, entering into a legal agreement to terminate the Housing Agreement and discharge of Covenant BB1695850 and BB1695851.
3. Ten (10) metre road dedication along the entire northern edge of the subject site, except for 9393 Alexandra Road.
4. Ten (10) metre road dedication along the entire eastern edge of the subject site.
5. In addition to the above land dedications, four metre by four metre (4m by 4m) corner cuts at the corners of Alexandra Road and May Drive, and Tomicki Avenue and May Drive.
6. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
7. The granting of a 5.0 metre wide statutory privately owned public accessible right-of-way (PROP) along the western property line for the purpose of the developer contributing to the construction of the eastern portion of Alexandra Way. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
8. In addition, a 12.0 metre long and 5.0 metre deep PROP be located at the midpoint, directly next and attached at the eastern edge of the 5.0 metre PROP listed above, for the purpose of the developer constructing a mid-point resting area and entrance to the complex. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
9. In addition to the above and located at each intersection of Alexandra Way, an additional 3.0 metre wide PROP to the east of the 5.0 m wide PROP (listed in 7), and at the entrance of Alexandra Way at the south and north property line, narrowing to zero at a 1:1 angle to provide a wider entrance to Alexandra Way, for the purpose of a wider entrance to the walkway. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
10. Registration of an aircraft noise sensitive use covenant on title.
11. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
12. Registration of a restrictive covenant to ensure guest and concierge suites are registered as common property and to prevent future sale or conversion of the units.
13. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$390,505.70) to the City's public art fund.
14. City acceptance of the developer's offer to voluntarily contribute \$0.07 per buildable square foot (e.g. \$35,500.52) to the City's Community and Engineering Costs.
15. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$304,290.16) to the City's Child Care program.
16. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$304,290.16) to the City's Beautification program. The total voluntary contribution will be reduced

by the amount of the design costs associated with Alexandra Way Greenway as determined by the Director of Development.

17. City acceptance of the developer's offer to voluntarily contribute \$2,877,448.32 to the City's capital Affordable Housing Reserve Fund (derived based on the 1/3 of the 0.2 FAR (0.06666 FAR) density bonusing provision of the gross building area of 269,760.78 ft² of the subject site (17,984.0 ft²) multiplied by \$160 / ft²), such contribution to be in the form of the developer providing, prior to rezoning adoption, a cash contribution of \$719,362.08 together with a Letter of Credit, satisfactory to the City, for \$2,158,086.24 plus:
- a) An amount equal to \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2014 or an alternative later date, as determined at the sole discretion of the City;
 - b) A further amount of \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2015 or an alternative later date, as determined at the sole discretion of the City; and
 - c) A further amount of \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2016 or an alternative later date, as determined at the sole discretion of the City.

Final Letter of Credit amount is to be determined by the City in its sole discretion.

100% of the contribution under this rezoning consideration (#17) will be allocated to the City's Capital Affordable Housing Reserve Fund.

18. Registration of a legal agreement, to the satisfaction of the City, on title of the subject site, specifying that in respect to:

Second Building on the Subject Development

- a) No Building Permit for a second building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond the initial cash contribution set out in Rezoning Consideration 17) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- b) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(a) is not made prior to September 30, 2014 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);

Third Building on the Subject Development

- c) No Building Permit for a third building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond the contributions made pursuant to Rezoning Considerations 17 and 18(a)) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- d) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(c) is not made prior to September 30, 2015 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI

attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);

Fourth Building on the Subject Development

- e) No Building Permit for a fourth building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond cash contributions made pursuant to Rezoning Considerations 17, 18(a) and 18(c)) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
 - f) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(e) is not made prior to September 30, 2016 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);
- 19. Discharge of Land Title Charges BN192756 from 9311 Alexandra Road and, BB1695855, BB1695856, BB1695859, BB1700224, BB1700225 and BB1700228 from 9393 Alexandra Road.
 - 20. Voluntary contribution of \$30,000.00 to go towards development of a bus shelter and an accessible landing pad in the area.
 - 21. Voluntary contribution of \$5,000.00 towards the provision of new benches in the area.
 - 22. Voluntary contribution of \$10,000.00 to go towards cycling related infrastructure development in the area.
 - 23. Voluntary contribution of \$15,000.00, or the installation benches along each of the street frontages, or the provision and installation of one bench to be installed along each of the three street frontages.
 - 24. Registration of a legal agreement(s) regarding the developer's commitment to implement the Transportation Demand Management (TDM) plan to install electrical plug-ins and infrastructure as follows:
 - a) Provide 120V electric plug-ins for 20% of all parking stalls; and
 - b) Provide 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound).
 - c) An additional 25% of the parking stalls be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring).
 - 25. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie Alexandra District Energy Utility (ADEU), including the use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering.
 - 26. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 - 27. Enter into a Servicing Agreement* for the design and construction of frontage improvements along all three street frontages, utility installation and connection to the apartment development. Works include, but may not be limited to:
 - Frontage improvements along Alexandra Road to accommodate the following (from north to south):
 - 2.0 metre wide sidewalk at the new property line.

- Min. 1.5 metre wide treed/grassed boulevard. Exact measurements to be confirmed at the servicing agreement stage.
- Curb and gutter.
- Minimum 6.5 metre wide road pavement.
- Minimum 1.0 metre wide shoulder.
- Appropriate side slope and tie-in to the properties to the south.
- May Drive: coordinate with the offsite works via RZ 12-598506 (under review) the road to the ultimate standards, which include:
 - 2.0 metre wide concrete sidewalks at the new property line;
 - Minimum 2.0 metre wide treed/grassed boulevard; and
 - Curb/gutter on both sides of May Drive and minimum 11.2 metre wide pavement width.
- Tomicki Avenue: construct the road to the following ultimate cross-section (from south to north):
 - 2m wide concrete sidewalk at the new property line;
 - min. 1.5m wide treed/grassed boulevard, exact width to be determined as part of the SA process;
 - curb/gutter;
 - minimum 8.5m pavement width (11.2m desired to accommodate on-street parking); and
 - reconstruction of the existing curb and widen the existing boulevard along the north side.
- Construct the final portion of Alexandra Way, including intersection improvements at the both Alexandra Road and Tomicki Avenue

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

1. Complete acoustical and thermal reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
4. Payment of the \$1,836.72 per unit plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Original signed on File]

Signed

Date



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9016
(RZ 12-598503)
9311, 9331 and Western Half of 9393 Alexandra Road**

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

1. Richmond Official Community Plan Bylaw 9000 (Schedule 1) 2041 Land Use Map is amended to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential".
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9021
(RZ 12-598503)
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road**

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

1. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended at:
 - a) Section 8.1.5 by repealing the second bullet and replacing it with:
 - “With the exception of a potential hotel within the south-west commercial area, building heights will generally vary between two to four storeys (above one level of parking) — neither single storey nor tower development is appropriate within the residential areas (five and six storeys may be considered for combustible, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties).”; and
 - b) Section 8.2.4 by repealing the bullet under Height and replacing it with:
 - “Building heights should be primarily between two and four (five and six storeys may be considered for combustible, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties); no single storey or tower developments are appropriate.”
2. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Alexandra Neighbourhood Land Use Map”, and replacing it with “Schedule A attached to and forming part of Bylaw No. 9021”;
3. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Alexandra Neighbourhood Character Areas Map” on page 22 of the Area Plan, and replacing it with “Schedule B attached to and forming part of Bylaw No. 9021”;
4. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Character Area 3 – The High Street” map on page 31 of the Area Plan, and replacing it with “Schedule C attached to and forming part of Bylaw No. 9021”;

5. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Character Area 4 – Medium Density Housing” on page 33 of the Area Plan, and replacing it with “Schedule D attached to and forming part of Bylaw No. 9021”;
6. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9021**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

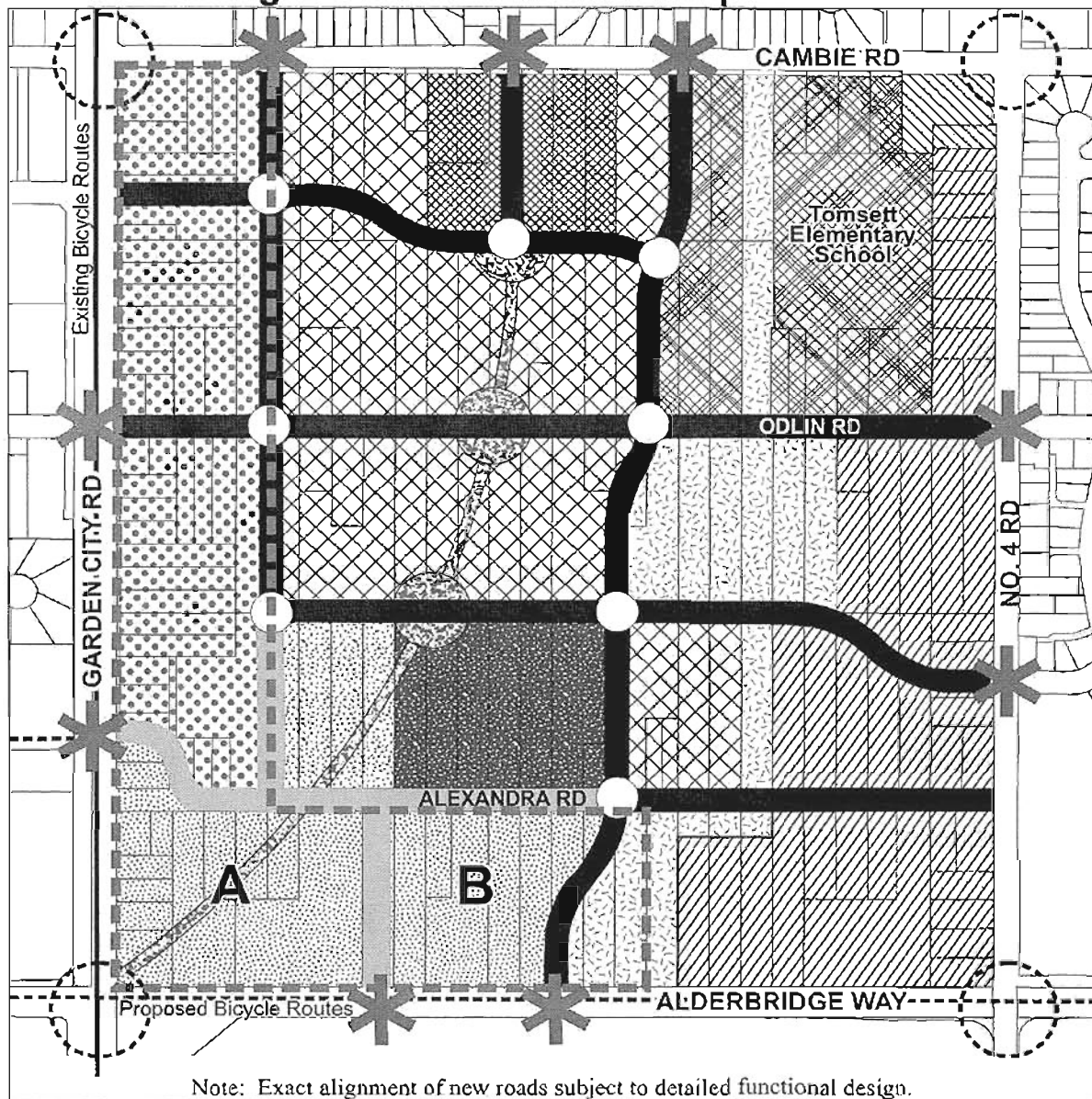
ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

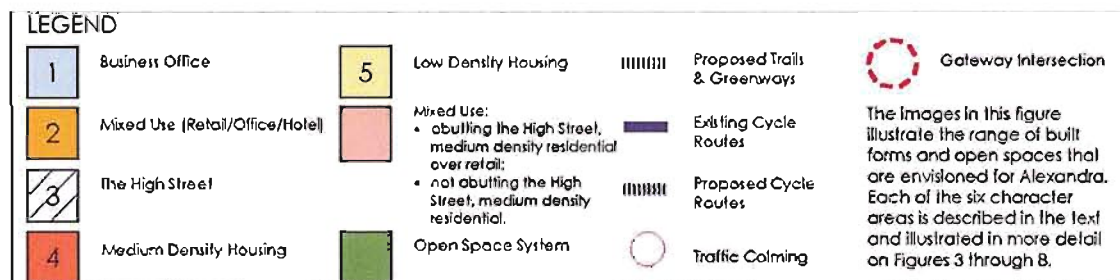
Alexandra Neighbourhood Land Use Map



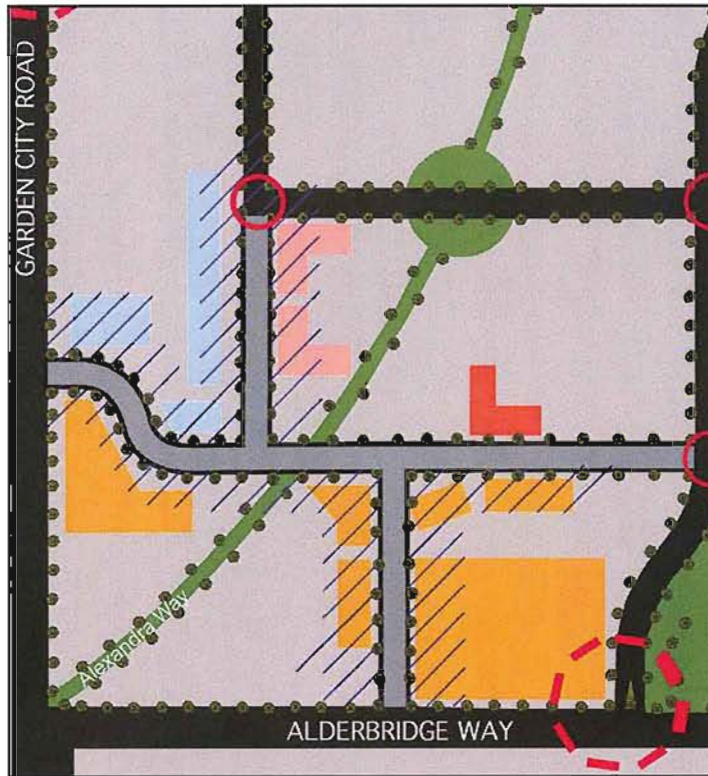
	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.		Park: North Park Way, Central Park, South Park Way
	Business/Office - office over retail FAR up 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)		Community Institutional		High Street
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).		New Traffic Signals		Feature Intersections - details to be developed
	Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).		Feature Landmarks in Combination with Traffic Calming Measures		









CNCL - 355

Alexandra Neighbourhood Character Areas Map

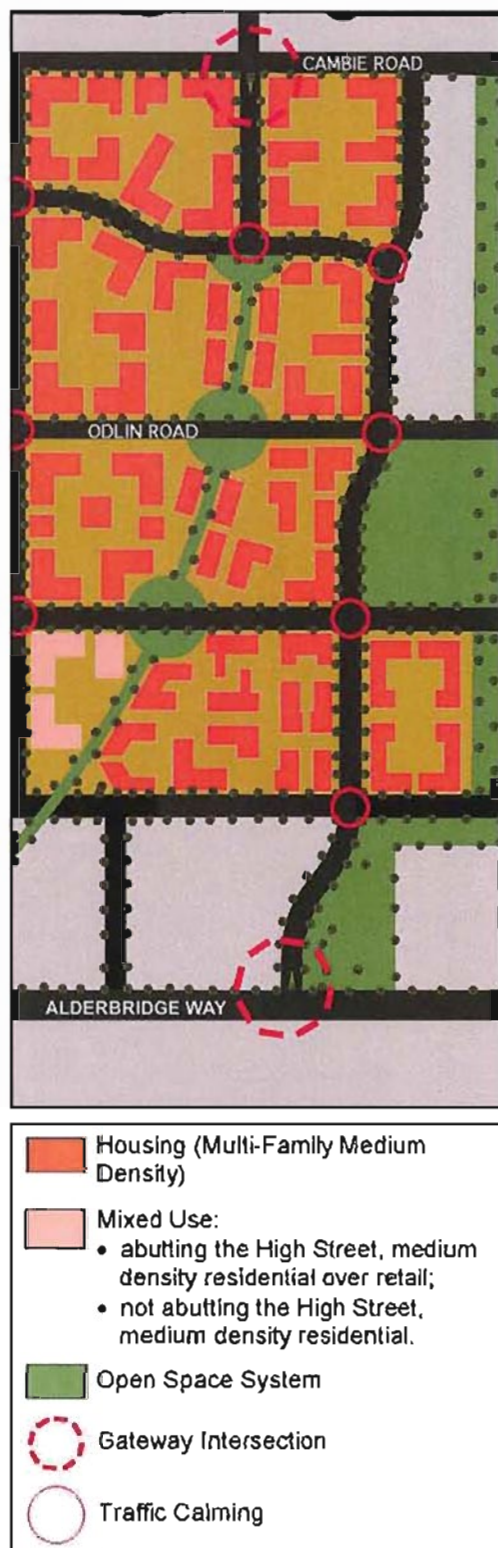


Character Area 3 – The High Street



-  Mixed Use (hotel, office, retail, institutional)
-  Housing (Multi-Family Medium Density)
-  Mixed Use:
 - abutting the High Street, medium density residential over retail;
 - not abutting the High Street, medium density residential.
-  Business Office
-  The High Street
-  Open Space System
-  Gateway Intersection
-  Traffic Calming

Character Area 4 – Medium Density Housing





**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9017 (RZ 12-598503)
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 18.25 thereof the following:

"18.25 Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)"

18.25.1 PURPOSE

The zone provides for residential **development** with a **density bonus** for a monetary contribution to the City's capital Affordable Housing Reserve Fund.

18.25.2 PERMITTED USES

- housing, apartment
- housing, town

18.25.3 SECONDARY USES

- boarding and lodging
- community care facility, minor
- home business

18.25.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 1.68, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.25.4.1, the reference to "1.68" is increased to a higher **density** of "1.88" if the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$2,877,448.32 to the **City's** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.

18.25.5 MAXIMUM LOT COVERAGE

1. **Maximum Lot Coverage:** 45%

18.25.6 MINIMUM SETBACKS FROM PROPERTY LINES

1. **Public Road Setback:**
 - a) 4.0 m from Alexandra Road
 - b) 4.0 m from May Drive
 - c) 6.0 m from Tomicki Avenue
2. Common entry features and unenclosed **balconies** may project into the public road **setback** for a maximum distance of 1.0 m.

3. A parking **structure** may project into the public **road setback**, provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, but no closer than 3.0 m.
4. The minimum **setback** from the west **property line** is 7.5 m, with the parking **structure** being no closer than 5.0 m.

18.25.7 MAXIMUM HEIGHTS

1. **Buildings:** 21.50 m
2. **Accessory Buildings & Structures:** 9.0 m

18.25.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

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

18.25.9 LANDSCAPING AND SCREENING

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

18.25.10 ON-SITE PARKING AND LOADING

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the number of on-site **parking spaces** required for **apartment housing** shall be:
 - a. 1.26 spaces per **dwelling unit** for residents; and
 - b. 0.18 spaces per **dwelling unit** for visitors.

18.25.11 OTHER REGULATIONS

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. Richmond Zoning Bylaw 8500, as amended, is further amended by repealing Section 20.16 Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie).
3. 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 areas and by designating it "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)".

P.I.D 012-032-417

East Half Lot 24 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 004-882-547

West Half Lot 23 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 028-325-150

Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan BCP45929

P.I.D 003-659-691

East Half Lot 22 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 000-841-005

Lot 21 Except: Plan 69562, Block B Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 001-715-330

Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 69562

4. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9017**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICE



**Termination of Housing Agreement at 9393 Alexandra Road (formerly
9371 and 9411 Alexandra Road) Bylaw 9022**

The Council of the City of Richmond enacts as follows:

1. The Mayor and Corporate Officer for the City of Richmond are authorized:
 - a) to execute an agreement to terminate the housing agreements referred to in **Housing Agreement (9371 & 9411 Alexandra Road) Bylaw No. 8539** (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 is cited as "**Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022**".

FIRST READING

SECOND READING

THIRD READING

PUBLIC HEARING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To POT - Apr 17 2013.

To: Public Works and Transportation Committee

Date: April 5, 2013

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

File: 10-6650-02/2013-Vol
01

Re: Water Meter Program Update

Staff Recommendation

That a universal water metering program, as outlined in Option 3 in the staff report titled Water Meter Program Update from the Director of Engineering, dated April 5, 2013, be implemented for single-family dwellings, starting in 2014, with a five-year completion target.

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

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

Staff Report

Origin

The City has water metering programs for single-family and multi-family dwellings. The volunteer program for single-family dwellings has been available to Richmond residents since 2004.

At the November 26, 2012 Regular Council Meeting, Council adopted the following motion:

“That the existing agreement (dated September, 2010) with Neptune Technology be extended for one year, ending December 31, 2013, using the 2010 unit rates with an adjustment made for the HST to GST/PST conversion effective April 1, 2013.”

This report outlines the status of the residential water metering programs, as well as options for moving forward with single-family water metering.

Analysis

Water metering provides Richmond residents with a more equitable way of paying for their water use when compared to the flat rate, and supports the Official Community Plan (OCP) objective to pursue water demand management strategies and continue water conservation initiatives. These programs will become increasingly critical to improving equity and conservation, particularly as Metro Vancouver's water rate continues to increase.

Metro Vancouver's Water Rate

The Metro Vancouver wholesale water rate is projected to increase by 34% over the next four years. Table 1 below outlines Metro Vancouver's water rate projections for 2014 to 2017.

Table 1. Metro Vancouver Projected Water Rate Increases

	2014	2015	2016	2017
Projected Rate	\$0.7000 (↑8.9%)	\$0.7720 (↑10.3%)	\$0.8220 (↑6.5%)	\$0.8600 (↑4.6%)

The expected increase in Metro Vancouver's water rate is significant, and highlights the importance of water metering towards improving equity for Richmond residents. Richmond currently meters single-family and multi-family dwellings on both a mandatory and voluntary basis.

Single-Family Water Metering

Water meters have been installed for 70% (20,083) of single-family dwellings through the volunteer and mandatory programs. 87% of these customers saved money with a metered service when compared to the flat rate.

Water meters are mandatory for single-family dwellings where:

- a building permit application has been submitted for works valued at more than \$75,000;
- the property requires water service maintenance or renewal; or
- the fronting watermain is being upgraded or replaced.

In 2013, Richmond continued its Volunteer Single-Family Water Meter Program; however, the rate of participation is declining. The current agreement with Neptune Technology for the volunteer program expires at the end of 2013, which provides an opportune time to explore options for proceeding with a revised single-family metering program.

The following options for moving forward with single-family water metering are presented for Council's consideration:

Option 1: End the Single-Family Volunteer Program

Under this option, metering of single-family dwellings would continue under the existing mandatory program; however, the volunteer program would be discontinued. All single-family dwellings would eventually be metered; however, it would take many decades.

Option 2: Continue the Single-Family Volunteer Program

The volunteer program could be continued beyond 2013. In 2012, 680 meters were installed under this program, which is significantly lower than the annual average of 1,352 meters. If the program is extended beyond 2013, this downward trend is expected to continue, ultimately attenuating to zero.

Option 3: Universal Water Metering for Single-Family (Recommended)

Under this option, water meters become mandatory for all single-family dwellings. Metering the remaining 30% (8,684) of single-family dwellings could be largely accomplished over five years, starting in 2014.

This option would be beneficial to water conservation as single-family dwellings have the highest discretionary water use. Metering the remaining single family dwellings would also improve equitability for all Richmond residents.

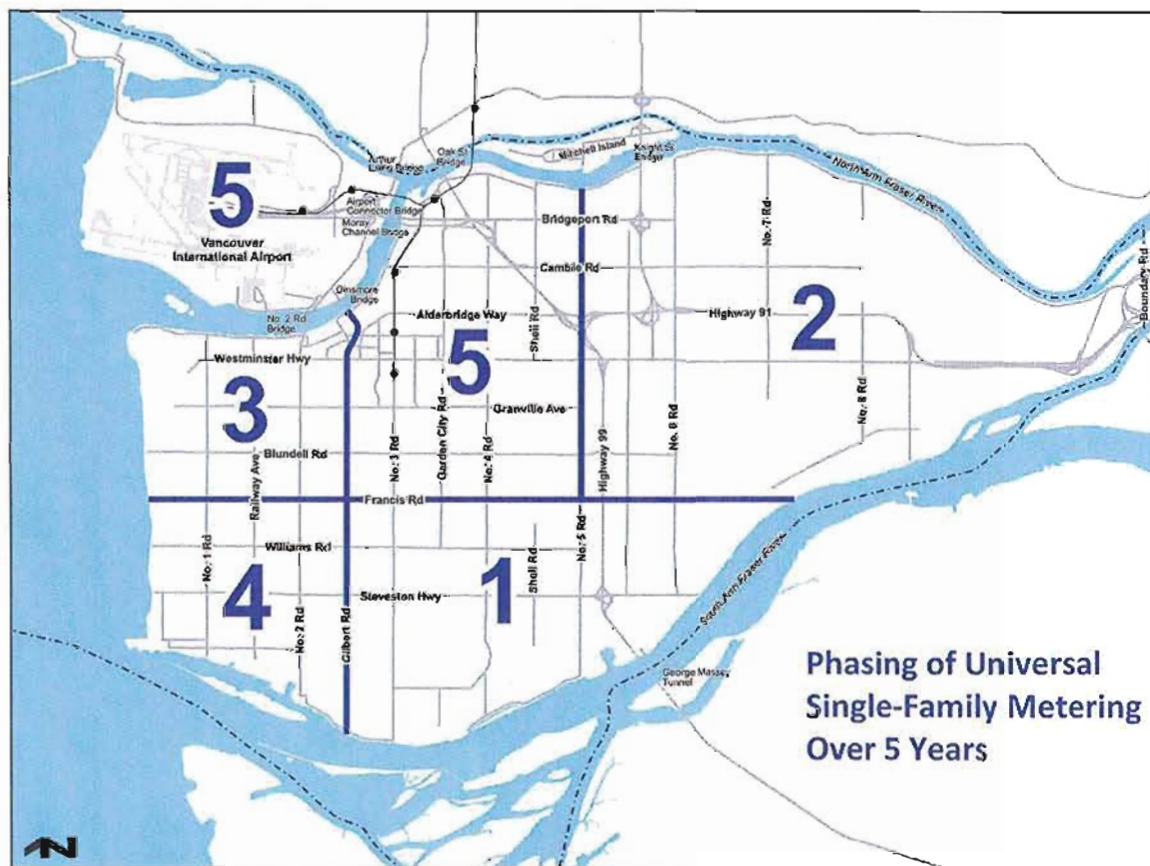
The capital component of this option would be funded through existing programs. The cost per meter installation is approximately \$1,000, with total program costs estimated at \$2 million per year, which can be accommodated with existing funding levels in the water utility budget.

Should Option 3 be supported, the next steps for program implementation would include the following:

- Capital Project Submission. A Capital project submission will be included as part of the 2014 Capital budget process.

- Formal Request for Proposals (RFP). The City would issue a formal RFP to solicit competitive pricing from the market for water meter installations, in accordance with Procurement Policy 3104.
- Communications. Unmetered single-family properties would receive mailed pamphlets in multiple languages to inform them of the impending water meter installation, as well as educational content on water meters and water conservation.
- Utility Rates. Utility budgets and rates will be developed for the upcoming year and brought forward to Council in the 4th quarter. Increases from Metro Vancouver's wholesale water rate as well as the consumer price index (CPI) will result in increased costs to the water utility. As more dwellings become metered, small adjustments to the metered rate will be recommended in order to balance the budget.
- Implementation Strategy. Figure 1 below shows the City divided into five sections, approximately based on an equal number of unmetered single-family properties per section. One section will be implemented per year, starting with Section 1.

Figure 1. Phasing of Universal Metering Program Over 5 Years



Implementing the program by region increases the efficiency of meter installations as well as meter readings. The sequencing of the five regions is based on priority areas identified in the Water Loss Management Program.

Duplex Water Metering

Duplexes would not be included in the universal metering program, as most duplexes in Richmond share one water service. In order to meter duplex dwellings that share a service connection, a second service connection must be installed, and the homeowner is required to separate their private plumbing. Given the significant amount of work required on private property, Staff do not recommend making water meters mandatory for duplexes.

Multi-Family Water Metering

Water meters have been mandatory for new multi-family dwellings since 2005. To date, there have been 75 mandatory water meters installed in multi-family complexes, comprising 3,639 units.

The volunteer metering program for multi-family dwellings, which began in 2010, continues to receive significant interest. The City has received formal requests from 226 strata complexes to initiate the water metering implementation process, including 74 apartment, 145 townhouse, and 6 hybrid complexes, accounting for 15,164 multi-family dwelling units. 116 strata complexes have passed resolutions and provided final approval to the City for installation of water meters. Table 2 summarizes the statistics for the volunteer multi-family water meter applications.

Table 2: Multi-Family Water Meter Program Statistics

	Multi-Family Complexes	Dwelling Units
In Process / Under Consideration	92	6,476
Considered and Declined by Strata	18	1,209
Strata Approved	116	7,479
Total Applications Received	226	15,164
Volunteer Meters Installed	104	6,759

In 2012, 97% of metered multi-family complexes saved money, on average realizing a 47% savings compared to the flat rate. In particular, all of the volunteer multi-family complexes saved money, on average saving 45%.

The Volunteer Multi-Family Water Meter Program is still relatively new and, as the level of interest and participation remains high, Staff are not recommending any changes to the program at this time.

Toilet Rebate Program

The City currently offers a \$100 rebate for homeowners who replace older, less efficient toilets with new 4.8-litre or 4.1-litre/6-litre dual flush toilets. The Toilet Rebate Program started in January 2010, through which a total of 3,289 rebates have been issued to date.

Financial Impact

None.

Conclusion

70% (20,083) of single-family dwellings are metered in Richmond and, as a result, participation in the volunteer program is declining. Metering the remaining 30% (8,684) of single-family dwellings would enhance the City's Water Loss Management Program as well as improve equitability and conservation. Staff recommend that a five-year universal water metering program be implemented for single-family dwellings, starting in 2014. The program can be accommodated with existing funding levels in the water utility budget.



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



Jason Ho, P.Eng.
Project Engineer
(604-244-1281)

LB:jh



City of Richmond

Report to Committee

TD PWOT - April 17 2013

To: Public Works and Transportation Committee

Date: April 9, 2013

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

File: 10-6060-05-01/2013-
Vol 01

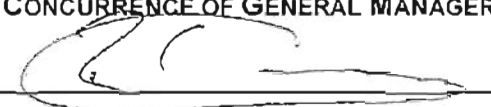


Re: Dike Master Plan - Phase 1 Report

Staff Recommendation

1. That the Steveston Island dike alignment, identified as Primary Dike Alignment 2 in the Phase 1 Dike Master Plan Report provided as Attachment 1 to the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed as the preferred long term diking solution in Steveston.
2. That the existing Southern West Dike continue to be the primary flood protection dike alignment in the Southern West Dike area.
3. That staff coordinate with Port Metro Vancouver and the Department of Fisheries and Oceans to identify potential areas for constructed offshore barrier islands that would create habitat and provide wave dissipation for the Southern West Dike.
4. That the work plan identified in the staff report titled Dike Master Plan – Phase 1 Report from the Director of Engineering, dated April 9, 2013, be endorsed.

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

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Real Estate Services	<input checked="" type="checkbox"/>		
Environmental Sustainability	<input checked="" type="checkbox"/>		
Roads and Construction	<input checked="" type="checkbox"/>		
Sewerage and Drainage	<input checked="" type="checkbox"/>		
Parks	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

In response to long-term concerns regarding predicted sea level rise, the 2008 – 2031 Richmond Flood Protection Strategy identified the need to “Prepare and implement a comprehensive dike improvement program”. On June 13, 2011 Council approved \$200,000 of surplus from the 2010 operating budget to prepare Phase 1 of a Dike Master Plan.

The Dike Master Plan – Phase 1 (DMP-1) addresses Steveston and the southern West Dike. Preliminary flood protection concepts and dike alignments for these areas were presented at the regular Council meeting on July 23, 2012, where Council resolved:

“That the public and key external stakeholders be consulted to provide feedback on the Steveston area and the West Dike flood protection concepts identified in the staff report titled Dike Master Plan – Phase 1 (dated June 27, 2012 from the Director, Engineering)”.

Flood protection concepts were taken to stakeholders and feedback was incorporated into DMP-1. The purpose of this staff report is to present DMP-1 findings for Council’s consideration.

Analysis

The Dike Master Plan is intended to be a comprehensive guide to upgrading the City’s flood protection infrastructure to:

- Mitigate flood risks as defined in the City’s Flood Protection Management Strategy. These risks include:
 - Sea level rise, and
 - Storm surges and Fraser River freshet events.
- Meet appropriate seismic and other design standards,
- Prioritize dike improvement phasing to efficiently use resources,
- Identify what detailed studies and government permissions are necessary to facilitate long term improvement strategies,
- Provide clear information regarding future dike upgrade requirements to property owners and developers, and
- Harmonize dike improvements with City objectives and strategies that relate to City dikes and flood protection activities (i.e., the City’s 2009 Waterfront Strategy and the City’s ecological and heritage policies, etc.).

DMP-1 focuses on Steveston and the southern West Dike. Dike alignments and flood protection concepts explored by DMP-1 are presented in **Attachment 1**, the Phase 1 Dike Master Plan Report, they include:

- Primary Dike Alignment 1 – Raise dikes in their current alignment or in an adjacent alignment.
- Primary Dike Alignment 2 – Raise a new dike on Steveston Island and install structures and gates to enclose Steveston Harbour.

- West Dike (south) – Create staggered, vegetated, island wave barriers or near shore raising to reduce future wave impacts on the West Dike.

Key Stakeholder Feedback

Between September and December of 2012, a series of key stakeholder meetings were held where two Steveston primary dike alignments and three Southern West Dike flood protection concepts were presented. Key stakeholders included:

- Steveston 20/20.
- Provincial Inspector of Dikes.
- Steveston Harbour Authority.
- Department of Fisheries and Oceans.
- Port Metro Vancouver.
- Provincial Land Tenure Department.
- The City's Advisory Committee for the Environment.
- The City's Heritage Commission.
- The Urban Development Institute.

Key stakeholders generally favoured the creation of a new dike alignment on Steveston Island based on minimizing community disruption and maximizing scope for long-term dike upgrades. Written stakeholder feedback is provided in the attached report.

The Steveston Island dike alignment is consistent with long term harbour improvements proposed by the Steveston Harbour Authority.

Few formal comments were received regarding the conceptual Southern West Dike wave mitigation measures. However, the Provincial Inspector of Dikes, responsible for overseeing the construction and maintenance of BC's dikes, verbally expressed support for the concept of using barrier islands to reduce wave action on the existing Southern West Dike. Installing this type of barrier would reduce the magnitude of future Southern West Dike upgrades.

The Department of Fisheries and Oceans expressed concerns over fill placement below the waterline for all of the proposed flood protection concepts. However, they may support future tidal marsh creation, particularly if existing marsh habitats are threatened by sea level rise.

Port Metro Vancouver has briefed the City on a proposed Habitat Banking Program to create and improve intertidal fish and wildlife habitat on the Fraser River. The Program is consistent with all of the flood protection concepts proposed in DMP-1. Program locations include the Steveston Harbour's east entrance, the south end of Sturgeon Bank and the Albion sand bank. Through this Program, Port Metro Vancouver will likely conduct environmental and engineering studies that may assist in realization of the City's flood protection objectives.

Public Feedback

In December 2012, two public open houses were held at the Steveston Community Centre where the two Steveston primary dike alignments and three southern West Dike flood protection concepts were presented. The sessions attracted approximately 120 people and 16 written comments were submitted.

Materials presented at the public open house were made available on the City's community engagement website, Let's Talk Richmond. 574 people viewed this site, seven of whom left written feedback.

The public generally favoured the creation of a new dike alignment on Steveston Island. As with key stakeholders, preference was based on this alignment causing the least amount of community disruption and the most scope for long-term dike upgrades. However, the public did express concerns relating to harbour water quality, dredging needs, and the disruption it may cause to wildlife and their habitats.

No significant feedback was provided for the southern West Dike wave mitigation concepts, but discussions indicated that the public is aware of the future need to upgrade it.

A summary of the open house and website feedback is provided in the attached report.

Recommendations

1. Adopt the Steveston Island Dike (Primary Dike Alignment 2) as the preferred future primary dike alignment, subject to securing land tenure. This route includes raising a new dike on Steveston Island and installing structures and gates to enclose Steveston Harbour.
2. Continue to use the existing Southern West Dike as the primary flood protection alignment.
3. Coordinate with PMV and the Department of Fisheries and Oceans (DFO) to identify potential areas for constructed offshore barrier islands that would create habitat and provide wave dissipation for the Southern West Dike.
4. Work plan for the Steveston Dike and the Southern West Dike:
 - a. Secure the land and rights to construct the Steveston Island Dike. This includes:
 - i. Apply to the Ministry of Forests Lands and Natural Resource Operations (MFLNRO) for an Investigative License to identify land management jurisdictions and to permit geotechnical or other investigations. This may require a new survey to confirm boundaries and jurisdiction.
 - ii. Request MFLNRO to liaise with Federal Government Agencies (e.g. Port Metro Vancouver, Department of Fisheries and Oceans/Small Craft Harbours, and Public Works Canada) to process a Statutory Right of Way application.
 - iii. Liaise with First Nations group prior to the MFLNRO investigations and associated consultations.

- b. Complete preliminary designs and related investigations to assist with securing the land and obtaining regulatory approvals. Work is expected to include:
 - i. A preliminary design that establishes the extent of land required for earth fill and related structures.
 - ii. A geotechnical investigation that defines the extent of soil improvements required, and therefore the extent of the land required.
 - iii. An environmental investigation to determine the impact and potential habitat improvements associated with creating additional intertidal and marsh areas along the proposed alignment. Approvals will be required from external agencies (e.g. DFO, MoE, PMV etc.).
 - iv. A hydraulic study to assess the impact on sedimentation patterns and water quality.
- c. Coordinate the design and construction of the Steveston Island dike with compatible Steveston Harbour Authority (SHA), City Parks, and Port Metro Vancouver (PMV) plans, including:
 - i. Coordinate with the Steveston Community Fishing Harbour development plan which includes narrowing the entrances to the harbour at both ends.
 - ii. Coordinate with Parks plans to create a sheltered space for the marine oriented public events like the Tall Ships Festival, and other improvements to the park and trail network.
 - iii. Work with PMV who are seeking environmental compensation and land reclamation opportunities similar to the intertidal habitat that may be created with the Steveston Island dike.
 - iv. Seek opportunities to coordinate fill activities with adjacent PMV dredging operations.
 - v. Support PMV improvements to the Albion dike and other Roberts Bank structures and habitat creation that result in improved breakwater effects for Steveston.
- d. Once the Steveston Island Dike alignment is secured, revise the dike standard behind the Steveston Island Dike to a consistent but relaxed standard that is more compatible with the surrounding property accesses. A 4.1m dike crest elevation is suggested as a starting point for discussion. This would be the current designated flood level of 2.9m plus a 1.2m allowance for sea level rise.
- e. Continue to plan for construction of the Southern West Dike to a 4.7m crest elevation.
- f. Develop a two dimensional wave and storm surge model for the Sturgeon Bank, to arrive at wave run-up estimates to confirm optimum barrier island configurations.
- g. Confirm constructability of the barrier islands using dredge sand.

- h. If justified by observed sea level rise, proceed with design and construction of offshore wave dissipation structures to minimize required onshore crest level increases.

Next Steps

The recommended Steveston Island dike and off shore barrier islands for the Southern West Dike are long term initiatives that will not be constructed for a number of decades. However, there is a significant body of work that must be carried out in the short and medium term to prepare for construction of these works. Provided Council endorses this work, staff will:

- Pursue the land and rights to construct the Steveston Island Dike,
- Complete preliminary designs and related investigations for the Steveston Island Dike, and
- Develop a two dimensional wave and storm surge model for the Sturgeon Bank.

Financial Impact

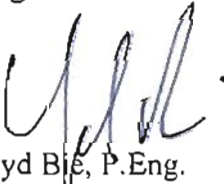
Staff estimates the cost of conventional dike upgrading to address the predicted 100 year sea level rise scenario for all of Lulu Island to be approximately \$200 to \$300 million as noted in a memo titled Review of Provincial Report: Cost of Adaptation – Sea Dikes and Alternative Strategies addressed to Mayor and Councillors from the Director of Engineering dated December 18, 2012. The Phase I Dike Master Plan Report indicates that diking improvements required to protect Steveston will be in the order of \$55 million over the next 50 years, which is approximately 18% of the high end of the estimated overall Lulu Island dike improvement costs.


The cost difference between the Steveston Dike improvement options investigated in DMP-I are negligible and are not a significant factor in choosing a dike improvement strategy. As such, endorsing the Steveston Island dike alignment has no direct financial impact.

Staff will develop a long term funding strategy for the implementation of the Steveston Island Dike and the Southern West Dike improvements. Capital submissions to support Steveston and Southern West Dike projects will be submitted as part of the annual capital budget process for Council's consideration. Staff will continue to pursue senior government grant opportunities to assist in funding these projects.

Conclusion

DMP-I investigated flood protection concepts for Steveston and the Southern West Dike areas. The resulting report recommends that the City pursue a new dike alignment on Steveston Island, keep the Southern West Dike as a primary dike alignment and investigate wave mitigating barrier islands on Sturgeon Bank.


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


for Andy Bell, P.Eng., M.Eng.
Project Engineer, Engineering Planning
(604-247-4656)

AB:ab



Lulu Island Dike Master Plan PHASE 1 DIKE MASTER PLAN REPORT



March 2013
EB3763

Submitted By:

Delcan

CNCL - 376



Lulu Island Dike Master Plan PHASE 1 DIKE MASTER PLAN REPORT



Todd Bowie, P.Eng.
Project Engineer

March 2013
EB3763

CNCL - 377

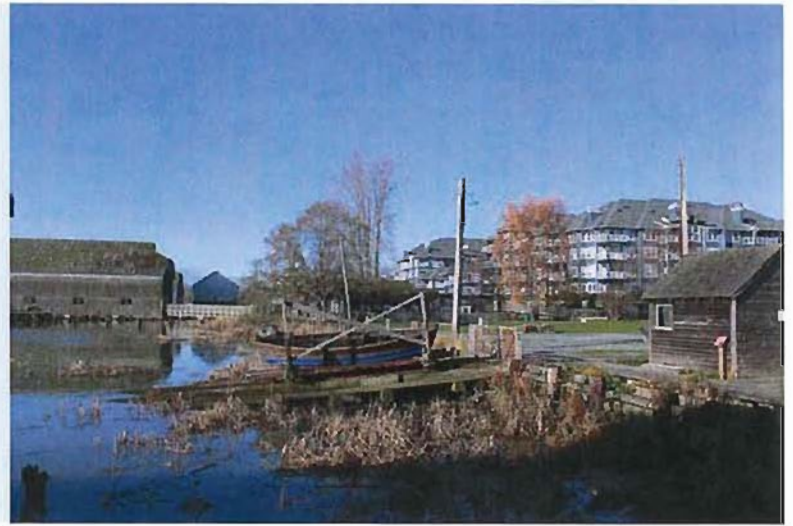
Submitted By:





Table of Contents

EXECUTIVE SUMMARY	ii
SECTION 1 – INTRODUCTION	1 – 1
1.1 Purpose	1 – 1
1.2 Document Structure	1 – 1
1.3 Scope & Approach	1 – 2
1.4 Study Area	1 – 2
SECTION 2 – DESIGN CONSIDERATIONS	2 – 1
2.1 Existing Infrastructure	2 – 1
2.2 Protection Needs	2 – 3
2.3 Strategy Considerations	2 – 3
2.4 Adaptation Options	2 – 6
SECTION 3 – STEVESTON DIKE	3 – 1
3.1 Flood Protection Strategies	3 – 1
3.2 Evaluation of Alternate Alignments	3 – 4
3.3 Stakeholder Feedback	3 – 9
3.4 Recommended Steveston Area Flood Protection Strategy	3 – 13
SECTION 4 – WEST DIKE	4 – 1
4.1 Flood Protection Strategies	4 – 1
4.2 Evaluation of Alternate Strategies	4 – 2
4.3 Recommended West Dike Flood Protection Strategy	4 – 2
SECTION 5 – RECOMMENDATIONS	5 – 1
5.1 Steveston Area	5 – 1
5.2 West Dike	5 – 2



Executive Summary

The purpose of the Lulu Island Dike Master Plan (LIDMP) is to identify preferred methods for implementing the objectives of the City of Richmond's 2008 – 2031 Flood Protection Strategy.

Phase 1 of the LIDMP focusses on the Steveston area and the southern West Dike. To mitigate the overall flood risk profile, which includes climate change induced sea level rise, an alignment and concept design is recommended for dike improvements. This plan recommends a significant change from the existing Steveston dike to an outer dike along Steveston (Shady) Island that will enclose Steveston Harbour. The plan also proposes breakwater options along the adjacent West Dike.

Steveston Dike

The Steveston area dike protects the City of Richmond from ocean storm surges as part of the overall Lulu Island Ring Dike. This 3km long section of dike that stretches between Garry Point Park and London Farm will require raising and strengthening over the long term to address the changes in flood risk posed by climate change induced sea level rise.

Numerous dike alignments and design concepts for raising and strengthening were evaluated by the consulting team, City staff, and with stakeholders. Two distinct alignment concepts emerged:

- Primary Dike Alignment 1 - Raise the dike along the current alignment with some local variations.
- Primary Dike Alignment 2 - Re-align the dike along Steveston Island to close the harbour.

Figure 1 shows the two primary dike alignments. The main challenges associated with the Lulu Island alignment are the numerous building, road, park, and heritage structure conflicts. Along the Steveston Island alignment, the greatest change is to the marine environment and the access to the harbour. Figure 2 provides a rendered image of the

Steveston Island dike option to better illustrate proposed changes.

Based on the evaluation and stakeholder consultation, the Steveston Island alignment emerged as the preferred option for the following reasons:

- It is less disruptive to the community, including to business accesses and heritage structures.
- It is easier to construct with few infrastructure conflicts and easy access to bulk material (dredging operations and barges).
- It is more adaptable to future height increases.
- It is compatible with other plans for the area such as the Steveston Harbour Authority's Steveston Community Fishing Harbour plan illustrated in **Figure 3**.
- It received generally positive feedback from stakeholders and the public.

Construction cost estimates for the two primary alignments are similar, and both alignments have environmental compensation requirements and opportunities.

Although the consulted agencies have been agreeable with the concept, there are additional steps required to establish ownership and rights of access over Steveston Island. The Provincial Land Tenure Department advised that the City should apply to the Ministry of Forests Land and Natural Resource Operations (MFLNRO) for an Investigative license to identify land management jurisdictions on Steveston Island. This is recommended to be among the next steps to further develop the Steveston Island Dike concept.

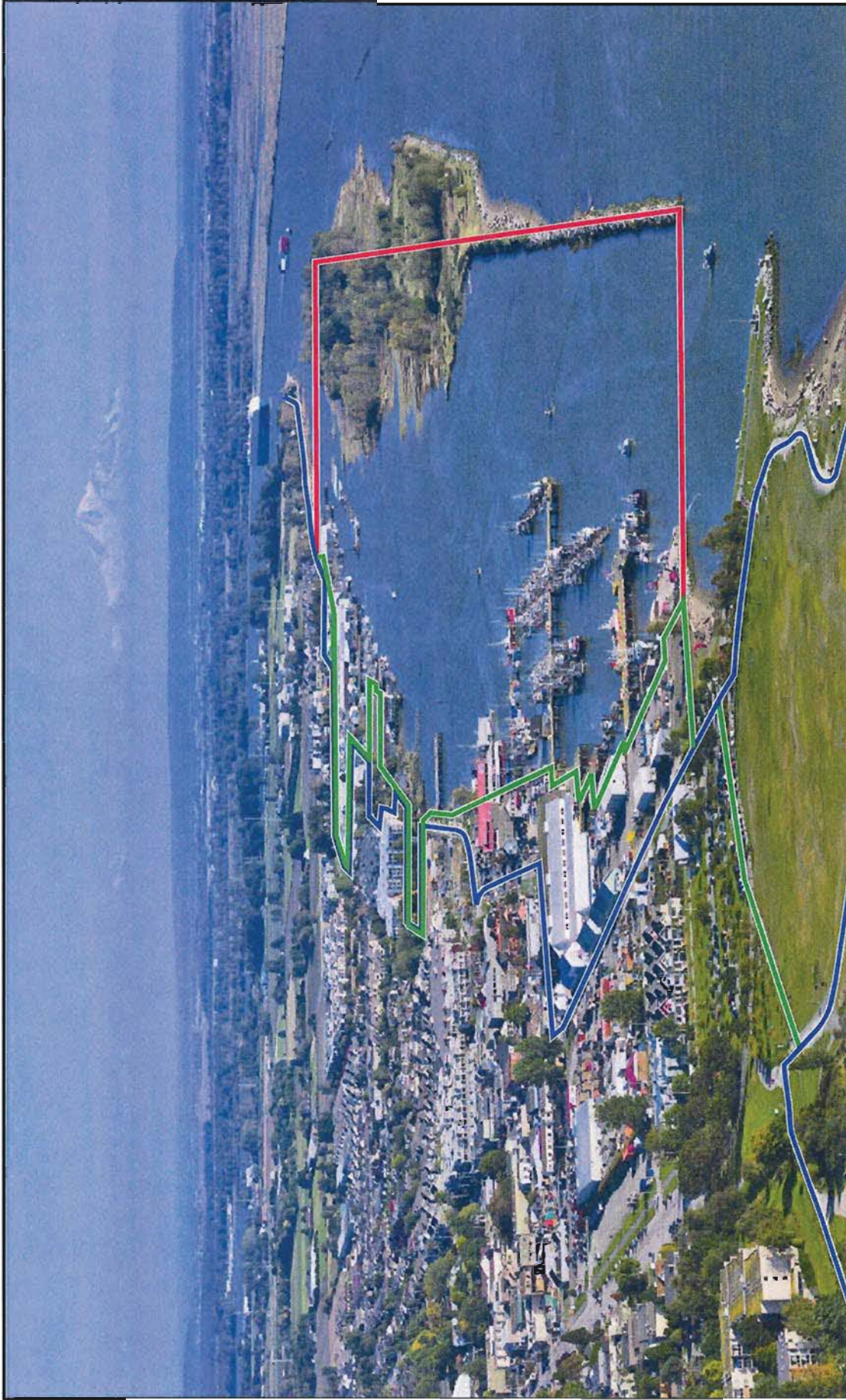
Assuming that there are no significant jurisdictional issues, the City will need to resolve a number of environmental, operational and maintenance issues prior to gaining acceptance from key stakeholders.

West Dike

The West Dike stretches from Garry Point Park in Steveston to the Middle Arm of the Fraser River. The primary option for flood protection in this area will be to raise and strengthen the existing West Dike in its current alignment over the long term.

Presently, the Sturgeon Bank helps protect the West Dike from wind generated waves. With sea level rise, the Sturgeon Bank may become submerged and their breakwater effects diminished. In parallel with increasing the West Dike's crest height to counter future wave run-up, options to maintain or enhance the breakwater effects of the Sturgeon Banks are proposed. **Figure 4** provides a rendered image of barrier islands that could be used to mitigate increased wave height caused by sea level rise.

The environmental habitat value of the Sturgeon Banks may be reduced with sea level rise. However, as the sea rises and reduces intertidal habitats, the placement of barrier islands may offset some of this loss and be considered an environmental asset. Further monitoring and evaluation of sea levels and habitat loss is proposed.

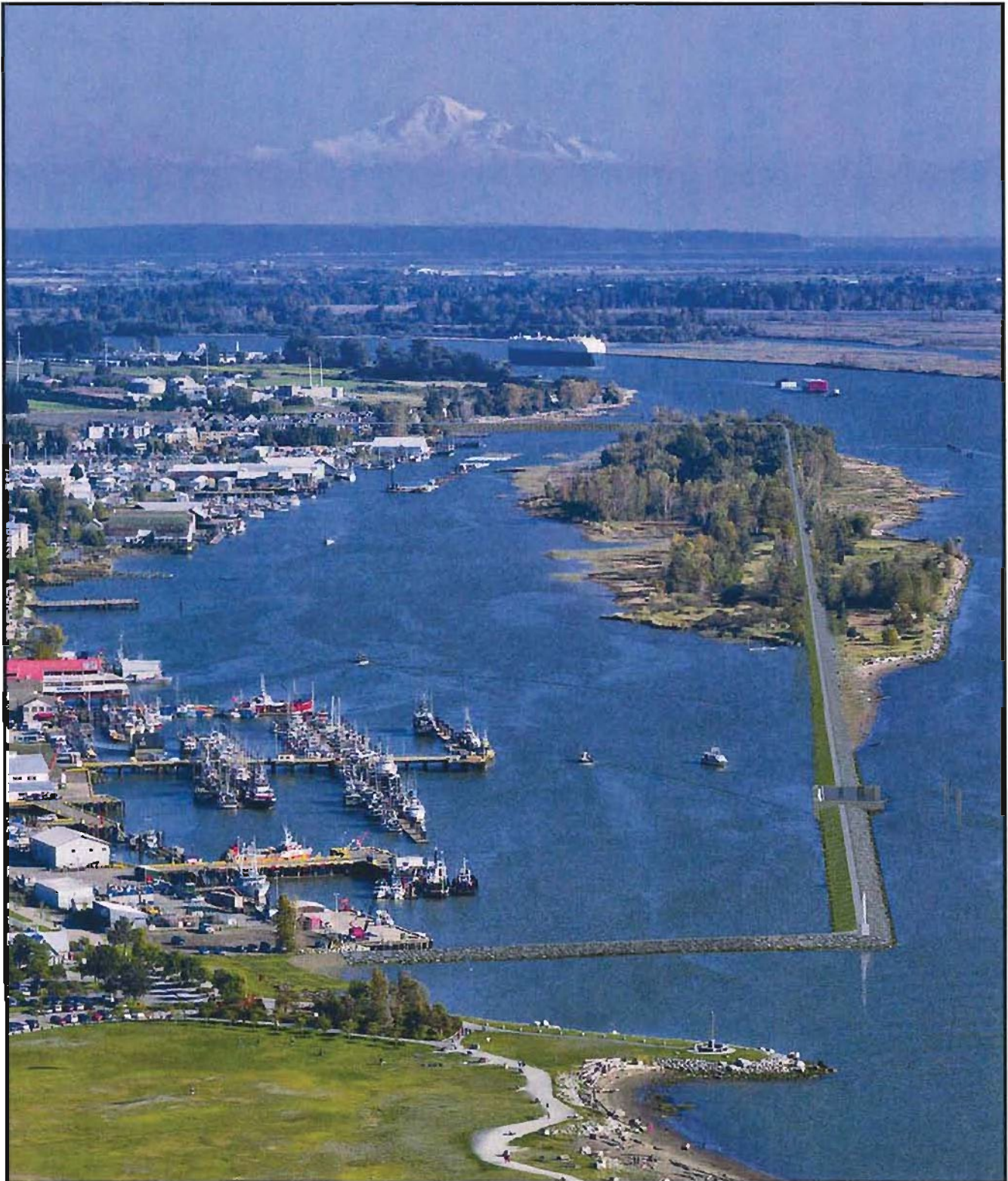


City of Richmond Dike Master Plan
Primary Alignment Alternatives
Figure 1

- LEGEND:**
- CURRENT DIKE ALIGNMENT
 - PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS
 - PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

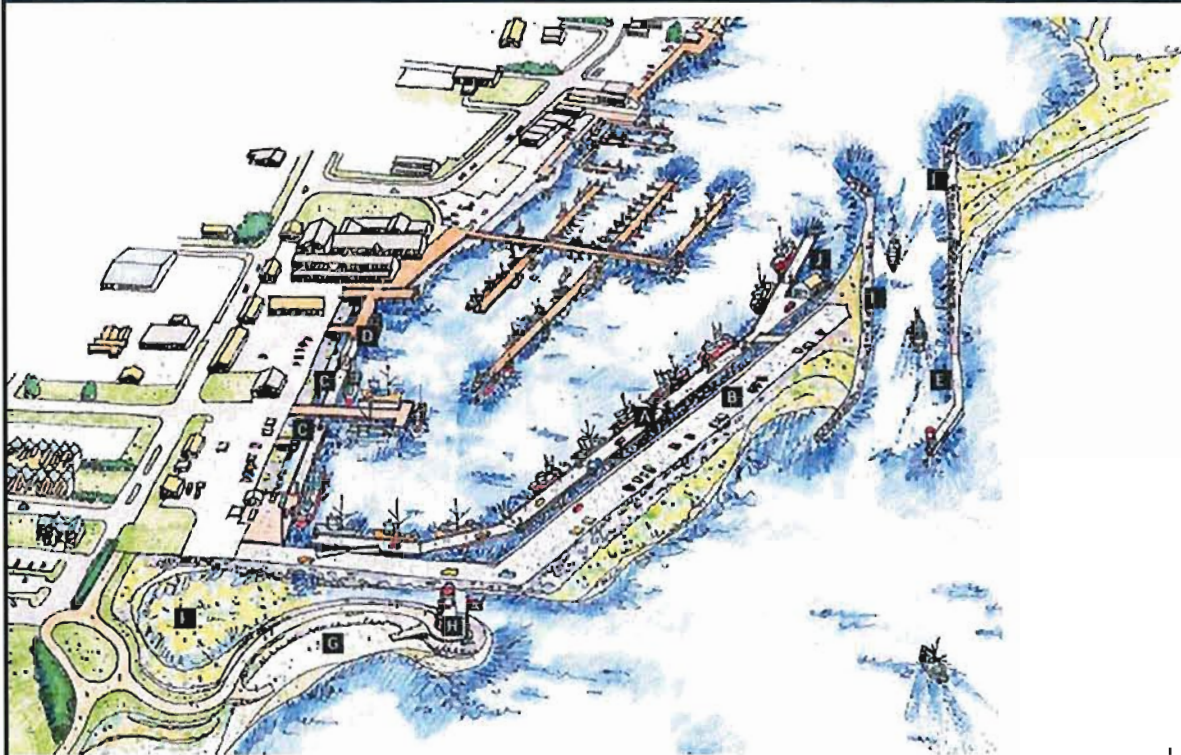


EB3763 March 2013



City of Richmond Dike Master Plan
 Steveston Island Concept
 Figure 2





City of Richmond Dike Master Plan
Compatibility with Steveston Harbour Authority Plans
Figure 3



EB3763 March 2013



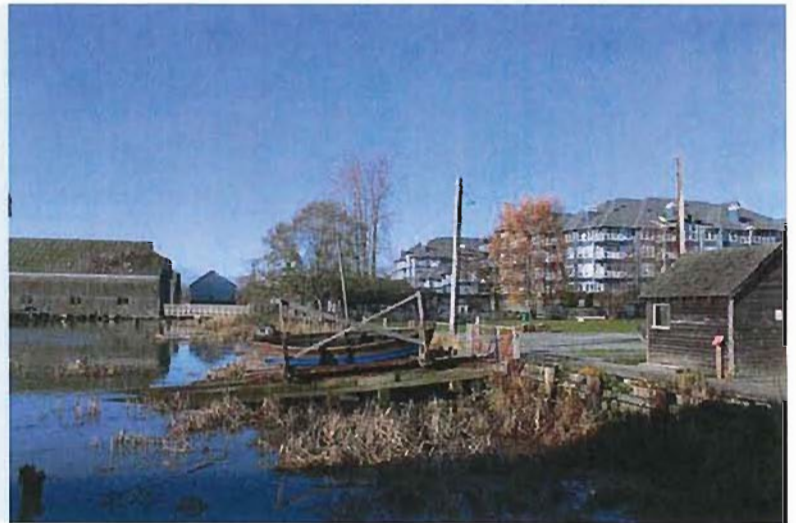


City of Richmond Dike Master Plan
West Dike Breakwater Concept
Figure 4



EB3763 March 2013





1 Introduction

"Flood prevention approaches are to be socially, economically, environmentally sound and sustainable, and able to achieve the City's long term planning, growth and development objectives."

2008 – 2031 Flood Protection Strategy - City of Richmond

1.1 PURPOSE

The purpose of the Lulu Island Dike Master Plan (LIDMP) is to identify preferred methods for implementing the objectives of the City of Richmond's 2008 – 2031 Flood Protection Strategy. The LIDMP will provide guidance on mitigating increases to the flood risk profile to the City resulting from anticipated climate change related increases to flood levels during freshet and storm surge events.

Due to land development and related issues, creating a long-term dike master plan for the Steveston area was identified as a priority. The southern West Dike was also considered in this study because of its proximity to Steveston and because it has similar storm surge and wave characteristics.

This report is the first phase of the LIDMP and focusses on how to adapt flood protection in the Steveston area and the West Dike to meet the challenges of anticipated increasing flood levels associated with climate change induced sea level rise.

This report establishes a recommended long term flood protection concept for the Steveston area. It also identifies a recommended approach to flood protection for the adjacent West Dike. Additional reports will be generated to recommend flood protection upgrades throughout the City.

1.2 DOCUMENT STRUCTURE

Section 1 of this report provides a summary of the overall scope of, and approach to, the project. Section 2 presents the design considerations for the development of flood protection strategies. Section 3 presents the flood protection strategies and primary alignments for Steveston. Section 4 presents flood protection strategies for the West Dike. Section 5 presents recommendations.

1.3 SCOPE & APPROACH

The LIDMP is intended to be a planning guide to upgrading the City's flood protection infrastructure to:

- Adequately protect Richmond from flood risks resulting from ocean storm surges and Fraser River freshet events.
- Adapt to sea level rise as identified and updated through the City's 2008-2031 Flood Protection Strategy.
- Meet appropriate seismic and other design standards.
- Follow the five strategic directions of the City's 2009 Waterfront Strategy.
- Prioritize dike improvement phasing to efficiently use resources.

The primary goal of this project is to establish concept plans for flood protection works to protect the Steveston area and West Dike from future flood risks associated with long-term sea level rise.

The five strategic directions from the City's 2009 Waterfront Strategy have been considered throughout this study. Directions and means of addressing them are summarized below.

1 - Working Together	Stakeholder consultation played a key role in establishing concept plans for the LIDMP Phase 1.
2 - Amenities and Legacy	The concepts consider how to connect people with the waterfront rather than separating them with large barriers.
3 - Thriving Ecosystems	The concepts consider an <i>Eco-Plus+</i> approach to maximize environmental returns and consider opportunities for habitat creation.
4 - Economic Vitality	The concepts align with the Steveston Harbour Authority's operating vision.
5 - Responding to Climate Change and Natural Hazards	The LIDMP Phase 1 will ultimately be the road map for the Steveston area on how to plan for and respond to flood risks.

1.4 STUDY AREA

The primary study areas for the LIDMP Phase 1 project include:

- The Steveston neighbourhood between Garry Point in the west to London Farm in the east.
- Steveston Island.
- The southern West Dike of Richmond.
- Sturgeon Bank.

**Steveston
Neighbourhood**

Steveston is a historic site. Originally settled as a multi-ethnic fishing village, Steveston has sustained a fishing industry and link to the waterfront for over 100 years. It has a mosaic of historic amenities, high density residences, commercial and tourist waterfront development, and a range of parks and green space. Many valuable properties and assets are located on or adjacent to the dike.

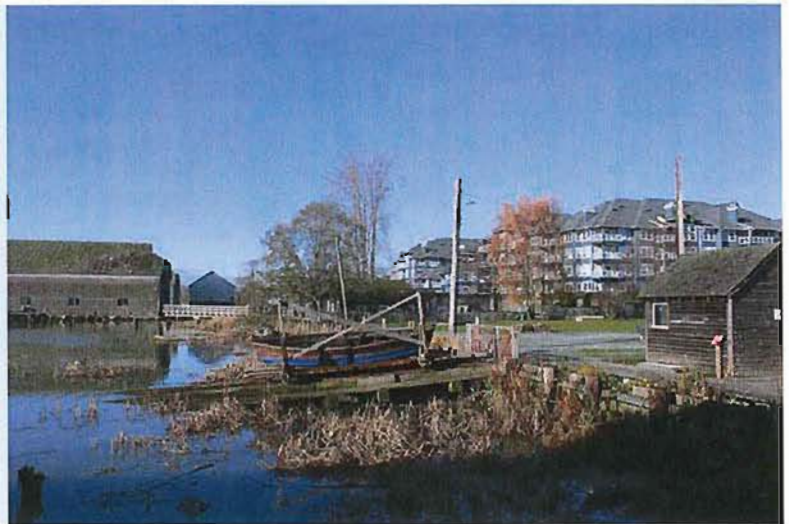
The City developed a Steveston Area Plan in 2009 to set a vision for future development in the area. This plan states that in the year 2021 the community will:

- Support a "homeport" for the commercial fishing fleet;
- Actively conserve its heritage;
- Ensure public access along the waterfront;
- Provide a place where people can live, work and play; and,
- Enable residents and visitors to shop and enjoy the heritage, recreation, commercial fishing fleet, private moorage, natural amenities and waterfront activities.

This vision for the Steveston neighbourhood has been integrated into the LIDMP Phase 1.

West Dike

The West Dike is located on the west side of Richmond and extends from Garry Point Park in the South to Terra Nova Park in the north. The dike is primarily bordered by residential property on the inland side. The Sturgeon Bank extends from the West Dike up to 6 km into the Strait of Georgia.



2 Design Considerations

2.1 EXISTING INFRASTRUCTURE

Steveston Area

The Steveston area is currently protected from flooding by a dike and foreshore structures including Steveston Island (also known as Shady Island), the South Jetty, the Albion Dikes, and Roberts Bank. These features are identified on an excerpt from a Canadian Hydrographic Services Chart in Figure 2.1.

Steveston Island, the South Jetty, the Albion Dikes, and Roberts Bank play integral roles with the Steveston dikes. The dikes in Steveston receive partial protection from waves from these features. These structures may also need to be raised to adapt to sea level rise so that they continue to provide the same level of protection to Steveston.

The South Jetty and Albion Dikes were constructed in the 1920s and 1930s to control the main channel of the Fraser River. The Albion Dikes consist of timber pile breakwaters while the South Jetty was constructed with rip rap.

Steveston Island grew from a minor sand bar. Large riprap and timber pile breakwaters and training structures were placed in 1953 to create the protected harbour and island that exists today. This included a riprap "bridge" along the east end that connected it to Lulu Island. This was later lowered to increase flow through the Harbour and improve water quality, but is still exposed at low tide.

West Dike

The West Dike protects the City from high tides and storm surges originating in the Strait of Georgia. Sturgeon Bank, a mudflat and marshland, extends up to 6 km into the Strait of Georgia from the toe of the dike. The dike forms part of the trail network along Sturgeon Bank, connecting Terra Nova Rural Park to Garry Point Park. The dike's water side has a relatively flat face with grass cover, followed by the marsh and mudflats of the Sturgeon Bank. The crest is a gravel path, and the inland slope is typically a grass revetment with a ditch or swale separating it from residential uses.

Sturgeon Bank currently provides some protection from wave run-up to the West Dike. Sea level rise will reduce this level of protection unless Sturgeon Bank rose in

conjunction with the sea level.

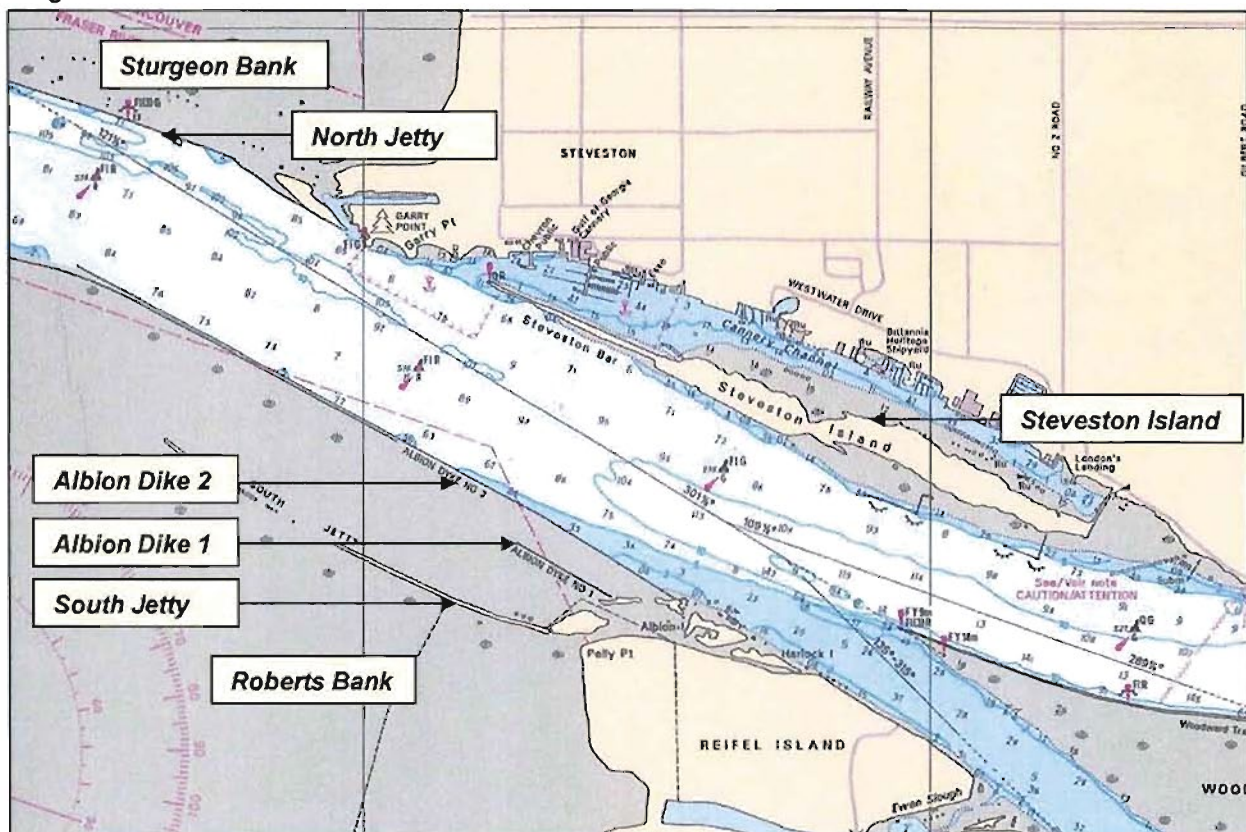
The design team conducted a cursory review of the morphology of Sturgeon Bank. Based on this review it is considered that the mudflats are slowly eroding.

Key reasons are identified as follows:

- The existing Lulu Island dikes and Fraser River jetties block sediment transport onto the Sturgeon Bank. As a result, sand transport from the Fraser River goes to deep water zones and Sturgeon Bank is not nourished.
- Large portions of river sediment is dredged and used for construction (taken out of the system).

Reversing the erosion of Sturgeon Bank is challenging. Removing the Lulu Island dike is not an option. Removing the jetty to allow nourishment of the mudflats would cause slumping of the mudflat into the navigation channel, uncontrolled migration of the river requiring intensive dredging to sustain required depth, and possibly undesired formation of dendritic channels on the mudflat. Artificial nourishment using sediment from dredging may slow down or reverse the degradation process, but would be costly.

Figure 2.1: Steveston Area Flood Protection Infrastructure



Prepare:

"strengthen corporate and community capacity to adapt to unavoidable impacts"

*3rd Pillar of the Climate Change Response Agenda
-City of Richmond*

Crest Elevation Assumptions

2.2 PROTECTION NEEDS

Richmond is a large city with considerable assets. Sea and river dikes form the backbone of Richmond's flood protection infrastructure. The current dikes provide flood protection from winter storm surge and Fraser River freshet events. In the medium to long term, dike crest elevations will need to be raised to adapt to changing flood risks including anticipated increases to flood levels during freshet and storm surge events resulting from climate change.

This report presents recommendations for future flood protection works that are required to address long-term sea level rise and associated flood risks. The implementation of flood protection infrastructure proposed by the LIDMP is recommended to occur over many decades as sea level rise materializes.

In 2006, the Provincial Government increased sea dike crest elevations from 3.35 to 3.5 m. The City's current dike design crest target elevation is 4.7 m. This elevation aims to address predicted sea level rise that would accumulate over the next 50 to 100 years. This crest elevation was used as the design basis for each flood protection concept. All concepts were also assessed for their ability to accommodate additional future sea level rise.

2.3 STRATEGY CONSIDERATIONS

Other factors that influence the selection and evaluation of flood protection strategies and alignments include social, environmental, geotechnical, and regulatory considerations.

Social Considerations

Improvements to the Steveston area's existing dike would significantly impact the community and character of Steveston Village.

To quantify and address potential social impacts, key stakeholders were engaged and public open houses were held to solicit feedback from the general public.

Key social impacts of raising Steveston's existing dike included the disruption of roads, buildings, harbour functionality, park space, trails, festivals, market, restaurants, and the Steveston Conservation Plan.

Key social impacts of raising the West Dike include impacts to view corridors, park space, and accessibility.

Environmental Considerations

Environmental impact is a significant consideration in dike upgrade projects. Many improvement options impact fish habitat both inside and/or outside of the existing dike footprint. Addressing environmental values need not consist solely of avoiding changes to the marine or riparian environments. Work on the water side of dikes can be coupled with habitat enhancements that provide a net environmental benefit and lower costs than alternate options.

"Flood prevention approaches are to be socially, economically, environmentally sound and sustainable, and able to achieve the City's long term planning, growth and development objectives."

2008 – 2031 Flood Protection Strategy
-City of Richmond

The study area is predominantly red-coded habitat, except in the areas currently being used for commercial marine purposes. The habitat coding is shown in Figure 2.2. The red-coded areas have high habitat value. Alternations are strongly discouraged with high associated compensation costs. Sturgeon Bank is all red-coded and considered to have high environmental habitat value. The river, below low water, is not coded. Raising some portions of the river bottom to increase the amount of inter-tidal areas is considered beneficial.

Figure 2.2: Habitat Coding for Study Area



Various types of breakwaters including engineered sand banks, rip-rap breakwaters, and artificial reefs can perform a wave mitigation function and create new habitat. Such improvements have been considered and incorporated into the assessment of alternative flood protection strategies. Strategies have been reviewed in terms of potential environmental impacts; opportunities for implementing environmentally beneficial changes; and potential for regulatory issues.

Geotechnical Considerations

The BC Ministry of Forests Lands and Natural Resource Operations (MFLNRO) implemented Draft Seismic Design Guidelines for Dikes in 2011. These guidelines describe factors that should be considered in the seismic design of *High Consequence* dikes located in Southwestern British Columbia. High Consequence dikes are defined in the Seismic Design Guidelines as: *flood protection dikes where the consequences of failure during a major flood are very high*. All of the City's dikes are considered *High Consequence*.

During an earthquake, liquefiable soils may lose cohesion leading to lateral spread of the dike and vertical slumping. The Seismic Design Guidelines recommend maximum vertical and horizontal deformations that are allowable after a seismic event. These allowable deformations are small and as a result they can require a significant amount of subsurface soil improvement to achieve.

	<p>The potential construction cost of such soil improvements vary significantly depending on the type of soil. Traditional solutions fall into three main categories.</p> <ol style="list-style-type: none"> 1. Rapid vibratory compaction. This can be sufficient in the best cases. 2. Stone columns or similar techniques. This can be used to compact and strengthen the ground in less favourable soils. 3. Soil injection or mixing techniques. This involves using additives to combine with the soil to create a much denser and stronger base which is tied into the non-liquefiable soil layers. This would be used in the most severe cases. <p>Rather than designing infrastructure to meet the Province recommended post-seismic deformation requirements, there may be the potential to establish alternate post-seismic dyke performance criteria. For example, overbuilding the flood protection infrastructure such that the post-seismic crest elevation meets the intent of the guidelines may be an acceptable practice. An additional alternative may be to create a very wide and stable dike zone that would extend inland. This is consistent with the City's Flood Protection Strategy which calls for the raising of the overall land base over the long term.</p>
Wave Action	<p>Design water levels have historically been established based on a frequency analysis of maximum annual water levels plus freeboard. More recently, it has been the standard practise to determine the potential storm surge and wave run-up levels, and add these to the maximum high tide level to establish coastal dike design elevations.</p> <p>Wind speed, water depth, and fetch length determine the size of a wave. Presently, the West Dike has some protection from waves provided by the shallow waters of the Sturgeon Banks. The Steveston area has some protection from waves provided by Steveston Island, the Albion Dikes, and the South Jetty.</p> <p>Wave action is anticipated to increase with sea level rise. Offshore wave height predictions remain the same pre and post sea level rise; however, the level of protection provided by Sturgeon Bank will be reduced as the water depth increases closer to shore. The increased wave height attributed to this increase in water depth could require additional increases in dike crest elevation, or some other form of wave attenuation in front of the dike. Further study is required to confirm if Sturgeon Bank will grow or erode with sea level rise.</p> <p>If Steveston Island, the Albion Dikes, and the South Jetty were not raised to follow sea level rise, wave heights in the Steveston area could also increase.</p>
Regulatory Requirements	<p>Depending on the preferred alternatives for dike improvements, regulatory approvals may be required from a number of agencies including, but not limited to: Fisheries and Oceans Canada; MFLNRO; Ministry of Environment, Transport Canada; Port Metro Vancouver; and First Nations.</p>

2.4 ADAPTATION OPTIONS

There are two main elements to determining options for adapting to evolving design flood conditions:

1. understanding the constraints and boundary conditions for a specific reach of dike; and,
2. understanding the available solutions to manage flood risk that work within those limits.

There are many options for managing flood risk. The Climate Change Adaptation for Sea Dikes and Coastal Flood Hazard Land Use - Draft Policy Discussion Paper (2011) categorizes the options into four groups: one group of structural options, and three groups of non-structural options. Options for providing structural and non-structural flood protection for the study area are illustrated in Figure 2.2.

Figure 2.3: Grouping of Flood Protection Options

Structural						Non-Structural					
Protect						Accommodate		Retreat	Avoid		
Dikes			Floodwalls		Foreshore						
Widen footprint to land side	Widen footprint to water side	Special Structures	Permanent	Demountable	Breakwater / Barrier Islands	Coastal wetlands	Flood proofing	Secondary Dikes	Emergency preparedness and response	Managed Retreat	Planning and Development Controls

"To reduce flood vulnerability by continuing to review and implement a high standard of dike design in priority areas as Richmond's primary protection strategy."
Key Objective from 2009 Waterfront Strategy
-City of Richmond

The options and how they relate to the Steveston area, are described in detail on the following pages.

PROTECT

To protect against flooding is to construct protective works that form a barrier between the flood hazard and the at risk property behind the hazard. Flood protection works can be 'hard', such as dikes and floodwalls, or 'soft', such as dunes or tidal marshes. The Steveston area has a variety of existing flood protection infrastructure including dikes, floodwalls, and foreshore structures.

Dikes A dike is an embankment constructed on dry ground along a riverbank or shoreline to prevent overflow of water into the lowlands behind. Dikes have a long history of use within Richmond and are the most common form of structural flood protection. Many dikes in Richmond, including most of the dikes within Steveston, were



constructed or upgraded during the Fraser River Flood Control Program. Upgrades to the dikes in Steveston took place in the late 1970's. At that time, the dikes were generally upgraded with expansions to the land side and increases to crest height and width.

Typically dike crest elevation increases are obtained by expanding to the land side to minimize environmental concerns and construction costs. However, there are many potential options, which are dictated by local conditions. Dikes can also be upgraded with expansion to the water side; steepening side slopes to construct dikes within the same footprint; or by the installation of special structures such as flood gates or locks.

Floodwalls A floodwall is a constructed barrier designed to hold back flood waters. Floodwalls are typically used at locations where space is limited and a dike would interfere with other land uses or structures, such as existing buildings and historical areas. Flood walls are also required where access to the water is required for economic



activity such as fishing or shipping. A floodwall can be constructed from a number of different materials including concrete, steel or plastic. Some floodwalls can be designed to be demountable and are only erected prior to a flood. There are some existing examples of sheet pile floodwalls in the Steveston Area.

Foreshore Structures

In areas where raising shoreline dikes to full heights to withstand wave run-up is impractical, foreshore structures can be constructed. These structures dissipate wave energy and reduce the burden on the dike allowing for lower crest levels. Steveston Island and the jetties at the mouth of the Fraser River are examples of these structures in the Steveston area.



ACCOMMODATE

The accommodate approach to flood risk management is planning for development in an area with the expectation that the area may occasionally be flooded. There are a number of tools in the accommodation approach that can be used including: flood proofing individual buildings; secondary dikes; and, emergency preparedness and response.

Flood Proofing

"Generally, as an overall long term objective, the City will seek to raise the average grade of land within the urbanized areas of the City"

2008-2031 Flood Protection Strategy

Flood proofing can be achieved, fully or in part, by enacting bylaws that regulate the use of building space below a set flood construction level (FCL). In 2008, the City established the Flood Plain Designation and Protection Bylaw No. 8204 that sets minimum flood construction levels throughout the City. For the Steveston area, this level is at or above the adjacent sidewalk elevation. While this elevation is lower than the preferred elevation of 2.9 m, it provides a level of flood protection, and over time may be increased.



Secondary Dikes

Secondary dikes work in conjunction with primary dikes and can reduce the impact of a flood if a primary dike is breached. Due to the built-up nature of the Steveston area, a secondary set-back dike is not a feasible option.

Emergency Preparedness and Response

An essential strategy for reducing flood risk is to be emergency prepared. The City has established an Emergency Operations Centre that coordinates with various departments to establish and implement the City's Emergency Preparedness Flood Management Plan.

RETREAT In some cases an approach for flood protection is to move back from the flood hazard over time such that development would no longer be located in flood prone areas. This is not a feasible option for the Steveston area.

Managed Retreat In this approach, the 'retreated' properties are essentially decommissioned and the land is returned to a coastal land form that periodically would be flooded. This approach could be used for Garry Point Park. Future dike improvements could be constructed along the east boundary of the park to tie the West Dike to the Steveston Dike. Future park improvements could be planned to accommodate periodic flooding.



AVOID The general principle of this approach is to provide room for the river and keep development out of the flood plain. The avoid approach is most suitable for new development and is not applicable for the Steveston area. However, this approach is currently being applied to the properties that lie on Sturgeon Bank outside of the West Dike, where no development is permitted.



3 Steveston Dike

"Strategic Directive #5: To have excellent civic infrastructure and services that protect and reduce the vulnerability of the community to natural hazards and climate change impacts while protecting the environmental health of the foreshore and river."

2009 Waterfront Strategy

- City of Richmond

3.1 FLOOD PROTECTION STRATEGIES

The study assessed a number of approaches to flood protection for the Steveston area as outlined in Section 2. Two flood protection strategies were identified for evaluation to determine the preferred approach for the Steveston area.

Strategy 1: Modification of the Existing Lulu Island Dike

The first strategy is to upgrade the existing dikes. Tweaks and adjustments to the alignment would be made as required. The existing dikes would require crest level increases of up to 1.5m to meet the proposed 4.7m crest elevation. Improvements could be made to the Steveston Island breakwater to provide harbour protection and reduce wave run-up on the existing dike.

Strategy 2: Realignment to Steveston Island

The second strategy is to construct a new dike along Steveston Island with a crest level to meet the proposed 4.7m crest elevation. Flood gates would be installed at the harbour entrances that would be closed during major storm surge events. The existing dike through Steveston would be secondary and could be raised at a much slower pace to account for sea level rise.

For each of these strategies, a primary alignment was established for evaluation:

- Primary Dike Alignment 1: Raise dikes in their current alignment or a close parallel alignment on Lulu Island
- Primary Dike Alignment 2: Raise a dike on Steveston Island and install gate structures to enclose the harbor

Detailed descriptions of both strategies used for evaluation are outlined on the following page. The alignments are presented on Figure 3.1.

**Primary Dike
Alignment 1: Raise
Dikes in their
Current Alignment
or a Close Parallel
Alignment**

Primary Dike Alignment 1 is based on improving the existing dikes in their current alignment, or a close parallel alternative.

To establish an alignment to be used for evaluation, the Steveston dike was broken into seven different reaches with similar characteristics and constraints. Conceptual alignment alternatives were developed for these reaches considering various issues and challenges.

Raising dikes in their current location presents a number of challenges that include limited space, utility conflict, development conflict and construction scheduling. Leaving dikes in their existing alignment also excludes a number of properties from current and future flood protection.

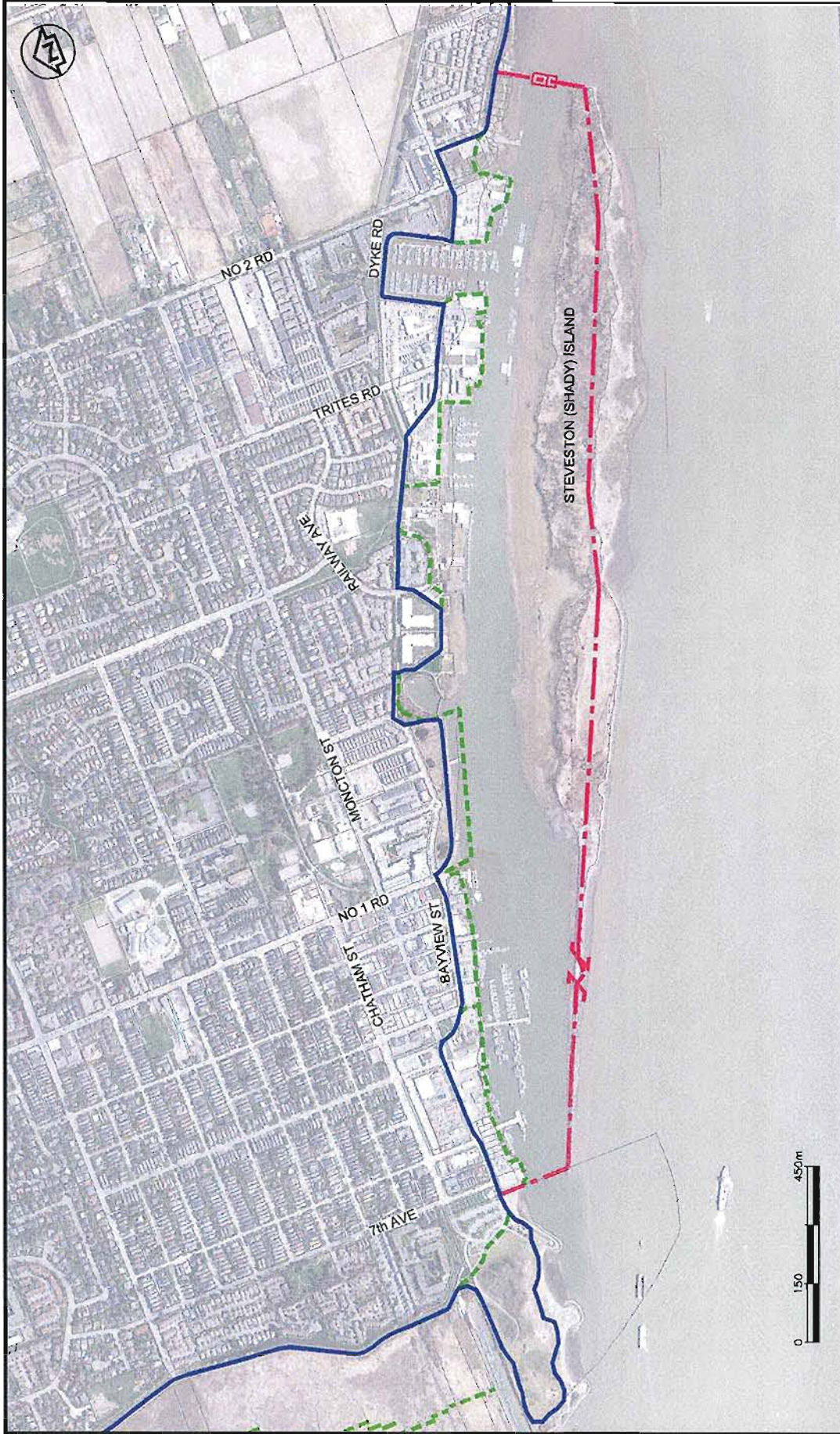
Moving the dike closer to the water's edge presents challenges, significantly changes the look and feel of the existing harbour, and may disrupt sensitive shoreline ecology. In some areas sheet pile walls with backfilled dike material will likely be required to create a seismically stable dike that is capable of meeting today's dike crest planning elevation (4.7 m geodetic) and those required further into the future.

**Primary Dike
Alignment 2: Raise
a Dike on
Steveston Island
and Install Gate
Structures**

Primary Dike Alignment 2 would begin west of 7th Avenue where a new structure would be built heading south into the Steveston Harbour that would intersect the west end of Steveston Island. At this point, Steveston Island would be modified along its entire length to form a dike. Additional structures or embankments would then be needed to enclose the Harbour approximately 250 m east of No. 2 Road. At its west end, a gate structure would be built to close off the Harbour during periods of combined storm surge and high tide.

A gate structure meets the needs of the current planning requirements; however, continued sea level rise may ultimately mean that the harbour can no longer operate at high tide. In this case, a lock structure would be required.

A pump station may also be required to ensure stable water elevations during closure periods.



City of Richmond Dike Master Plan Lulu Island Dike Master Plan Phase 1 Primary Alignment Alternatives

Figure 3.1



EB3763 March 2013

- LEGEND:**
- CURRENT DIKE ALIGNMENT
 - PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS
 - PRIMARY ALIGNMENT 2 - STEVESTON ISLAND



3.2 EVALUATION OF ALTERNATE ALIGNMENTS

The two primary dike alignments were evaluated to determine the preferred flood protection strategy for the Steveston area. The evaluation is summarized in **Table 3.1**.

Table 3.1: Summary of Evaluation of Alignment Alternatives

Category	<u>Primary Dike Alignment 1</u> Current or Close Parallel Alignment		<u>Primary Dike Alignment 2</u> Steveston (Shady) Island with Flood Gate	
	Advantages	Disadvantages	Advantages	Disadvantages
Cost Estimate	Initial cost estimates are similar for both options			
Property & Land Use	City owns land and right of ways for some options	Existing structures must be accommodated High impact on existing village character and heritage assets	Steveston Island is vacant of development Minimizes the impacts to existing buildings and infrastructure	Government jurisdiction issues with land use
Construction	Can build in pieces and use temporary infrastructure for effective flood protection	High community disruption	Low community disruption	Must be built as one project to be effective
Adaptability to Future Raising		Will disturb the community if raised in the future	Relatively easy to raise in the future	
Environmental	Similar constraints and issues for both options			
Geotechnical Implications		Ground improvement may impact existing buildings and infrastructure	Minimises ground improvement impacts to existing buildings and infrastructure	
Operations & Maintenance	Design resembles existing or traditional infrastructure for relatively simple O&M	The replacement cost of sheet pile sections is high. Maintenance may impact the local community	Maintenance can be achieved with little impact to the local community	A harbour gate requires new O&M procedures with additional short and long term costs

A detailed evaluation of each factor used to determine the preferred primary dike alignment is as follows.

COST ESTIMATE

Class 'D' capital cost estimates were produced to predict the approximate magnitude cost of each alignment. Costs include allowances for seismic upgrades to the dike. The Initial estimates indicate that both alternatives are in the same order of magnitude and cannot be distinguished by cost alone.

Table 3.2 and Table 3.3 present the costs for the Preliminary Dike Alignments.

**Primary Dike
Alignment 1
(Current or Close
Parallel)**

Table 3.2: Estimated Cost of Primary Dike Alignment 1

Reach (Section)	Length (m)	Cost (M\$)	Description
London	940	3.9	earthfill with road
Paramount	1040	4.5	sheet pile / earthfill with road
Britannia	260	1.3	earthfill with road, raise historic structures
BC Packers	870	4.7	earthfill with trail, sheet pile
Steveston Village	415	6.8	sheetpile and modify waterfront
Gulf of Georgia	480	3.9	sheetpile, fill behind
Breakwater	2790	11.0	Riprap
Sub-Total		36.1	
Contingency (50%)		18.1	
Total		54.2	

**Primary Dike
Alignment 2
(Steveston Island)**

Table 3.3: Estimated Cost of Primary Dike Alignment 2

Reach (Section)	Length (m)	Cost (M\$)	Description
London	670	2.8	earthfill with road
Cross to island	240	6.5	earthfill, pump station, flood box
East tip to No. 1 Rd	2000	9.5	earthfill
No. 1 Rd to 7 th	800	14.6	earthfill, floodgate
West tip to Moncton & 7 th	115	3.2	Earthfill
Sub-Total		36.6	
Contingency (50%)		18.3	
Total		54.9	

PROPERTY AND LAND USE	Existing and future land use can create opportunities and challenges to implementing dike improvements. Property and land use issues relating to the two primary dike alignments are outlined below:
Primary Dike Alignment 1 <i>(Current or Close Parallel)</i>	<ul style="list-style-type: none"> • Most of the current dike sections are on existing City property or rights of way, although there remain a few sections that run through Provincial or Federal land where rights of way are not registered. • Existing structures and land uses would need to be accommodated in the design of dike improvements. • Leaving dikes in their existing alignment also excludes a number of properties from current and future flood protection. Property or rights of way acquisition would be required to protect these properties. • Heritage sites would either be left outside of the flood defenses or require alteration to remain protected as sea levels rise. • Piecemeal dike improvements may create significant elevation differences between adjacent developments that challenge the development community in many ways.
Primary Dike Alignment 2 <i>(Steveston Island)</i>	<ul style="list-style-type: none"> • Steveston Island is vacant of development conflicts. • This alignment uses a similar layout to the Steveston Harbour Authority's Long Range Plan that is a key initiative of the City's 2009 Waterfront Strategy. • Land management jurisdictions on Steveston Island are unclear and need to be confirmed.
CONSTRUCTION	Options for construction phasing, as well as potential for construction impacts, are an important consideration for the evaluation. Construction considerations relating to the two primary dike alignments are outlined below:
Primary Dike Alignment 1 <i>(Current or Close Parallel)</i>	<ul style="list-style-type: none"> • The current dike option is already a functional dike. Improvements can be made incrementally over an extended time period. • Temporary measures can be made available to fill gaps in the dike system until the full project is complete if an emergency warranted it. • It is anticipated that there will be considerable disruption to the community during the dike upgrade process.
Primary Dike Alignment 2 <i>(Steveston Island)</i>	<ul style="list-style-type: none"> • A Steveston Island dike can be constructed relatively quickly and independently of development concerns. • Temporary measures may be required on the existing alignment until the full project is complete. • The Steveston Island dike is more appropriately constructed as one or a series of large projects. • The Steveston Island dike will provide little added protection until the entire length is complete.

**ADAPTABILITY TO
FUTURE RAISING**

Design crest elevations are expected to continually rise due to sea level rise, land subsidence, and higher standards to protect the ever increasing value of property and economic activity behind the dikes. The ability to raise the dikes in the future is an important design feature. The adaptability of the two primary dike alignments to future raising is outlined as follows:

**Primary Dike
Alignment 1**
*(Current or Close
Parallel)*

- The current dike is constructed in a highly urbanized environment with many conflicting property accesses, utilities and road structures. Every improvement, current or future, must confront these challenges.

**Primary Dike
Alignment 2**
(Steveston Island)

- The Steveston Island alignment is expected to include a more conventional earth fill structure and gravel surface. Future improvements would have fewer challenges than Primary Dike Alignment 1 because of property access, and a lack of road, and utility conflicts.
- In the event of continued sea level rise, the proposed flood gate structure on the Steveston Island Dike could be modified to a Lock to protect from flooding against daily high tides.

ENVIRONMENTAL

To different extents, both options require environmental permitting and work within the water. Shoreline areas of the Fraser River are important to fish and are especially important to juvenile salmon as nursery, rearing, feeding and migration areas.

The environmental issues related to the two primary dike alignments are outlined as follows:

**Primary Dike
Alignment 1**
*(Current or Close
Parallel)*

- Raising dikes on the current alignment often minimizes impacts to fish habitat if expansion is to the inland.
- In some reaches, expansion may be required to the water's edge with sheet pile to accommodate existing developments.

**Primary Dike
Alignment 2**
(Steveston Island)

- The Steveston Island option is expected to include more major alterations to Fraser River fish and wildlife habitats, but also includes opportunities for environmental enhancements.

GEOTECHNICAL

Geotechnical considerations are essential when selecting a dike alignment and considerably impact dike construction costs. A preliminary geotechnical assessment suggests that both alignments will require significant densification works for seismic stability. Along the waterfront banks, this typically includes stone column densification under the full width to the toes of the dike, driven to approximately 20% deeper than the adjacent channel depth. Set-back dikes, including the one proposed for the middle of the wide section of Steveston Island, were assumed to include some additional height for settlement, but no densification. These assumed improvements were included in the cost estimates and accounted for 12-16% of the total cost.

Primary Dike Alignment 1 <i>(Current or Close Parallel)</i>	<ul style="list-style-type: none"> • High density residential or commercial development behind the dike typically includes soil densification and raising of the ground to Flood Construction Levels, both which improve the geotechnical stability of the dikes. • Densification under the dike footprint is expected to be required to meet seismic design guidelines. • Some sections include vertical walls or steep banks which require deep densification. • Constructing additional height to compensate for vertical displacements is less likely in built up areas where the challenges to match existing property accesses are already problematic.
Primary Dike Alignment 2 <i>(Steveston Island)</i>	<ul style="list-style-type: none"> • Constructing additional height to compensate for vertical displacements is a viable option on the island as an alternative to densification. • Most of Steveston Island is wide and relatively flat, which minimizes the need for densification. • The portion of the channel to be filled and the gate structure are expected to required deep densification.
OPERATIONS AND MAINTENANCE	<p>Operations and maintenance of dikes requires conducting regular inspections and carrying out repairs. The requirements for the two primary dike alignments are considerably different from each other and are outlined below:</p>
Primary Dike Alignment 1 <i>(Current or Close Parallel)</i>	<ul style="list-style-type: none"> • The existing alignment option is not significantly different from the status quo thereby requiring annual inspections and maintenance similar to that conducted for the remainder of Lulu Island. • Some additional sheet piles are proposed instead of the riprap revetment slopes, but both are passive structures with similar maintenance regimes. • The upgrade of the existing dike would require little additional operation and maintenance resources and budget. • Access, repairs, and improvements are difficult due to conflicting road, property access, and commercial activity on and adjacent to the dike.
Primary Dike Alignment 2 <i>(Steveston Island)</i>	<ul style="list-style-type: none"> • Access for maintenance is readily available with no traffic business conflicts. • Repairs and improvements are easily achieved with basic earthfill and armoured revetment slopes and without conflicting road, utility, and property access conflicts. • The Steveston Island option includes new gate and pump station structures that would require operation during storm surge events. New operations and maintenance procedures would need to be developed. • Additional maintenance throughout the year would also be necessary.

3.3 STAKEHOLDER FEEDBACK

The two primary dike alignments were presented to key stakeholders and the general public. Although concerns were raised, the public and key stakeholder groups generally favoured creating a new dike alignment on Steveston Island opposed to using existing or new dikes in their current alignment. The main reasons for this were concerns that upgrading existing dikes will be more disruptive to the community than creating a new Steveston Island dike, and that a Steveston Island dike will simplify long-term future upgrades. The main concerns with building a Steveston Island dike relate to harbour water quality, possible increased dredging needs, and the disruption it may cause to wildlife and their habitats.

Public Open Houses

Two public open houses were held to present the two flood protection concepts for the Steveston area. The sessions were well attended with a combined attendance of over 120 people. To maximise public participation, all public house advertisements referenced the City's community engagement website address, Letstalkrichmond.ca. This website presented the same material provided at the open house. 392 people viewed the project on this website, seven of whom also provided feedback.

A summary of the open house and website feedback is presented in Table 3.4.

Table 3.4: Summary of Open House and Website Feedback

Topic	Summary of Comments
Dike Raising	Concerns were expressed that dikes are not being raised quickly enough. This feeling seemed to be driven by general media reports suggesting that the rate of sea level rise may be increasing. However, people seemed happy that the City is taking a proactive approach to flood protection planning.
Flood Protection	Some people liked that in the long-term a dike built on Steveston Island would be easier to upgrade than one on Lulu Island. Also, creating a Steveston Island dike provides two lines of defence, as the current dike would act as backup to the new one. Many people feel that the Steveston Island option would provide the best protection for both Steveston Village and Steveston harbour.
Construction	There were many concerns that dike construction on Lulu Island will disrupt the Steveston community, its businesses, and residents while a new dike on Steveston Island will help to avoid this.
The Environment	There were many concerns that a new dike on Steveston Island will disrupt wildlife habitats, and studies were requested to identify any potential ecosystem impacts of this proposed alignment. Some concerns arose that enclosing the harbour and its wetlands would create water quality issues as well as health issues for the Steveston population.
Dredging	There was a concern that if the harbour is enclosed increased dredging will be necessary.
Seismic	One concern was expressed about the high cost of upgrading dikes to a 1:2475 level.
Harbour Vitality	One resident did not believe that the water flow through the harbour could be controlled to the extent necessary in order to keep the enclosed harbour viable.
Property Value	Some residents were concerned about how each option would affect their property value.
General	One resident noted that dike upgrades have created better walking and cycling paths in the Steveston area and that new Lulu Island dikes could further improve this.

	<p>In addition to the two public open houses that were held, the City hosted a number of individual key stakeholder meetings. Key points from these meetings are summarized below.</p>
Provincial Inspector of Dikes <u>Preferred Option</u> <i>Primary Dike Alignment 2: Steveston Island</i>	<p>The Provincial Inspector of Dikes, MFLNRO, generally prefers Primary Dike Alignment 2 for the following reasons:</p> <ul style="list-style-type: none"> • It is relatively free of land use requirements that conflict with diking such as access across the dike, service crossings and future pressures to develop areas adjacent to the dike. • It allows for relatively unlimited future expansion of the diking system. • It provides flood protection for areas that would otherwise be on the water side of the dike.
Richmond Heritage Commission <u>Preferred Option</u> <i>Primary Dike Alignment 2: Steveston Island</i>	<p>The Heritage Commission generally prefers Primary Dike Alignment 2 for the following reason:</p> <ul style="list-style-type: none"> • It is the opinion of the Heritage Commission that diking system improvements which do not alter the existing road grade of Bayview Street or the immediate foreshore of the Steveston Harbour are the most supportive of on-going heritage conservation efforts in the Steveston Village core.
Steveston Harbour Authority <u>Preferred Option</u> <i>Primary Dike Alignment 2: Steveston Island</i>	<p>The Steveston Harbour Authority generally prefers Primary Dike Alignment 2 for the following reasons:</p> <ul style="list-style-type: none"> • It uses a similar layout as the Steveston Community Fishing Harbour development plan. • Raising the dike in its current location raises a multitude of challenges and costs.
Fisheries and Oceans Canada <u>Preferred Option</u> <i>none</i>	<p>The Fisheries and Oceans Canada does not have a preferred alignment. They provided comment on both Primary Dike Alignment 1 and Primary Dike Alignment 2.</p> <p>Comments for Primary Dike Alignment 1 are as follows:</p> <ul style="list-style-type: none"> • Shoreline areas of the Fraser River are important to fish and are especially important to juvenile salmon as nursery, rearing, feeding and migration areas. • The raising of dikes should avoid or minimize the placement of fill below the higher high water elevation into the Fraser River. Of particular concern is the dike alignment immediately east of the south end of No. 1 Rd where the dike alignment clearly extends into the river. <p>Any proposed design for Primary Dike Alignment 2 should ensure that:</p> <ul style="list-style-type: none"> • Fish access into and out of Steveston Harbour is maintained. • Water quality suitable for fish in Steveston Harbour is maintained. • Adverse impacts to fish habitat are minimized and that fish habitat be increased.

Port Metro Vancouver <u>Preferred Option</u> <i>none</i>	<p>Port Metro Vancouver (PMV) does not have a preferred alignment. They provided the following comments with respect to Primary Dike Alignment 2:</p> <ul style="list-style-type: none"> • PMV would like a hydraulic modeling analysis or study completed to check the effects of enclosing the Steveston Harbour Channel upon the main shipping channel and how changed sedimentation patterns will impact dredging requirements. • Jurisdiction in the area is very complicated and requires further investigation. • Steveston Island has changed over the years and requires a new survey to confirm boundaries and jurisdiction. • PMV wish to be kept informed of environmental compensation and land reclamation opportunities as related to Steveston Channel/Harbour/Dike realignment
Provincial Land Tenure Department <u>Preferred Option</u> <i>none</i>	<p>The Provincial Land Tenure Department, MFLNRO, does not have a preferred alignment. They provided the following comments:</p> <ul style="list-style-type: none"> • No land title is needed for the Province to issue a Statutory Right of Way (or interim License of Occupation) for diking purposes over Crown Land. • To identify land management jurisdictions on Steveston Island the City should apply to MFLNRO for an Investigative license. This license would allow for drilling and other stability testing if required. • MFLNRO would liaise with Federal Government Agencies (e.g. Port Metro Vancouver, Fisheries and Oceans Canada/Small Craft Harbors, and Public Works Canada) to process a Statutory Right of Way application. • The province must consult with the First Nations and the depth of the consultation will depend on the strength of claim and the potential for conflict identified by the First Nation. The Province will make every attempt to ensure that the consultation would stand up to a court challenge. • If the City has good relations with First Nations groups they should liaise with them prior to any MFLNRO investigations.
Richmond's Advisory Committee for the Environment <u>Preferred Option</u> <i>None</i>	<p>The Advisory Committee for the Environment does not have a preferred alignment but would like to see the utilization of the existing diking system where possible. Key concerns identified included: confirmation of land ownership of Steveston Island; and, ensuring that an environmental impact assessment is conducted prior to finalizing a preferred alignment for the LIDMP.</p>
Urban Development Institute	<p>The Urban Development Institute had no group comment on the project.</p>

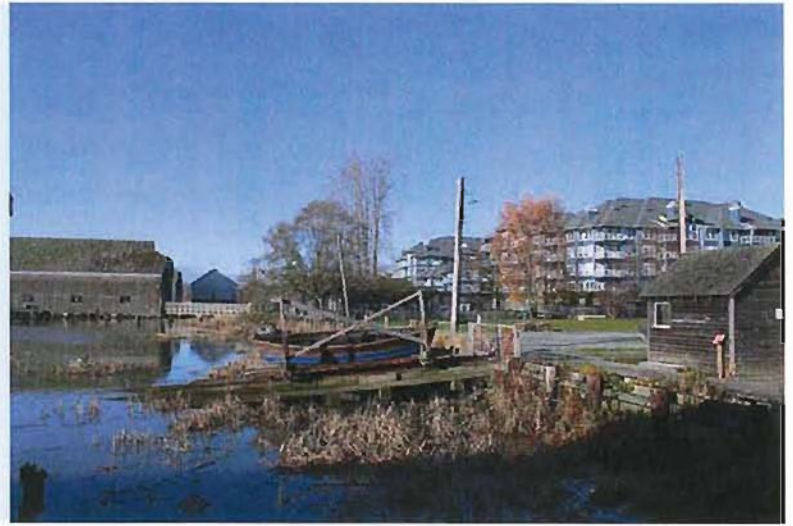
3.4 RECOMMENDED STEVESTON AREA FLOOD PROTECTION STRATEGY

Based on the evaluation of the two identified primary dike alignments for the Steveston area, it is recommended that the City adopt the Steveston Island Dike (Primary Dike Alignment 2) as the preferred future dike alignment, subject to securing land tenure. This route includes raising a new dike on Steveston Island and installing structures and gates to enclose Steveston Harbour.

When compared to raising the dike in its current alignment, the Steveston Island Dike alignment is anticipated to:

- cause lower community disruption,
- facilitate future dike raising,
- provide flood protection to more land area, and,
- provide additional storm protection for harbour users.

The alignment is preferred by numerous key stakeholders including the Provincial Inspector of Dikes, the Richmond Heritage Commission, and the Steveston Harbour Authority.



4 West Dike

4.1 FLOOD PROTECTION STRATEGIES

To adapt the West Dike to predictions of sea level rise the dikes must be designed to withstand a designate flood level consisting of the reference tide (high high water level), a storm surge, and local wind set up. Furthermore, as sea level rises, it is anticipated that this will impact the future conditions of the Sturgeon Banks and their ability to dissipate waves and assist with flood protection of the City. The dike must therefore have additional protection against wave run-up. The current predictions and assumptions used in the BC Sea Dike Guidelines for the year 2100 suggest wave run-up may account for up to 2.7 m of the future dike crest elevation. The full extent of future crest height increases will require detailed observation and study of observed sea level rise.

Presently, the City has established 4.7 m as the crest elevation for the West Dike. Additional protection for wave run-up, when required, could be provided in the form of wave attenuation structures, or by providing additional crest height.

Three adaptation strategies have been identified. These include:

- 1) Raise the existing dike crest height to the full requirement.
- 2) Construct a toe berm on the dike to reduce wave run-up.
- 3) Construct offshore barrier or breakwater islands to reduce wave run-up.

Strategies are described below.

Strategy 1: Raise the Existing Dike

Without wave protection, the West Dike's future required crest elevation could be considerably higher than today. A 4.7 m high dike will likely have a shorter effective life span than that of a less exposed dike, such as in the Steveston Area. One option to address this is to raise the dike crest to accommodate predicted wave run-up. Increases to the crest height would require the footprint of the dike to be expanded. Expansion to the inland side would require relocation of the existing drainage ditch on the land side slope, and potential property acquisition. Expansion to the water side would require compensation for lost environmental habitat. As crest heights increase by 1 m increments, a minimum additional 4.5 m in dike footprint is required.

**Strategy 2:
Construct a Toe
Berm**

As an alternate to large crest elevation increases, structures can be constructed in front of the dike to dissipate wave energy and reduce wave run-up. One option for this would be to construct a toe berm (Figure 4.1). The toe berm would resemble a low, wide dike that would extend from the toe of the West Dike onto Sturgeon Bank.

**Strategy 3:
Construct Barrier /
Breakwater Islands**

Similarly to Strategy 2, Strategy 3 aims to dissipate wave energy by constructing a breakwater or barrier islands on Sturgeon Bank (Figure 4.2).

Breakwaters are most effective when constructed close to the shore, as broken waves grow again behind the breakwater under the influence of wind. The effectiveness depends also on the crest height of the breakwater, with a higher breakwater giving more wave reduction.

Preliminary calculations indicate that wave reduction with a breakwater or barrier islands constructed to +3.0 m geodetic would reduce wave height by 70% if constructed 200 m offshore, 60% at 500 m offshore, and 45% at 2000 m offshore.

4.2 STRATEGY EVALUATION

Strategy 1 is the current standard approach for dike construction in Richmond. If sea level rise predictions prove accurate, the increases necessary in dike height to address increased wave heights during storm surge events could be substantial. These increases would have impacts on neighbouring properties and it may be preferable to install wave dissipation infrastructure to reduce crest levels (Strategies 2 and 3).

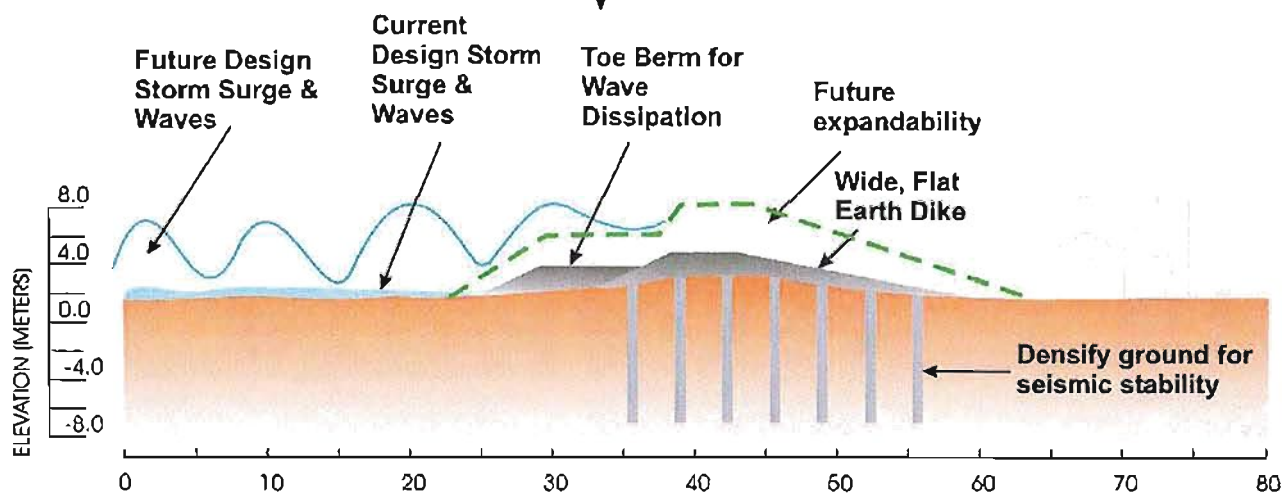
Preliminary discussions with Fisheries and Oceans Canada identified that both Strategies 2 and 3 could result in significant adverse impacts on fish habitats. Habitat compensation would be necessary, and given the potentially large footprint of the barrier islands, breakwaters, or toe dikes, this could be prohibitive.

If sea level rise is observed and future tidal conditions reduce or eliminate the existing intertidal marsh, then both strategies 2 and 3 may have the potential to create habitat and be used as a compensation site for other projects.

Strategy 3 may be an option at present day if the barrier islands or breakwaters could be constructed in waters of lesser habitat (deeper and further offshore) provided that the wave reductions are achieved.

4.3 RECOMMENDED WEST DIKE FLOOD PROTECTION STRATEGY

The primary option for flood protection in this area will be to raise and strengthen the existing West Dike in its current alignment over the long term. This will meet the City's flood protection requirements so long as it is raised to keep pace with sea level rise and protected from increased wave action. Additional work is required to identify the preferred approach to wave mitigation.



LEGEND:

CURRENT DIKE ALIGNMENT

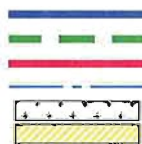
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

CITY OWNED LAND



City of Richmond Dike Master Plan
West Dike Toe Berm
Figure 4.1



EB3763 March 2013

CNCL - 412





5 Recommendations

The following actions are recommended for the Steveston area and the West Dike.

5.1 STEVESTON AREA

1.0 Short Term Recommendations

- a. Adopt the Steveston Island Dike (Primary Dike Alignment 2) as the preferred future primary dike alignment, subject to securing land tenure. This route includes raising a new dike on Steveston Island and installing structures and gates to enclose Steveston Harbour.

2.0 Medium Term Recommendations

- a. Secure the land and rights to construct the Steveston Island Dike. This includes:
 - i. Apply to MFLNRO for an Investigative license to identify land management jurisdictions and to permit geotechnical or other investigations. This may require a new survey to confirm boundaries and jurisdiction.
 - ii. Request MFLNRO to liaise with Federal Government Agencies (e.g. Port Metro Vancouver, Fisheries and Oceans Canada/Small Craft Harbors, and Public Works Canada) to process a Statutory Right of Way application.
 - iii. Liaise with First Nations group prior to the MFLNRO investigations and their First Nations consultations.
- b. Complete preliminary designs and related investigations to assist with securing the land and obtaining regulatory approvals. Work is expected to include:
 - i. A preliminary design that establishes the extent of land required for earth fill and related structures.
 - ii. A geotechnical investigation that defines the extent of soil improvements required, and therefore the extent of the land required.

- iii. An environmental investigation to determine the impact and potential habitat improvements associated with creating additional intertidal and marsh areas along the proposed alignment.
- iv. A hydraulic study to assess the impact on sedimentation patterns and water quality.

3.0 Long Term Recommendations

- a. Coordinate the design and construction of the Steveston Island dike with compatible Steveston Harbour Authority (SHA), City Parks, and Port Metro Vancouver (PMV) plans, including:
 - v. Coordinate with the Steveston Community Fishing Harbour development plan which includes narrowing the entrances to the harbour at both ends.
 - vi. Coordinate with Parks plans to create a sheltered space for the marine oriented public events like the Tall Ships Festival, and other improvements to the park and trail network.
 - vii. Work with PMV who are seeking environmental compensation and land reclamation opportunities similar to the intertidal habitat that may be created with the Steveston Island dike.
 - viii. Seek opportunities to coordinate fill activities with adjacent PMV dredging operations.
 - ix. Support PMV improvements to the Albion dike and other Roberts Bank structures and habitat creation that result in improved breakwater effects for Steveston.
- b. Once the Steveston Island Dike alignment is secured, revise the dike standard behind the Steveston Island Dike to a consistent but relaxed standard that is more compatible with the surrounding property accesses. A 4.1m dike crest elevation is suggested as a starting point for discussion. This would be the current designated flood level of 2.9m plus a 1.2m allowance for sea level rise.

5.2 WEST DIKE

1.0 Short Term Recommendations

- a. Continue to use the existing West Dike as the primary flood protection alignment.
- b. Continue to plan for construction of the West Dike to a 4.7 m crest elevation
- c. Coordinate with Port Metro Vancouver and Fisheries and Oceans Canada to:
 - i. Identify potential areas for constructed offshore barrier islands that would create habitat and provide wave dissipation for the West Dike.
 - ii. Confirm constructability of these islands using dredge sand.

2.0 Medium Term Recommendations

- a. Develop a two dimensional wave and storm surge model for the Sturgeon Banks, to arrive at wave run-up estimates to confirm optimum barrier island configurations.
- b. Monitor sea level rise.

3.0 Long Term Recommendations

- a. If justified by observed sea level rise, design and construct offshore wave dissipation structures to minimize required onshore crest level increases.



City of Richmond

Report to Committee

TO PWTC - Apr. 17 2013.

To: Public Works and Transportation Committee

Date: March 27, 2013

From: Tom Stewart, AScT.
Director, Public Works Operations

File: 10-6405-01/2012-Vol
01

Re: Regulation of Newspaper Distribution Agents and Zones

Staff Recommendation

That:

1. Newspaper Distribution Regulation Bylaw No. 7954, Amendment Bylaw No. 8933 (Attachment 1), be introduced and given first, second and third readings;
2. Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9017 (Attachment 2) be introduced and given first, second and third readings; and
3. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9018 (Attachment 3), be introduced and given first, second and third readings.

Tom Stewart, AScT.
Director, Public Works Operations
(604-233-3301)

Att. 3

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

Staff Report

Origin

This report presents recommended amendments to the City's Newspaper Distribution Regulation Bylaw No. 7954 to further regulate newspaper distribution agents within newspaper distribution zones, following a pilot program that was implemented in September 2011. This report also moves the fees under Bylaw 7954 to the City's Consolidated Fees Bylaw No. 8636 and proposes an increase in the permit fee for newspaper distribution agents. This report further proposes amendments to Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 to add penalties for bylaw contraventions relating to newspaper distribution boxes and agents.

Analysis

Background

Newspaper Distribution Regulation Bylaw No. 7954 establishes distribution zones for both newspaper distribution boxes and agents, encompasses a permit system, outlines maintenance requirements to address graffiti, disrepair and potential litter issues, and establishes permit and other fees.

While Bylaw 7954 authorizes newspaper distribution agents with a permit fee of \$100.00, none had been permitted as a result of past experience with agents due to concerns such as litter, abandoned papers, and agent conduct - including obstructing access for transit riders. In addition, under the current provisions of Bylaw 7954, newspaper distribution agents are not permitted in zones where a newspaper distribution box or multiple publication news rack (MPN) has been approved.

In response to a request from a free daily publication to allow newspaper distribution agents outside the Canada Line stations, a pilot program was put into effect in September 2011 under a protocol agreement. The protocol agreement established guidelines around distribution agent conduct, general operating practices, litter, etc. The pilot program demonstrated that distribution by agents is feasible provided conditions and best practices are established to mitigate these issues.

The proposed amendments to section 2.1.7 of Bylaw 7954 will allow a newspaper distribution agent in zones where MPN's have been installed. Where no MPN is installed, either a distribution box or a newspaper agent will be allowed from any one permittee (not both). See proposed Amendment Bylaw No. 8933 (Attachment 1).

Pilot Program Best Management Practices

While the City has a dedicated litter attendant servicing the Canada Line seven days per week, it is important that distribution agents follow protocols which help to reduce problems with recurring litter as free daily newspapers are distributed. Litter problems can quickly arise from abandoned or dropped papers, loose inserts, newspaper strapping or plastic, wind, etc. at one station while the litter attendant is servicing another.

Often, transit riders who do not want free dailies are handed the papers while rushing to transit and subsequently will drop the papers on the ground. Loose inserts can also fall to the ground. There have also been past complaints from transit riders regarding agent conduct (poor public relations skills, lack of identification, obstructing commuters, etc.). In order to maintain a high standard of cleanliness and agent conduct wherever newspaper distribution agents are allowed, the pilot program revealed the following as best practices/operating protocols to be exercised by the newspaper distribution company's agents:

- Limiting to one agent per company per station;
- All waste (plastic, strapping, etc.) is properly disposed;
- Papers are secured to prevent blowing and are protected from rain and weather elements;
- Agents clean up discarded papers from their respective companies within the distribution zone at regular intervals during their shifts;
- Agents maintain professional appearance and conduct at all times;
- Agents remain outside the station at all times a minimum of two metres from the pedestrian access points;
- Agents do not stand in the way of or block the flow of pedestrian traffic;
- Agents ensure any remaining papers are placed in the distribution box at the end of their shift and that no papers are left outside of the box;
- Agents wear appropriate identification to allow the City to contact the distribution company in order to resolve issues that arise.

The above issues are reflected in the proposed Amendment Bylaw No. 8933 which amends Bylaw 7954.

Permit Fees and Penalties

Even with the above conditions in place, City costs associated with collecting discarded papers from distribution agent activity are approximately \$7,500 annually, based on an average of .75 hours/day spent by litter operations staff on areas with distribution agents, as estimated during the pilot program.

Schedule E of Bylaw 7954 establishes permit and other fees for distribution boxes or newspaper agents. The current fee for distribution agents is \$100.00 per agent per year. On January 10, 2011, Council adopted the Consolidated Fees Bylaw ("CFB") No. 8636 to amalgamate a majority of the City's fees and charges into one bylaw for ease of review and adjustment for CPI increases. When the CFB No. 8636 was adopted, annual newspaper box and agent permit fees set out in Schedule E of Bylaw 7954 were not part of the consolidated bylaw. This report recommends including those fees in the Consolidated Fee Bylaw and deleting Schedule E of Bylaw 7954 in its entirety. Further, in light of the additional onus these agents place on the City for litter collection and monitoring of agent behaviour, it is recommended that the annual permit fee for each newspaper distribution agent be increased to \$250.00.

Since the initial adoption of Newspaper Distribution Regulation Bylaw No. 7954, updated authority has been provided under the Community Charter to increase the maximum fine for offences. Existing Bylaw 7954 provisions are tied to the Offence Act, which allows a maximum

fine of \$2,000. In light of the expense of prosecution, it is appropriate to increase the maximum fine to \$10,000, being the maximum permitted under the Community Charter. Amendment Bylaw No. 8933 includes provisions for this proposed increase in the maximum fine. Further, to ensure the City has sufficient tools to address any bylaw contraventions, it is recommended that Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 be amended to add penalties for contraventions relating to newspaper distribution boxes and agents. Amendment Bylaw No. 9018, which amends Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, reflects these added penalties.

Financial Impact

None.

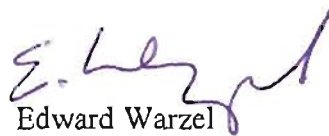
Conclusion

The proposed amendments will allow a newspaper distribution agent where a multiple publication news rack is installed if the General Manager, Engineering and Public Works deems it appropriate. Clear conditions and associated penalties for contraventions are included in the proposed amendments concerning the agent's responsibilities and to avoid litter concerns associated with the hand distribution of newspapers. The proposed amendments also include a recommendation to increase the permit fee for newspaper distribution agents to \$250.00 each annually.

Staff recommends that Council adopt the attached amendments to the City's Newspaper Regulation Bylaw No. 7954, Consolidated Fees Bylaw No. 8636 and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122.



Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)



Edward Warzel
Manager, Community Bylaws
(604-247-4601)



**Newspaper Distribution Regulation Bylaw No. 7954,
Amendment Bylaw No. 8933**

The Council of the City of Richmond enacts as follows:

1. Newspaper Distribution Regulation Bylaw No. 7954 is amended:
 - (a) by adding the following at the end of section 2.1.2:

“A **permit** may contain such additional terms and conditions deemed advisable by the **General Manager Engineering & Public Works**.”
 - (b) by deleting section 2.1.3 and substituting the following:

“2.1.3 Upon approval of an application for a **permit** by the **General Manager Engineering & Public Works**, the applicant will pay to the **City** the applicable annual **permit** fees set-out in the Consolidated Fees Bylaw No 8636. For applications approved on or after July 1 of a calendar year, the **permittee** will pay 50% of the applicable annual **permit** fees set-out in the Consolidated Fees Bylaw No 8636.”
 - (c) by deleting paragraph 2.1.6(d) and substituting the following:

“(d) each **newspaper distribution agent** authorized by the **permit** displays a valid **permit card** on a visible part of the **newspaper distribution agent’s** clothing and provides the **permit card** to **City** staff upon request.”
 - (d) by deleting paragraphs 2.1.7(a) and (b) and substituting the following:
 - “(a) where a **multiple publication news rack (MPN)** has been installed by or on behalf of the **City** within a **newspaper distribution zone**, deployment of a **newspaper distribution agent** will be permitted within the same **newspaper distribution zone** only if the **General Manager Engineering & Public Works** deems it appropriate to issue a **permit** for such **newspaper distribution agent**;
 - (b) where a **multiple publication news rack (MPN)** has not been installed by or on behalf of the **City** within a **newspaper distribution zone**, a maximum of one **newspaper distribution box** or one **newspaper distribution agent** will be allowed from any one **permittee** within the **newspaper distribution zone**; and”

- (e) by deleting section 2.2.4 and substituting the following:

“2.2.4 A **permittee** must ensure that its **newspaper distribution boxes**:

- (a) are not placed outside of the boundaries of the applicable **newspaper distribution zone**;
- (b) display an **identification decal**, in accordance with any instructions provided by the **City**;
- (c) are not chained or fastened to any utility apparatus, including any signal, street light, hydro or telephone pole or signpost, fire hydrant, parking meter, bus shelter, telephone booth, post box, benches or trees;
- (d) are not chained or fastened to objects other than those described in section 2.2.4(c) of this bylaw, except with the prior written approval of the **General Manager Engineering & Public Works**;
- (e) do not display any third party advertising;
- (f) are not placed within the sightline triangle of a **street** intersection, as outlined in the visibility clearance provision set-out in section 5.1 of the **City's Traffic Bylaw No. 5870**, as amended or replaced from time to time;
- (g) do not exceed the following dimensions:
 - Width – 65 cm
 - Depth – 50 cm
 - Height – 110 cm
- (h) comply with all applicable provisions of this **bylaw** and the **permit** applicable to the **newspaper distribution box**.”

- (f) by deleting section 2.2.5 and substituting the following:

“2.2.5 **Newspaper distribution agents** must comply with the following and each **permittee** must ensure that its **newspaper distribution agents** comply with the following:

- (a) do not distribute or sell **newspapers** outside of the boundaries of a **newspaper distribution zone**;
- (b) do not display, distribute or sell third party advertising or products;
- (c) secure the **permittee's newspapers** to prevent scattering;

- (d) display a valid **permit card** on a visible part of the **newspaper distribution agents' clothing** and when requested by **City staff**, provide the **permit card** to the **City staff**;
 - (e) maintain a professional **appearance** and do not act in an abusive, aggressive or offensive **manner**;
 - (f) maintain a minimum distance of 2 metres from pedestrian access points at Canada Line stations and bus stops;
 - (g) do not stand in the way of or block the flow of pedestrian traffic;
 - (h) remove all of the **permittee's newspapers** that are thrown away or accumulate in the **newspaper distribution zone**;
 - (i) at the end of each shift, remove all surplus **newspapers** or place all surplus **newspapers** in the **permittee's newspaper distribution box** or allocated portion of the **multiple publication news rack (MPN)**; and
 - (j) comply with all applicable provisions of this bylaw and the **permit applicable to the newspaper distribution agent.**"
- (g) by deleting section 2.4.3 and substituting the following:
- "2.4.3 **Newspaper distribution boxes** removed by the **City** pursuant to section 2.4.2 of this bylaw will be stored by the **City** for 90 days and may be picked up by the **permittee** upon payment of the storage fee set-out in the Consolidated Fees Bylaw No 8636, plus recovery and labour costs incurred by the **City**."
- (h) by deleting section 3.2 and substituting the following:
- "3.2 Any person who contravenes or violates any provision of this bylaw or any **permit** issued under this bylaw or who ~~suffers~~ or allows any act or thing to be done in contravention or violation of this bylaw or any **permit** issued under this bylaw, or who fails or neglects to do anything required to be done under this bylaw or any **permit** issued under this bylaw, commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00) and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence."
- (i) by deleting Schedule E in its entirety.

2. This bylaw is cited as "Newspaper Distribution Regulation Bylaw No. 7954, Amendment Bylaw No. 8933".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER



Consolidated Fees Bylaw No. 8636, Amendment Bylaw 9017

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

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by adding Schedule A of this bylaw as a schedule to the Consolidated Fees Bylaw No. 8636, in alphabetical order.
2. This Bylaw may be cited as "**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9017.**"

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____ _____ _____ _____	<p>CITY OF RICHMOND</p> <p>APPROVED by</p> <p><i>[Signature]</i></p> <p>APPROVED by Director or Solicitor</p> <p><i>[Signature]</i></p>
----------------------------------	---

MAYOR.

CORPORATE OFFICER

Schedule A to Bylaw 9017

SCHEDULE – NEWSPAPER DISTRIBUTION REGULATION**Newspaper Distribution Regulation Bylaw No. 7954**

<u>Section</u>	<u>Description</u>	<u>Fee</u>
Section 2.1.3	Each compartment within a multiple publication news rack (MPN) for paid or free newspapers	\$150.00, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution box for paid newspapers	\$75.00, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution box for free newspapers	\$100.00, plus applicable taxes, per year
Section 2.1.3	Each newspaper distribution agent for paid or free newspapers	\$250.00 plus applicable taxes, per year
Section 2.4.3	Storage fee for each newspaper distribution box	\$100.00, plus applicable taxes



**City of
Richmond**

Bylaw 9018

**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9018**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Schedule A (page 13) by deleting the content under Newspaper Distribution Regulation Bylaw No 7954 and substituting the content in the table in Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as "Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9018."

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

SCHEDULE A to BYLAW NO. 9018

Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Newspaper Distribution Regulation No. 7954	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Distributing or selling newspapers without a permit	1.2.1	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Using multiple publication news rack (MPN) without a permit	1.2.2 (a)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Installing or maintaining newspaper distribution box without a permit	1.2.2 (b)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Distributing or selling newspapers as a newspaper distribution agent without a permit	1.2.2 (c)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Placing newspaper distribution box outside newspaper distribution zone	2.2.4(a)	No	\$275.00	\$250.00	\$300.00	n/a
	Failure to display identification decal on newspaper distribution box	2.2.4 (b)	No	\$275.00	\$250.00	\$300.00	n/a
	Securing newspaper distribution box to unauthorized structure	2.2.4 (c)	No	\$275.00	\$250.00	\$300.00	n/a
	Securing newspaper distribution box to object without prior approval of General Manager	2.2.4 (d)	No	\$325.00	\$300.00	\$350.00	n/a
	Displaying third party advertising on newspaper distribution box	2.2.4 (e)	No	\$175.00	\$150.00	\$200.00	n/a
	Placing newspaper distribution box within traffic sightline	2.2.4 (f)	No	\$275.00	\$250.00	\$300.00	n/a
	Exceeding permitted dimensions of newspaper distribution box	2.2.4 (g)	No	\$275.00	\$250.00	\$300.00	n/a

	Failing to comply with term or condition of permit	2.2.4 (h)	No	\$375.00	\$350.00	\$400.00	n/a
	Agent distributing or selling newspapers outside of newspaper distribution zone	2.2.5 (a)	No	\$275.00	\$250.00	\$300.00	n/a
	Agent displaying, distributing or selling third party advertising or products	2.2.5 (b)	No	\$175.00	\$150.00	\$200.00	n/a
	Agent failing to secure newspapers to prevent scattering	2.2.5 (c)	No	\$175.00	\$150.00	\$200.00	n/a
	Agent failing to visibly display and/or provide permit card	2.2.5 (d)	No	\$175.00	\$150.00	\$200.00	n/a
	Agent acting in an abusive, aggressive or offensive manner or not maintaining professional appearance	2.2.5 (e)	No	\$175.00	\$150.00	\$200.00	n/a
	Agent failing to maintain minimum 2-metre distance from Canada Line station or bus stop access points	2.2.5 (f)	No	\$275.00	\$250.00	\$300.00	n/a
	Agent obstructing flow of pedestrian traffic	2.2.5 (g)	No	\$375.00	\$350.00	\$400.00	n/a
	Agent failing to remove permittee's newspapers accumulated in newspaper distribution zone	2.2.5 (h)	No	\$275.00	\$250.00	\$300.00	n/a
	Agent failing to remove surplus newspapers and/or properly place surplus newspapers	2.2.5 (i)	No	\$275.00	\$250.00	\$300.00	n/a
	Agent failing to comply with term or condition of permit	2.2.5 (j)	No	\$375.00	\$350.00	\$400.00	n/a



City of Richmond

Report to Committee

TO POT- Apr. 17, 2013.

To: Public Works and Transportation Committee

Date: April 16, 2013

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

File: 10-6340-01/2013-Vol
01

Re: 2013 Flood Protection Grant Program

Staff Recommendation

1. That the following projects be endorsed as candidates for submission to the 2013 Provincial Flood Protection Grant Program.
 - a) Bath Slough Drainage Pump Station Upgrade
 - b) Dike Upgrade, McCallan Road to No. 2 Road
 - c) South Dike Upgrade, No. 4 Road to Shell Right of Way
2. That should any of the above projects be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the funding agreements with the Province.

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

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

Staff Report

Origin

In April 2012, the City was advised that the Province was considering a call for grant funding under the flood protection program. At the May 28, 2012 Regular Council Meeting, Council endorsed a list of projects for submission under the proposed 2012 grant program. However, no call for grants was issued in 2012. The City's drainage program was subsequently updated as part of the ongoing capital process.

On April 12, 2013, the Province issued a call for applications for grant funding under the 2013 Flood Protection Program. The deadline for submissions is May 22, 2013. The application guidelines state that projects must be endorsed by Council to be considered for funding.

In this call for applications, each Local Authority is limited to one application for one publicly funded project. Staff are currently in discussions with the Province regarding the program and the amount of funding available for each application.

Analysis

This report identifies priority projects that staff recommend be considered as candidates for submission as part of the 2013 Flood Protection Program. Once the Province provides further clarification on the program and available funding levels, staff will select the project with the highest chance of success and submit the application.

This report also recommends that authority be given to the Chief Administrative Officer and General Manager Engineering and Public Works to negotiate and execute funding agreements for projects approved for funding by the Province as part of the 2013 Flood Protection Grant Program.

Emergency Management BC and the Federal Building Canada Plan (Infrastructure Canada) have partnered to provide flood protection funding to communities throughout British Columbia. The 2013 grant program is based on a 1/3 Provincial Government, 1/3 Federal Government and 1/3 Local Government cost sharing formula for local government area populations that are greater than 100,000.

In previous years, applicants were allowed to submit multiple projects for grant funding. In the 2013 program, the guidelines stipulate that applicants can apply for only one publicly funded project. Local governments can submit additional applications if the 1/3 local funding is provided by the private sector. Staff are seeking opportunities to apply for these private projects.

To maximize the chances of approval, staff are currently in discussions with the Province to clarify project criteria such as available funding levels. Once this additional information is available, staff will select one of the following projects for submission:

Project	Description	Cost Estimate
Bath Slough Drainage Pump Station Upgrade	Includes design and a complete renovation of the pumping system and buildings to upgrade ageing infrastructure, increase the pumping capacity approximately 33%, and allow for dike raising related to sea level rise.	\$ 4,200,000
Dike Upgrade, McCallan Road to No. 2 Road	Includes a dike upgrade to meet minimum Provincial requirements including an allowance for sea level rise.	\$ 2,800,000
South Dike Upgrade, No. 4 Road to Shell Road Right of Way	Includes design and construction of upgrades to meet minimum Provincial requirements.	\$ 2,000,000

To be eligible for funding, projects are to be completed between April 1, 2014 and March 21, 2016.

Funding Agreements

In 2010, the Williams Road and No. 1 Road North Drainage Pump Station projects received a total of \$3.57M in grant funding from this program. The funding agreements for these projects included the following key terms:

- The City will maintain general commercial liability insurance in an amount not less than \$2 million and include the Province as an additional insured;
- The City will grant a release and indemnity in favour of the Province;
- In the event that the City sells or otherwise disposes of the works, the City must repay a portion of the grant funding to the Province; and
- The City must provide status updates to the Province at least every 30 days.

Staff anticipate that if the City's submission for the 2013 Flood Protection Grant Program is successful, the funding agreement for the approved project will include similar key terms, including granting of a release and indemnity by the City in favour of the Province.

Staff recommends authority be given to the Chief Administrative Officer and General Manager Engineering and Public Works to negotiate and execute funding agreements with the Province for any successful submissions for the 2013 Flood Protection Grant Program.

Financial Impact

There is no funding impact at this time.

Bath Slough Drainage Pump Station is currently included in the capital program. The dike upgrade projects identified in this report for Council endorsement will be submitted as part of future capital programs with the City portion of funding from the Drainage and Dikes Utility and/or Drainage DCC's.

Conclusion

The Provincial and Federal governments have partnered to provide flood protection funding to communities throughout British Columbia. Staff have prepared a list of flood protection related projects and are seeking Council endorsement in accordance with the grant program guidelines. Further, staff are seeking Council authority for the negotiation and execution of funding agreements should the City's application be successful.



Milton Chan, P.Eng.
Manager, Engineering Design & Construction
(604-276-4377)

MC:mc



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

The Council of the City of Richmond enacts as follows:

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

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

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

“16.3 Mobile Vendor on City Property

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

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

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

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

MAR 25 2013

MAR 25 2013

MAR 25 2013

CORPORATE OFFICER

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



Richmond Zoning Bylaw 8500
Amendment Bylaw 8917 (RZ 04-265950)
8751 COOK 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 **HIGH DENSITY TOWNHOUSES (RTH3)**.

P.I.D. 013-852-485

Lot A Section 9 Block 4 North Range 6 West New Westminster District Plan 81460

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8917".

FIRST READING

JUN 25 2012

A PUBLIC HEARING WAS HELD ON

JUL 16 2012

SECOND READING

JUL 16 2012

THIRD READING

JUL 16 2012

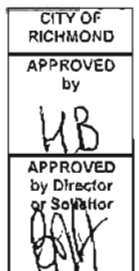
OTHER REQUIREMENTS SATISFIED

APR 17 2013

ADOPTED

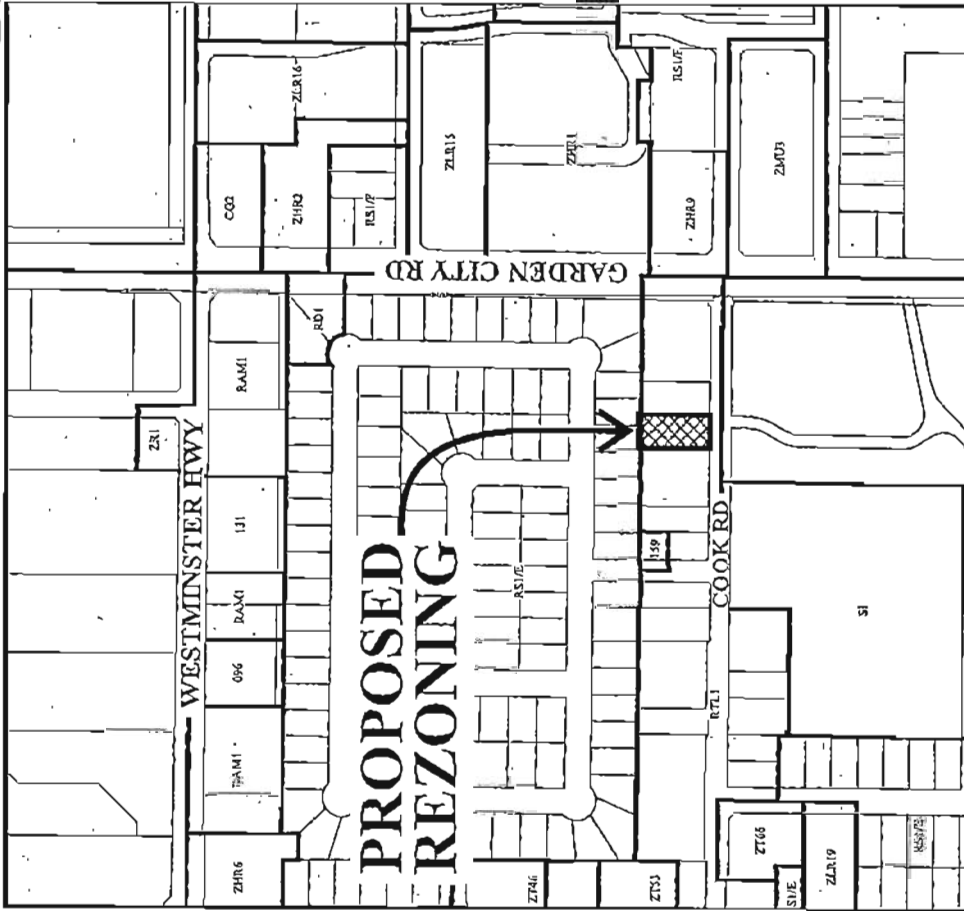
MAYOR

CORPORATE OFFICER





City of Richmond



RZ 04-265950

Original Date: 03/08/04
Revision Date: 05/31/12
Note: Dimensions are in METRES

CNCL - 437



**Development Permit Panel
Wednesday, April 10, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Dave Semple, General Manager, Community Services
Victor Wei, Director, Transportation

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 27, 2013, be adopted.

CARRIED

2. Development Permit DP 12-616142

(File Ref. No.: DP 12-616142) (REDMS No. 3723626)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 8751 Cook Road

INTENT OF PERMIT:

1. To permit the construction of eight (8) three-storey townhouse units on a site zoned High Density Townhouses (RTH3); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum lot area from 1,800 m² to 1,347 m² and the minimum lot width from 40.0 m to 25.0 m; and
 - b) allow a total of fourteen (14) tandem parking spaces in seven (7) townhouse units.

Development Permit Panel

Wednesday, April 10, 2013

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., and Patricia Campbell, PMG Landscape Architects, provided the following information regarding the proposed development:

- a total of eight (8) three-storey units are proposed in two (2) buildings;
- the outdoor amenity space includes: mailboxes, bench, bicycle parking spaces, and two small play features;
- the property falls under the Aircraft Noise Policy Area which required the installation of air conditioning for the units;
- one 24" cedar tree will be retained and protected in the southwestern corner of the site, however, all other trees will be removed and replaced with a mix of 15 coniferous and deciduous trees, as well as, a variety of shrubs and ground covers;
- an existing right-of-way prevents tree planting along the north property line; and
- permeable concrete pavers are proposed along the drive isle.

Panel Discussion

In response to queries from the Panel the following additional information was provided:

- security for the play amenity space includes a 42" high metal fence and hedge along Cook Road;
- the amenity space is proposed for the south side of the property to allow for maximum sun exposure;
- the garbage and recycling enclosure is located inside the ground floor of the south building and the containers are wheeled out for collection purposes;
- the convertible unit has been designed: (i) to accommodate a vertical lift in the stacked storage space; (ii) to provide wheel chair access directly from the sidewalk; and (iii) to accommodate accessible parking in the garage area; and
- architectural features include pillars and porch that allow two balconies to overlook the street and amenity area for usual interest.

Staff Comments

Wayne Craig, Director of Development, commented that the variances were identified at the time of rezoning. The tandem variance is supported as it provides 15 residential parking spaces for the development which is in excess of the minimum parking requirements by the Zoning Bylaw. He commended the applicant in their efforts to retain the tree on the southwest corner of the site as well as the trees on the neighbouring property.

Mr. Craig noted there was discussion with the applicant regarding alternative locations for the amenity space and the visitor parking. The amenity space was located along Cook Road to capitalize on the sun exposure in that area.

Development Permit Panel

Wednesday, April 10, 2013

In response to queries, Mr. Craig stated that the proposal exceeds the 50% limit for tandem parking. However, parking requirements within the City Centre are reduced in comparison to the City as a whole and by permitting the proposed tandem parking, five (5) additional resident parking spaces have been accommodated on the site.

He further noted that the convertible unit has been designed with wider doors, hallways, and turning radius in the bathroom, bedroom and kitchen.

Correspondence

None.

Gallery Comments

Ian Stewart, 14-8691 Cook Road, expressed his concern that the development may obstruct the sun reaching his residential unit and inquired about the proposed setbacks from the street and the west property line for the proposed south building.

In response to the aforementioned concerns, Mr. Craig advised that proposed 6 metre setback from the Cook Road property line is greater than the 4.5 metre minimum requirement under the Zoning Bylaw. In addition, the proposed approximately 3 metre setback for the west side yard is greater than the minimum setback required in the Zoning Bylaw.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of eight (8) three-storey townhouse units at 8751 Cook Road on a site zoned High Density Townhouses (RTH3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum lot area from 1,800 m² to 1,347 m² and the minimum lot width from 40.0 m to 25.0 m; and*
 - b) *allow a total of fourteen (14) tandem parking spaces in seven (7) townhouse units.*

CARRIED

3. Development Permit DP 12-622136 (File Ref. No.: DP 12-622136) (REDMS No. 3807886 v.2)

APPLICANT: Chandler Associates Architecture Inc.

PROPERTY LOCATION: 3388 Sweden Way (formerly 12751 Bathgate Way)

Development Permit Panel

Wednesday, April 10, 2013

INTENT OF PERMIT:

1. To permit the renovation of an existing building including an approximate building addition of 1,114 m² (11,991 ft²) on a site zoned Industrial Retail (IR1); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) increase in lot coverage from 60% to 68.4%; and
 - b) allow a maximum of 8 tandem parking spaces for employee use only.

Applicant's Comments

Christopher Block, Chandler Associates Architecture Inc., and Patricia Campbell, PMG Landscape Architects, provided the following information regarding the proposed development:

- the proposal is to renovate an existing 1970 vintage concrete block warehouse, including the construction of additional 12,000 ft² of office space on the east side of the building;
- the development design was to create a modern westcoast aesthetic with new architectural features (i.e. canopies, metal panels, and lifestyle imagery);
- a small upper floor amenity space for staff, including gym and showers, has been provided;
- a key factor in considering renovation and addition, rather than demolition and construction, was the 68% reduction in waste material achieved through renovating;
- the proposed tandem parking spaces are intended for staff parking;
- sustainable features included: (i) keeping the existing building; (ii) suspending the second storey addition over the parking area negating the need for underground parking and mitigating the heat island effect by using a new light coloured roofing material; and (iii) natural lighting through extensive glazing and the installation of skylights;
- the landscape design provides for: (i) new sidewalks and street trees along Sweden and Bathgate Ways; (ii) fencing and plant screening around the hydro kiosk and the loading and garbage pickup area; (iii) significant landscaping along the building foundation; and (iv) porous pavers along the pedestrian and vehicular aisle; and
- an existing cypress on the adjacent property will be protected throughout the redevelopment.

Development Permit Panel

Wednesday, April 10, 2013

Panel Discussion

In response to queries from the Panel, it was noted that an existing walkway through the IKEA site connecting to Sweden Way will provide pedestrian access to the key entrance from Sweden Way. In addition, pedestrian traffic from the direction of Bathgate Way will be through the drive aisle that will be constructed using porous pavers to delineate a pedestrian zone within the parking area. It was further noted that the tandem parking spaces would be dedicated for staff use only.

Staff Comments

Mr. Craig noted that the development includes a Servicing Agreement for the construction of the perimeter sidewalks along Sweden Way and Bathgate Way. The development also includes a comprehensive Transportation Demand Management package to allow for a 10% reduction in the parking requirements. The Transportation Demand Management package includes contributions to a bus shelter in the area, cycling and end of trip facilities within the building, and 10% of the parking spaces being electrical vehicle ready.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support of the project as it is a great example of the intensive development desired by the City.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the renovation of an existing building including an approximate building addition of 1,114 m² (11,991 ft²) at 3388 Sweden Way (formerly 12751 Bathgate Way) on a site zoned Industrial Retail (IR1); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *increase in lot coverage from 60% to 68.4%; and*
 - b) *allow a maximum of 8 tandem parking spaces for employee use only.*

CARRIED

Development Permit Panel
Wednesday, April 10, 2013

4. New Business

5. Date Of Next Meeting: Wednesday, April 24, 2013

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:30 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, April 10, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council

Date: April 17, 2013

From: Joe Erceg
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: Development Permit Panel Meeting Held on April 10, 2013

Staff Recommendation

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

- i. a Development Permit (DP 12-616142) for the property at 8751 Cook Road;
be endorsed, and the Permit so issued.

Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on April 10, 2013.

DP 12-616142 – Matthew Cheng Architect Inc. – 8751 Cook Road
(April 10, 2013)

The Panel considered a Development Permit application to permit the construction of eight (8) three-storey townhouse units on a site zoned High Density Townhouses (RTH3). Variances are included in the proposal for reduced lot area, reduced lot width, and allow tandem parking in seven (7) of the eight (8) units.

Architect, Mr. Matthew Cheng, of Matthew Cheng Architect Inc., and Landscape Architect, Ms. Patricia Campbell, of PMG Landscape Architects, provided a brief presentation of the proposal, including:

- The outdoor amenity space includes: mailboxes, bench, bicycle rack, and two (2) play features.
- Air conditioning is included in the units to comply with the Aircraft Noise Policy.
- One 24 in. Cedar tree will be retained in the southwestern corner of the site. All other trees will be removed and replaced with a mix of 15 coniferous and deciduous trees.
- An existing right-of-way prevents tree planting along the north property line.

In response to queries from the Panel, the following additional information was provided:

- The play area is secured with 42 in. high metal fence and hedge.
- The amenity space is on the south side of the property for maximum sun exposure.
- Garbage and recycling is stored in a south building room and wheeled out for collection.
- One (1) convertible unit is provided, and includes: (i) stacked storage spaces for a future vertical lift; (ii) wheel chair access from the sidewalk; and (iii) accessible parking in the garage.
- A porch and two (2) balconies overlook the street and amenity area for visual interest.

Staff supported the Development Permit application and provided the following information:

- The variances were identified at the time of rezoning.
- The tandem variance enables 15 residential parking spaces to be provided for the development which is in excess of the minimum parking requirements by the Zoning Bylaw.
- The applicant was commended for their efforts to retain the tree on the southwest corner of the site as well as the trees on the neighbouring property.
- Alternate locations were considered for the amenity space and the visitor parking. The amenity space was located along Cook Road to capitalize on the sun exposure in that area.

In response to queries, staff advised:

- The proposal exceeds the 50% limit for tandem parking. However, parking requirements within the City Centre are reduced in comparison to the City as a whole and the proposed tandem parking arrangements accommodates five (5) additional resident parking spaces on the site.
- The convertible unit has wider doors and hallways, and accommodates wheelchair turning in the bathroom, bedroom and kitchen.

Cook Road neighbor, Mr. Ian Stewart, addressed the Panel and expressed his concern that the development may obstruct the sun reaching his residential unit. He also inquired about the proposed setbacks from the street and the west property line for the proposed south building.

In response, staff advised that the proposed 6 m setback from the Cook Road property line is greater than the 4.5 m minimum requirement under the Zoning Bylaw. In addition, the proposed approximately 3 m setback for the west side yard is greater than the minimum setback required in the Zoning Bylaw.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.